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Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

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Annwyl Cyngorydd,

**PANEL APELIADAU**

Cynhelir Cyfarfod Panel Apeliadau yn Ystafell Pwyllgor 1 - Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr CF31 4WB ar **Dydd Iau, 26 Gorffennaf 2018 am 10:00.**

**AGENDA**

1. Ymddiheuriadau am absenoldeb  
Derbyn ymddiheuriadau am absenoldeb gan Aelodau.
2. Datganiadau o fuddiant  
Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.
3. Cymeradwyaeth Cofnodion 3 - 10  
I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 26/10/17 parhaodd ymlaen ar 13/11/17
4. Cyflwyniad Arfaethedig Trafferth Traffig a Chroesfan Cerddwyr sy'n gysylltiedig 11 - 60  
â'r Ysgol Gynradd Arfaethedig ar Heol Penprysg Pencoed

Yn ddiffuant

**K Watson**

Pennaeth Gwasanaethau Cyfreithiol a Rheoleiddiol

**Dosbarthiad:**

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N Clarke

Cynghorwy  
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## PANEL APELIADAU - DYDD IAU, 26 HYDREF 2017

COFNODION CYFARFOD Y PANEL APELIADAU A GYNHALIWYD YN LEVEL 3  
CONFERENCE ROOM - SWYDDFEYDD DINESIG, STRYD YR ANGEL, PEN-Y-BONT AR  
OGWR CF31 4WB DYDD IAU, 26 HYDREF 2017, AM 14:00

### Presennol

Y Cyngorydd JE Lewis – Cadeirydd

N Clarke

JC Radcliffe

### Ymddiheuriadau am Absenoldeb

### Swyddogion:

Andrew Rees	Uwch Swyddog Gwasanaethau Democraidd - Pwyllgorau
Jane Dessent	Cyfreithiwr
Tony Godsall	Rheolwr Traffig a Thrafnidiaeth
Allen Lloyd	Prif Peiriannydd
Kathryn Mountjoy	Technegydd Rheoli Traffig
Keith Power	Swyddog Rheoli Traffig

### 13. DATGANIADAU O FUDDIANT

Dim.

### 14. CYFLWYNO MESURAU ARAFU TRAFFIG A CHROESFAN I GERDDWYR ARFAETHEDIG SY'N GYSYLLTIEDIG AG YSGOL GYNRADD ARFAETHEDIG AR HEOL PENPRYSG, PENCOED

Croesawodd y Cadeirydd bawb i'r cyfarfod a chyflwynodd bawb oedd yn bresennol cyn rhoi amlinelliad o'r weithdrefn i'w mabwysiadu.

Cyflwynodd y Rheolwr Traffig a Thrafnidiaeth adroddiad Cyfarwyddwr Corfforaethol Cymunedau a oedd yn ceisio datrysiaid i'r gwrthwynebiad ffurfiol a oedd wedi dod i law mewn perthynas â'r cynigion yn Heol Penprysg, Pencoed ar gyfer mesurau arafu traffig a gosod croesfan ffurfiol yn gysylltiedig â'r Ysgol Gynradd Pencoed newydd.

Dywedodd fod hysbysiad cyhoeddus statudol, mewn perthynas â chau'r Ysgolion Babanod a'r Ysgol Gynradd Pencoed presennol a sefydlu ysgol newydd i wasanaethu'r dalgylchoedd traddodiadol hyn, wedi'i gyhoeddi ar 15 Mehefin 2016. Gan nad oedd unrhyw wrthwynebiadau i'r cynnig, dywedodd fod y Cabinet wedi ystyried a chymeradwyo'r cynnig yn ei gyfarfod ar 6 Medi 2016, yn unol â Deddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013. Dywedodd hefyd y rhoddwyd caniatâd cynllunio ar 29 Medi 2016 fel rhan o'r cynigion i godi'r Ysgol Pencoed newydd ar Heol Penprysg, yn amodol ar nifer o amodau cynllunio (P/16/603/BCB). Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel mai'r amod a arweiniodd at y gwrthwynebiad dan sylw'r Panel oedd Amod 8 o'r hysbysiad ar gyfer caniatâd cynllunio a'r nodyn cynghori.

Nododd y Rheolwr Traffig a Thrafnidiaeth mai'r rheswm dros yr amod a'r nodyn cynghori hwn yw sicrhau y gall gyrwyr weld yn briodol wrth adael ar ffordd fynediad newydd yr ysgol ac i ddiogelu plant sy'n teithio i'r ysgol ar fws ac mewn car, a cherddwyr yn arbennig, gan eu bod yn cael eu hystyried yn grŵp agored i niwed a rhaid gwneud pob ymdrech i ddiogelu'r grŵp hwn rhag niwed posibl. Dywedodd fod nifer o ddamweiniau traffig wedi digwydd ar ran hon Heol Penprysg yn y gorffennol agos, a chyflymder

gormodol oedd y prif ffactor ym mhob achos. Dywedodd wrth y Panel am y cynnig i gynnal cyfanswm o 611 o ddisgyblion yn yr ysgol newydd a bydd y ffordd fynediad newydd yn gweithredu fel system un ffordd a than cyfyngiad cyflymder cynghorol o 10mya. Disgrifiodd y trefniadau ar gyfer yr ardal gollwng disgyblion ac ar gyfer maes parcio'r staff ynghyd â'r drefn a ddewiswyd i gyrraedd a gadael y maes parcio yn sgil yr angen i leihau nifer y manau gwrthdaro ac i atal cerddwyr rhag defnyddio'r ardal gollwng disgyblion i gerdded drwy'r maes parcio hwn cymaint â phosibl. Dywedodd wrth y Panel hefyd y byddai croesfan i gerddwyr heb ei rheoli rhwng mynediad i faes parcio'r staff er mwyn cysylltu'r maes parcio â sgwâr yr ysgol.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth fod nifer o opsiynau'n cael eu hystyried er mwyn cydymffurfio ag amod cynllunio 8 a'r nodyn cynghori. Roedd arweiniad (Cylchlythyr Llywodraeth Cymru Rhif 24/2009) a phrofiad wedi dangos mai'r ffordd fwyaf effeithiol o annog gyrwyr i yrru'n araf ar unrhyw ffordd oedd naill ai dylunio ffordd â digonedd o droadau a byrhau'r rhannau syth i wneud gyrru'n gyflym yn amhosibl neu gyflwyno mesurau arafu traffig e.e. clustogau/twmpathau cyflymder. Ategwyd hyn gan y ffaith na fydd yr heddlu'n cefnogi cyfyngiadau cyflymder 20mya oni bai bod mesur arafu traffig o'r natur hon ar waith. O ystyried bod yr ysgol newydd yn cael ei chodi ger y ffordd syth bresennol sy'n ffurfio Heol Penprysg, roedd y dewis cyntaf o newid aliniadau'r ffordd yn sylweddol yn amlwg yn amhosibl.

Dywedodd hefyd wrth y Panel yr ystyriwyd mathau eraill o fesurau arafu traffig fel culhau'r ffordd hefyd. Fodd bynnag, roedd dulliau culhau o'r fath wedi cael eu defnyddio ar ffyrdd cyswllt prysur mewn ardaloedd preswyl, ond cafwyd gwared arnynt yn sgil y problemau tagfeydd roeddynt yn eu hachosi.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth fod swyddogion y Gyfarwyddiaeth Cymunedau wedi dod i'r casgliad mai'r unig ddewis dichonadwy i gael y cyflymder isel sy'n ofynnol dan amod cynllunio 8 oedd dylunio cynllun a oedd yn cynnwys mesurau arafu traffig wedi'u codi gyda chymysgedd o lwyfandiroedd, clustogau, ynysoedd croesi a marciau ysbeidiol a fyddai, ynghyd â'r arwyddion 20mya, yn cael yr effaith ddymunol o achosi'r mwyafrif o gerbydau i lynu wrth y cyfyngiad cyflymder o 20mya. Dywedodd fod rhaid cydnabod y byddai lleiafrif yn ceisio osgoi mesurau arafu traffig ac anwybyddu'r terfyn cyflymder ni waeth pa fesurau arafu traffig sy'n cael eu cyflwyno, gan beryglu eu hunain a bywydau defnyddwyr eraill y ffordd.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth y dylai'r bwlch rhwng mesurau arafu traffig mewn parthau 20mya sicrhau fod y parth ei hun yn hunan-orfodol, yn unol ag Arwyddion a Chyfarwyddiadau Cyffredinol Arwyddion Traffig 2016, a'i fod yn hanfodol bod unrhyw gynllun sy'n cael ei ddatblygu yn cael ei gynllunio i gyrraedd y nod hwnnw. Dywedodd fod y cynllun a ddyluniwyd yn sgil hynny yn ystyried y llwybr bysys masnachol presennol sy'n gwasanaethu Heol Penprysg a'r nifer debygol o fsys fydd yn teithio drwy fynedfa'r ysgol yn y dyfodol. Roedd hefyd yn rhoi ystyriaeth i nifer y tai a'r cyfleusterau cymunedol eraill y byddant yn cael eu cyrchu drwy'r ardal arafu traffig. Am y rheswm hwn, wrth lunio'r cynllun, roedd swyddogion wedi ceisio cyflwyno mesurau a fyddai'n effeithio cyn lleied â phosibl ar gerbydau sy'n cydymffurfio â'r cyfyngiad cyflymder o 20mya yn y parth hwnnw. Dyma hefyd oedd y rheswm dros gyflwyno clustogau arafu sy'n addas i fsys a llwyfandir croesfan pâl bas fel y nodweddion a godir. Roedd y cynllun hefyd wedi cael ei ddylunio â phwyslais penodol ar gyflawni gofynion amod cynllunio 8.

Dywedodd wrth y Panel fod llythyrau wedi cael eu hanfon at yr ymgynghoreion statudol ac at y bobl sy'n byw yn yr eiddo sy'n wynebu Heol Penprysg a'r eiddo yn y strydoedd ochr y mae'r cynllun arfaethedig yn effeithio arnynt, a chafwyd gwrthwynebiad gan Mr Howell Guilford. Y gwrthwynebiadau oedd:

- y byddai'r llwyfandir yn gweithredu fel "arglawdd neu rwystr" i'r dŵr wyneb;
- mae lefel y tir yn 30 Heol Penprysg yn sylweddol is na lefel y lôn gerbydau.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel fod sylwadau hefyd wedi dod i law gan yr heddlu, nad oedd yn gwrthod y cynnig yn gyfan gwbl. Dywedodd hefyd wrth y Panel fod Swyddogion wedi awgrymu wrth y gwrthwynebwr y gellir cael gwared â'r llwyfandir wedi'i godi i fynd i'r afael â'r broblem sy'n gysylltiedig â llifogydd posibl, a chytunodd y gwrthwynebwr i hyn. Dywedodd fod y cynllun wedi cael ei ddiwygio i gael gwared â'r elfen hon o'r groesfan pelican. Dywedodd fod llythyr wedi dod i law gan y gwrthwynebwr ar ôl hynny a oedd yn gwerthfawrogi bod swyddogion wedi cytuno i gael gwared â'r twmpath arafu traffig mawr ger y groesfan i gerddwyr a bod y cynnig yn welliant. Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel fod y gwrthwynebwr hefyd wedi ategu ei wrthwynebiadau blaenorol; fodd bynnag, cafodd y gwrthwynebiadau eu cyflwyno fel rhan o'r broses cais cynllunio ac nid yn rhan o'r broses ymgynghori ynghylch y cynllun a oedd yn cael ei phennu gan y Panel. Dywedodd y Rheolwr Traffig a Thrafnidiaeth fod y gwrthwynebwr hefyd wedi dweud na fyddai modd iddo godi sgaffaldau ar ochr dalcen ei eiddo oherwydd lled y droedffordd a'r postyn sy'n gysylltiedig â'r groesfan. Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel fod y droedffordd wedi cael ei lledaenu ac felly ni fyddai'n effeithio arni. Dywedodd y gwrthwynebwr hefyd ei fod yn gwerthfawrogi y byddai dadansoddiad o sŵn a dirgryniadau yn cael ei gynnal. Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel fod y gwaith hwn wedi cael ei gynnal cyn i'r gwaith ddechrau.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth fod y llythyrâu ymgynghori, yn dilyn hynny, wedi cael eu hanfon at yr ymgynghoreion statudol a thrigolion Heol Penprysg, Wimborne Road a Minffrwd Road yn dangos y cynllun diwygiedig ac anfonwyd copïau o'r Hysbysiad Cyhoeddus at y rhai a oedd wedi ymateb i'r cam ymgynghori anffurfiol. Cafwyd un llythyr gan y gwrthwynebwr, Mr Guilford, ac aeth swyddogion i gyfarfod ag ef yn chwilio am ddatrysiad. Cadarnhawyd ei fod wedi gwrthwynebu i'r dull arfaethedig i arafu traffig, ond nid i osod cyfyngiad cyflymder o 20mya. Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel fod swyddogion wedi ystyried mai'r dull a gynigiwyd i arafu traffig oedd y dull mwyaf effeithiol o reoli cyflymder cerbydau i'r cyfyngiad cyflymder o 20mya. Nododd fod preswylwyr wedi gofyn drwy eu AS pryd fyddai'r clustogau arafu yn cael eu codi a phenderfynodd swyddogion ohirio/canslo ychydig o'r gwaith nes bod y broses apelio yn dod i ben. Dywedodd wrth y Panel fod hyn, yn ei dro, wedi arwain at 2 wrthwynebiad, a gwrthwynebiad pellach i'r gwrthwynebiad a gyflwynodd Mr Guilford.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel, wrth i'r gwaith ar y safle fynd rhagddo nodwyd y byddai angen dull diogel amgen o groesi Heol Penprysg os na fydd y groesfan pelican yn dod yn weithredol, a gofynnwyd am eglurhad pellach gan y gwrthwynebwr, Mr Guilford, ynghylch beth yn union roedd yn ei wrthwynebu. Ymatebodd Mr Guilford i'r hyn a godwyd ag ef. Dywedodd y Rheolwr Traffig a Thrafnidiaeth fod hi'n ymddangos ei fod yn gwrthwynebu i osod y Groesfan Pelican a phenderfynwyd na ddylid defnyddio'r Groesfan Pelican ac y dylai'r Panel Apeliadau benderfynu a ddylai'r groesfan gael ei gweithredu. Dywedodd hefyd fod dull diogel amgen o groesi Heol Penprysg wedi'i ddarparu gan y Cyngor fel mesur dros dro. O ystyried na chafwyd unrhyw wrthwynebiad gan y gwasanaethau brys, cwmnïau bysys, grwpiau anabledd ac ati, dywedodd wrth y Panel fod hi'n ymddangos nad oedd barn y gwrthwynebwr yn cael ei chefnogi'n eang mewn ardal mor bwysig y tu allan i ysgol.

