

REFERENCE: P/22/85/RLX

APPLICANT: Park Tree Homes Ltd c/o C2J Architects, Unit 1a Compass Business Park, Pacific Road, Cardiff, CF24 5HL

LOCATION: Coed Parc Park Street Bridgend CF31 4BA

PROPOSAL: Remove condition 19 (Construction Method Statement) of P/19/174/RLX by the provision of details

RECEIVED: 07 March 2022

APPLICATION

The Section 73 application effectively seeks to remove pre-commencement condition 19 attached to the most recent approval on this site (P/19/174/RLX) through the submission of details.

The most recent decision (P/19/174/RLX refers) itself followed an appeal decision reference P/16/610/FUL. Both decisions are attached at **Appendix 1** of this report.

The application also originally sought the removal of condition 8 relating to the landscaping of the site through the submission of details but this element has been removed from the proposal to allow more time to negotiate improvements and to receive an updated tree survey and report. The landscaping condition will be reworded to seek submission of details within 3 months of the date of this consent as follows:

8. *Within 3 months of the date of this consent, details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. These details shall include:*
- (i) a statement setting out the design objectives and how these will be delivered;*
 - (ii) earthworks showing existing and proposed finished levels or contours;*
 - (iii) means of enclosures and retaining structures;*
 - (iv) other vehicle and pedestrian access and circulation areas;*
 - (v) hard surfacing materials;*
 - (vi) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc.);*
 - (vii) details of trees to be removed and retained on site, together with details of the method of protection of the trees to be retained, and*
 - (viii) water features.*

The development shall be implemented in strict accordance with the approved scheme prior to the beneficial occupation of the dwellings in Phase 3.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

This application seeks approval of the construction method statement (CMS). More specifically, the condition attached to P/19/174/RLX stated:

19. *No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:*
- (i) the parking of vehicles of site operatives and visitors;*
 - (ii) loading and unloading of plant and materials;*
 - (iii) storage of plant and materials used in constructing the development;*
 - (iv) the erection and maintenance of security hoarding including decorative displays*

- and facilities for public viewing, where appropriate;*
- (v) wheel washing facilities;*
 - (vi) measures to control the emission of dust and dirt during demolition and construction;*
 - (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works and;*
 - (viii) hours restrictions for construction work.*

Reason: In the interest of highway safety.

The applicant commenced development without discharging these conditions and is therefore in breach of the pre-commencement conditions.

At this point in time, Phase 1 has been completed with access from Park Street (one dwelling at the southern end of the site and 3 mid-link properties to the east of the Grade II Listed former library building) and works to weatherproof the Listed Building as part of Phase 2 of the wider development have also commenced.

The remaining phase (Phase 3) relates to 9 detached properties to the northern end of the site. These properties (and the semi-detached property to the west of the Listed Building) will eventually be accessed via Walters Road to the west of the site.



Fig. 1 – Aerial View of Site

This application seeks to retrospectively comply with the requirements of condition 19 through the submission of details (a Construction Method Statement for the remainder of the works).

The application was received on 7 March 2022 in advance of an Enforcement complaint received on 21 March 2022 regarding non-compliance with condition 19. It was apparent that after investigating an earlier complaint about the three mid-link houses in Phase 1 not being constructed in accordance with the approved plans, the development had commenced in advance of discharging all of the pre-commencement conditions.

SITE DESCRIPTION

The application site is located approximately 1km to the west of the defined boundary of Bridgend town centre. The site is located in the Newcastle Hill Conservation Area and is currently accessed directly off Park Road (A473) to the south which connects the town centre to the A48.

The site is located within an established residential area with existing dwellings adjoining the site to the north, east and west on West Road, Coed Parc Court and Walters Road respectively. The site is bordered to the south by Park Street. The site is rectangular in shape, extends to an area of approximately 1.48 hectares and gradually slopes down from north to south. A large number of mature trees subject to a Tree Preservation Order (TPO) are located across the site.

The site comprises a Grade II Listed building (Coed Parc), encompassing the main house, former coach house and adjacent single storey buildings which formerly accommodated the headquarters of the Bridgend Library and Information Services.

The building comprises a two-storey structure constructed in masonry with a painted rendered finish. The roof structure has a pitched form with a natural slate finish. External doors and windows are painted timber single glazed units. To the west of the main building is the former coach house, a two-storey structure constructed in solid masonry with a painted render finish. The roof structure comprises a pitched form with a natural slate finish.

Plots 3, 4, 5 and 15 have been constructed and are occupied.

BACKGROUND

It is worth noting that the Local Planning Authority (LPA) refused the original planning application for the residential redevelopment of this site (App. No. P/16/610/FUL) on 21 July 2017 for the following reasons:

1. *The increased use of a sub-standard access will result in additional traffic hazards to the detriment of highway safety in and around the site, contrary to Policies SP2 (6) and SP3 of the Bridgend Local Development Plan (2013) and advice contained within Planning Policy Wales (Edition 9, November 2016) and Technical Advice Note 18 – Transport (2007).*
2. *The proposed development, by reason of its layout, design and siting, will generate reversing movements to or from the public highway, creating traffic hazards to the detriment of highway safety contrary to Policies SP2 (6) and SP3 of the Bridgend Local Development Plan (2013) and advice contained within Planning Policy Wales (Edition 9, November 2016) and Technical Advice Note 18 – Transport (2007).*

The applicant at the time (Castell Homes as part of Wales and West Housing Association) lodged an appeal against the LPA's decision to refuse the application with the then Planning Inspectorate and the appeal was allowed on 15 December 2017 subject to compliance with a number of conditions (**see Appendix 1**).

The Construction Method Statement condition did not exclude Walters Road and St. Leonards Road as a means of access for construction traffic despite the recommendation of the Council's Highway Officer at the time.

The condition that was suggested at appeal by the Council is as follows:

14. *No development shall take place, including any works of demolition/site clearance, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:*
 - i. *A scheme of Phasing of development*
 - ii. *The routing of HGV construction traffic to/from the site in order to avoid as far as reasonably possible the use of Walters Road and St Leonards Road*

- iii. **The routeing of HGV construction traffic to/from the site in order to avoid West Road and Glan y Parc**
- iv. the parking of vehicles of site operatives and visitors
- v. loading and unloading of plant and materials
- vi. storage of plant and materials used in constructing the development
- vii. wheel washing facilities
- viii. the provision of temporary traffic and pedestrian management along Park Street, St Leonards Road and Walters Road

Reason: In the interests of public and highway safety.

Members will note that the Inspector did not deem it necessary to apply the requested scheme of phasing or the restrictions on construction traffic using Walters Road and St Leonards Road (or the routeing of construction traffic to avoid West Road and Glan y Parc).

However, through App. No. P/19/174/RLX, the LPA applied a condition requiring a Phasing Plan covering the entire development site to “ensure that the development is undertaken in an orderly and coordinated manner in the interests of visual and residential amenity and highway safety and to preserve the Listed Building.”

The phasing plan was submitted by the developer on 26 July 2019 and was subsequently approved under App. No. P/19/544/DOC as follows:

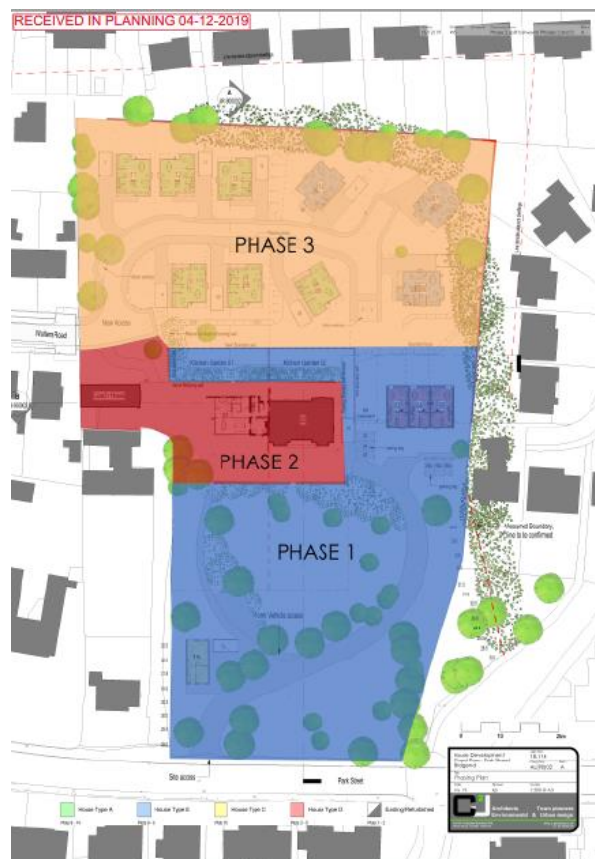


Fig. 2 – Phasing Plan

As referenced above, Phase 1 has been completed and minor demolition works and measures to weatherproof the Listed Building as part of Phase 2 of the wider development have also commenced. This application is intended to allow a start on the nine houses (4 self-build units and 5 to be constructed by the developer) as the third and final phase.



Fig. 3 – Photographs of western gable end of Listed Building

RELEVANT HISTORY

P/16/610/FUL

Convert/renovate Coed Parc to 2 residential dwellings (inc. extension, alterations, part demolition) & construct 13 new residential dwellings with new access, landscaping, parking & assoc. works

Refused – Allowed on Appeal – 15/12/2017

P/16/611/LIS

Listed Building application to convert/renovate Coed Parc to 2 residential dwellings (including extension, alterations, part demolition) in conjunction with the planning application to convert/renovate Coed Parc to 2 residential dwellings (including extension, alterations, part demolition) & construct 13 residential dwellings with new access, landscaping, parking & associated works

Approved (with conditions) – 14/08/2017

P/19/174/RLX

Vary condition 2 of appeal decision A/17/3181972 (P/16/610/FUL) to refer to amended plan

Approved (with conditions) – 28/06/2019

P/19/544/DOC

Approval of details for conditions 2, 3, 4, 5, 10, 11 & 15 of Appeal ref: A/17/3181972 & P/19/174/RLX

Conditions discharged (split decision) - 02/04/2020

P/21/542/DOC

Approval of details for condition 5 (drainage) of P/19/174/RLX

Condition discharged – 15/07/2021

P/21/953/DOC

Approval of details for conditions 2, 3 and 4 of P/16/611/LIS

Conditions discharged – 11/04/2022

P/22/455/RLX

Vary condition 2 of appeal decision A/17/3181972 (P/16/610/FUL) to substitute plans and propose amended house designs

Pending decision

P/22/601/DOC

Approval of details for condition 5 of P/16/611/LIS

Pending decision

P/22/605/RLX

Variation of condition 1 of P/16/611/LIS to refer to amended plans for the Listed Building
Pending decision

P/22/620/RLX

Vary condition 1 of P/19/174/RLX to amend house design (House Type C) to include log burner and retention of access gate
Pending decision

PUBLICITY

The application was advertised on site.

Neighbouring properties were notified of the application.

The application has been the subject of a re-consultation process due to the submission of a revised Construction Method Statement.

CONSULTATION RESPONSES

Bridgend Town Council (1) – Bridgend Town Council would like to defer this application for future scrutiny and consultation with residents. The Town Council will submit comments by the 28th March – 15 March, 2022.

Bridgend Town Council (2) - The Town Council has now had full opportunity to review the various detailed submissions made by the Walters Road Residents Committee in respect of the aforementioned application for relaxation of previous planning conditions. The planning history of this site is a matter of extreme vexation for the long established residents of Walters Road who have had this development imposed upon them over recent years. Having considered the detailed submission made available to us, we see no reason to deviate from their submissions which extend to several pages of well-reasoned observations. We conclude therefore that the application for relaxation of conditions should be rejected in full and the Town Council formally OBJECTS to application P/22/85/RLX.

The submission from the Walters Road Residents Committee is attached by way of endorsement and the Town Council gives notice of its wish to attend any site meeting called and to attend and speak at any Development Control meeting at which this application may be further discussed – 29 March, 2022.

Bridgend Town Council (3) - The Town Council continue to formally OBJECT to this application – 2 August, 2022.