Gofynnodd y Panel a oedd unrhyw ddulliau amgen i'r cynllun y gellir eu hystyried. Dywedodd y Prif Beiriannydd fod aliniadau fertigol yn ogystal â llorweddol wedi cael eu hystyried. Fodd bynnag, roedd y dull amgen o aliniad llorweddol wedi cael ei ddiystyru oherwydd y gallai gyrwyr gyflymu i osgoi cael eu rhwystro gan draffig yn teithio tuag atynt ar rwystrau ymwithiol. Cafodd cynnig i gyflwyno troadau i'r ffordd ei ddiystyru fel datrysiad dichonadwy oherwydd cynllun y ffordd bresennol. Dywedodd y Swyddog

Rheoli Traffig wrth y Panel nad oedd cyflwyno camerâu cyflymder yn y lleoliad hwnnw yn bodloni gofynion arweiniad Gan Bwyll/Llywodraeth Cymru oherwydd byddant yn fesur rhag-blaen. Dywedodd y byddai angen i'r bartneriaeth camerâu cyflymder ystyried nifer y gwrthdrawiadau sydd wedi digwydd yn y lleoliad hwnnw wrth benderfynu a gyflawnwyd y meini prawf ar gyfer gosod camera cyflymder yn y lleoliad hwnnw. Gofynnodd y Panel i'r Swyddog Rheoli Traffig faint o ddamweiniau oedd wedi cael eu cofnodi ar y ffordd a chadarnhaodd fod 5 digwyddiad wedi bod mewn 5 mlynedd ac ni fyddai'r lefel hon yn bodloni gofynion Gan Bwyll.

Gofynnodd y Panel a oedd y lleoliad ar gyfer y groesfan i gerddwyr wedi cael ei symud. Cadarnhaodd y Prif Beiriannydd fod lleoliad y groesfan wedi cael ei symud i atal traffig rhag ciwio ac i atal goleuadau traffig rhag disgleirio i dai preswylwyr. Dywedodd fod y goleuadau wedi cael eu gosod yn y lleoliad penodol gan eu bod ar ochr dalcen eiddo'r gwrthwynebwr.

Dywedodd Mr Guilford wrth y Panel nad oedd wedi cyflwyno gwrthwynebiad ffurfiol, ond roedd wedi cyflwyno sylwadau i'r cynigion. Dywedodd hefyd wrth y Panel mai'r ffordd fwyaf syml o arafu traffig fyddai cyflwyno camerâu cyflymder yn y lleoliad. Dywedodd ei fod wedi trafod lleoliad y goleuadau traffig â'r heddlu a oedd wedi rhoi gwybod iddo mai cyfrifoldeb y Cyngor oedd y mater hwnnw. Gofynnodd Mr Guilford a fyddai'r heddlu wedi gwrthwynebu'r cynllun. Dywedodd y Rheolwr Traffig a Thrafnidiaeth mai cyfrifoldeb Gan Bwyll oedd gosod camera cyflymder, yn gweithredu ar ran Llywodraeth Cymru. Fodd bynnag, byddai rhaid i'r ardal fod yn risg uchel cyn ystyried gosod camera cyflymder. Dywedodd y Prif Beiriannydd fod gyrwyr yn tueddu cyflymu wrth deithio i ffwrdd o gamerâu cyflymder ac nid oedd swyddogion am i draffig yrru'n gyflym ar Heol Penprysg. Dywedodd y gwrthwynebwr y gellir osgoi hyn yn ei farn ef drwy osod camera. Ystyriodd Mr Guilford y gallai sŵn a dirgryniadau o draffig ddifrodi sefydlogrwydd y Tollty sy'n dyddio o 1875 ac effeithio ar gyfansoddiad y pridd hefyd.

Dywedodd Mr Guilford wrth y Panel ei fod yn ystyried y byddai tyfu'r ysgol bresennol i gynnal 611 o ddisgyblion yn golygu na fyddai angen adeiladu ysgol newydd. Dywedodd fod yr ailddatblygiad yn wastraff arian yn ei farn ef. Cwestiynodd yr angen i gyflwyno croesfan a'i lleoliad gan nad oedd yn unol â dyluniadau'r cynllun. Dywedodd na ellir addasu'r cynllun ar ôl i'r hen ysgol gael ei dymchwel a chwestiynodd lleoliad y safle bws sy'n gwasanaethu'r ysgol. Dywedodd y Rheolwr Traffig a Thrafnidiaeth y byddai'n well gan swyddogion i'r bysys ysgol barcio yn yr ardal safle bws, ond y byddai unrhyw fsys sy'n parcio ar Heol Penprysg yn arafu traffig. Dywedodd Mr Guilford y byddai lleoliad y safle bws yn golygu y byddai bysys sy'n parcio yno yn cuddio'r traffig a gallai bysys parcio yno am hyd at 5 munud ar y tro wrth gasglu teithwyr.

Roedd Mr Guilford yn anghytuno â lleoliad y groesfan ac yn cwestiynu beth fyddai'n digwydd i "gymalau taid" sy'n bodoli ar gyfer pobl sy'n teithio drwy'r eglwys rhwng Wimborne Road a Heol Penprysg. Dywedodd y Swyddog Rheoli Traffig wrth y Panel fod y mynediad yn breifat er ei fod wedi bodoli ers tro fel llwybr caniataol.

Gofynnodd Mr Guilford pryd fyddai goleuadau'r groesfan yn dod yn weithredol. Dywedodd y Rheolwr Traffig a Thrafnidiaeth y byddai'r goleuadau ar y groesfan yn cael eu gweithredu yn dilyn penderfyniad y Panel hwn yn unig. Gofynnodd Mr Guilford a fyddai modd troi goleuadau'r groesfan ymlaen dros dro i asesu'r effeithiau y byddant yn eu cael ar breswylwyr a gyrwyr. Mynegodd bryder y byddai creu clustogau/twmpathau cyflymder yn arwain at fwy o sŵn a dirgryniadau ac yn effeithio ar nifer o adeiladau hŷn yr ardal, megis yr eglwys a'r capel, wal y fynwent a'r bythynnod ger Heol Penprysg. Roedd hefyd yn credu y byddai'r clustogau/twmpathau cyflymder yn arwain at lygredd aer yn yr ardal yn sgil tagfeydd. Cwestiynodd y gost o greu a chynnal y clustogau arafu ac ystyriodd y byddai culhau'r ffordd yn ateb gwell.

Roedd wedi siomi nad oedd cyfarfod wedi cael ei drefnu ar gyfer preswylwyr Heol Penprysg a gofynnodd a oedd unrhyw wrthwynebiadau i'r cynllun wedi dod i law gan breswylwyr eraill. Dywedodd y Prif Beiriannydd nad oedd unrhyw wrthwynebiadau i'r cynllun wedi dod i law gan breswylwyr eraill a bod rhaid cyflwyno unrhyw wrthwynebiadau yn ysgrifenedig. Dywedodd Mr Guilford wrth y Panel fod ei wrthwynebiadau yn sylweddol a'i fod yn anghytuno â safle presennol y groesfan i gerddwyr a bod rhaid ei gosod yn y safle cywir. Eglurodd y Panel fod gwrthwynebiadau Mr Guilford mewn perthynas â safle'r groesfan, ac y byddai'n well ganddo petai gamera cyflymder yn cael ei osod yn y lleoliad. Eglurodd y Rheolwr Traffig a Thrafnidiaeth nad oedd y lleoliad yn cyflawni'r meini prawf ar gyfer gosod camera cyflymder, ac er bod 5 damwain ar y ffordd wedi digwydd, nid oeddynt yn angheuol. Eglurodd y Swyddog Rheoli Traffig fod Gan Bwyll, sy'n gyfrifol am gamerâu cyflymder, yn bartneriaeth o bob un o 4 heddlu Cymru, ond nid oedd y Cyngor yn bartner.

Cwestiynodd y Panel lleoliad y goleuadau traffig. Dywedodd Mr Guilford nad oedd y goleuadau yn weithredol pan gafodd y goleuadau eu comisiynu ac y byddai wedi dymuno gweld mwy o oleuadau traffig wedi'u cynnau yn ystod ymweliad y Panel â'r safle. Cwestiynodd Mr Guilford lleoliad y goleuadau traffig gan nad oedd yn credu eu bod wedi cael eu codi yn unol â'r cynllun a dywedodd wrth y Panel ei fod wedi gofyn sawl gwaith i'r swyddogion am gopi o'r dyluniadau. Dywedodd Mr Guilford nad oedd y Cyngor wedi diffinio a yw'r dimensiwn yn yr Hysbysiad yn dod o'r gyffordd cyn neu oddi ar y newid. Dywedodd hefyd fod y ddau gynllun yn cyfeirio at yr un lleoliad a bod llinell ganol y groesfan yn cyd-fynd â chanol y wal dalcen ei gartref, sydd cyfagos â'r llwybr cerdded. Roedd yn credu bod llinell ganol y groesfan o leiaf 1.5 metr allan o'i safle.

Dywedodd y Swyddog Cyfreithiol wrth y Panel fod yr Hysbysiad yn nodi lleoliad y groesfan ar Heol Penprysg. Dywedodd Mr Guilford fod y dyluniadau'n gywir, ond roedd y dimensiynau a nodwyd yn yr Hysbysiad yn anghywir. Dywedodd y Prif Beiriannydd wrth y Panel fod y pellter a nodwyd wedi cael ei fesur ar bwynt tangiad o ymyl y ffordd. Eglurodd y Swyddog Rheoli Traffig fod y contractwr wedi codi'r groesfan yn unol â'r dyluniadau. Dywedodd y Rheolwr Traffig a Thrafnidiaeth os oedd pryder ynghylch lleoliad y groesfan roedd Swyddog y Priffyrdd ar y safle ar hyn o bryd yn mesur dimensiynau'r groesfan. Dywedodd y Swyddog Cyfreithiol wrth y Panel y byddai angen eglurhad bod y disgrifiad yn yr Hysbysiad yn gywir ac mae'n bosibl y byddai angen gohirio'r Panel er mwyn gwirio dimensiynau'r groesfan a nodwyd yn yr Hysbysiad. Dywedodd Mr Guilford y byddai'n gwrthod y mesuriadau a gymerwyd gan Swyddog y Priffyrdd gan nad oedd y groesfan wedi cael ei chodi yn unol â'r dyluniadau. Pwysleisiodd fod rhaid i'r groesfan gael ei gosod yn y lleoliad cywir. Dywedodd y Rheolwr Traffig a Thrafnidiaeth fod y groesfan wedi'i lleoli yn unol â'r dyluniad. Dywedodd y Swyddog Rheoli Traffig y byddai'r groesfan wedi cael ei chodi i gydymffurfio â'r Hysbysiad. Dywedodd y Rheolwr Traffig a Thrafnidiaeth y byddai angen ymchwilio ymhellach i lleoliad y groesfan, er bod y gwrthwynebwr bellach yn cytuno â'r mesurau arafu traffig.

Gohiriwyd y Panel am 3.05pm cyn dychwelyd am 3.25pm.

Yn sgil yr ansicrwydd ynghylch lleoliad y groesfan a nodwyd yn yr Hysbysiad, dywedodd y Swyddog Cyfreithiol wrth y Panel y byddai'r Adran Rheoli Traffig yn trefnu ymweld â'r safle er mwyn gwirio'r pellter a nodwyd unwaith eto. Awgrymodd y Swyddog Cyfreithiol y dylai'r Panel barhau i benderfynu'r gwrthwynebiad a gyflwynwyd mewn perthynas â'r mesurau arafu traffig arfaethedig o ystyried fod y gwrthwynebwr bellach wedi tynnu ei wrthwynebiad i'r elfen hon o'r cynllun yn ôl. Cadarnhaodd Mr Guilford â'r Panel fod hyn yn ffordd addas o weithredu.

Wrth grynhoi, gofynnodd y Rheolwr Traffig a Thrafnidiaeth i'r Panel benderfynu ar y mesurau arafu traffig ac ailymgynnull yn dilyn ymweliad arall â'r safle a gwirio'r pellter a

nodwyd yn yr Hysbysiad er mwyn pennu lleoliad y groesfan gan fod y gwrthwynebwr bellach yn deall y rhesymeg y tu ôl i'r mesurau arafu traffig a'i fod bellach wedi tynnu'r rhan hon o'i wrthwynebiad yn ôl.

Gofynnodd Mr Guilford am gadarnhad o lwybr teithio dysgwyr. Eglurodd y Rheolwr Traffig a Thrafnidiaeth fod llwybrau teithio dysgwyr yn rhan o arweiniad Llywodraeth Cymru a bod y llwybrau teithio dysgwyr a llwybrau diogel i ysgolion yn cael eu hadolygu ledled y Fwrdeistref.

I grynhoi, mynegodd Mr Guilford bryderon ynghylch lleoliad y groesfan nad oedd wedi'i chodi yn unol â'r cynlluniau. . Mynegodd bryderon hefyd y gallai'r mesurau arafu traffig arwain at gynnydd mewn llygredd aer ar adeg pan fod angen llenwi tyllau yn y ffyrdd ledled y Fwrdeistref. Dywedodd ei fod wedi trafod lleoliad y groesfan i gerddwyr yr oedd yn ystyried i fod yn y lleoliad anghywir â swyddogion. Roedd yn derbyn bod angen cyflwyno mesurau arafu traffig ac na fyddai camerâu cyflymder yn bosibl gan nad ydyw'n cyflawni'r meini prawf. Dywedodd wrth y panel ei fod wedi gofyn sawl gwaith i'r swyddogion roi mesurydd dirgryniadau a swm yn ei gartref, ond nid oeddynt wedi cydymffurfio.

Gohiriwyd y Panel am 3.35pm cyn dychwelyd am 3.45pm.

**PENDERFYNWYD:**

1. Gwrthod y gwrthwynebiad a ddaeth i law i'r cynllun arafu traffig arfaethedig ar Heol Penprysg ac awdurdodi'r cynllun arafu traffig yn unol â'r hyn y manylwyd arnynt yn Atodiad F, ac eithrio'r groesfan i gerddwyr, a;

2. Bydd y Panel yn cael ei ohirio i ystyried y gwrthwynebiad a ddaeth i law mewn perthynas â'r groesfan i gerddwyr arfaethedig ar Heol Penprysg yn dilyn ymweliad pellach â'r safle a chadarnhau'r pellter a nodwyd yn yr Hysbysiad.

Daeth y cyfarfod i ben am 3.48pm.

Cafodd y cyfarfod ei ailymgynnull ddydd Llun, 13 Tachwedd 2017 am 10.30am.

Atgoffodd y Rheolwr Traffig a Thrafnidiaeth y Panel ei fod wedi clywed tystiolaeth gan swyddogion ynghylch cynigion ar gyfer mesurau arafu traffig yn Heol Penprysg a sefydlu croesfan ffurfiol yn gysylltiedig â'r Ysgol Gynradd Pencoed newydd a gwrthwynebiad i'r cynigion hynny gan Mr Howell Guilford yn ei gyfarfod ar 26 Hydref 2017. Atgoffodd y panel hefyd ei fod wedi gwrthod y gwrthwynebiad i'r mesurau arafu traffig ac wedi cymeradwyo'r nodweddion hyn, ac yn sgil yr amwysedd o ran sut gafodd y groesfan ei disgrifio yn yr Hysbysiad Cyhoeddus, y byddai'r Panel yn ailymgynnull yn dilyn ymweliad â'r safle/ ac yn gwirio'r pellter a nodwyd yn yr Hysbysiad i bennu'r mater.

Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel fod swyddogion y Priffyrdd wedi cyfarfod â swyddogion cyfreithiol yn dilyn ymweliadau safle a gynhaliwyd gan swyddogion. Dywedodd fod yr Adran Gyfreithiol yn ystyried bod y disgrifiad gwreiddiol yn yr Hysbysiad Cyhoeddus o leoliad y groesfan i gerddwyr yn gywir. Fodd bynnag, roedd yr Adran Gyfreithiol yn credu y dylai'r Hysbysiad Cyhoeddus gael ei ail-hysbysebu gan newid y disgrifiad ychydig er mwyn nodi dimensiwn manwl gywir y groesfan o gyffordd Wimborne Road a Heol Penprysg. Dywedodd Mr Guilford wrth y Panel ei fod wedi'i siomi gan nad oedd y Panel wedi cynnal yr ymweliad â'r safle a drefnwyd cyn y cyfarfod. Dywedodd na fyddai newid yn y dimensiwn yn helpu o gwbl gan nad oedd man cychwyn wedi cael ei ddiffinio o ganol Wimborne Road ar gyfer codi'r groesfan, a ddylai fod wedi'i chodi yn unol â dyluniadau'r cynllun.



**PANEL APELIADAU - DYDD IAU, 26 HYDREF 2017**

Dyweddod y Swyddog Cyfreithiol y byddai'r Panel yn ailymgynnull ar ôl i'r cynigion ail-hysbysebu'r cynigion ac ar ôl i'r cyfnod ar gyfer cyflwyno sylwadau/gwrthwynebiad fynd heibio.

Gofynnodd Mr Guilford a fyddai modd cynnau'r goleuadau ar y groesfan. Dywedodd y Rheolwr Traffig a Thrafnidiaeth wrth y Panel na fyddai modd cynnau'r goleuadau gan nad oedd y groesfan wedi'i phennu eto gan y Panel a gallai hyn gael ei herio. Roedd Mr Guilford yn teimlo bod ail-hysbysebu yn gynnig dibwrpas gan fod dyluniadau'r cynllun yn cael blaenoriaeth.

**PENDERFYNWYD:**

1. Oherwydd amwysedd o ran y pellter a nodwyd yn yr Hysbysiad Cyhoeddus, rhaid ail-hysbysebu'r Hysbysiad gan newid y disgrifiad i gael gwared ag unrhyw amwysedd mewn perthynas â lleoliad y groesfan arfaethedig.

2. Y byddai'r Panel yn torri i ystyried unrhyw wrthwynebiad sy'n dod i law mewn perthynas â'r groesfan i gerddwyr arfaethedig ar Heol Penprysg ar ôl ail-hysbysebu'r cynnig.

Daeth y cyfarfod i ben am 15:48

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## BRIDGEND COUNTY BOROUGH COUNCIL

### REPORT TO THE APPEALS PANEL

#### REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

26 JULY 2018

#### PROPOSED INTRODUCTION OF A PEDESTRIAN CROSSING ASSOCIATED WITH PROPOSED PRIMARY SCHOOL ON PENPRYSG ROAD PENCOED

##### 1.0 Purpose of Report

- 1.1 To seek a resolution to the formal objection received in relation to the proposal at Penprysg Road Pencoed for the establishment of a pedestrian crossing in connection with the new Pencoed Primary School.

##### 2.0 Connection to Corporate Improvement Objectives / Other Corporate Priorities.

- 2.1 The issue of introducing traffic management and road safety measures supports the aims of Priority 3 Smarter use of Resources "Schools' Modernisation Programme" in the Corporate Improvement Plan. This supports the aim of providing a sustainable education system in school buildings that reduce cost and their carbon footprint. The traffic management and road safety measures are necessary as a direct result of the new school.

##### 3.0 Background

- 3.1 The Appeals Panel report "Proposed introduction of Traffic Calming and a Pedestrian Crossing associated with Proposed Primary School on Penprysg Road Pencoed" dated 26<sup>th</sup> October 2017 (**APPENDIX A**) was compiled and circulated to the appropriate officers and individuals.
- 3.2 The Appeals Panel was convened on the 26<sup>th</sup> October 2017. During the hearing the Traffic & Transportation Manager outlined that there are 3 principal methods of controlling vehicular speeds to the 20mph speed restriction. These being:-
- Introduce into the road alignment sufficient bends and short straight sections to make higher speeds impossible
  - Introduce vertical misalignment into the road ie speed humps/cushions
  - Introduce horizontal misalignment into the road ie to construct buildouts
- 3.3 The Traffic & Transportation Manager stated that Officers had concluded that the introduction of vertical misalignment was the only feasible option i.e. a scheme consisting of raised traffic calming measures with a mixture of plateau, cushions, central refuges and hatch markings. This approach allows constant two way unrestricted traffic flow.
- 3.4 The Traffic & Transportation Manager stated that the introduction of horizontal misalignment i.e. buildouts was discounted due to the possibility of drivers increasing their speed to avoid being delayed by oncoming traffic.

- 3.5 After further discussion the objector withdrew their objection to the traffic calming measures however stated that the location of the pedestrian crossing was incorrect. The objector indicated that there was ambiguity between the public notice, the drawings and the location on site.
- 3.6 Further discussion took place in respect of the accuracy of the dimensions defining the location of the pedestrian crossing in the public notice. The Legal Officer informed the Panel that clarification should be sought that the description in the Notice was correct and that the Panel should adjourn to verify the dimensions of the crossing stated in the public notice.
- 3.7 The Panel adjourned for approximately 20 minutes and upon re-convening the Legal Officer advised the Panel that in view of the uncertainty regarding the location of the crossing specified in the public notice, the Panel should make a further site visit to view the crossing and its dimensions and the Traffic Management Section would arrange for the distance specified to be re-checked. The Legal Officer advised that the Panel should proceed to determine the objection submitted in respect of the proposed traffic calming measures given that the objector withdrew the objection to this element of the scheme earlier in the course of the meeting.
- 3.8 The Panel adjourned for a further 10 minutes and re-convened.
- 3.9 The Panel Chair announced:-
- a) That the Panel reject the objection received to the proposed raised traffic calming scheme on Penprysg Road and authorise the implementation of the traffic calming scheme as detailed in **Appendix F** of that report excluding the pedestrian crossing and;
  - b) That the Panel adjourn to consider the objection received in respect of the proposed pedestrian crossing on Penprysg Road following a further site visit and verification of the distance specified in the notice.
- 3.10 The further site visit by the Panel was agreed for Monday 13<sup>th</sup> November 2017.
- 3.11 Following an internal meeting of BCBC Officers from Legal, Traffic & Transportation and Engineering on the 7<sup>th</sup> November 2017, it was agreed that:-
- a) There was a potential ambiguity in respect of the description of the location of the crossing in the public notice.
  - b) A further notice should be published allowing a minimum period of 21 days for the submission of representations/objections.
  - c) The site visit programmed for Monday 13<sup>th</sup> November 2017 at 09:30 hours would be cancelled as it would serve no purpose due to the above decision
  - d) The Appeals Panel would re-convene as agreed on the 13<sup>th</sup> November 2017 at 10:30 hours to further discuss the matter.
- 3.12 A letter was subsequently sent to the objector advising them of the cancellation of the site meeting and the reconvening of the Appeals Panel. (**APPENDIX B**).
- 3.13 The Panel re-convened on Monday 13<sup>th</sup> November 2017.

- 3.14 The Traffic & Transportation Manager informed the Panel that following further site visits conducted by officers measurements were taken and highway officers had met with legal officers. The meeting concluded that the public notice should be re-advertised with a slightly amended description specifying the dimension of the crossing at a point from the junction of Wimborne Road with Penprysg Road.
- 3.15 The Legal Officer advised that the Panel would reconvene after the proposals had been re-advertised and the period for the submission of representation/objection had elapsed.
- 3.16 The Panel resolved:-
- a) That due to ambiguity of the distance specified in the Public Notice, the Notice is re-advertised with an amended description to remove any ambiguity in respect of the location of the proposed crossing
  - b) That the Panel adjourn to consider any objection received in respect of the proposed pedestrian crossing on Penprysg Road following re-advertisement of the proposal.

#### **4.0 Current situation / Proposals**

- 4.1 Following the hearing of the Appeals Panel the objector submitted their own notes of the meeting (**APPENDIX B1**). The following comments are made in response to some of the matters that were made by the objector in their notes:

*“The appeals panel made no attempt to consider the content of the pack item by item”*

The Appeals Panel members would have read the bundle of documents prior to the meeting and the objector was given the opportunity to raise any specific issue that he wanted to at the meeting.

*“It should be noted that I had not received a reply to my letters. I was aware that a neighbour had made a comment regarding the siting of the traffic lights near his house – Mr Lloyd stated that as the objection was not received in writing it was not acceptable. So were the traffic lights re-sited to No 30?”*

Although a preliminary design did show that the traffic signal crossing was sited further north than no. 30 Penprysg Road, on further discussions and a site visit by the Traffic Management Team and the scheme designer on all parts of the design it was agreed that the pedestrian crossing would be sited at the current location. This is the location that the pedestrian crossing process was consulted upon.

*“Both the above plans refer to the same location. The centre line of the crossing coincides with the centre of the gable wall to my home that is immediately adjacent to the footpath.”*

The plans show the approximate location of the crossing and are to indicate that the crossing is adjacent to number 30 not number 23 or number 46 Penprysg Road. The public notice is the document indicates the specific location of the crossing. The plans referred to are replaced by the plan that was issued with the second public notice.

*“The crossing centreline is located at least 1.5m out of position with respect to the above fixed centreline location point”*

As stated above the plans show the approximate location of the crossing. The public notice details the specific location of the crossing. Due to the potential ambiguity in the original public notice, public notice was re-advertised on the 31<sup>st</sup> January 2018.

- 4.2 Public notice (**APPENDIX C**) was published on 31<sup>st</sup> January 2018 and required that objections in writing were to be submitted by the 1<sup>st</sup> March 2018.
- 4.3 Only one representation was received in writing in response to the Public Notice from the resident who had objected to the initial proposal (See **APPENDIX D**).
- 4.4 An internal meeting of officers from Legal, Traffic & Transportation and Engineering was held on Tuesday 6<sup>th</sup> March 2018 to consider the representation received. The agreement reached in that meeting was that the representation received should be considered as an objection requiring the Appeals Panel to be re-convened.
- 4.5 This objection was received on 27/02/18. The following points are made in response to some of the matters referred to in the letter of objection:

*“The controlled crossing has been constructed at the wrong location and the traffic lights commissioned on 1<sup>st</sup> September 2017”.*

The purpose of the 2<sup>nd</sup> notice advertised on the 31<sup>st</sup> January 2018 was to remove any ambiguity relating to the description of the location of the crossing and record the actual position of the crossing “on the ground”. The crossing lights were indeed completed on 01/09/17 but have still not been commissioned as a result of the objector’s previous objection.

*“The above “Scheme Drawing” indicates a Wimbourne Road datum point currently used to identify the wrong location of the controlled crossing”.*

The 2<sup>nd</sup> notice and associated drawing (ref: GC2488-CAP-66-XX-DR-C-0001 revision P02) (See **APPENDIX C and C1**) identifies the actual position of the crossing on the ground with appropriate dimensions given from Wimbourne Road.

*“Please be advised that the dimension of 65metres (71 yards) as shown on the “Scheme Drawing” and in the notice is incorrect”.*

It is not accepted that the description in the notice is incorrect.

*“Further to receipt of the Council’s letter dated the 5<sup>th</sup> June 2017, no variations or notices of change occurred prior to the construction of the controlled crossing”.*

This comment relates to the initial public notice and consequently is superceded by the notice advertised on the 31<sup>st</sup> January 2018.