Bridgend Town Council (4) – The Town Council continue to formally object – 5 September, 2022 - Additional comments:

- a. Given that construction of the properties at the Coed parc development are expected to be spread over a 3-year period, what guarantee is there that this 3-year period will be strictly adhered to in the interests of existing residents of surrounding streets?
- b. Given that vehicle parking arrangements for construction workers will be needed over a minimum of a 3-year period, has consideration been given to “renting by the developer” of the unused vacant land at the west side of St Leonards Road near the junction with Walters Road?

If this was achieved, it would prevent any regular tempted use of Walters Road and West Road for parking by construction workers.

It would also provide a facility to site a hut for the banksman who is said will be at Walters Road/St Leonards Road on a daily basis for set periods in all weathers for 3 years.

- c. Given that the current surface condition of St Leonards Road along its length is uneven and full of “bumps”, this needs to be resurfaced now, paid for out of a section 106 agreement.
It also needs to be assured that any damage to the surface of Walters Road will be repaired at the cost of the developer for the duration of the construction works.
- d. Given the stipulation of HGV movements restricted to 10am – 3pm, Mondays to Fridays, this must be cast iron for the duration of the construction work with no deliveries made on a Saturday, Sunday or bank holiday.
- e. Given that wheel washing arrangements will be made within the site, should any mud/debris find its way on to Walters Road, this must be cleaned away on a regular basis without delay.
- f. Given that an agreed route will be given to all delivery vehicles, this must be clearly signposted along Park Street, Heol- y-Nant, West Road, St Leonards Road and Walters Road and paid for by the developer – and maintained in good order throughout the 3-year period.
- g. Given the need to keep local existing residents well informed throughout the 3-year period, a 3 monthly newsletter is to be supplied, outlining site progress and delivered to all residents of Walters Road and St Leonards Road without fail.
- h. Given that the access into the site from Walters Road currently enjoys/has enjoyed a landscaped tree scene over several decades, this will now be eradicated to allow access for construction vehicles.
What provisions will be made to re-landscape this access point once construction traffic has ceased?
- i. Given a recent appraisal of the bus routes of the 68/69 Cefn Glas service supplied by Fist Cymru Buses, the use of St Leonards Road is not seen as a sufficiently wide and robust highway for a bus service any longer.

Also, as from 1st August 2022, Easyway bus route 49 has been withdrawn from continued use due to a winding up of the company.

Whether any alternative bus company decides to take up this route remains to be seen. The submission of Apex Transport Planning Ltd is therefore not up to date.

Bridgend Town Council (5) following submission of a revised CMS – HOLDING (OBJECTION TO BE SUBMITTED WHEN RESIDENTS HAVE BEEN CONSULTED) – 7 December, 2022

Bridgend Town Council (6) - Bridgend Town Council does not support this application due to the access plan and submits an objection for the following reasons:

- a) The understanding of the current bus services within the area is flawed and there is too much emphasis placed on this aspect of provision for site workers.
- b) Attention to the listed building aspect on site requires regular attention by BCBC to ensure all aspects are being respected relating to the planning permission granted.
- c) Site information boards proposed for a prominent Park Street location must show precise details of contact to the developer in respect of any potential complaints.
- d) HGV deliveries via the Park Street entrance must not commence before 10am on any day due to current and regular congestion of this section of Park Street. Any extra vehicles waiting for a 9am entry would cause huge congestion at this peak period. By 10am, the flow of traffic could better cope with such vehicle movements.
- e) Concerns regarding Air quality – How will such extra traffic movements impact air quality considering the problems already identified in this area?
- f) A vehicle booking system regime has been relaxed. There is still a major need for this to remain and it should be reinstated.

- g) Wheel washing is stated for the Park Street exit. Why is there none in place for the Walters Road exit? Any delivery vehicle on a building site will encounter mud so this should be considered for the Walters Road exit as well. There should be no relaxation on landscaping. There is no justified reason for any detrimental downgrade of this well-established environment.

Bridgend Town Council reserves the right to attend any site meeting that may be called and to attend any subsequent Development Control meeting and speak as may be appropriate – 13 December, 2022.

(All comments from Bridgend Town Council are set out as written)

Shared Regulatory Services (Air Quality/Noise) – No observations to make on the removal of these conditions – 29 March, 2022.

Highways Officer – No objections to the latest CMS subject to conditions.

REPRESENTATIONS RECEIVED

In terms of the original submission and the initial version of the Construction Method Statement (CMS), letters/emails of objection have been received from:

2, 5, 11, 12, 13, 14, 15, 19, 21 Walters Road,
46, 52 (flat 7), 79, 87 (Bridgend Carers Centre), 91, 133, 151, 166 Park Street,
4, 6, 7, 9, St. Leonards Road
31, 33, 50, 52, 54, 55, 68, 69, West Road
6, 7, Coed Parc Court
6, 10, Hendre Close

The objections to the first iteration of the CMS (and the landscaping scheme) can be summarised as follows:

- Walters Road is not suitable for construction traffic as it is too narrow.
- The plots have been sold individually with potentially 9 different builders undertaking work at the same time.
- The Park Street access is more suitable and should be used.
- No mention of the stipulation that the grass verges on the North side of Walters Rd were to be tarred to enable a safe pedestrian route along Walters Rd.
- The application is unclear and incomplete.
- Walters Road could not cope in any safe way with the volume of works traffic which would be generated by the independent building of 9 6-bedroom properties at the end of Walters Road.
- Residents of Walters Road have for many years been forced to park on the pavements outside their homes because of the extremely limited parking afforded by the 1940s/1950s built homes.
- The development surely cannot rely on the technical breaking of the law by people parking on the pavements to allow the extremely heavy works traffic to access the development site.
- Walters Road is “Access Only” and it does not allow for access to a site beyond the road.
- Health and Safety concerns for the residents of Walters Road if faced with years of heavy works traffic utilising the road for works access.
- Impact on the air quality of the area and carbon monoxide output from heavy vehicles.
- St Leonards Road is also completely unsuitable for construction traffic.

- Impact on residents right to quietly and peacefully enjoy their properties.
- There is an alternative access point leading to the northern part of the site from West Road.
- The applicant wishes to remove the requirement that this be submitted prior to any development commencing, for there to be no time limit on its submission.
- The submitted Traffic Management Plan has missing sections when compared to an earlier version.
- Phase 3 has been sold off as 9 self-build plots!
- It is often only possible to walk down sections of Walters Rd on the Road at present.
- It has been said that refuse vehicles drive along Walters Rd but this is only once a week and emergency vehicles very rarely.
- It will be difficult to manage a booking system for access.
- There are no restrictions for site traffic under 10m.
- Object to noise, traffic congestion and air pollution.
- We understand that the new residents in Coed Parc do not want construction traffic passing their homes but this is the existing route that allows construction traffic to directly access Park Street.
- The corner of St Leonards Road as it meets Park Street is already a dangerous junction.
- School buses also use the route.
- Park Street is designated as an Air Quality Management Area and any additional traffic waiting at this junction is only going to worsen the air quality in the area.
- Increase in wear and tear on the road surfaces.
- Walters Road is a privately owned quiet Cul de Sac and the disruption caused by this proposal for up to three years would be intolerable.
- Construction workers will park on Walters Road.
- The site has an existing pedestrian only right of access over a private driveway from West Road. This route is not within the land ownership of the applicant and they have no vehicular right of access along this driveway.
- The track from West Road is not of appropriate quality to accommodate HGVs and the applicant has no ability to undertake improvements without the agreement of the land owner and where it ties into the site would be through one of the plots being developed.
- The Pedestrian access the developer is considering to use for workers is the private driveway of 33 West Road who haven't been consulted in the matter.
- West Road is a residential street which is already often used as a rat run to Cefn Glas along with Bradfield Road and St Leonards Road which is far too narrow, also a bus route and can just about cope with the current traffic volume at peak times.
- During roadworks at Heol y Nant when access to the Persimmon Site in Llangwydd was required several HGV's struggled to get through.
- The exit from Walters Road is very blind at the junction and cars need to creep forward to see if it is safe to come out.
- We have already seen a heavier volume of traffic coming down from the new houses on the old special school site which has not even been finished yet!
- The plans submitted as part of this application contradict plans already approved (with conditions) under Application number P/19/544/DOC.
- Landscape plan is inaccurate.
- The areas indicated on the CMS for parking and HGV turning are unworkable and contradict other plans contained in the application.
- There have already been a number of accidents on St Leonard's due the buses using St Leonard's Road to join Park Street.
- People (not residents) park on the corner of Walters Road and St Leonard's Road.
- Pedestrians may have to walk in the road to avoid the lorries.

- Railings and wall were removed before this application.
- Condition 19 is a pre-commencement condition and it is extremely arrogant and disrespectful towards the local planning department and the residents to use the fact that they have built phase 1 in breach of the planning permission as reasoning to not be able access from Park Street.
- If the access is to be from Walters Road, the implementation of the road widening condition 15 should be changed from a pre-occupation to a pre-commencement condition.
- Many residents work from home and many in this area are retired so there are no spare on-street parking spaces available during the day.
- Parking at the Carers Centre is limited to 7 cars, and when we hold meetings of Carers and staff, and social events, it is often full, so that some attendees have to park further up Park Street leading to potential pedestrian/vehicle conflicts when crossing.
- During school holidays and at weekends, Bridgend Carers Centre run activity classes for Young Carers leading to a heightened risk to the children from the extra traffic.
- To say that each heavy goods vehicle would be given a time slot to arrive and leave at their allocated time and that there would be a banks person on site to oversee this will be adhered to is laughable.
- The developer is already using the Park Street entrance for construction vehicles.
- There have been numerous vehicles that have had damage to their cars, such as wing mirrors and scratches etc. - more traffic would intensify these problems.
- Illegal felling of trees and subsequent loss of privacy.
- Access to the work site should only be granted directly via Park Street, as the planned route via West Road, turning onto St Leonard's Road and then Walter's Road will affect far more residential properties.
- Work should be halted immediately until an acceptable CMS has been approved.
- RPAs are not protected and are being compromised with heavy machinery on a daily basis.
- The CMS itself is impossible to implement without breaching the approved tree survey and a new version should be submitted for approval.
- The Walters Road/St Leonards Road junction, and the St. Leonards Road/Park Street junction are substandard against a report by a Traffic and Transport Planning consultant commissioned by Walters Road residents.
- The Swept Path Analyses along St Leonard's road and Walters Road are grossly inaccurate.
- There is a clear increased danger to pedestrians, cars and damage to pavements.
- The steepest gradient on the green route is 1:12, while West Road has a 1:8 gradient at its west entrance and there are also many more bends on the CMS route compared to the green route.
- Restriction of hours for construction work will be difficult to control with self-build contractors.
- Proximity of plots/plans 06 and 07 and the effect of their construction on existing houses/structures.
- Although a small number of the properties on the site are already occupied (Phase 1) hundreds more people would be affected by the routes which would use Walters Road.
- The proposed route into the site via Park Street, West Road, St. Leonards Road and Walters Road goes against the principal guidance from HSE, which incorporates 2 Junctions that are below standard with poor visibility, will create 4 crossing traffic flow situations when HGV come on to West Road, St. Leonards Road, Walters Road and Park Street.

- The waste storage area should be relocated to another location as it will be directly opposite a front door.
- Risk of mud when washing/jetting etc. washing direct onto another property/vehicle.
- The developer has shown a total disregard for site safety and planning rules on site.
- The expected length of construction will additionally cause undue disruption.
- A photograph taken on a Saturday morning showing service/contractor vehicles parked on both sides of lower St Leonard's road which illustrates that the Planning Inspector's statement that 'due to the presence of double yellow lines along both sides of St Leonards Road there would be no such need for a vehicle to cross the centre line' was mistaken, and she should not have dismissed the reason for the LPA rejecting P/16/610/FUL. This kind of event is not infrequent, and the Walters Road/St Leonard's Road junction is potentially dangerous.