*“Appeal Panel Meeting at Civic Offices Monday 13<sup>th</sup> November at 10:30am – accepted in unison that the location of the controlled crossing is correct – the decision of an impartial Appeal committee that failed to visit the site”.*

At the Appeals Panel it was agreed that there was a potential ambiguity relating to the description of the location of the crossing in the public notice. The purpose of the 2nd Notice was therefore to remove any ambiguity relating to the description and location of the crossing and record the actual position of the crossing on the ground. Therefore there was no purpose for members of the Panel to visit the site.

*“It should be noted that the control boxes that operate the traffic lights should have been sited on the other side of road, at no additional cost, where they would not have defaced an existing habitable property and especially noting the eventual demolition of the school buildings”.*

In respect of this comment, the control box has been located in its current location because:-

- The footway on the other side of Penprysg Road is cluttered with utilities, particularly drainage utilities.
- The footway on the opposite side of Penprysg Road is quite constricted, despite the control box not being located there.
- The footway on the other side of Penprysg Road is adjacent to the gateway out of the school yard (existing) which was used continuously.
- The current location has a conveniently located power supply.

*“Immediately opposite the relocated bus stop a parking space has been permitted: at the Wimbourne Road junction the kerb line has been extended into Penprysg Road causing traffic to veer towards the centre of Penprysg Road and the parking area – a designed hazard: the bus stop is located in the carriageway that has been narrowed – council’s policy – no bus laybys – Meeting 13<sup>th</sup> November 2017”.*

This comment is not relevant to the authorisation of the proposed crossing.

*“I regard that my response to the Council’s notice and revised drawing dated 2<sup>nd</sup> February 2018, has been written without rancour with the view to a true and final resolution of this continuing matter. The revised drawing attached to your notice verifies the incorrect siting of the controlled crossing”.*

The purpose of the 2nd Notice was to remove the ambiguity relating to the description of the location of the crossing and thus record the actual position of the crossing. The scheme drawing indicates the approximate location of the crossing. It is not accepted however that the drawing is incorrect.

- 4.6 The Legal Officer issued a letter dated 12<sup>th</sup> March 2018 (**APPENDIX E**) acknowledging receipt of the objectors objection.
- 4.7 The objector responded with a further letter dated 16<sup>th</sup> March 2018 (**APPENDIX F**) however all of the points raised in that letter relate to matters that predate the issue of the 2nd public notice or are statements of opinion made by the objector.
- 4.8 The objector issued a further letter dated 30<sup>th</sup> May 2018 (**APPENDIX G**), all of the points raised in this letter have been raised in previous letters.

- 4.9 In view of the lack of any objection from the emergency services, bus companies, disabled groups and any other individual it would appear that the views of the objector are not widely supported in such an important area outside a school.
- 4.10 Officers are satisfied that the appropriate public notice has been given with accurate measurements and that all the appropriate consultation and procedure has been followed in accordance with the relevant legislation.
- 4.11 Officers consider that the current crossing location is the most effective for the following reasons:-
- The safe walking route to the school from the Minfrwwd Road area is via Wimborne Road, Wimborne Crescent onto Penprysg Road and across Penprysg Road into the school access road. The crossing is located on the “desire line”.
  - The current location of the crossing is on the gable end of number 30 Penprysg Road where it has the minimum visual impact as the gable end of number 30 does not have any windows.
  - The current crossing location provides reasonable queuing length for vehicles exiting left out of the school access road.
- 4.12 The Panel is therefore asked to consider the need for the establishment of a formal crossing on Penprysg Road which will enable children to cross the road safely to and from school which will also form part of the Learner Travel Route to the school.

## **5. Effect upon Policy Framework& Procedure Rules**

- 5.1 This report has no effect upon the Policy Framework or the Procedure Rules.

## **6. Well-being of future Generations (Wales) Act 2015 Implications**

A copy of the completed Well-being of Future Generations (Wales) Act 2015 Assessment has been undertaken and is attached as **Appendix H** to the report.

## **7. Equality Impact Assessment**

- 7.1 There are no negative equality implications.

## **8. Financial Implications.**

- 8.1 The cost of the proposed scheme will be funded from the capital highway budget allocation for Pencoed Primary School.

## **9 Recommendations**

The Members of the Panel are therefore recommended:-

- 9.1 to reject the objection received to the proposed Pelican Crossing on Penprysg Road and authorise the implementation of the Pelican Crossing as detailed in **Appendix C**.



**Mark Shephard**  
**CORPORATE DIRECTOR – COMMUNITIES**

**Contact Officer:** Kevin Mulcahy Group Manager Highway Services  
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**Background Documents**  
**None**

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**BRIDGEND COUNTY BOROUGH COUNCIL**

**REPORT TO THE APPEALS PANEL**

**REPORT OF THE CORPORATE DIRECTOR COMMUNITIES**

**26<sup>th</sup> October 2017**

**Proposed introduction of Traffic Calming and a Pedestrian Crossing associated with Proposed Primary School on Penprysg Road Pencoed**

**1.0 Purpose of Report**

1.1 To seek a resolution to the formal objection received in relation to the proposals at Penprysg Road Pencoed for Traffic Calming measures and the establishment of a formal crossing in connection with the new Pencoed Primary School.

**2.0 Connection to Corporate Improvement Objectives / Other Corporate Priorities.**

2.1 The issue of introducing traffic management and road safety measures cross-cuts a number of aims in the Corporate Improvement Plan. This includes the Strategic Themes *Strong Communities*, where the aim is to 'build safe and inclusive communities' and *Young Voices*, where an objective is that all children and young people are safe. Road safety also forms part of the aims of the Community Strategy to have Strong Communities where there is a reduction in crime and people feel safer in their communities.

**3.0 Background**

3.1 A statutory public notice, in respect of the proposed closure of the existing Pencoed Junior and Infant Schools and the establishment of a new school to serve these traditional catchment areas was published on 15<sup>th</sup> June 2016. The notice was displayed on BCBC's website and at the schools affected by the proposal. This process is in accordance with legislation and follows the Welsh Government's School Organisation Code guidance in dealing with the statutory process.

3.2 No objections to the proposal were received and consequently on 6th September 2016, Cabinet considered the published proposal, in accordance with the School Standards and Organisation (Wales) Act 2013 and decided to approve the proposal.

3.3 The existing school is on a split site but to undertake the works all pupils and staff have moved into one school until the construction of the new school on the council owned field/playing field to the South of Penprysg Road in Pencoed. The works associated with the new school are currently ongoing and are programmed to be handed over to the Authority in July 2018.

3.4 As part of the proposals to site the new Pencoed School on Penprysg Road, planning consent was granted on the 29<sup>th</sup> September 2016 and was subject to a number of planning conditions (P/16/603/BCB).

3.5 The condition that has led to the objection under consideration today is Condition 8 of the planning consent notice and advisory note to that consent, which state;

*No development shall take place until a comprehensive scheme for traffic calming restricting 85% of traffic speeds to 20 mph on Penprysg Road, between its junction with Minffrwd Road to the north and its junction with Wimborne Road to the south has been submitted to and agreed in writing by the Local Planning Authority. The scheme as agreed shall be implemented prior to the school being brought into beneficial use.*

*Reason: In the interests of highway safety.*

The planning application also included this advisory note which was not a condition

*With respect to condition 8, the scheme should incorporate relocated bus stop facilities, carriageway and footway realignment, pedestrian crossing facilities and vertical displacements, plateaux and include full engineering details including longitudinal and cross sections, construction details, lighting, surface water drainage, carriageway markings, signing, traffic calming features and Stage 2 Safety Audit.*

3.6 The reason for this condition and advice note is to ensure appropriate visibility for vehicles whilst exiting the new school access road and to protect the interests of children travelling to school both by bus and car and especially as pedestrians as they are considered a vulnerable group. Therefore every effort must be made to protect this group from potential harm. There has also been a number of road traffic accidents on this section of Penprysg Road in the relatively recent past, of which the principal contributory factor in all cases was excessive speed.

3.7 It is proposed that the new school will accommodate 510 pupils, 31 Special Educational Needs (SEN) pupils and 70 nursery pupils (total 611). The new access road will operate as a one way system and under an advisory 10 mph speed limit. There will be a pupil drop off zone within the grounds of the school and the staff car park is located centrally within the surrounding drop off point and access road. The entry and exit positions of the car park have been selected in consideration of the need to reduce conflict points and to mitigate the opportunity for pedestrians using drop off spaces to walk through this car park. An uncontrolled pedestrian crossing is provided on a raised table arrangement located between the staff car park access point which connects the car park to the school plaza area.

#### **4.0 Current situation / Proposals**

- 4.1 To comply with planning condition 8 and the advisory note a number of options were considered.
- 4.2 Guidance (Welsh Assembly Government Circular No 24/2009) and experience has shown that the most effective way of achieving such low speeds on any road is either to design a road with sufficient bends and short straight sections to make higher speeds impossible or to introduce raised traffic calming measures i.e. speed humps/cushions. This is reinforced by the fact that the police will not support 20mph speed limits unless there is physical traffic calming of this nature in place. Given that the new school is being introduced adjacent to the existing straight road that forms Penprysg Road, the first option of significantly changing road alignments was clearly not possible.
- 4.3 Having discounted alignment changes, other types of calming measures such as priority narrowings were considered. However, such narrowings have been used on busy link roads within residential areas and have had to be removed due to congestion issues caused by such features.
- 4.4 Officers of the Communities Directorate concluded that the only feasible option to achieve the low speed imperative required by Planning Condition 8 was to design a scheme which consisted of raised traffic calming measures with a mixture of plateau, cushions central refuges and hatch markings which together with the additional 20 mph entry zone signs would have the desired effect of causing the majority of vehicles to adhere to the proposed speed limit of 20mph.
- 4.5 It is, however recognised that whatever traffic calming measures are introduced there will always be a minority of motorists who attempt to evade traffic calming measures and ignore the speed limit putting both themselves and other road users at risk.
- 4.6 The Traffic Signs, Regulations and General Directions 2016 requires that the spacing of traffic calming measures in 20mph zones should ensure that the zone is self-enforcing and it is essential that any scheme developed is designed to achieve that goal.
- 4.7 The scheme subsequently designed was mindful of the existing commercial bus route serving Penprysg Road and the likely number of school buses accessing the school entrance in future. It also took into account the number of houses and the other community facilities which would be accessed from the traffic calmed area. For this reason, in formulating the design, officers have attempted to introduce measures which would have the least impact on vehicles complying with the 20mph speed limit within the zone. This is the reason why it was proposed that bus-friendly speed cushions and a shallow-humped puffin crossing plateau would be introduced as the raised features.
- 4.8 Having taken all of the above-mentioned factors into consideration, and with particular emphasis on the need to meet the requirements of Planning

Condition 8 for “*traffic calming restricting 85% tile traffic speeds to 20 mph on Penprysg Road, between its junction with Minffrwd Road to the north and its junction with Wimborne Road to the south*”, Officers developed the scheme that is attached as **APPENDIX A**(Drawing no:- GC2488-CAP-66-XX-DR-C-0001)

- 4.9 In accordance with the requirements of the Road Traffic Regulation Act 1984, Highways (Road Humps) Regulations 1999, The Local Authorities’ Traffic Orders (Procedure)(England and Wales) Regulations 1996 and the letters and a plan showing the proposals in Appendix A were sent to statutory consultees in January 2017 (**APPENDIX B**). At the same time, letters and plans were sent to a wide range of additional persons/organisations, including all frontage properties on Penprysg Road and affected properties in side streets within the extent of the proposed traffic scheme. (**Appendix B1**). This was in an attempt to prompt objections/comments on the scheme at a stage where it would be possible with focussed discussion to design out any potential objections at the formal consultation stage. The covering letter requested any written comments should be submitted within 21 days of the date of the letter, being 9<sup>th</sup> January 2017. Therefore submissions needed to be submitted by the 30<sup>th</sup> January 2017.
- 4.10 As a result of the informal consultation for the proposed traffic scheme, 2 representations were received. These were from the Police (Appendix C1) who indicated that they did not object to the proposal in its entirety and from a resident who objected to the proposed scheme on a number of grounds. (**APPENDIX C**).
- 4.11 The aspects of the written representation received from the objector relating to the traffic calming were considered by officers of the Communities Directorate and a decision was made that officers should meet with the objector concerned in an attempt to resolve the objection and a meeting took place on Wednesday 1<sup>st</sup> March 2017. Officers noted the concerns of the objector:-
- that the raised plateau on which the proposed pelican crossing would be located could act as a “dam or obstruction” to the surface water run off;
  - that the ground level inside no 30 Penprysg Road is significantly lower than carriageway level.
- Officers suggested to the objector that a possible solution would be to remove the raised plateau element associated with the pelican crossing to alleviate the issue related to possible flooding and this was agreed with the objector.
- 4.12 The attached e-mail dated 14<sup>th</sup> March 2017 was sent to the objector (**APPENDIX “D”**) and the scheme was amended to remove the raised plateau element of the pelican crossing.
- 4.13 A letter was subsequently received from the objector (attached as **APPENDIX “E”**) indicating the following

- That he appreciated that officers had agreed to remove the major traffic calming speed hump at the pedestrian crossing.
- That he agreed in principle that the proposal was an improvement.
- Advising that his objections are highlighted in his letter of 25<sup>th</sup> January 2017. **This is highlighted in paragraph 4.11 above.**
- That his objections are also highlighted in his letter dated 13<sup>th</sup> February 2017 to the Development Group Planning. – **The letter was submitted as part of the planning application process and not in respect of the traffic scheme consultation process being determined by the Panel.**
- That he would not be able to erect scaffolding on the gable end of his property due to the width of footway and post associated with the crossing. – **The footway has been widened and therefore the signal head would not be affected.**
- That he appreciates that a noise and vibration analysis would be carried out. – **This was undertaken before the works commenced**

- 4.14 Subsequently, and in accordance with the requirements of the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 and the Highways (Road Humps) Regulations 1999, consultation letters and a plan showing the amended scheme (**Appendix “F”**) were sent to statutory consultees in June 2017. At the same time, letters and plans were hand delivered to those affected residents in Penprysg Road, Wimborne Road and Mynffrwd Road. In addition, letters attaching copies of the Public Notice were sent to those who had responded at the informal consultation stage.
- 4.15 As a result of the formal consultation for the amended traffic scheme 1 representation was received from a resident. This response is attached as **APPENDIX “G”**.
- 4.16 The representation received was considered by officers of the Communities Directorate and a decision made that officers should meet with the objector concerned, for a second time, in an attempt to identify a resolution and. this meeting took place on Wednesday 5<sup>th</sup> July 2017.
- 4.17 Following the visit, the objector submitted a letter dated 6<sup>th</sup> July 2017, stating that he had objected to the proposed method of Traffic Calming to be applied and not to the installation of a 20mph speed restriction (**APPENDIX “H”**).
- 4.18 Further consideration was given to the objection by officers of the Communities Directorate on receipt of the objectors letter dated 6<sup>th</sup> July 2017. The conclusion reached was that the proposed method of traffic calming comprised in the scheme was the most effective method of controlling vehicular speeds and consequently there was no latitude to agree an alternative compromise solution with the objector. Consequently, the unresolved objection would need to be determined by the Appeals Panel.
- 4.19 Tenders were invited and contract awarded to execute the works associated with the Traffic Calming measures and footway widening and the formal crossing on Penprysg Road. As a result of the proposed Appeals Panel

process to deal with the resident's objection to the proposed method of Traffic Calming, those works associated with the Traffic Order were excluded from the contract works. The works in question being principally:-

- The installation and display of the 20mph Speed restriction signs
- The construction of the speed cushions
- The operation of the Pelican crossing

4.20 As the works progressed residents asked via their Member of Parliament, Mr Christopher Elmore, when the speed cushions etc. would be constructed. A response (**APPENDIX "J"**) was provided explaining that the certain works (as detailed in 4.19 above) were postponed/cancelled until the Appeals Panel Process had concluded.

4.21 This in turn led to 2 residents submitting their objection to the objection that was submitted on 16/08/17 (**APPENDIX "K"**), followed by a further objection to the objection on 22/08/17 (**APPENDIX "L"**).

4.22 As the works on site progressed it was identified that if the Pelican crossing provided was not brought into operation, an alternative safe means of crossing Penprysg Road would be required. After consideration by officers of the Communities Directorate it was agreed that a further letter dated 30/08/17 (**APPENDIX "M"**) should be delivered to the objector requesting clarification on the following points:-

- Is the objection to the principle/use of speed cushions in general or to a particular set of speed cushions?
- Was there any objection to the installation of the Pelican crossing?
- Requesting confirmation of the acceptability or otherwise of the Appeals Panel being held in the last 2 weeks of October.

4.23 The objector replied on 31/08/17 (**APPENDIX "N"**) and in respect of the points raised in that letter:

1. In respect of Point 1- The Panel is advised that lights have not been switched on and are awaiting Appeals Panel decision.
2. In respect of Point 2- The Panel is advised that this is not relevant to the Panel as it does not relate to the Traffic Order.
3. In respect of Point 3 -The Panel is advised that this is not relevant to the Panel as it does not relate to the Traffic Order.
4. In respect of Point 4 -The Panel is advised that this is not relevant to the Panel as it does not relate to the Traffic Order.
5. In respect of Point 4 -The Panel is advised that this is not relevant to the Panel as it does not relate to the Traffic Order.

As a result of the content of the letter it was decided that there appeared to be an objection to the installation of the Pelican Crossing and the decision was made that the Pelican Crossing should not be brought into use and that the Appeals Panel should decide whether the crossing should be implemented. Alternative safe means of crossing Penprysg Road were subsequently provided by BCBC as a temporary measure.



4.24 Given the lack of any other objections from emergency services, bus companies, disabled groups and others it would appear that the views of the objector are not widely supported in such an important area outside a school.

## 5. Conclusion

5.1 To summarise, Officers fully accept that the objector has a right to object to the proposed speed cushions and Pelican Crossing, furthermore that and these concerns need to be considered by the Appeals Panel. Officers, however, remain satisfied that a scheme of raised traffic calming including cushions is required on Penprysg Road to meet the planning condition requirements that 85% of traffic should travel at 20 mph and that the proposed scheme is the right scheme to deal with future anticipated traffic flow in this area. There have been a number of road traffic accidents on this section of Penprysg Road in the relatively recent past, of which the principal contributory factor in all cases was excessive speed. Additionally officers remain satisfied that the installation of a Pelican Crossing is necessary.

5.2 The panel is asked to take into consideration the alteration that was made to the scheme initially proposed to remove the raised plateau element associated with the Pelican Crossing, following discussion with the objector to alleviate his concerns in respect of drainage outside his property if traffic calming measures are not implemented then it is probable that some vehicles will travel in excess of 20mph on Penprysg Road which would reduce the visibility for vehicles when they are exiting the new school access road and be detrimental to road safety within the vicinity of the proposed new school.

5.3 Although the objector does not appear to have expressly objected to the provision of a formal crossing point being provided across Penprysg Road to enable children to cross the road safely to and from school, in view of the contents of paragraph 4.23 above the panel is also asked to authorise the installation of a Pelican Crossing at the proposed location as it is on the desire line for pedestrians traveling to and from the school and will form part of the Learner Travel Route to the school.

5.4 The Panel is also asked to take into consideration in its determination that the police fully support the scheme and that no other objections have been received from any person residing in the vicinity of the proposed scheme or from the other emergency services or bus companies.

5.5 Officers are satisfied that the raised traffic calming scheme originally proposed (i.e. **Appendix F**) is the only practical scheme that will achieve the planning condition requirement of "restricting 85% of traffic speeds to 20 mph on Penprysg Road, Pencoed" and that the proposed formal crossing is on the desire line for pedestrians traveling to and from the school and will form part of the Learner Travel Route to the school.

## 6. Effect upon Policy Framework & Procedure Rules

6.1 This report has no effect upon the Policy Framework or the Procedure Rules.

## **7. Equality Impact Assessment**

7.1 There are no negative equality implications.

## **8. Financial Implications.**

8.1 The cost of the proposed scheme will be funded from the Capital highway budget allocation for Pencoed Primary School.

## **9.0 Recommendations**

The Members of the Panel are therefore recommended:-

9.1 to reject the objection received to the proposed raised traffic calming scheme and Pelican Crossing on Penprysg Road and authorise the implementation of the calming scheme and the Pelican Crossing as detailed in Appendix F.

**Mark Shephard**  
**CORPORATE DIRECTOR – COMMUNITIES**

**Contact Officer:** Tony Godsall – Transportation & Engineering  
**Telephone:** (01656) 642523  
**E-mail:** tony.godsall@bridgend.gov.uk

## **Background Documents**

Pencoed Primary School Cabinet Report 16/09/16  
Planning Decision Notice P/01/16/603/BCB

Direct line / *Deialu Uniongyrchol:* (01656) 642569  
Ask for / *Gofynnwch am* Allen  
Your Ref / *Eich cyf.*  
Date / *Dyddiad:* 7<sup>th</sup> November 2017

*Rydym yn croesawu gohebiaeth yn y Gymraeg. Rhowch wybod I ni os yw eich dewis iaith yw'r Gymraeg. We welcome correspondence in Welsh. Please let us know if your language choice is Welsh.*

**Appeals Panel: Pencoed Primary School Penprysg Road**

I am writing to inform you it has been decided that the site visit programmed for 09:30hrs on Monday 13<sup>th</sup> November 2017 has been cancelled.

The Appeals Panel, will, however reconvene in the Council Chambers, Civic Centre, Angel Street, Bridgend at 10:30hrs on Monday 13<sup>th</sup> November 2017.

You have previously attended the Appeals Panel, and consequently you are invited to attend again on Monday 13<sup>th</sup> November 2017.

I trust that this is acceptable however please contact me should you require any further information.

Yours faithfully



for Kevin Mulchay  
**Group Manager - Transportation and Engineering**

APPENDIX B.

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30 October 2017

Ms. J.P. Dessent  
Solicitor for Corporate Director  
Operational and Partnership Services  
Bridgend County Borough Council  
Civic Offices  
Angel Street  
Bridgend  
CF31 4WB

Dear Madam

Appeal Panel Traffic Calming Penprysg Road  
Meetings Thursday 26 October 2017

Please receive a copy of my File Note with respect to the above meetings.

Yours sincerely

**BRIDGEND COUNTY BOROUGH COUNCIL - TRAFFIC CALMING**  
**APPEAL PANEL MEETINGS - THURSDAY 26 OCTOBER 2017**

**Site Visit - Meeting at Penprysg Road**

**Present :-** Councillor (Mrs.) N. Clarke  
Councillor (Mrs.) J.E. Lewis  
Councillor (Mr.) J.C. Radcliffe  
Council Mr. A. Godsall, Mr. K. Power, Mr. J.A. Lloyd

An inspection of the completed and proposed Traffic Calming works with respect to Penprysg Road was undertaken; commencing at the traffic lights controlling the junction of Penprysg Road with Penybont Road, and locations of intended works to provide Traffic Calming cushions – Capita A3 Schematic Plans dated 20.12.16 and 29.03.17 refer.

Of note and as referred to in my letter to Council dated 25 January 2017, the road features that exist and require cautious traffic flow commencing at the above junction :-

Junction Penprysg Road with Penybont Road – Traffic Lights

Railway bridge hump – former two way traffic

New Road Junction – Penprysg Road to Hendre Road

Carpark entrance

Junction with Wimbourne Road – bus route – entrance narrowed

Junction with Heol Pentre Howell

Bus Stop – School and Public

Traffic Lights erected at my home No. 30 Penprysg Road – Controlled Crossing – location not as shown on the above Capita Plans - brought to the attention of the meeting.

Proposed locations of Traffic Calming Cushions

Junction with Minffrwd Road – bell mouth amended to prevent vehicle turn around

**Meeting at Civic Offices**

**Present** As above  
Council Legal Ms. J. P. Dessent, Mr. A. Rees  
Council Highways Ms. ?

On Tuesday Morning 24<sup>th</sup>. October I received a Council Public Document Pack amounting to 62 pages. The Pack contains copies of my letters to Council, and

copies of Council Notices, Planning Notices, and the "Illegal Notice" typed on plain paper as served on me by Mr. Lloyd at 4:00 PM on Wednesday 30<sup>TH</sup>. August 2017.

I read and wrote my comments with respect to the items contained in the Pack with the view that such items would be considered in detail at the Appeal Meeting. My notes amounted to 5 written pages, and highlighting Pack items and adding margin notes. The Appeals Panel made no attempt to consider the content of the Pack item by item.

Councillor Mrs. J.E. Lewis (Chair Lady) provided a general introduction.

Mr Godsall referred to the Council's intent with respect to Traffic Calming at Penprysg Road and referred to the Appendices contained in the Pack – namely Council's Notices and my letters.

I was not permitted to discuss items as referred to by Mr. Godsall – my first and only such attempt had been with regard to "Formal Objection" – Council's Interpretation.

Following Mr. Godsall's global review of the Pack items I was permitted to present my opinion. The Demolition of the new Infants School, adding 2 additional class rooms to the existing school to accommodate the 60 additional pupils, and the siting of the New School – were NOT permitted as items regarding Traffic Calming.

Speed Cameras were not within the Council's authority – my considered simplistic solution in conjunction with a controlled crossing at the entrance to the New School.

Speed Cameras required approval from the Consortium of the 4 Police Authorities in Wales. Speed Cameras were generally authorised in areas where Fatal Accidents had occurred.

Speed Humps/Cushions contributed to Noise, Vibration my concerns with respect to the older properties – St. David's Church, Penuel Chapel, the Cemetery Wall, and the Cottages adjacent to the Road. More recent consideration regarding speed cushions resulting in - Congestion, Stop-Start driving – Air Pollution.

The inclusion of Speed Cushions approved by the South Wales Police Authority - Appendix C1.

The Appeal Panel concluded that Speed Cushions were the only option available. Further to the visit made to my home on Wednesday 1 March 2017, I visited the Bridgend Police Authority who advised that all Highway Matters were the Bridgend Council's responsibility.

The Controlled Crossing located adjacent to 30 Penprysg Road – my home.

It should be noted that I had not received a reply to my letters. I was aware that a Neighbour had made a comment regarding the siting of the traffic lights near his house - Mr. Lloyd stated that as the objection was not received in writing it was not acceptable. So were the traffic lights re-sited to No. 30?

During the Site Visit - I requested that the Panel Members viewed the traffic lights from within the entrance to my home.

The Controlled Crossing has NOT been constructed in accordance with the Capita A3 Plans dated 20 December 2016 and 29 March 2017 – the only Legal Documents of significance.

Appendix F refers to the Councils Legal letter dated 5<sup>th</sup>. June 2017 stating that the Pedestrian Crossing shall be at a point approximately 65 Metres (71 yards) north east of the junction with Wimbourne Road.

The above does not define whether the dimension is from the junction "Point" prior to amendment or since amendment. The dimension shown in Appendix F has No finite starting point or finishing point.

Both the above plans refer to the same location. The Centre Line of the Crossing coincides with the Centre of the Gable Wall to my home that is immediately adjacent to the footpath.

It should be noted that Mr. Lloyd advised the Appeal Panel that the Crossing was within 300mm of the detailed location – deformation of my Professional Character!

The Crossing Centre Line is located at least 1.5 metres out of position with respect to the above Fixed Centre Line Location Point.

The Appeal Panel accepted Mr. Godsall's suggestion to verify the location of the Crossing and the dimensions as shown in Appendix F.

The Appeal Panel agreed to re-visit the Site on Monday 13<sup>th</sup>. November at 09:30 AM and consider the details of the above Survey at the Council Offices at 10:30 AM.

My request for a definition regarding Learner Travel Route was permitted – on the demolition of the existing school – it represents the most direct walking route to the New School. Therefore the intended planning of the proposed development of the site is known - otherwise such a Route is arbitrary.