In advance of, and following, the submission of a revised CMS on 21 November 2022, letters/emails of objection were received from:

3, 4, 5 Coed Parc
31, West Road
13 Walters Road

Their objections can be summarised as follows:

- The amended CMS aims to appease residents of Walters Road.
- The private access and road from Park Street is PRIVATELY OWNED and therefore any construction vehicles accessing via park street entrance will be trespassing and incur legal action.
- Walters Road is an existing access for refuse lorries and fire engines and can accommodate construction traffic.
- The new CMS proposed is an improvement on the previous version, and addresses some of the concerns but concerns remain around the fact that the CMS is still contradictory to the approved tree survey, West Road pedestrian access is not accessible, Enforcement and Site hours & delivery hours.
- Support the new CMS and route as long as the developer is responsible for delivering the new CMS (in particular making sure that no construction traffic uses Walters Road for access) and BCBC will be responsible for enforcement if any aspect of the CMS is breached.
- The property (3 Coed Parc) is in a gated community of 4 dwellings accessed through a private electric gate along a private driveway.
- The driveway is suitable for cars and in the occasional place 2 cars can pass safely.
- There is no footpath along the driveway so postal workers and residents walk along the driveway.
- The driveway is edged on both sides by a small strip of communal land which is in shared ownership.
- According to deeds this driveway is under no circumstances to be widened, however this has already happened, taking away some communal land in preparation for work to start on phase 3.
- Family members frequently walk the driveway, sometimes with a pushchair.
- Cats are outdoor cats that could be harmed.
- Were assured by the developer that no heavy vehicles would be travelling along the front of the property as phase 3 would be accessed via Walters Road.
- Endured living on a building site with the promise of our communal gardens and area to the front of the old library being landscaped.
- The developer will now have to put the landscaping on hold until phase 3 is completed.

- Concerns regarding noise and vibration levels from wheel washing and impact on listed Building.
- Walters Road is an adopted highway and is suitable for construction or large vehicle traffic.
- BCBC have told us that the private drive is not suitable for their refuse vehicles to drive up, therefore coed parc residents must walk their recycling and refuse down to Park Street.
- Park Street is extremely busy and the most air polluted road in Bridgend borough.
- Risk of HGV's having to reverse out onto a terribly busy road as residents living in coed parc would not have to give way for HGV's.
- There is not much of a barrier in front of 3, 4 and 5 Coed Parc as there are no front gardens or walls.
- Safety has not been thought of regarding Coed Parc residents and pedestrian access will need to be in place before work starts on phase 3.
- If the submitted CMS was approved under condition 19 of the planning permission then the use of the private residential driveway for construction traffic to phase 3 would not be enforceable by the council.
- The revised CMS fails to consider the impact to the non-vehicular movements of residents with legal rights of access of the private residential driveway. Such impact would significantly and adversely affect the safety of pedestrian and cycle movements by residents.
- The revised CMS fails to consider that residents using the private residential driveway are not required to give way to construction traffic (which may be trespassing in any event). That would mean construction vehicles having to reverse back onto Park Street which is the county's busiest and most polluted street (and air quality management area).
- The use of the private residential driveway for construction traffic as proposed in the submitted CMS will have a significant and adverse amenity impact (including noise, fumes, and dust) on the residents who live on the private residential driveway.
- The amenity impact is contrasted to the owners along Walters Road for which is a public highway and therefore construction traffic is an ordinary and reasonably expected use of such road.
- No noise assessment has been provided nor measures suggested to mitigate such impact.
- The private residential driveway is not made to adoptable standards nor constructed to a standard for HGV movements.
- The proposed hours of operation create an unacceptable amenity impact to residents living along the private residential driveway.
- The developer is already in breach of a number of pre-occupation conditions relating to the surfacing and laying out of the private residential driveway and associated parking for properties 3, 4 and 5 Coed Parc (conditions 12 & 13 of the planning permission).
- No consultation.
- Should clarify the legality around land ownership.
- No thought has been given to the health and safety, or day-to-day convenience, of the residents of Phase 1.
- Failed to assess residents' needs to access the site either by car, on foot or by bicycle, using the same route proposed for heavy goods vehicles.
- It is clear from the Swept Path Analysis that there is not enough room for heavy goods vehicles and pedestrians.
- Refusal to wear a hi-vis vest on own driveway and neither will the dog.
- Not obliged to give way to lorries on the driveway, in my car, by bike or on foot.
- Nobody is considering the dirt and filth that we will have to ensure.

- Contrary to the European Convention of Human Rights (Protocol 1, Article 1 - Right to peaceful enjoyment).
- Park Tree Homes is planning to sell some of the plots on Phase 3 for “self-build”. Would they be subject to the traffic management plan etc?
- The original permissions, including routing heavy goods traffic along the public highway at Walters Road, were granted at Planning Inspectorate/Welsh Government level, after a protracted process. That outcome should stand.
- Officers of the authority have been in active collusion with the applicant and the residents of Walters Road.
- Those residents have also lobbied elected members extensively.
- The Library would be left to languish as a listed building – so far, only a bare minimum of work has been done, and at present, in the middle of winter, the roof is open to the elements and the front lawn is a mud bath with an enormous pit in the middle.
- The original planning consent has already been breached but the developer has gone ahead and developed the site, sold houses and allowed residents to move in.
- An alternative would be to route traffic for phase 3 via the same route that was used until recently to route site traffic, thus avoiding the need for it to come past our houses.

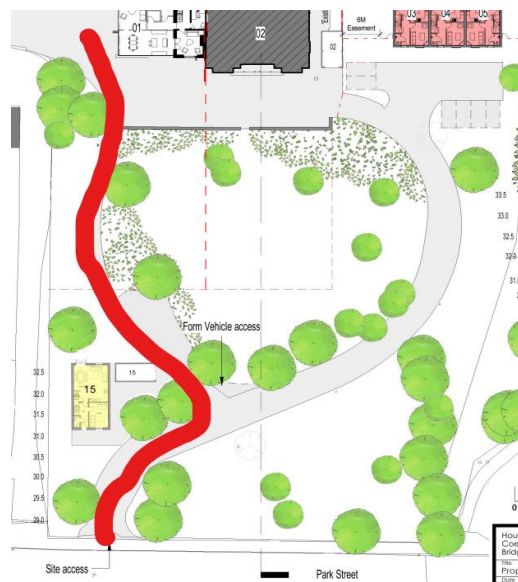


Fig. 4 – Alternative Route for Construction Traffic as suggested by the residents of Coed Parc

COMMENTS ON REPRESENTATIONS RECEIVED BASED ON THE ORIGINAL CMS

The majority of the concerns relate to the submitted Traffic Management Plan and Construction Method Statement which propose to utilise Walters Road as a means of access for construction traffic.

The originally submitted documents did not provide adequate information to enable a robust assessment of how construction traffic will enter the site, the mitigation required to protect the local highway, existing residents and highway safety and therefore revisions were requested.

In response to the comments received, it can be confirmed that Walters Road is not a Private Road and that it is an adopted highway maintained by the Highway Authority.

The original intention was to implement a Traffic Order to ensure that cars would only be parked on one side of the street during the working day/construction hours and only four of the nine plots have been sold to self-build developers.

A scheme for footway widening on Walters Road will be implemented before the beneficial occupation of the residential units in Phase 3.

The disruption caused during the construction phase is not a material planning consideration and any additional pollutants to the atmosphere from construction vehicles would only be for the duration of the build. The hours of construction will also be restricted to avoid any disturbance to local residents during anti-social hours.

The CMS has to be agreed before Phase 3 of the wider development can commence and any details included within the CMS will have to be adhered to avoid any Enforcement action.

As confirmed in the Inspector's decision (**see Appendix 1**), there are no records of any traffic accidents in the area.

There is no intention to allow vehicles to access the construction site from West Road and contractors will be provided with sufficient parking space within the site compound.

Whilst works have finished on Phase 1 and works have commenced on Phase 2 without an approved CMS, it is not a criminal offence to carry out development without first discharging any pre-commencement conditions. Enforcement action is discretionary and must be taken in the wider public interest and used as a last resort and when it is expedient to do so. In this instance, the construction of Phase 1 of the wider development was carried out without having a material detrimental impact on neighbouring occupiers. The application is required to ensure that the final phases of the development will be constructed in accordance with an approved CMS.

Any damage caused to private property or vehicles is not a planning related matter and would be a civil matter between the two parties.

Any damage to the highway/pavement would be investigated and resolved through the Highway Authority.

Any contractors linked to the four self-build plots would have to adhere to the requirements of the approved CMS.

The position of the dwellings within Phase 3 of the development has been set by the original appeal decision and approved plans.

COMMENTS ON REPRESENTATIONS RECEIVED BASED ON THE REVISED CMS

The revised CMS has been produced following detailed discussions between the applicant's Transport Consultant and Highways Officers and the opportunity to consider the Park Street access has arisen due to the sale of the Listed Building conversion being delayed. There has not been any collusion or trespass as alleged.

The developer's solicitor has confirmed the access way running from Park Street which is edged red on the plan is not owned exclusively by the plot owners (3, 4 and 5 Coed Parc) but they do enjoy a right of access. As freeholder, the developer has the right to use the roadway for the purposes of construction.



Fig. 5 – Estate Plan forming part of the Deeds

The developer will be responsible for delivering the new CMS and the LPA will investigate any breaches of the agreed details.

The site is not a “gated community” and the electric gate at the entrance into the site is not part of the original scheme and is not authorised.

The access route for construction vehicles will incorporate a passing bay.

The occupiers of 3, 4 and 5 Coed Parc would have responsibility for carrying out their own search of the planning consents, conditions and relevant plans prior to moving into the dwellings. As such they would have been aware that Phases 2 and 3 were yet to be completed.

The wheel washing facility is to be sited in front but at least 10m away from the Listed Building and a temporary fence will be erected in front of the Listed Building to protect it from accidental damage.

The access road off Park Street is not adopted highway and will only serve five properties.

The access will be managed as part of the CMS to avoid any potential conflicts with residents of 3, 4 and 5 Coed Parc.

Nos 3, 4 and 5 Coed Parc are set back from the access road and behind a parking area.



Fig. 6 – 3, 4 and 5 Coed Parc

The access road will be resurfaced after the main/core elements of Phase 3 have been completed and trade/contractor vehicles can access the site from Walters Road.

Construction noise/disturbance/inconvenience during the development is not a material planning consideration and should be expected on a partially completed scheme.

The residents of 3, 4 and 5 Coed Parc were notified of the submission of the revised CMS through the planning system in line with the requirements of the Development Management Procedure (Wales) Order 2012 (as amended). Any consultation between the developer and the occupiers is outside the scope of this application.

The Inspector's decision did not specify that Walters Road should or could be used by construction traffic.

It is not possible to route traffic for Phase 3 via Plot 15 as that part of the development has been completed.



Fig. 7 – Plot 15 as completed

Finally, it is likely that due to the geometry of Walters Road and St Leonards Road, the access off Walters Road would only allow for smaller Luton van type vehicles rather than HGVs resulting in more trips, a longer build period and more disruption to a greater number of residents.

APPRAISAL

The application is referred to the Development Control Committee due to the objections received from Bridgend Town Council and from a number of local residents.

The application seeks to remove condition 19 of the most recent decision (App. No. P/19/174/RLX) through the submission of details in the form of a Construction Method Statement (**see Appendix 2**) at Coed Parc, Park Street, Bridgend.

The main issues to consider in this application are the impact of the Construction Method Statement on existing residential occupiers within and around the site and whether the remainder of the wider residential site can be developed in an efficient manner without having a detrimental impact on the Grade II Listed Building and highway safety within and around the site.

It should be noted that the applicant's transportation consultant has regularly liaised with the Highway Authority to understand the limits and constraints of the local highway network close to Bridgend town.

As a result, the applicant has submitted a Construction Method Statement (CMS) which seeks to minimise disruption to as many local residents as feasibly possible whilst aiming to ensure that the development is completed in an acceptable and timely manner.