The inclusion of Appendix M in the Pack indicates the Council's endorsement of the letter on plain paper and dated 30<sup>th</sup>. August 2017, and signed by Mr. Lloyd. It should be noted that Mr. Lloyd entered into my garage in order to serve me with the letter – I did not hear or see him enter – I was standing on a step ladder with my back to the door – my attention was suddenly drawn to the loud knocking on the garage door. Mr. Lloyd angrily thrust the letter to me – I refused to take the letter - my letter dated 31<sup>st</sup>. August 2017 to Mr Lloyd and copied to Mr. P. A. Jolley Legal refers. With respect to Mr. Lloyd's continued discussion refer to the Development Traffic and Control Officer's Memorandum dated 19 September 2016.

Council's Development Group Notice dated 31 January 2017 - response to be received within 21 days – my response has not been included.

I regard that the above is a true and accurate account of the Appeal Panel Meeting – it should be noted that the detailed items as contained in the Public Document Pack were not considered at the above meeting.

Date – 30 October 2017



**BRIDGEND COUNTY BOROUGH COUNCIL****PEDESTRIAN CROSSING (PENPRYSG ROAD, PENCOED, BRIDGEND)**

**NOTICE IS HEREBY GIVEN THAT** the Bridgend County Borough Council ("the Council") as the Highway Authority for Pencoed, in exercise of their powers under section 23 of the Road Traffic Regulation Act 1984, as amended, and all other enabling powers, and after consultation with the Chief Officer of Police intend to introduce a signalised Pedestrian Crossing at the location specified in the schedule of this notice. A copy of the statement of the Council's reasons for the proposal, together with scheme drawing, may be inspected at the address below from 8.30 am to 5 pm on Mondays to Thursdays and 8.30 am to 4.30 pm on Fridays. Please note that this notice replaces the previous notice advertised on and dated the 5<sup>th</sup> June 2017 in respect of the Pedestrian Crossing as it has been necessary to slightly amend the description of the location of the crossing as set out in the schedule below. Objections to the proposal together with the grounds on which they are made must be sent in writing to the undersigned at the below address by the **01/03/2018**. Should you have any difficulty in responding in writing, or require the notice in an alternative format for example, larger print, audio, braille or fax please contact the Legal Section at the address below or via the Customer Service Centre Tel : 01656 643643. The Council welcomes receiving correspondence in Welsh, any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding. Please note that all representations received may be considered in public by the Council and that the substance of any representation [together with the name and address of the person making it] could be made available for public inspection.

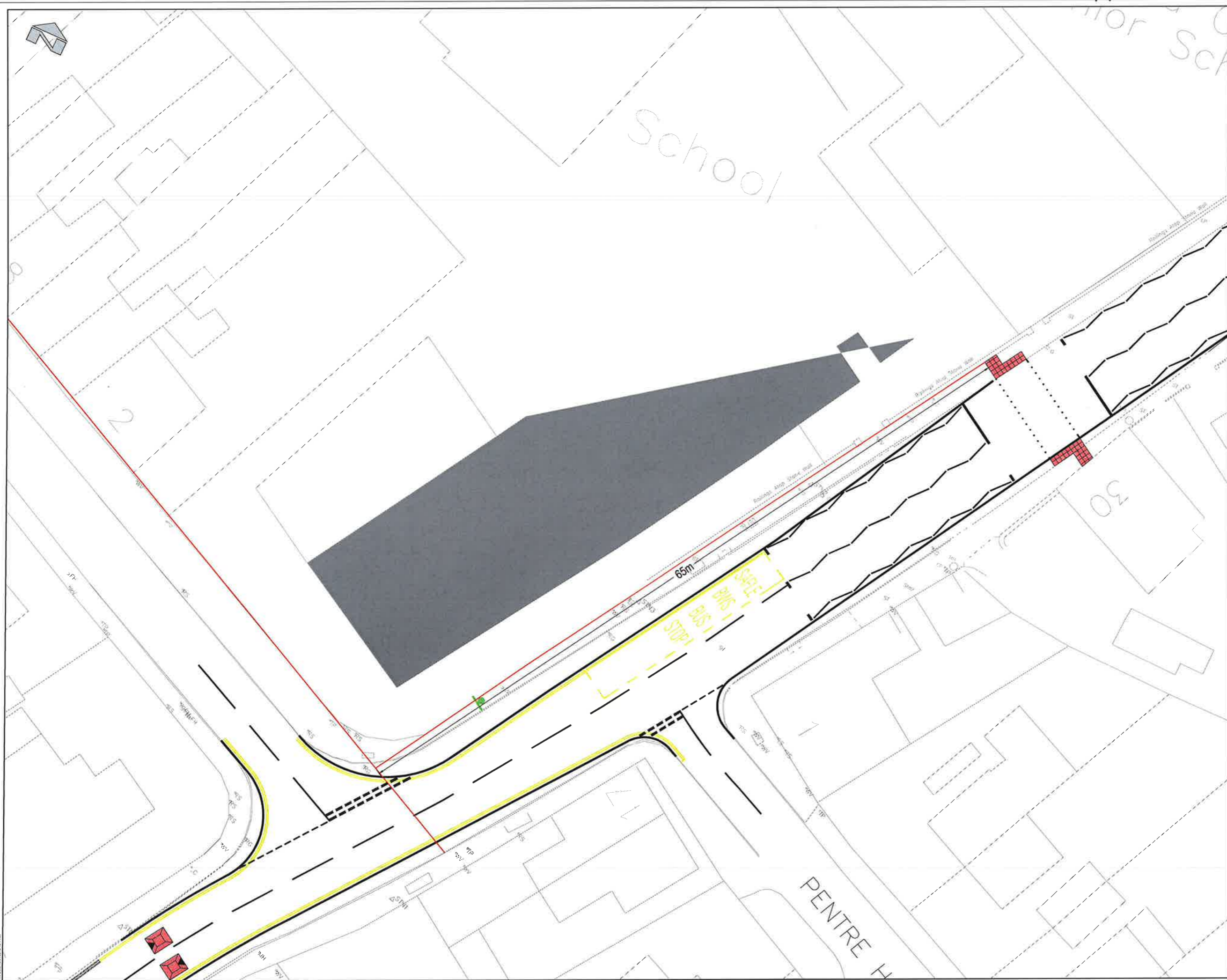
**SCHEDULE -Penprysg Road, Pencoed, Bridgend**

Projecting the frontages on the northern side of Wimborne Road in a south easterly direction to a point which intersects the projected frontage of the front face of the wall at the rear of the footway on Penprysg Road in a south westerly direction and then measure from that point a distance of approximately 65 meters (71 yards) in a north easterly direction to the commencement of the road studs / markings on the south western side of pedestrian crossing. The crossing will be located in the vicinity of No.30 Penprysg Road, Pencoed.

Dated : 31/01/2018

P A Jolley, Corporate Director, Operational & Partnership Services, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend CF31 4WB.

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Rev	Drawn	Checked	App'd	Description	Date
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Purpose of Issue  
S0 - Works in Progress

Classification  
Commercial in Confidence

Client  
BRIDGEND  
COUNTY BOROUGH COUNCIL

Project  
Pencoed Primary School  
Penprysg Road

Drawing  
Consultation

Scale @ A1	Drawn	Checked	Approved
NTS	SW	PS	LS

Project No.	Date
GC/002488	Nov 2016

Drawing Identifier	Project	Originator	Zone	Level	File Type	Issue Number	Revision
GC2488-CAP-66-XX-DR-C-0001							P02

**CAPITA**  
Civil Engineering  
St David's House, Pascal Close, St Mellons, Cardiff, CF3 7YD  
029 2080 3500  
www.capita-property.co.uk  
Capita Property and Infrastructure Ltd

**DRAFT**  
18/01/2018

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26 February 2018

**Bridgend County Borough Council  
Operational and Partnership services**

**Civic Offices**

**Angel Street**

**Bridgend**

**CF31 4WB**

**For the Attention of – J.P. Dessent - Solicitor to Corporate Director**

**Dear Ms. Dessent**

**Controlled Pedestrian Crossing and Associated Traffic Works**

**30 Penprysg Road Pencoed**

**Revised Drawing and Notice Dated 31 January 2018**

**Please receive a copy of my letter to the Corporate Director with respect to the above.**

**Yours sincerely**



26 February 2018

**Bridgend County Borough Council  
Operational and Partnership services**

**Civic Offices**

**Angel Street**

**Bridgend**

**CF31 4WB**

**For the Attention of – J.P. Dessent - Solicitor to Corporate Director**

**Dear Ms. Dessent**

**Controlled Pedestrian Crossing and Associated Traffic Works**

**30 Penprysg Road Pencoed**

**Revised Drawing and Notice Dated 31 January 2018**

**Please receive a copy of my letter to the Corporate Director with respect to the above.**

**Yours sincerely**

26 February 2018

Bridgend County Borough Council  
Operational and Partnership services  
Civic Offices  
Angel Street  
Bridgend  
CF31 4WB

For the Attention of Mr. P. A. Jolley – Corporate Director

Dear Mr. Jolley

Controlled Pedestrian Crossing and Associated Traffic Works  
30 Penprysg Road Pencoed

- ① I acknowledge receipt of your letter dated 31 January 2018 and the enclosed "Scheme Drawing" GC2488-CAP-66-XX-DR-C-0001 P02 marked Draft 18.01.18.
- ② I note with considered interest that you advise the drawing is for illustrative purposes only, and that the dimensions indicating the location of the crossing are specified in the Notice.
- ③ The above statements cannot be regarded as being correct:-
  - ③.1 The Controlled Crossing has been constructed at the wrong location and the traffic lights commissioned on 1<sup>st</sup>. September 2017.
  - ③.2 The associated Road Works were completed on the 2<sup>nd</sup>. September 2017.
- ④ The above "Scheme Drawing" indicates a Wimbourne Road Datum Point currently used to identify the wrong location of the Controlled Crossing.
- ⑤ X Please be advised that the dimension of 65metres (71yards) as shown on the "Scheme Drawing" and in the Notice is Incorrect. X
- ⑥ Further to receipt of the Council's letter dated the 5<sup>th</sup>. June 2017, no variations or notices of change occurred prior to the construction of the Controlled Crossing.

Pencoed Primary School Penprysg Road - Drawings Received

- ⑦ 9<sup>th</sup>. January 2017 – Traffic Orders – issued by Mr. A. Godsall
- ⑧ Drawing No. GC2488-CAP-66-XX-DR-C-0001 P01.1 – Dated 20/12/2016
- ⑨ Indicates proposed Traffic Calming – Controlled Crossing with raised road surface located at 30 Penprysg Road.
- ⑩ Further to my letter dated 25 January 2017 – a standard Controlled Crossing – with no raised road surface was agreed.

- ⑪ 5<sup>th</sup>. June 2017 - Notice and Revised Drawing – Issued by Solicitor J.P. Dessent
- ⑫ Drawing No. GC2488-CAP-66-XX-DR-C-0001 P01 – Dated 29/03/2017
- ⑬ Location of Controlled Crossing as above drawing – Raised Road Surface Omitted

⑭ It should be noted that the above drawings indicate the location of the Centre Line of the Controlled Crossing to coincide with the Centre Line of the West Gable Wall of The Chain, 30 Penprysg Road – a former Toll House – Circa 1800. There is no mystery, reason, or difficulty in locating the above Centre Point Location.

- ⑮ 2<sup>nd</sup>. February 2018 - Notice and Revised Drawing – Issued by Solicitor J.P. Dessent
- ⑯ Drawing No. GC2488-CAP-66-XX-DR-C-0001 P02 – Dated 18/01/2018
- ⑰ The above drawing is an area enlargement of the previous drawings identified above.
- ⑱ Two items of difference with respect to this enlargement are the blanking-out of the recently built Infants School Building, and the addition of the Wimbourne Road Datum Point.

⑲ The above Drawing and Notice indicate a distance of 65metres from the Wimbourne Road Datum Point to the Commencement of the Road Studs/Markings representing the Controlled Crossing.

⑳ A brief cursory view of the above Drawing identifies that the Road Studs/Markings furthest from the Datum Point coincide with the Centre Line of the Property – indicating an error of 2metres (2.00m).

㉑ All construction with respect to the location and commissioning of the Controlled Crossing was completed on 2<sup>nd</sup>. September 2017 – the Contractors were aware of the amended location of the Crossing.

㉒ The above error was brought to the attention of the Council's Appeal Panel at the meeting on Thursday 26<sup>th</sup>. October 2017 – it was agreed that the location of the Controlled Crossing would be checked, and that the Appeal Panel would visit on Monday 13<sup>th</sup>. November 2017 at 9:30 AM.



- 23 On Friday 27<sup>th</sup>. October 2017 the location of the Controlled Crossing was checked by the Council's Highway's Team and deemed to be correct.
- 24 The Council's Appeals Panel Meeting as scheduled to visit the Site on Monday 13<sup>th</sup>. November was cancelled - the letter cancelling the meeting is dated 7 November and signed by Mr. J.A. Lloyd.
- 25 Appeal Panel Meeting at Civic Offices Monday 13<sup>th</sup>. November at 10:30 AM – accepted in unison that the Location of the Controlled Crossing is correct – the decision of an Impartial Appeal Committee that failed to visit the site.
- 26 It should be noted that the control boxes that operate the Traffic Lights should have been sited on the other side of road, at no additional cost, where they would not have defaced an existing habitable property, and especially noting the eventual demolition of the School Buildings.

Further items of note with respect to the above "Revised Scheme Drawing" :-

- 27 Immediately opposite the relocated bus stop a parking space has been permitted; at the Wimbourne Road Junction the kerb line has been extended into Penprysg Road causing traffic to veer towards the centre of Penprysg Road and the parking area – a designed hazard; the bus stop is located in the carriageway that has been narrowed – Council's Policy – no bus laybys – Meeting 13<sup>th</sup>. November 2017.

Appeal Panel Traffic Calming Penprysg Road – Meetings Thursday 26 October 2017

- 28 Please refer to my File Note regarding the above meetings – a copy as forwarded to Solicitor J. P. Dessent on 30<sup>th</sup>. October 2017.
- 29 With reference to Page 3 – Learner Travel Route – my request for a definition of this item was granted:- "It represents the most direct walking route to the New School".
- 30 My comment "Therefore the intended planning of the proposed development of the site is known – otherwise such a Route is Arbitrary".
- 31 On January 10<sup>th</sup>. 2018 I received a letter from "Asbriplanning" with regard to building 40 residential units and demolition of the current Pencoed Primary School. To obtain a plan visit Pencoed Library or online at "asbriplanning".
- 32 I enclose a copy of the plan as downloaded. – please note:-
- 33 The Plan has been prepared by Architects Roberts Limbrick – dated July 2017 and verifies my above comment.
- 34 The scale of the internet plan – is diagrammatic but the proposed footpath access to Penprysg Road complies with the centre line of West Wall to 30 Penprysg Road.

On Wednesday 24<sup>th</sup>. January 2018 Messrs. Asbriplanning and Hafod Housing held a Public Meeting at St. David's Church Hall – Plans of the above development were displayed – but not available.

Summary of Written Requests with respect to Traffic Calming Works

Noise and Vibration Analysis

- 35 Two of the most important factors with respect to Transportation Routing are Noise and Vibration. With respect to a Noise and Vibration Analysis Monitor being mounted within my Home - Four Requests were made:-

Visit and discussion BCBC Messrs. Lloyd & Power on 1 March 2017

My letter to BCBC dated 20<sup>th</sup>. March 2017 for the attention of Mr. J.A. Lloyd

My letter to BCBC dated 20<sup>th</sup>. June 2017 for the attention of Mr. P.A. Jolley

My letter to BCBC dated 6<sup>th</sup>. July 2017 for the attention of Mr. J.A. Lloyd

- 36 Detailed Working Drawings – Three Requests were made

13<sup>th</sup>. January 2017 Letter to Capita – Response 16.01.17- Highway design works are in accordance with our Clients requirements – i.e. BCBC

1<sup>st</sup>. March 2017 – Visit - Mr. Lloyd to forward details prior to Legalisation

My letter to BCBC dated 31<sup>st</sup>. July 2017 for the attention of Mr. P.A. Jolley

- 37 I regard that my response to the Council's Notice and Revised Drawing dated 2<sup>nd</sup>. February 2018, has been written without rancour with the view to a true and final resolution of this continuing matter. The Revised Drawing attached to your Notice verifies the incorrect siting of the Controlled Crossing.

- 38 I request that with your Solicitor you make a Site visit within the next week to verify the detail of the Notice, the Date for the Introduction of the Notice, Relevant Detail with respect to the Revised Drawing, and possible Resolution.

Yours sincerely

Solicitor to Corporate Director J.P. Dessent

Enclosures

File Note – Appeal Panel Meetings Thursday 26<sup>th</sup>. October

Asbriplanning/ RobertsLimbrick Proposed Site Layout

It is hereby certified that the plans of this building have been approved by the Council of the City of London and that the same are in accordance with the provisions of the Building Act 1984 and the Building Regulations 2006. The Council is not responsible for the design or construction of the building or for the safety of the building or for the safety of the persons using the building.

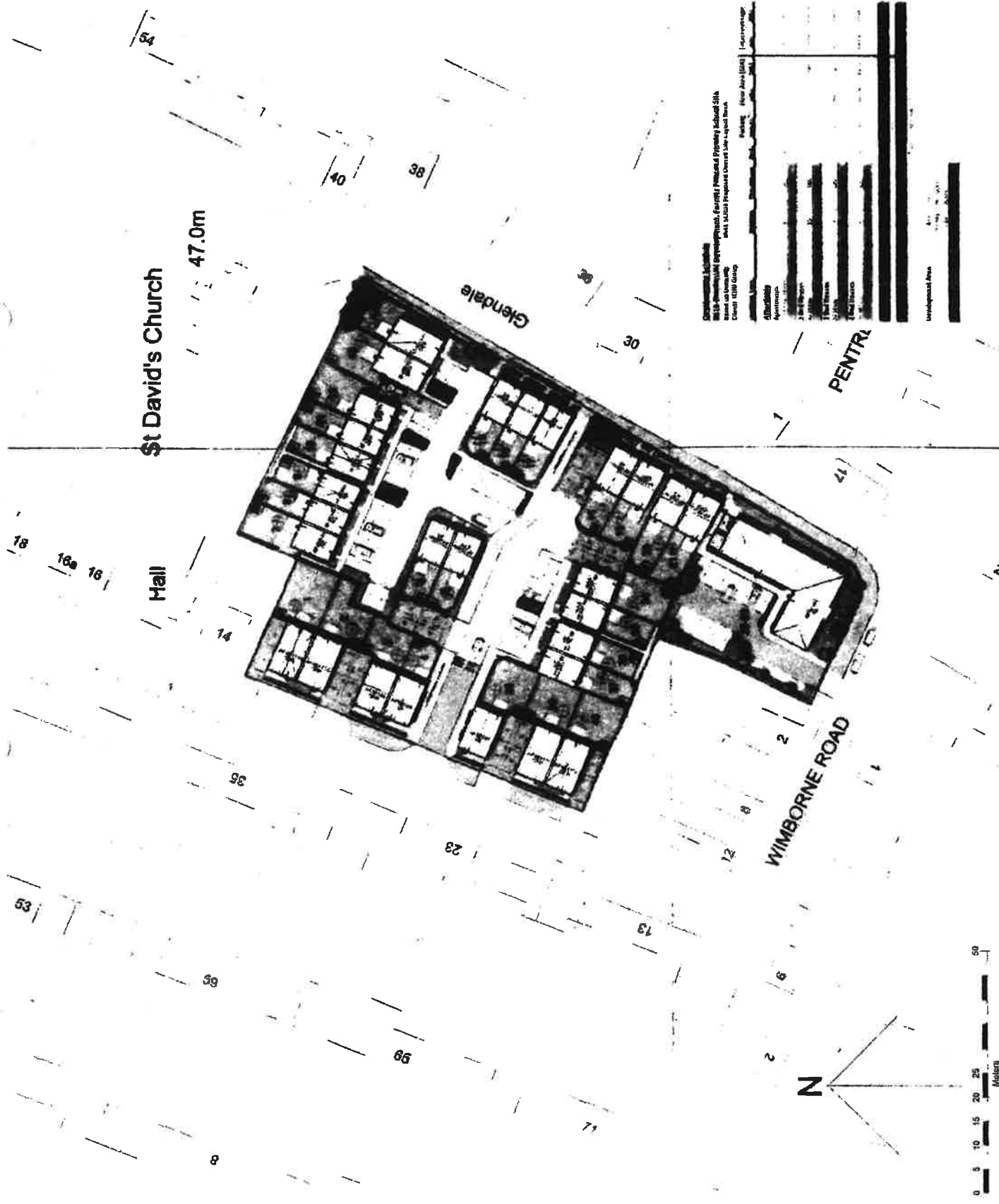
**Roberts**  
Limbbrick

PROJECT  
RESIDENTIAL DEVELOPMENT  
FORMER PENCOED PRIMARY  
SCHOOL SITE

CLIENT  
JEHU GROUP

DRAWING  
PROPOSED SITE LAYOUT

ROBERTS LIMBRICK LTD  
The Church Building, Bevis Works,  
Gloucester, GL1 2JG  
The Lanes, Gloucester, GL1 2JG  
Tel: 01452 66789  
www.roberts-limbbrick.com  
Date: 15/04/22  
Rev: JULY 21



Development Information  
B15 - Residential (Employment, Former Primary School) Site  
Based on the following:  
1. Allotment  
2. Allotment  
3. Allotment  
4. Allotment  
5. Allotment  
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52. Allotment  
53. Allotment  
54. Allotment

Area	Area (sqm)	Area (sqft)
Development Area	10,000	107,639
Public Space	5,000	53,819
Green Space	2,000	21,528
Water	1,000	10,764
Other	1,000	10,764
<b>Total</b>	<b>19,000</b>	<b>204,714</b>

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# Bridgend County Borough Council

## Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr



Civic Offices, Angel Street, Bridgend, CF31 4WB / Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB

Gwasanaethau Gweithredol a Phartneriaethol/  
Operational and Partnership Services

DX: 151420 Bridgend 6

Deialu uniongyrchol / Direct line: (01656)643108  
Gofynnwch am / Ask for: Jane Dessent  
E-bost / E-mail: [Jane.Dessent@bridgend.gov.uk](mailto:Jane.Dessent@bridgend.gov.uk)

Ein cyf / Our ref: JPD E30-930  
Eich cyf / Your ref :

Dyddiad / Date: 12/03/2018

### **RE:BRIDGEND COUNTY BOROUGH COUNCIL** **PEDESTRIAN CROSSING (PENPRYSG ROAD, PENCOED,** **BRIDGEND)**

Thank you for your letter dated 26<sup>th</sup> February 2018. I have forwarded a copy to the Traffic Management Section and a substantive response will be provided shortly.

I trust that this is acceptable.

Yours sincerely,

J.P.Dessent  
Solicitor  
for Corporate Director  
Operational and Partnership Services  
ENC

APPENDIX E.

Ffôn/Tel: 01656 643643

Facs/Fax: 01656 668126

E-bost/Email: [talktous@bridgend.gov.uk](mailto:talktous@bridgend.gov.uk)

Negeseuon SMS/ SMS Messaging: 07581 157014

[Twitter@bridgendCBC](https://twitter.com/bridgendCBC)

Gwefan/Website: [www.bridgend.gov.uk](http://www.bridgend.gov.uk)

Cyfrnewid testun: Rhwyd 18001 o flaen unrhyw un o'n rhifau ffôn ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

Bydd ym negeseuon gobeibiaeth yn y Gymraeg. Rhwyd wybod i ni os yw eich dewis iaith yw'r Gymraeg

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16 March 2018

Ms. J.P. Dessent  
Solicitor for Corporate Director  
Operational and Partnership Services  
Bridgend County Borough Council  
Civic Offices  
Angel Street  
Bridgend  
CF31 4WB

Dear Solicitor J.P. Dessent.

Controlled Pedestrian Crossing Adjacent to  
Penprysg Road Pencoed

Thank you for your letter dated 12<sup>th</sup>. March 2018.

The Council's Traffic Orders dated 9<sup>th</sup>. January 2017 – indicated the location of the Controlled Crossing on Drawing GC2488-CAP-66-XX-DR-C-0001 PO1.1 dated 20.12.16. My letter to Traffic and Transportation dated 25<sup>th</sup>. January 2017 refers.

I did not receive a response to my letter – I received a visit. I was informed that the controlled crossing would remain as shown on the above plan and that the intended raising of the road surfacing would be omitted - my letter dated 20<sup>th</sup>. March 2017 to Traffic and Transportation refers.

The Operational and Partnership Services letter dated 5<sup>th</sup>. June 2017 confirmed the above amendment and issued Drawing GC2488-CAP-66-XX-DR-C-0001 PO1 dated 29.03.17

Please note that both Drawings indicate the identical location of the Crossing at the Centre Line of the West Gable wall of my property.

I regard that Drawing GC2488-CAP-66-XX-DR-C-0001 P01.1 dated 20.12.16 and Drawing GC2488-CAP-66-XX-DR-C-0001 P01 dated 29.03.17 represent the legally binding agreement with respect to this matter.

I would appreciate that without further protracted correspondence the Crossing is relocated to comply with the agreed location as shown on the above Drawings.

Yours sincerely



30 May 2018

Bridgend County Borough Council  
Operational and Partnership Services  
Civic Offices  
Angel Street  
Bridgend  
CF31 4WB

For the attention of P.A. Jolley – Corporate Director

Dear Mr. Jolley

Controlled Pedestrian Crossing Adjacent to  
30 Penprysg Road Pencoed

Thank you for your letter dated 18<sup>th</sup>. May 2018.

The Council's Traffic Orders dated 9<sup>th</sup>. January 2017 – indicated the location of the Controlled Crossing on Drawing GC2488-CAP-66-XX-DR-C-0001 PO1.1 dated 20.12.16. My letter to Traffic and Transportation dated 25<sup>th</sup>. January 2017 refers.

I did not receive a response to my letter.

On Wednesday 1<sup>st</sup>. March 2017, I received a visit from Mr. J.A. Lloyd and Mr. K. Power on behalf of the Council. I was informed that the controlled crossing would remain as shown on the above plan and that the intended raising of the road surfacing would be omitted - my letter dated 20<sup>th</sup>. March 2017 to Traffic and Transportation refers.

With respect to the above The Operational and Partnership Services letter dated 5<sup>th</sup>. June 2017 confirmed the above amendment and issued Drawing GC2488-CAP-66-XX-DR-C-0001 PO1 dated 29.03.17 - Solicitor J.P. Dessent for Corporate Director.

The above drawings identify the Centre line of the Controlled Crossing to be located at the Centre of the West Gable Wall to my Home –

It should be noted that the above Controlled Crossing was completed and commissioned on Friday 1<sup>st</sup>. September 2017, and the associated works completed on Saturday 2<sup>nd</sup>. September 2017.

Mr. Lloyd's letter (on plain paper) dated 30<sup>th</sup> August 2017, and my response to Messrs. Jolley and Lloyd dated 31<sup>st</sup>. August 2017 refers to the above and an intended Appeals Panel Meeting.

Council's Appeal Panel Meeting Thursday 26 October 2017.

My Meeting Notes dated 30 October 2017 refer and were forwarded to :-  
Councillor Mrs. J.E. Lewis – Chairperson  
Solicitor to Corporate Director - J. P. Dessent

1. The Members of the Appeal Panel were advised that the location of the Controlled Crossing was incorrect during the morning Site Visit.
2. During the Afternoon Meeting at the Civic Offices Mr. Alun Lloyd stated that the position of the Controlled Crossing was within 300mm of the detailed location – I regarded that the statement was deformation of my own Professional Character – Mr. Lloyd had advised me that he was acting as a Consultant Engineer to the Council.