As referenced above, Highways Officers provided a 'suggested' construction traffic condition to the Inspector who allowed the appeal. The Officer's suggested condition sought to preclude the use of Walters Road, with the Park Street access being the main preferred access for construction traffic. Whilst it is understood that the Planning Inspector amended the Highway Authority's (HA) suggested condition by removing the reference to limiting the use of Walters Road, it continues to be the considered opinion of the HA that the main construction access to the site should be from Park Street.

The CMS clearly illustrates, in the form of the vehicle tracking and swept path analysis appendices, that a 11m rigid HGV can access the site from Park Street and pass another vehicle of the same size within the site and will not have to reverse back out onto the live carriageway at Park Street.

Therefore, it is evidenced by the applicant that when a HGV construction vehicle meets one of the resident's cars there is ample room for the two vehicles to pass without reversing. It is noted that there are two locations where this may not be possible within the site and access road however, there is good intervisibility between these two narrow sections and drivers will be able to "hold back" in the wider sections until one vehicle has moved through the narrow section. In addition, the CMS indicates that the likelihood of two vehicles meeting during the working day is relatively low.

Notwithstanding the above it would be prudent to further ensure that there is an additional refuge for vehicles passing and it is considered that an additional passing area could be provided at the bend closest to (but far enough away from) the Listed Building. As such an additional planning condition has been requested by the HA requiring the bend to be temporarily widened to the south with a temporary stone surface. This would further reduce any potential for conflicts between existing residential occupier's vehicles and construction traffic.

It is noted by the HA that the developer has installed a set of gates at the access to the site off Park Street and that the gates are not authorised (although an application has been submitted to regularise them).

As a result, there is concern that the gates will become a barrier to the safe and efficient movement of construction vehicles during the construction period. In addition, there is no space to the south of the gates to allow a construction vehicle to turn should they not be able to gain access into the site.

This situation could result in construction vehicles having to reverse back out onto Park Street to the detriment of highway safety. To overcome the concerns with the gate, the gates will be removed for the duration of the construction period through the application of a condition for the reasons as stated above.

Whilst the HA are aware of the concerns of existing residents of Coed Parc regarding the use of the access road and gates, this is considered a private matter between the developer and residents. The applicant has provided sufficient evidence that he has the necessary control over the access road and gates to be able to deliver all the requirements detailed in the CMS and the recommended planning conditions.

Finally, the CMS has been devised with the protection of the Grade II Listed Building in mind and it is considered that construction traffic and the wheel washing facility will not have a detrimental impact on the integrity of the building.

CONCLUSION

Having regard to the above and all other material considerations including the objections lodged by Bridgend Town Council and local residents, it is not considered that the proposed CMS will adversely impact on the listed building nor create any unacceptable impacts on highway safety. Any amenity impact on local residents will be relatively short lived and is not regarded as being beyond the scope of any development of this scale or nature. It is further considered that, on balance, the removal of condition 19 relating to the agreement of a Construction Method Statement can be approved on the basis of the latest iteration of the CMS received by the LPA on 21 November 2022.

Condition 19 can therefore be removed and the CMS will be added to the list of approved plans and documents under condition 1.

All other conditions will be re-applied and any conditions that have been discharged previously will be amended accordingly. The two additional conditions as recommended by the Highway Authority have also been added.

RECOMMENDATION

(R53) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans and documents:
Transport Note 2; AR060001, AR060002; AR060003; AR60004; AR61002; AR61003; AR062002; AR062003; AR062005; AR900008; Supplementary Note and Transport Note, Bat Survey, Ecological Assessment, Tree Survey, Heritage Statement, Flood and Drainage Report, Archaeological Assessment and Highway Technical Report and Amended plans AL(90) 01 Proposed Site Plan, PL (00)02 REV B – House Type D Plans, AL(00) 03 REV B – House Type D Elevations, AL(00)04 REV A – House Type C Garage received on the 10 June 2019 and Amended Plan AL (00)01 REV C – House Type C Plans and Elevations received on the 26 June 2019 under App. No. P/19/174/RLX.

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. The development shall be carried out in accordance with the Construction Method Statement received on 21 November 2022 and as approved under this application.

Reason: To ensure a satisfactory form of development.

3. The development shall be carried out in accordance with the Phasing Plan as approved under App. No. P/19/544/DOC on 2 April 2020. The development within the site shall thereafter conform to the agreed Phasing Plan.

Reason: To ensure that the development is undertaken in an orderly and co-ordinated manner in the interests of visual and residential amenity and highway safety and to preserve the setting of the Grade II Listed Building.

4. The extension and dwellings shall be carried out in accordance with the details of the materials to be used in the construction of the external surfaces as approved under App. No. P/19/544/DOC on 2 April 2020.

Reason: To ensure that the materials of construction enhance and protect the visual amenities of the area.

5. The extension and dwellings shall be carried out in accordance with the boundary treatment details as approved under App. No. P/19/544/DOC on 2 April 2020. The boundary treatment shall be completed as approved before the remaining dwellings are beneficially occupied.

Reason: To ensure that the general amenities of the area are protected.

6. The development shall be carried out in accordance with the surface water drainage scheme as approved under App. No. P/21/542/DOC on 15 July 2021.

Reason: To ensure that effective drainage facilities are provided for the development and that flood risk is not increased.

7. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C, D and E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no development shall be carried out other than those expressly authorised by this permission.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers or the extension of the properties to the rear, in the interests of the residential amenities of adjacent properties and to protect the amenity space provided within the property.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no building, structure, enclosure, fences, gates or walls shall be erected within the curtilage of any dwelling house hereby permitted.

Reason: To enable the Local Planning Authority future control over the scale of development in the interests of the residential amenities of adjacent properties and to protect the amenity space provided within the property.

9. Within 3 months of the date of this consent, details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. These details shall include:

- (i) a statement setting out the design objectives and how these will be delivered;
- (ii) earthworks showing existing and proposed finished levels or contours;
- (iii) means of enclosures and retaining structures;
- (iv) other vehicle and pedestrian access and circulation areas;
- (v) hard surfacing materials;
- (vi) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc.),
- (vii) details of trees to be removed and retained on site (in the form of an updated Tree Report), together with details of the method of protection of the trees to be retained, and
- (viii) water features.

The development shall be implemented in accordance with the approved scheme prior to the beneficial occupation of the dwellings in Phase 3.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

10. The landscaping works shall be carried out in accordance with the approved details during the first planting season as per the agreed implementation programme. The completed scheme shall be managed and maintained in accordance with an approved scheme of management and maintenance.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

11. The development shall be carried out in accordance with the existing and finished ground levels approved under App. No. P/19/544/DOC on 2 April 2020.

Reason: To ensure a satisfactory form of development.

12. The development shall be carried out in accordance with the scheme for the protection of existing trees, as agreed under App. No. P/19/544/DOC on 2 April 2020, throughout the course of the development.

Reason: In the interests of biodiversity and to preserve the character and appearance of the site.

13. Within 3 months of the date of this consent, a scheme for the provision of a vehicle turning and visitor parking area on the private drive serving Plots 2, 3, 4, 5 and 15 shall be submitted to and approved in writing by the Local Planning Authority. The turning and visitor parking area shall be completed in materials in accordance with the approved layout prior to the occupation of plot 2 and shall be kept available for vehicle turning and parking in perpetuity.

Reason: In the interests of highway safety.

14. The parking spaces for Plots 3, 4 and 5 Coed Parc shall be kept available for vehicle parking in perpetuity.

Reason: In the interests of highway safety.

15. Prior to the beneficial occupation of the dwellings in Phases 2 and 3, details of all parking places and driveways shall be submitted to and approved by the Local Planning Authority. The parking places and driveways shall be completed in accordance with the approved details and shall be retained in perpetuity.

Reason: In the interests of highway safety.

16. The development shall be carried out in accordance with the footway widening scheme on Walters Road as approved under App. No. P/19/544/DOC on 2 April 2020. The approved scheme shall be implemented prior to any of the dwellings in Phase 3 being brought into beneficial use.

Reason: In the interests of pedestrian and highway safety.

17. The extended access road from the new turning head at the eastern end of Walters Road serving units 6-14 including the turning head, passing place and visitor parking, shall be laid out in permanent materials in accordance with the approved layout prior to the occupation of those units.

Reason: In the interests of highway safety.

18. The entrance gates shall be removed from the access road at the junction with Park Street before works on Phase 3 commence and any proposal for their reinstatement shall be the subject of a separate planning permission.

Reason: In the interests of highway safety.

19. Prior to the beneficial occupation of the dwellings in Phase 3, a scheme for the provision of a passing place sign and a sign confirming that the road serving units 6-14 is private shall be submitted to and approved in writing by the Local Planning Authority. The signs shall also be erected in accordance with the approved scheme prior to the occupation of the dwellings in Phase 3 and shall be retained in perpetuity thereafter.

Reason: In the interests of highway safety.

20. Prior to the commencement of works on Phase 3, the proposed access road shall be temporarily widened at the bend opposite the Listed Building to not less than 5.5 metres wide to serve the proposed development during the construction period.

Reason: In the interests of highway safety.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None

Planning Reference No : **P/19/174/RLX**

Revision 2

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(WALES) ORDER 2012

PERMISSION FOR DEVELOPMENT

To:

C2J Architects
Unit 1A Compass Business Park
Pacific Road
Ocean Park
Cardiff
CF24 5HL

Whereas you did on the 14 March 2019 make application in writing for permission to develop, short particulars of the development being as follows:

Applicant Name : **Park Tree Homes Ltd**

Development : **Vary condition 2 of appeal decision A/17/3181972 (P/16/610/FUL) to refer to amended plans**

Location : **Coed Parc, Park Street, Bridgend CF31 4BA**

BRIDGEND COUNTY BOROUGH COUNCIL as the Local Planning Authority, hereby PERMIT the proposed development to be carried out in accordance with the plans (if any) submitted with the said application, subject to compliance with the condition(s) specified below:

CONDITIONS

1. The development shall be carried out in accordance with the following approved plans and documents:; Transport Note 2; AR060001, AR060002; AR060003; AR60004; AR61002; AR61003; AR062002; AR062003; AR062005; AR900008; Supplementary Note and Transport Note, Bat Survey, Ecological Assessment, Tree Survey, Heritage Statement, Flood and Drainage Report, Archaeological Assessment and Highway Technical Report and Amended plans AL(90) 01 Proposed Site Plan, PL (00)02 REV B – House Type D Plans, AL(00) 03 REV B – House Type D Elevations, AL(00)04 REV A – House Type C Garage received on 10 June 2019 and Amended Plan AL (00)01 REV C – House Type C Plans and Elevations received on 26 June 2019.

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. Prior to the commencement of development, a comprehensive Phasing Plan covering the entire development site shall be submitted to and agreed in writing by the Local Planning Authority. The Phasing Plan shall provide a robust framework and programming or phasing of works including the provision of the works to the Listed Building. The development within the site shall thereafter conform to the agreed and Phasing Plan.

Reason: To ensure that the development is undertaken in an orderly and co-ordinated

manner in the interests of visual and residential amenity and highway safety and to preserve the Listed Building.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

3. Prior to the construction of the dwellings hereby approved, details and/or samples of the materials to be used in the construction of the external surfaces of the dwellings shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

4. Prior to the construction of the dwellings hereby approved a plan indicating the positions, height, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the Local Planning Authority. The boundary treatment shall be completed as approved in before the buildings are occupied.

Reason: To ensure that the general amenities of the area are protected.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

5. No building shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted, an assessment shall be carried out of the site potential for disposing of surface water by means of a sustainable drainage system, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - (i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - (ii) include a period for its implementation; and
 - (iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

(P/21/542/DOC – Details agreed 15 July 2021 by Bridgend County Borough Council)

6. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C, D and E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no development shall be carried out other than those expressly authorised by this permission.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers, or the extension of the properties to the rear, in the interests of the residential amenities of adjacent properties and to protect the amenity space provided within the property.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no building, structure, enclosure,

fences, gates or walls shall be erected within the curtilage of any dwelling house hereby permitted.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers or the extension of the properties to the rear, in the interests of the residential amenities of adjacent properties and to protect the amenity space provided within the property.