It should be noted that no further Council correspondence, notices, or amendment details had been received further to the amendment confirmation dated 5<sup>th</sup> June 2017, and the attached drawing indicating the correct location of the Crossing.

A further Appeal Panel Site Meeting was convened for 9:30 AM on Monday 13<sup>th</sup>. November 2017.

On Friday 10<sup>th</sup>. November 2017, I received a letter Mr. Lloyd stating that the above Site Meeting had been cancelled and that a meeting with the Appeal Panel would be held at 10:30 AM on Monday 13<sup>th</sup>. November at the Civic Offices.

Civic Office Meeting Monday 13<sup>th</sup>. November 2017

An extremely Quick and Short Meeting.

The Appeal Panel voted unanimously that the Crossing had been correctly sited – no site visit – and no reference to the relevant Notices and finite Drawings that show that my Home is the Key Feature with respect to the location of the Controlled Crossing.

The relevant drawings are not complex, and a mere glance would have been sufficient to verify the true intended and agreed location of the Crossing.

In my opinion the lack of Impartiality and Interest as shown by the Appeal Panel renders such a panel Null and Void.

To further Insult to Injury the Council on 31<sup>st</sup>. January 2018 issued a revised Notice and Drawing GC2488-CAP-66-XX-DR-C-0001 P02 marked Draft 18.01.18.

The above Drawing indicates to an enlarged scale the Controlled Crossing location and verifies that the location of the Crossing is 2.00 metres out of position.

My response to the above Notice is dated 26 February 2018, and also refers to the unnecessary siting of the traffic-light control boxes mounted against the stone boundary wall to my property – the filth that is deposited behind and around the boxes is a further example of the Council's degradation to my home – photograph enclosed.

I enclose a copy of the "asbriplanning" proposed Social Housing Development to be constructed on part of the current school site. A meeting to outline proposals was held at St. David's Church Hall on Wednesday 24<sup>th</sup>. January 2018.

Please note that the footpath linking the housing development is immediately opposite my home, and does not conflict with the siting of the Controlled Crossing – Traffic Orders 9<sup>th</sup>. January 2017 and Council's confirmation dated 5<sup>th</sup>. June 2017.

Your letter dated 18<sup>th</sup>. May 2018 advises that time and monies are being wasted in providing a further Report for the Appeal Panel – who did not have the interest or common courtesy to attend the previously arranged meeting – my opinion stands.

This matter rests entirely as the result of the Council's own undertaking.

Yours sincerely



Enclosures as above

**Date:** 08<sup>th</sup> January 2018  
**Our Ref:** GT/LH/S17.284

Tel: 02920 732 652  
[www.asbriplanning.co.uk](http://www.asbriplanning.co.uk)

Dear Sir/Madam,

**PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION**  
**Town and Country Planning (Development Management Procedure) (Wales) Order 2012**  
**SCHEDULE 1 Article 4. (4) SCHEDULE 1B Articles 2C & 2D**  
**Demolition of Pencoed Primary School and the construction of 40 residential units and associated work**  
**Pencoed Primary School, Pencoed, Bridgend**

Asbri Planning Ltd. has been commissioned by Jehu in respect of the demolition of Pencoed Primary School and the construction of 40 residential units and associated.

Purpose of this notice:

*This notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.*

You may inspect copies of:

- **the proposed application;**
- **the plans; and**
- **other supporting documents**

Online at [www.asbriplanning.co.uk/statutory-pre-application-consultation](http://www.asbriplanning.co.uk/statutory-pre-application-consultation).

For those without access to the internet, computer facilities are available at Pencoed Library, 54 Penybont Road, Pencoed, CF35 5RA. Pencoed Library's opening hours are as follows; Mondays, Tuesdays and Thursday from 9:30am to 6:00pm; Wednesdays between 9:30am and 1:00pm, Fridays 9:30am to 7:00pm, & Saturdays 9:30am to 5:00pm. Please note that the library is closed for lunch between 1pm and 2pm. The library is closed on Sundays. Anyone who wishes to make representations must write to the agent at [mail@asbriplanning.co.uk](mailto:mail@asbriplanning.co.uk) or Asbri Planning Ltd, Unit 9 Oak Tree Court, Mulberry Drive, Cardiff Gate Business Park, Cardiff, CF23 8RS by the of 5<sup>th</sup> February 2018.

Yours Sincerely,



**Llinos Hallett - Planner**

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**Roberts Limbrick**

project  
RESIDENTIAL DEVELOPMENT  
FORMER PENCOED PRIMARY  
SCHOOL SITE

client  
JERHU GROUP

drawing

PROPOSED SITE LAYOUT

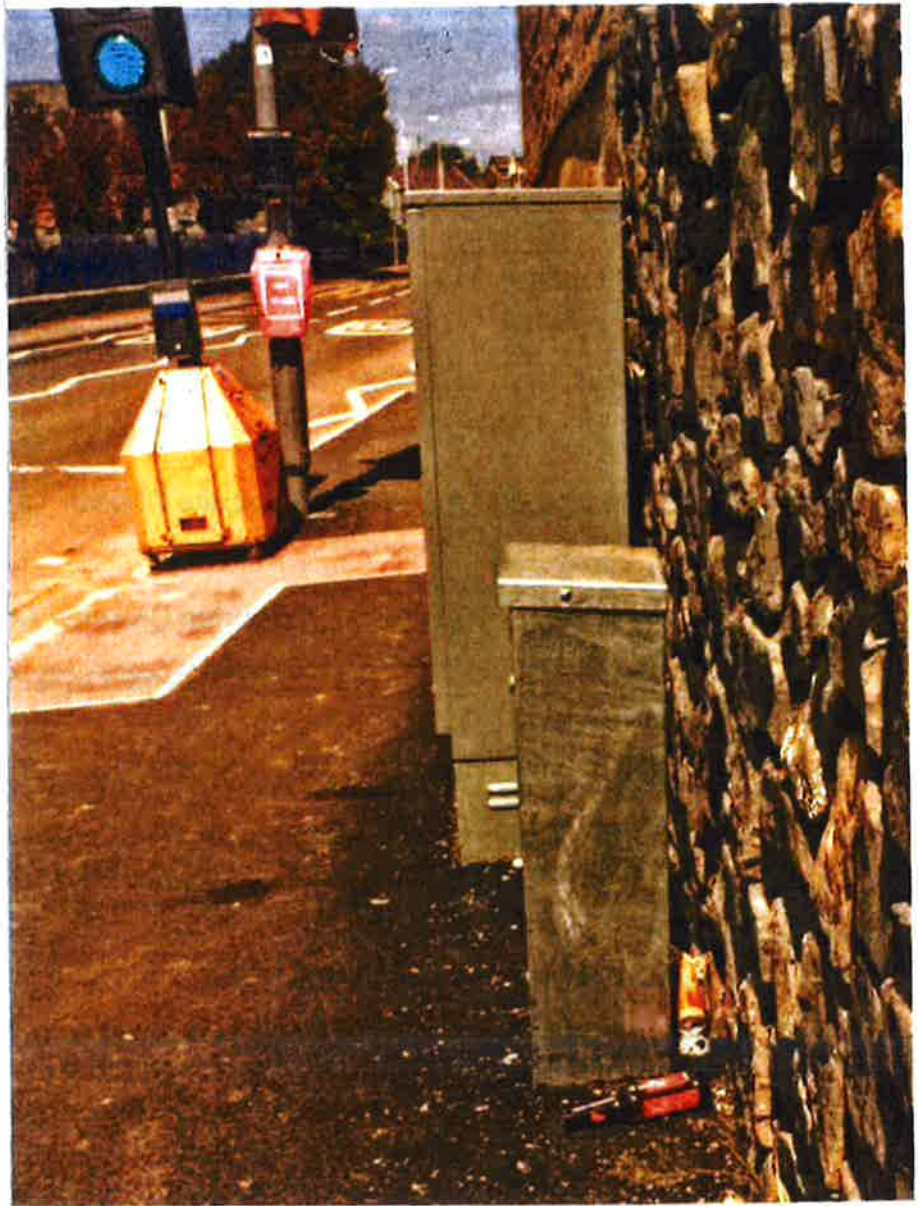
**ROBERTS LIMBRICK LTD**  
The Cottage Building, Brighthelm Way,  
Chichester, GU1 1JG  
The Esplanade, Brighton, BN1 2TG  
Tel: 01243 833333  
www.roberts-limbrick.com

Registered Office: Lyngate, 110, 08485222  
scale: 1:500  
date: JULY 11  
author:



Development Schedule  
3615-Residential Development, Former Pencoed Primary School Site  
Based on Drawing: 3615-1185 Proposed Overall Site Layout Rev. 01  
Client: JERHU GROUP

Item	Start	End	Duration (Days)	Total Cumulative
Site Preparation	15/07/11	30/07/11	15	15
Foundation	30/07/11	15/08/11	15	30
Groundwork	15/08/11	30/08/11	15	45
Structure	30/08/11	15/09/11	15	60
Roofing	15/09/11	30/09/11	15	75
Internal Fit-out	30/09/11	15/10/11	15	90
External Works	15/10/11	30/10/11	15	105
Final Handover	30/10/11	15/11/11	15	120
<b>Total</b>				<b>120</b>



## WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015 ASSESSMENT

**Project Description (key aims):**

**Proposed introduction of a Pedestrian Crossing associated with Proposed Primary School on Penprysg Road Pencoed**

**Section 1**

**Complete the table below to assess how well you have applied the 5 ways of working.**

**Long-term**

(The importance of balancing short term needs with the need to safeguard the ability to also meet long term needs)

**1. How does your project / activity balance short-term need with the long-term and planning for the future?**

This facility will ensure the safe crossing of children across Penprysg Road and will assist in the promotion walking and cycling which will safeguard the long term health and safety of children

**Prevention**

(How acting to prevent problems occurring or getting worse may help public bodies meet their objectives)

**2. How does your project / activity put resources into preventing problems occurring or getting worse?**

This provision of this facility will help to promote road safety and wellbeing of the people crossing the road and will assist in the prevention of accidents

**Integration**

(Considering how the public body's well-being objectives may impact upon each of the wellbeing goals, on their objectives, or on the objectives of other public bodies)

**3. How does your project / activity deliver economic, social, environmental & cultural outcomes together?**

By providing this type of facility it will give special emphasis placed on the need for the provider to ensure that people are supported to participate in community activities that can reduce isolation and loneliness and increase paying special attention to the cultural needs and preferences of the individual as well as the community

<p><b>Collaboration</b></p> <p>(Acting in collaboration with any other person (or different parts of the body itself) that could help the body meet its well-being objectives)</p>	<p><b>4. How does your project / activity involve working together with partners (internal and external) to deliver well-being objectives?</b></p> <p>As part of the wellbeing Act it states “A society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood”.</p>
<p><b>Involvement</b></p> <p>(The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves)</p>	<p><b>5. How does your project / activity involve stakeholders with an interest in achieving the well-being goals? How do those stakeholders reflect the diversity of the area?</b></p> <p>The design of the facility is agreed with various statutory consultees and various internal departments and will encourage people to walk and cross the road.</p>



<b>Section 2</b>		
<b>Assess how well your project / activity will result in multiple benefits for our communities and contribute to the national well-being goals (use Appendix 1 to help you).</b>		
<b>Description of the Well-being goals</b>	<b>How will your project / activity deliver benefits to our communities under the national well-being goals?</b>	<b>Is there any way to maximise the benefits or minimise any negative impacts to our communities (and the contribution to the national well-being goals)?</b>
<p><b>A prosperous Wales</b> An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.</p>	<p>This facility will reduce carbon footprint as it will encourage more walking and cycling to school rather than by car</p>	<p>No</p>
<p><b>A resilient Wales</b> A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).</p>	<p>This facility will improve the climate by reduce air borne contamination as it will encourage more walking and cycling to school rather than by car</p>	<p>No</p>
<p><b>A healthier Wales</b> A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.</p>	<p>This facility will improve health as it will encourage more walking and cycling to school rather than by car</p>	<p>No</p>
<p><b>A more equal Wales</b></p>	<p>To encourage children to walk to school</p>	<p>No</p>

<p>A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).</p>	<p>safely and thus give them more confidence and enable them to make appropriate choices when utilising the road</p>	
<p><b>A Wales of cohesive communities</b> Attractive, viable, safe and well-connected communities.</p>	<p>This facility will encourage people to walk as it provides a safe crossing point and thus increase pedestrian usage of the street</p>	<p><b>No</b></p>
<p><b>A Wales of vibrant culture and thriving Welsh language</b> A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.</p>	<p>N/A</p>	<p>N/A</p>
<p><b>A globally responsible Wales</b> A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.</p>	<p>The crossing encourages people to play active roles within their communities and maintain their independence for longer and help to improve wellbeing and contribute positively to society as a whole</p>	<p>No</p>

<b>Section 3</b>		<b>Will your project / activity affect people or groups of people with protected characteristics? Explain what will be done to maximise any positive impacts or minimise any negative impacts</b>		
Protected characteristics	Will your project / activity have any positive impacts on those with a protected characteristic?	Will your project / activity have any negative impacts on those with a protected characteristic?	Is there any way to maximise any positive impacts or minimise any negative impacts?	
Age:	Yes	No	Provision of crossing point will maximise the positive impact	
Gender reassignment:	No	No		
Marriage or civil partnership:	No	No		
Pregnancy or maternity:	No	No		
Race:	No	No		
Religion or Belief:	No	No		
Race:	No	No		
Sex:	No	No		
Welsh Language:	No	No		

<b>Section 4</b>	
<b>Identify decision meeting for Project/activity e.g. Cabinet, Council or delegated decision taken by Executive Members and/or Chief Officers</b>	
<b>Compiling Officers Name:</b>	Tony Godsall
<b>Compiling Officers Job Title:</b>	Traffic and Transportation Officer
<b>Date completed:</b>	23/05/2018