8. No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:
- (i) a statement setting out the design objectives and how these will be delivered;
 - (ii) earthworks showing existing and proposed finished levels or contours;
 - (iii) means of enclosure and retaining structures;
 - (iv) other vehicle and pedestrian access and circulation areas;
 - (v) hard surfacing materials;
 - (vi) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc.), and
 - (vii) water features.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

9. The landscaping works shall be carried out in accordance with the approved details during the first planting season as per the agreed implementation programme. The completed scheme shall be managed and maintained in accordance with an approved scheme of management and maintenance.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

10. Prior to the commencement of development, details of the existing and finished ground levels shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

11. No development shall take place, nor any demolition works or site clearance, until there has been submitted to and approved in writing by the Local Planning Authority details of a scheme for the protection of existing trees. The approved scheme shall be carried out during any works of demolition and throughout the course of the development.

Reason: In the interests of biodiversity and to preserve the character and appearance open countryside.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

12. Notwithstanding the submitted details, a scheme for the provision of a vehicle turning area and visitor parking on the private drive serving Plots 2, 3, 4, 5 and 15 shall be submitted to and approved in writing by the Local Planning Authority. The turning area and proposed visitor parking space shall be completed in materials in accordance with the approved layout prior to the occupation of those units and shall be kept available for vehicle turning and parking in perpetuity.

Reason: In the interest of highway safety

13. Notwithstanding the submitted details for the provision of 3 off street parking spaces each for Plots 3, 4 and 5, the parking areas shall be completed in permanent materials with individual spaces clearly demarcated in permanent materials prior to the occupation of those units and shall be kept available for vehicle parking in perpetuity.

Reason: In the interest of highway safety

14. Details of all parking places and driveways shall be submitted to and approved by the Local Planning Authority. The parking places and driveways shall be completed in accordance with the approved details prior to the occupation of each dwelling.

Reason: In the interest of highway safety

15. No development shall commence until a scheme for footway widening on Walters Road has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development being brought into beneficial use.

Reason: In the interest of pedestrian and highway safety.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

16. The extended access road from the new turning head at the eastern end of Walters Road serving Units 6-14 including the turning head, passing place and visitor parking, shall be laid out in permanent materials in accordance with the approved layout prior to the occupation of those units.

Reason: In the interest of highway safety.

17. The existing vehicle gate on the access from Park Street shall be removed prior to the occupation of Units 2, 3, 4, 5 and 15.

Reason: In the interest of highway safety.

18. A scheme for the provision of a passing place sign and a sign confirming that the road serving Units 6-14 is private, shall be submitted to and approved in writing by the Local Planning Authority. The signs shall be erected in accordance with the approved scheme prior to the occupation of the dwellings and shall be retained in perpetuity.

Reason: In the interest of highway safety

19. No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities; vi) measures to control the emission of dust and dirt during demolition and construction;
- vi) a scheme for recycling/disposing of waste resulting from demolition and construction works and;
- vii) hours restrictions for construction work

Reason: In the interest of highway safety.

Dated: **28 June 2019**
Updated: **2 April 2020**
Updated: **15 July 2021**

Signed:



Group Manager Planning & Development Services

YOUR ATTENTION IS DRAWN TO THE FOLLOWING (some of which may not be applicable):-

a. Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developer's) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to enforcement action.

Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

b. The enclosed notes which set out the rights of applicants who are aggrieved by the Council's decision.

c. This planning permission does not convey any approval or consent required by Building Regulations or any other legislation or covenant nor permits you to build on, over or under your neighbour's land (trespass is a civil matter). To determine whether your building work requires Building Regulation approval, or for other services provided by the Council's Building Control Section, you should contact that Section on 01656 643408 or at <http://www.bridgend.gov.uk/buildingcontrol>

d. Developers are advised to contact the statutory undertakers as to whether any of their apparatus would be affected by the development

e. Attention is drawn to the provisions of the party wall etc. act 1996

f. Attention is drawn to the provisions of the Wildlife and Countryside Act 1981 and in particular to the need to not disturb nesting bird and protected species and their habitats.

g. If your proposal relates to residential development requiring street naming you need to contact 01656 643136

h. If you are participating in the DIY House Builders and Converters scheme the resultant VAT reclaim will be dealt with at the Chester VAT office (tel: 01244 684221)

i. Developers are advised to contact the Environment and Energy helpline (tel: 0800 585794) and/or the energy efficiency advice centre (tel: 0800 512012) for advice on the efficient use of resources. Developers are also referred to Welsh Government Practice Guidance: Renewable and Low Carbon Energy in Buildings (July 2012):- <http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/energyinbuildings/?lang=en>

j. Where appropriate, in order to make the development accessible for all those who might use the facility, the scheme must conform to the provisions of the Disability Discrimination Act 1995 as amended by the Disability Discrimination Act 2005. Your attention is also drawn to the Code of Practice relating to the Disability Discrimination Act 1995 Part iii (Rights of Access to Goods, Facilities and Services)

k. If your development lies within a coal mining area, you should take account of any coal mining related hazards to stability in your proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 7626848 or www.coal.gov.uk

l. If your development lies within a limestone area you should take account of any limestone hazards to stability in your proposals. You are advised to engage a Consultant Engineer prior to commencing development in order to certify that proper site investigations have been carried out at the site sufficient to establish the ground precautions in relation to the proposed development and what precautions should be adopted in the design and construction of the proposed building(s) in order to minimise any damage which might arise as a result of the ground conditions.

m. The Local Planning Authority will only consider minor amendments to approved development by the submission of an application under section 96A of the Town and Country Planning Act 1990. The following amendments will require a fresh application:-

- * re-siting of building(s) nearer any existing building or more than 250mm in any other direction;
- * increase in the volume of a building;
- * increase in the height of a building;
- * changes to the site area;
- * changes which conflict with a condition;
- * additional or repositioned windows / doors / openings within 21m of an existing building;
- * changes which alter the nature or description of the development;
- * new works or elements not part of the original scheme;
- * new works or elements not considered by an environmental statement submitted with the application.

n. The developer shall notify the Planning Department on 01656 643155 / 643157 of the date of commencement of development or complete and return the Commencement Card (enclosed with this Notice).

o. The presence of any significant unsuspected contamination, which becomes evident during the development of the site, should be brought to the attention of the Public Protection section of the Legal and Regulatory Services directorate. Developers may wish to refer to 'Land Contamination: A Guide for Developers' on the Public Protection Web Page.

p. Any builder's debris/rubble must be disposed of in an authorised manner in accordance with the Duty of Care under the Waste Regulations.



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 13/11/17

gan **Janine Townsley LLB (Hons)**
Cyfreithiwr (Nad yw'n ymarfer)

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 15.12.17

Appeal Decision

Site visit made on 13/11/17

by **Janine Townsley LLB (Hons) Solicitor**
(Non-practising)

an Inspector appointed by the Welsh Ministers

Date: 15.12.17

Appeal Ref: APP/F6915/A/17/3181972

Site address: Coed Parc, Park Street, Bridgend, CF31 4BA

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Castell Homes against the decision of Bridgend County Borough Council.
 - The application Ref P/16/610/FUL, dated 29 July 2016, was refused by notice dated 21 July 2017.
 - The development proposed is convert/renovate Coed Parc to 2no. residential dwellings (inc. extension, alterations, part demolition) and construct 13no. new residential dwellings with new access, landscaping, parking and associated works.
-

Decision

1. The appeal is allowed and planning permission is granted for convert/renovate Coed Parc to 2no. residential dwellings (inc. extension, alterations part demolition) and construct 13no. new residential dwellings with new access, landscaping, parking and associated works at Coed Parc, Park Street, Bridgend, CF31 4BA in accordance with the terms of the application, Ref P/16/610/FUL, dated 29 July 2016, and the plans submitted with it, subject to the conditions set out in the attached schedule.

Main Issue

2. This is the effect of the development on the safety and convenience of users of the adjacent highway network.

Background Matters

3. Coed Parc is a grade II listed building (LB). It was listed in 1986 and is described as an arts and crafts villa. The listing description makes reference to a number of external and internal features. Part of the proposal includes the extension, part demolition and renovation of the LB and its sub-division to form two residential dwellings. An associated application for Listed Building Consent¹ was granted by the Council on 21st August 2017. The site falls within the Newcastle Hill Conservation Area (CA). The Council's position is that the works to the LB and the materials to be used are acceptable as permitted under the corresponding Listed Building Consent.

¹ P/16/611/LIS

The Council are also satisfied that the retention of the kitchen garden to the rear of the LB and the subdivision and internal layout of the proposed unit within the building seek to preserve and enhance the character of the LB. There is no evidence before me that leads me to any other conclusions in this regard. I am therefore satisfied that the proposed development would preserve the features of special architectural and historic interest which the building possesses and its setting consistent with the requirements of Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4. The Council concludes that the proposed new dwellings would be set amongst a number of trees and as such their impact on the setting of the LB and CA would be limited. On the basis of the evidence before me, I agree. Having regard to the special duty imposed by Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, I conclude that the character and appearance of the CA would be preserved.

Procedural Matter

5. The appellant has submitted a Unilateral Undertaking which conforms to the requirements of section 106 of the Town and Country Planning Act 1990 (as amended) and has been properly completed. This includes a financial contribution of £6580 in relation to open space provision. I consider that the amount proposed is directly related to the development and is fairly and reasonably related in scale and kind. The Council has confirmed that this enables the development to accord with the requirements of policy COM11 of the Local Development Plan and there is nothing before me to suggest I should question this position.

Reasons

6. The appeal site is located approximately 1 kilometre from Bridgend town centre and covers an area of approximately 1.48 hectares. The site is bounded to the south by Park Street which provides the existing access. The site comprises the LB; a main house, former coach house, and adjacent single storey buildings. The buildings are vacant and in disrepair.
7. The application seeks permission to convert and renovate Coed Parc into two dwellings including extension, alteration and part demolition works and the construction of 13 new dwellings with new access, landscaping, parking and associated works and the conversion of the existing coach house to a ground floor garage and first floor office to be used ancillary to the residential use of one of the dwellings within the LB. The site is located within an established residential area. The principal of residential development at this site is considered acceptable by the Council as the site is located within the settlement limits of Bridgend and is allocated for 20 units within the Bridgend Local Development Plan (2013) (LDP). The evidence refers to the Coed Parc Development Strategy (2011) which was intended to set a framework within which a high quality redevelopment scheme could evolve.
8. The application proposes to retain the existing access from Park Street to serve four of the new dwellings and one of the converted dwellings within the LB. A new access is proposed to the side of the site, off Walters Road to serve 10 dwellings (9 new dwellings and one from the conversion of the LB) located at the northern section of the site.
9. The Council's decision notice relates to the proposed access off Walters Road. The concerns relate to the risk of vehicles reversing into Walters Road from the appeal site and the visibility for vehicles exiting Walters Road onto St Leonard's Road.

10. The Council's states that the development would result in vehicular reversing movements to or from the public highway creating traffic hazards to the detriment of highway safety. This concern relates to the area where Walters Road meets the appeal site. I note that the officer's report acknowledges that swept path diagrams were submitted with the application and that these demonstrate that larger vehicles such as HGVs, refuse and emergency vehicles can navigate Walters Road and it appears from the evidence that they already do so. The appellant's transport statement confirms that the proposal includes the provision highway improvement works including a turning area at this location. As such, whilst the proposal would result in the introduction of an increased number of dwellings which would be serviced by larger vehicles, the improvements proposed would address this and would also result in an improvement to the existing situation. Consequently, there would be no harmful impact on highway safety in this regard.
11. There are also proposals to widen the footway on Walters Road from approximately 1.5 to approximately 3 meters by paving the grass verge. It is intended that this will improve on-street parking provision by addressing the problem which I observed on site of vehicles parking partially on the footway and would also increase the available paved area for pedestrians. This would represent an improvement in pedestrian safety. These features can be secured by means of suitably worded conditions in the interests of highway safety.
12. Turning to the visibility available for vehicles exiting Walters Road into St Leonards Road, I note that the Council accepts that visibility to the north is satisfactory. The issue therefore, is visibility to the south and whether visibility at the junction would be so inadequate for the nature and volume of additional traffic movements that the impact on highway safety would be significant.
13. The appellant has calculated the 85th percentile speed of cars at this location to be 22.4mph. The Council state that the splay to the south of Walters Road should be measured to the kerbside and this would be a distance of approximately 16 metres and would fall below the guidance set out in Manual for Streets (MfS) table 7.1 which would require a visibility splay of 28m. However, the appellant suggests that if the splay is measured to the centre line, a splay of 34 metres would be achievable and would accord with the guidance set out in table 7.1
14. Using the guidance in MfS, where vehicles approaching from the minor arm from the left will not transgress the centre line of the main arm, the visibility splay can be measured from the centre line of the main arm. I am satisfied that due to the presence of double yellow lines along both sides of St Leonards Road that there would be no such need for a vehicle to cross the centre line when travelling north towards Walters Road. I thus conclude that adequate visibility can be achieved in accordance with the guidance in MfS.
15. Furthermore, the appellant's transport statement confirms a trip rate assessment was carried out and concluded that the forecast change in vehicle movements resulting from the proposed development is the same as the hourly variation in existing vehicle movements at the Walters Road/ St Leonards Road junction and therefore they conclude that the addition of 10 houses using this access would be neither significant or perceptible. Nevertheless, the Council states the development would result in a significant increase in vehicular movements although there is no quantitative evidence of projected trips, only a percentage increase of dwellings. This does not provide any quantitative insight into the intensity of additional highway use. I have taken into account the appellant's argument that the Development Framework anticipated that two or three dwellings would be accessed from a new connection from Walters Road,

however this is not determinative as the Framework did not amount to a detailed proposal. Notwithstanding this, the Framework anticipated that a secondary access would be required to serve some of the dwellings. Overall, I am satisfied that the development would not result in a significant increase in vehicle movements at this location.

16. Consequently, I am satisfied that the increase in traffic and available visibility is such that there would not be a significant detrimental effect on highway safety as a result of the development. As such the development would offer efficient access to road connections and maintains road safety in accordance with LDP policies SP2 and SP3
17. The appellant has also suggested including a raised table as a traffic calming measure at the Walters Road/ St. Leonard's Road junction in order to reduce the speed of traffic and thus the required visibility, however, for the reasons I have outlined above, this is not a necessary requirement.
18. I note also the appellant's representations that there have been no recorded accidents in the area and that the creation of a second access of Walters Road allows the access off Park Street to be largely unaffected. This, it is argued, preserves the setting of the LB and safeguards the protected trees on site. These factors, together with the highways safety improvements offered as part of the proposal are all factors which further weigh in favour of the proposal.

Other matters

19. A large number of objections and a petition have been submitted from third parties. The majority of concerns expressed broadly reflect those of the Council and have already been dealt with within this decision. Other matters raised include noise and light issues and overlooking and privacy, impact on foul drainage design of the dwellings, parking and the impact on residential amenities. The Council has addressed the issues relating to overlooking and privacy within the officer report and concluded that due to the site levels and separation distances involved, there are no concerns in relation to overlooking and privacy. As such, the Council's requested condition removing permitted development rights for additional windows to avoid the privacy of occupiers of nearby dwellings is unnecessary. I have taken into account all matters raised, however these have not affected my overall conclusions as set out.

Conditions

20. Other than those conditions already addressed within this decision and other than the standard commencement and compliance with plans conditions I have also imposed conditions relating to details of finishes, boundary treatment, landscaping (including refuse storage) and finished ground levels. These are necessary in the interests of securing a good quality design to safeguard the visual impact of the development. A condition in relation to surface water drainage is required in order to ensure the proper drainage from the development. A number of conditions have been imposed removing certain permitted development rights. These are required to ensure the setting of the listed building is protected. Given the number of protected trees within the appeal site, a condition is necessary to safeguard these trees during the construction phase. A number of conditions have been imposed relating to the provision of a turning area, car parking spaces and access arrangements. I have imposed a condition for a scheme to be submitted to the Council for footway widening along Walters Road, this will allow for the legal and physical works to be agreed between the parties. These conditions are necessary in the interest of highway safety.

Finally, a condition requiring a construction management statement is necessary in the interests of residential amenity.

21. The Council has requested a condition requiring a certificate from a consulting engineer certifying any retaining walls, however, this will be covered by other legislation so is not necessary as a planning condition. The Council has requested conditions relating to the visibility splays at Park Street however as this entrance is already considered adequate in terms of visibility by the Highways authority, this is not necessary.

Conclusion

22. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of supporting safe, cohesive and resilient communities.
23. For the aforementioned reasons, and taking into account all matters raised, I conclude the appeal should be allowed.

Janine Townsley

Inspector

Schedule of Conditions

- 1) The development shall begin not later than five years from the date of this decision.
- 2) The development shall be carried out in accordance with the following approved plans and documents: AR900002 – Site Layout Plan; Transport Note 2; AR060001, AR060002; AR060003; AR60004; AR61002; AR61003; AR062002; AR062003; AR062003; AR062004; AR062005; AR900008; Supplementary Note and Transport Note, Bat Survey, Ecological Assessment, Tree Survey, Heritage Statement, Flood and Drainage Report, Archaeological Assessment and Highway Technical Report.
- 3) Prior to the construction of the extension and dwellings hereby approved, details and/or samples of the materials to be used in the construction of the external surfaces of the extension and dwellings shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 4) Prior to the construction of the extension and dwellings hereby approved a plan indicating the positions, height, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the local planning authority. The boundary treatment shall be completed as approved in before the buildings are occupied.
- 5) No building shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the site potential for disposing of surface water by means of a sustainable drainage system, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - ii) include a period for its implementation; and
 - iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- 6) Notwithstanding the provisions of schedule 2, part 1, classes A, B, C, D and E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no development shall be carried out other than those expressly authorised by this permission.
- 7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no building, structure, enclosure, fences, gates or walls shall be erected within the curtilage of any dwelling house hereby permitted.
- 8) No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:

- i) A statement setting out the design objectives and how these will be delivered;
 - ii) earthworks showing existing and proposed finished levels or contours;
 - iii) means of enclosure and retaining structures;
 - iv) other vehicle and pedestrian access and circulation areas;
 - v) hard surfacing materials;
 - vi) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc.), and
 - vii) water features.
- 9) The landscaping works shall be carried out in accordance with the approved details during the first planting season as per the agreed implementation programme. The completed scheme shall be managed and maintained in accordance with an approved scheme of management and maintenance.
 - 10) Prior to the commencement of development, details of the existing and finished ground levels shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.
 - 11) No development shall take place, nor any demolition works or site clearance, until there has been submitted to and approved in writing by the local planning authority details of a scheme for the protection of existing trees. The approved scheme shall be carried out during any works of demolition and throughout the course of the development.
 - 12) Notwithstanding the submitted details, a scheme for the provision of a vehicle turning area and visitor parking on the private drive serving plots 2, 3, 4, 5 and 15 shall be submitted to and approved in writing by the local planning authority. The turning area and proposed visitor parking space shall be completed in materials in accordance with the approved layout prior to the occupation of those units and shall be kept available for vehicle turning and parking in perpetuity.
 - 13) Notwithstanding the submitted details for the provision of 3 off street parking spaces each for plots 3, 4 and 5, the parking areas shall be completed in permanent materials with individual spaces clearly demarcated in permanent materials prior to the occupation of those units and shall be kept available for vehicle parking in perpetuity.
 - 14) Details of all parking places and driveways shall be submitted to and approved by the local planning authority. The parking places and driveways shall be completed in accordance with the approved details prior to the occupation of each dwelling.
 - 15) No development shall commence until a scheme for footway widening on Walters Road has been submitted to and agreed in writing by the local planning authority. The approved scheme shall be implemented prior to the development being brought into beneficial use.
 - 16) The extended access road from the new turning head at the eastern end of Walters Road serving units 6-14 including the turning head, passing place and visitor parking, shall be laid out in permanent materials in accordance with the approved layout prior to the occupation of those units.
 - 17) The existing vehicle gate on the access from Park Street shall be removed prior to the occupation of units 2, 3, 4, 5 and 15.

- 18) A scheme for the provision of a passing place sign and a sign confirming that the road serving units 6-14 is private, shall be submitted to and approved in writing by the local planning authority. The signs shall be erected in accordance with the approved scheme prior to the occupation of the dwellings and shall be retained in perpetuity.
- 19) No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
 - i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v) wheel washing facilities;
 - vi) measures to control the emission of dust and dirt during demolition and construction;
 - vii) a scheme for recycling/disposing of waste resulting from demolition and construction works and;
 - viii) Hours restrictions for construction work

Phase 3 Coed Parc, Bridgend

Construction Method Statement

Client: Park Tree Homes Limited

REPORT DETAILS

Issued by	Apex Transport Planning Ltd 11-13 Penhill Road Cardiff CF11 9PQ	Tel: 02920 619 361 info@apex.tp.co.uk www.apex.tp.co.uk	
Client	Park Tree Homes Limited		
Project Name	Phase 3 Coed Parc, Bridgend		
Report Title	Construction Method Statement		
Report Ref.	CMS02		
Project No.	C22053		
Date	31/10/2022		

ISSUE HISTORY

Issue No.	Status	Date	Produced by	Approved by	Revision Details
1	Draft	03/10/2022	GP	DC	Draft for Client Review
2	Final	12/10/2022	GP	DC	Second Issue
3	Final	31/10/2022	GP	DC	Third Issue

NOTICE

This report has been prepared for Park Tree Homes Limited in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Park Tree Homes Limited for use in relation to the Phase 3 Coed Parc, Bridgend project.

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Appendices

Appendix A	Planning Conditions and Latest Correspondence with BCBC Highways
Appendix B	Swept Path Analysis
Appendix C	Construction Site Plan
Appendix D	Wheel Washing Facility

1. INTRODUCTION

1.1 Overview

- 1.1.1 This Construction Method Statement (CMS) has been prepared for Park Tree Homes Limited (PTH) to support the discharge of pre-commencement planning condition 19, attached to planning consent P/16/610/FUL, which was granted on appeal for Phase 3, Coed Parc, accessed via Walters Road, Bridgend.
- 1.1.2 The 2017 planning consent permits the conversion/renovation of Coed Parc to 2no. residential dwellings and the construction of 13no. new residential dwellings to be accessed off Walters Road.
- 1.1.3 Phase 3 comprises 9 dwellings located to the north of the site, east of Walters Road and south of West Road. These dwellings will consist of PTH builds and self builds. It is anticipated that this will minimise the length of the construction period, as the self-build plots can be constructed using different contractors. The design of the self-build plots will not change from the approved scheme, and it will be a condition of each purchaser to ensure they are constructed fully in accordance with the CMS.
- 1.1.4 The whole site will be managed by PTH who will take on the role of project manager during the development's construction period and will be responsible for delivering the approved CMS with BCBC as the enforcing agent. They will also be the transport manager, responsible for all movements to and from the site. This ensures that the vehicle movements are coordinated throughout the programme to minimise the impacts on the site and surrounding network.
- 1.1.5 The contact details of the project manager at PTH responsible for the delivery of the CMS are as follows:
- Mr Jonathan David
Park Tree Homes Limited
The Lilies Laurel Court
Waterton
Bridgend
CF31 3YX
ckw1britton@gmail.com
- 1.1.6 The CMS will address the following items prescribed as part of Condition 19 of the planning consent:
- "No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:*
- *the parking of vehicles of site operatives and visitors;*
 - *loading and unloading of plant and materials;*
 - *storage of plant and materials used in constructing the development;*
 - *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
 - *wheel washing facilities;*
 - *measures to control the emission of dust and dirt during demolition and construction;*
 - *a scheme for recycling/disposing of waste resulting from demolition and construction works and;*

- *hours restrictions for construction work*

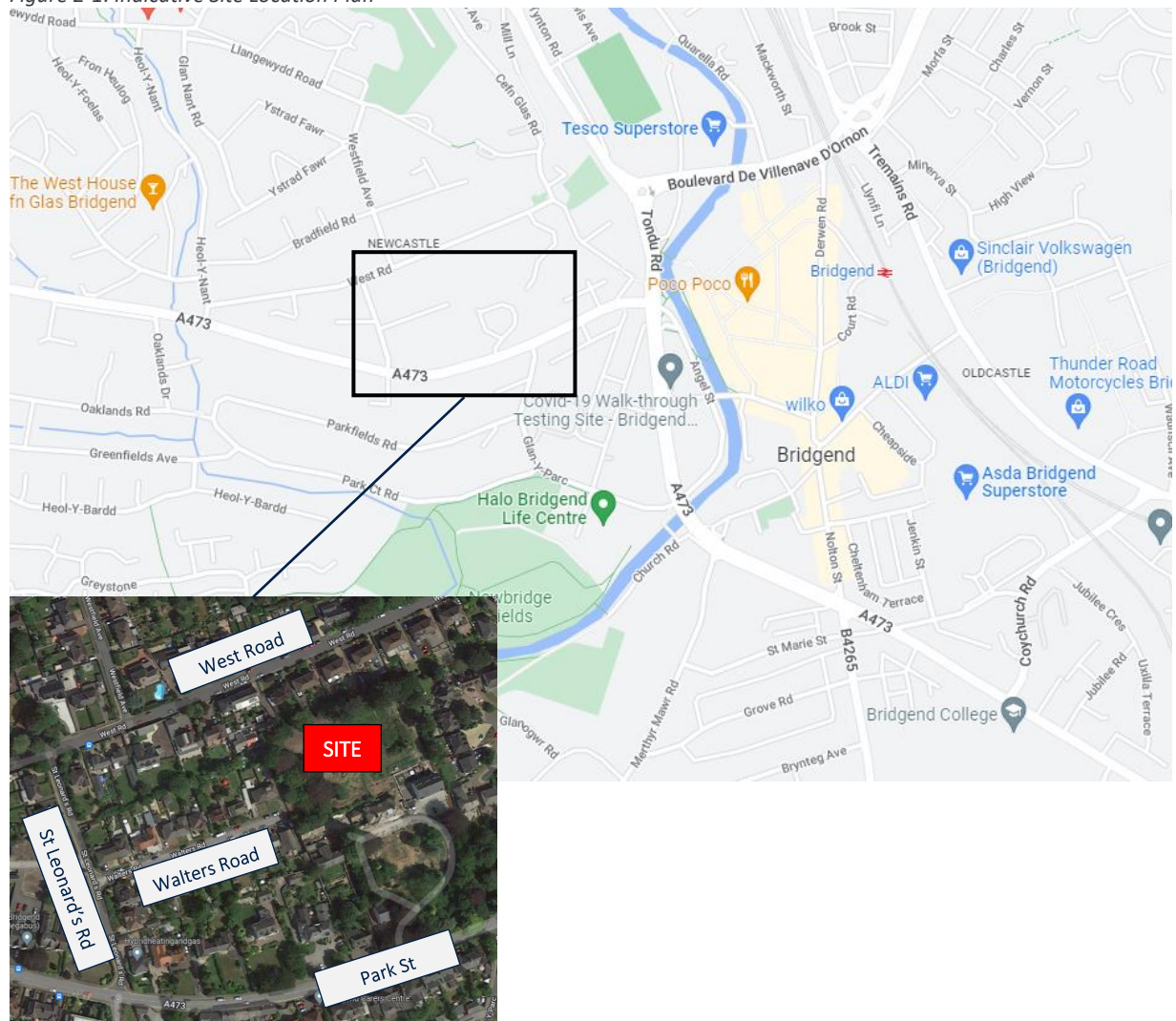
Reason: In the interest of highway safety.”

- 1.1.7 A copy of the full planning conditions including No.19 is provided at Appendix A.
- 1.1.8 The CMS will be a live document with input between the contractor (PTH) / Project Manager, individual developers and BCBC throughout the construction process. This CMS concentrates on transport issues relating to the construction phase only.
- 1.1.9 In addition, the CMS considers comments from the highway authority at BCBC, with whom the applicant has been communicating with since 2021, as set out in Section 3.

2. SITE LOCATION, ACCESS AND USE

- 2.1.1 The development site is situated at the eastern end of Walters Road and south of West Road, located on the western edge of Bridgend Town Centre. The site is within an existing residential area, with Phases 1 and 2 of the Coed Parc development situated to the south, which gain access from Park Street.
- 2.1.2 As such, the surrounding area already accommodates a mixture of traffic, including buses (service 68) which route along Park Street and St Leonard’s Road to the west of Walters Road.
- 2.1.3 The site is currently undeveloped land, having once formed part of the Coed Parc residence.
- 2.1.4 The indicative location of the site has been illustrated in Figure 2-1.

Figure 2-1: Indicative Site Location Plan



Source: Google Maps

3. BACKGROUND

- 3.1.1 Discussions between the applicant and planning and highway officers at BCBC have been ongoing since 2021 to agree a suitable arrangement for accessing the site during construction, in accordance with Condition 19 of the planning consent (P/16/610/FUL). Apex have been advising the applicant since April 2022.
- 3.1.2 Previously, it was proposed that construction traffic would access the site using the approved operational site access via Walters Road. This aligned with the agreed footway widening along the northern side of Walters Road which is subject to a separate pre-commencement condition. Alternative access options were considered, including the existing pedestrian access link via West Road and the Coed Parc private access from Park Street.
- 3.1.3 During previous discussions with BCBC Highways it was agreed that an access from West Road would not be suitable for construction vehicles, although it would be acceptable as a pedestrian access for contractors who park on West Road. This was based on a review of the route undertaken by Apex. It is understood that the site has an existing pedestrian only right of access over a private driveway from West Road. However, the route is not within the land ownership of the applicant and they have no vehicular right of access from West Road.

- 3.1.4 During previous discussions consideration was also given to accessing Phase 3 via the existing Coed Parc access from Park Street, but this was ruled out at the time due to a number of constraints including development phasing issues, topographical and ownership limitations, and the location of the Grade II listed buildings known as 'Coed Parc' (Cadw Ref No: 53/A//1996). At the time it was understood that the BCBC heritage officer and Cadw required the works to the listed buildings to be undertaken ASAP in the programme to safeguard the buildings. However, it is now understood that the listed building works can follow Phase 3 and this was agreed during a recent site visit between the applicant and BCBC planning and highway officers. Additional efforts have also been made to address the topography and ownership constraints.
- 3.1.5 As such, the situation has now changed and it is now possible to use the Park Street access to the south for construction vehicles and this was agreed with the highway authority alongside a series of measures via email on 9th September 2022. It was also confirmed that the West Road access could be used as a pedestrian access by contractors and it was deemed acceptable for contractors to park on
- 3.1.6 West Road, if required.
- 3.1.7 Due to concerns from BCBC highways and residents raised during discussions, no deliveries associated with the external construction of the nine dwellings will be made via Walters Road during the construction period.
- 3.1.8 During the construction period, the approved Walters Road access will be constructed and become operational from the occupation of the first dwelling(s). At such time, the new residents will access and egress the site via the approved access from Walters Road, and this would include access for all vehicles, excluding any HGV's associated with the external construction of the properties, as agreed with BCBC.
- 3.1.9 BCBC highways will not control the use of the approved access by the new residents of Phase 3 Coed Parc, once operational. As such, once the first dwelling is completed, vehicle movements along the private access road via Park Street will reduce as each dwelling is completed to an occupational standard (i.e. watertight).
- 3.1.10 A summary of the agreements made between the applicant and BCBC planning and highway officers is shown below, with a copy of the original email correspondence included at Appendix A:
- All deliveries including Rigid 11m HGV's will enter and exit the site from the Park Street access point.
 - All contractors will access from either the Park Street access or from the West Road pedestrian access
 - All vehicles will arrive and leave in a forward gear
 - Deliveries should avoid where possible the peak network hours of 8-9 and 5-6
 - Swept path analysis will be required to show a vehicle negotiating the internal bends along the Park Street access, including the bend onto the ramped access into phase 3
 - There may need to be a setting down area for vehicles which cannot make the ramped access. This setting down area could also double as a secondary turning area
 - The access route as it leaves the tarmac surface (in front of the listed building) will need to be made up with stone to a width of at least 4.5m, any less will require a passing place.
 - There is no longer a need for a delivery booking system
 - No deliveries associated with the construction of the dwellings will be made from Walters Road.
 - Once the houses in phase 3 start to be occupied then the Walters Road access will be open and whilst no HGV construction traffic will be allowed, HGV deliveries of kitchen appliances etc for

the new residents will be allowed, as new residents cannot use the Park Road construction access for normal deliveries, and this will remain the case when the site is complete.

- Similarly once the Walters Road access is open small vans and cars associated with the smaller trades can use Walters Road but must park within the site
- There is no longer a need for a TTRO

3.1.11 These comments have been considered as part of this CMS, alongside the items required as part of discharging planning Condition 19.

4. DESCRIPTION OF CONSTRUCTION WORKS

4.1.1 It is proposed that the duration of the construction period will extend over a 36 month period. Construction of the 9 plots consisting of self builds and PTH builds will commence with plots 11,12,13,14, followed by plots 10,9,8, 6 & 7. As the last plot to be built, plot 7 will be used for construction activities during the construction of the other 8 plots, which will improve the operation of the site during the construction of multiple dwellings. All plots will be overseen by PTH.

4.1.2 The works will consist of the following:

- site establishment including site hoarding and temporary site facilities
- site clearance and remediation
- construction of access road
- construction of 9 plots
- landscaping

5. PARK STREET ACCESS AND SWEPT PATH ANALYSIS

Park Street access and access road

5.1.1 The Park Street access is an existing private access which serves 4 residential dwellings via a private access road which is shared by the applicant and residents.

5.1.2 This access was used as a construction access for Phases 1 and 2 of the Coed Parc development and as such Park Street is considered appropriate for Phase 3 and this has been agreed with BCBC.

5.1.3 Currently, the access is utilised by residents of plots 1-4 as well as owners of the remaining plots which have yet to be constructed as part of Phase 1 and 2, including the listed building. As such, the access currently accommodates a small number of movements associated with existing residents, as well as providing access for construction vehicles associated with the remaining unbuilt plots within Phase 1 and 2.

5.1.4 The private access road measures between 5.1m – 5.6m in width and as such is capable of accommodating a HGV and a car on straight sections, in accordance with Figure 7.1 within MfS. BCBC have suggested a width of 4.5m would be appropriate for vehicles to pass within the site.

Swept path analysis

5.1.5 As requested by BCBC, a tracking exercise has been undertaken to demonstrate how construction vehicles will access and egress the site using the existing access from Park Street to the south. The analysis has considered a 10m long HGV.

5.1.6 The analysis shows the 10m long HGV successfully accessing and egressing the site from Park Street (Appendix B). These manoeuvres would be unlikely to result in conflict with existing vehicle

movements and/or cause any blocking back onto Park Street itself, due to the low number of existing movements. The PTH site manager will ensure the existing Coed Parc access gates at Park Street will be open during the site's operation hours (8am to 6pm Monday to Friday and 8am to 1pm on Saturdays), to ensure staff and construction vehicles are not held on Park Street or the adjacent footway, as requested by BCBC Highways.

- 5.1.7 Construction of the remaining Phase 1 & 2 plots will cease until after Phase 3 has been completed, and as such only the vehicle movements associated with the four existing residential dwellings will occur during the proposed construction of Phase 3.
- 5.1.8 Using a robust two-way vehicle trip rate of 0.65 for a peak hour, it is forecast that the existing four dwellings could generate a maximum of 3no. two-way trips during the peak hours. This would equate to approximately one vehicle every 20 minutes during the busiest peak hours, on average. It is considered unlikely that this low level of movements would result in any conflict with construction movements associated with the development of Phase 3 with the implementation of the measures outlined in Section 6.
- 5.1.9 There are two locations where two vehicles (including a HGV) would not be able to pass between Park Street and the proposed site compound shown on the CMS plan (Appendix C). However, there is appropriate inter-visibility between passing places, which would enable vehicles to pass safely at other locations along the access route. A banksperson will be located within the site compound to manage construction vehicle movements and loading / unloading, ensuring these activities occur safely and to reduce the impact on existing residents. All vehicles would load and unload within the site and no loading will be undertaken on or near the highway.

6. TRAFFIC MANAGEMENT MEASURES

6.1 Overview

- 6.1.1 This section sets out a number of proposed measures which meet the criteria of planning condition 19, incorporating advice from BCBC highways and considering the analysis of the existing Park Street access and existing residents.

6.2 Condition 19 specific considerations

- 6.2.1 Each specific aspect of Condition 19 has been considered and responded to as follows.

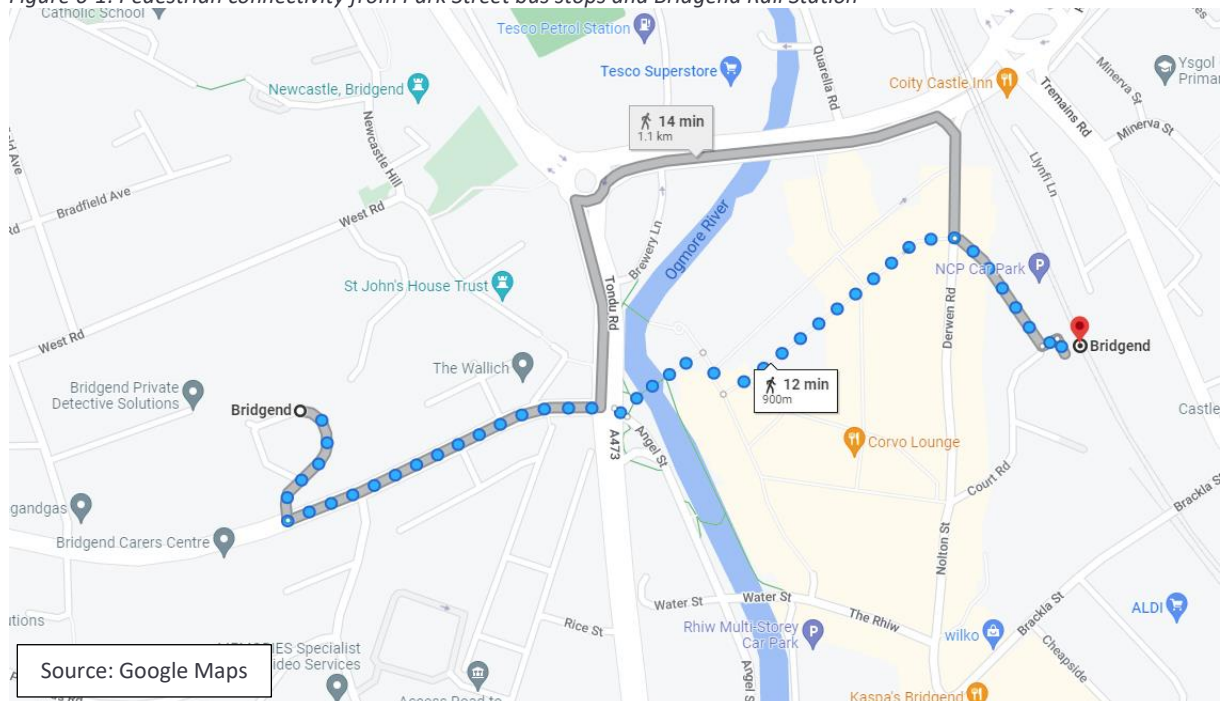
a) the parking of vehicles of site operatives and visitors

- 6.2.2 The Construction Site Plan in Appendix C shows a total of five formal parking spaces for construction staff in addition to a parking lay-by, both of which are located to the south of the site within Phase 2. However, additional space is available within the individual plots for staff to park during construction. As such, the site can accommodate up to around 20-30 site operative vehicles during the construction without blocking the turning areas or internal access road.
- 6.2.3 On-site parking will be managed by the project manager from PTH who will deter any ad-hoc parking on the adjacent Coed Parc private access road, minimise the impacts of overspill parking on the surrounding local highway and to ensure vehicle routes are not restricted within the site. It is envisaged that the majority of the demand for staff parking will be accommodated on the site within the 20-30 spaces available. Priority will be given to the on-site parking for those employees requiring access to vehicles, for example for tools from a van and also to those car sharing. If required, other

employees will be asked to park along West Road and access the site on foot using the right of way, as agreed with BCBC.

- 6.2.4 A secure area on site will be made available for storage of bikes, as required.
- 6.2.5 No parking associated with the site will be permitted along Walters Road and all workers will be informed of this in advance, and this would form part of their contract. If workers break this condition, then suitable disciplinary action will be taken by PTH which may include financial penalties. There are opportunities for vehicles to park more suitably on West Road and walk to the site, in particular by using the private driveway where the site has a pedestrian right of access, and all employees will be informed of this. Employee parking would occur during the working day when residential parking demand is lower, and this will minimise any impact on parking stress on the surrounding streets such as West Road from the site's construction.
- 6.2.6 The use of public transport, walking and cycling will also be promoted to all employees as alternatives, in addition to car sharing. Footways are provided along the majority of the surrounding residential streets including on both sides of Park Street and West Road. These footways connect to Bridgend Town Centre located within a 1.0km or 12-minute walk from the site.
- 6.2.7 The site is accessible by bus with a high frequency of services available from bus stops on Park Street to the south, which provide a total of six services that connect to Bridged Town Centre and other regional destinations. Bridgend Rail Station lies within a 900m or 12-minute walk from the site and is also accessible by bike and Park Street bus services. The most direct pedestrian route from the site to bus and rail services is shown in Figure 6-1.
- 6.2.8 The sustainable transport connections will offer attractive routes to employees, assisting to constrain vehicle generation and minimise the impact on the surrounding network.

Figure 6-1: Pedestrian connectivity from Park Street bus stops and Bridgend Rail Station



b) Loading and unloading of plant and materials

On-site arrangements

6.2.9 The loading and unloading of plant and materials will take place on site, in the turning and unloading areas shown on the Construction Site Plan included at Appendix C. This will enable vehicles to enter and exit the site in a forward gear, which will avoid the need for reversing and/or manoeuvring on the highway.

Construction Times

6.2.10 It is expected that HGV deliveries would be distributed throughout the day. The site deliveries would occur between 09:00 and 17:00 Monday to Friday and 08:00 and 13:00 on Saturdays. These movements will be overseen by the project manager / PTH.

Banksperson

6.2.11 A banksperson will be located within the site compound to manage vehicle movements and loading / unloading, ensuring these activities occur safely and to reduce the impact on existing residents.

6.2.12 The banksperson(s) will be suitably trained and employed by PTH. All vehicles would load and unload within the site and no loading will be undertaken on or near the highway.

Further Measures

6.2.13 The following measures will also be provided, where practical:

- Aids for drivers - mirrors, CCTV cameras or reversing alarms that can help drivers see movement all around the vehicle
- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather
- Clothing - pedestrians on site will wear high-visibility clothing
- Advanced warning signs will be provided informing vehicle traffic of HGV's manoeuvring/turning within the site, within the vicinity of the access.

Internal Roads

6.2.14 During construction, the proposed internal construction route and Phase 3 access road (minus the surface course) and turning head at the eastern end of the site will be built out first in the construction programme. The southern part of the construction site, adjacent to the listed building, is currently used for construction activities associated with the Phase 2 development and includes hardstanding areas. These areas will be utilised for the construction of Phase 3 and initially will be used by construction vehicles to unload / load and turn whilst the Phase 3 access road (minus the surface course) is being constructed. This will include the HGV lay-by space, as shown on the Indicative Construction Site Plan at Appendix C.

6.2.15 As indicated on the Indicative Construction Site Plan, the existing hardstanding access ramp connection Phase 2 to Phase 3 will be re-graded to improve access gradients.

6.2.16 Swept paths demonstrating that construction vehicles can turn appropriately at two locations within the site are shown in Appendix B. These arrangements allow two HGVs to enter and exit the site at the same time and deliver appropriately.

c) Storage of plant and materials used in constructing the development

6.2.17 Plant and materials will be safely and securely stored within the site boundary at all times, as shown on the Indicative Construction Site Plan found at Appendix C. Nothing will be stored on the highway or footways.

d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

6.2.18 Full height timber hoarding will be provided on the site to be installed in such a way as to cause no trespass beyond the site boundary or onto the highway. It will consist of lockable gates and segregated pedestrian access.

6.2.19 The hoarding will be provided to ensure protection of adjacent footways, highways and properties from any damage caused by the construction activities on site.

6.2.20 Site information boards with out of hours contact details, telephone number (for comments and complaints) and information on the works programme will be provided at the site frontage. PTH would respond promptly to enquiries from members of the public regarding construction.

e & f) Wheel washing facilities and measures to control the emission of dust and dirt during demolition and construction;

6.2.21 A strategy of prevention will be put in place to reduce the depositing of materials on the highway. Measures will be implemented on site as follows:

- A wheel washing facility will remain on site to ensure all vehicles wheels are washed prior to leaving site. A jet wash will also be used to clean the delivery areas
- Open back tipper trucks will be sheeted when travelling to and from the site
- The delivery area and turning head set up within the site will be maintained as a bound surface (tarmac or concrete). This will be kept clear of dirt and mud and, wherever possible, deliveries will be kept within this area to prevent tracking onto mud or debris
- Use of a street sweeper will be utilised in the event any material is deposited onto the public highway. This will be used regularly and as necessary.

6.2.22 The location of the wheel washing facility is shown in the Construction Site Plan in Appendix C and the specification (as recommended by BCBC) is included at Appendix D.

g) a scheme for recycling/disposing of waste resulting from demolition and construction works

6.2.23 The project manager / PTH will ensure that all waste is disposed of responsibly from the site. The self-build houses will need to ensure that all waste leaving the site is agreed with the project manager, and wherever possible, waste would be consolidated to minimise the number of vehicle movements required. There is a waste storage area provided on the site to enable this consolidation.

6.2.24 The removal of waste products from the site will be minimised by recycling of excess materials wherever possible and vehicles arriving at the site would be utilised to transport any waste away from the site where possible. The guidelines contained in the statutory guidance, Waste Duty of Care; Code of Practice (2018) will be adhered to.

6.2.25 The potential waste generated during the construction process will primarily be related to packaging and potential measures to minimise the impact of construction waste are set out as follows:

- **The pallets that materials are transport in/on.** These will be either wood crates, or cardboard boxes. These will be removed from the site on a regular basis, albeit consolidated between contractors and vehicle movements generated when a full load is reached. If materials arrive on wooden pallets, then these will be returned to the manufacturers. If they arrive packaged in cardboard boxes, then these will be removed from site on a regular basis through a hired skip(s).
- **Packing materials for various components.** Any non-recyclable waste will be stored in a bin/skip for regular removal to an appropriate landfill, once the skip is full.
- **Food waste from workers.** Personal rubbish will be collected along with non-recyclable packaging materials, for appropriate disposal.
- **Portable toilets** will be hired for the duration of the construction period. These will be located in the welfare unit area, as shown on the Construction Layout Plan.
- The construction will involve **ground works**. Excavated soil will be used for backfilling activities. Excess subsoil will be removed from the site and disposed of appropriately or sold to a landowner needing additional soil.
- All spoil or waste that needs to be transferred out of the site for reuse, recycling or disposal purposes will be collected and transferred by vehicles from registered licensed contractors.

h) hours restrictions for construction work

- 6.2.26 The site will be operational between the hours of 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays.
- 6.2.27 In addition, deliveries to the site by large vehicles will be coordinated and occur between 9am and 5pm Monday to Friday, as requested by BCBC.

Appendix A Planning Conditions and Latest Correspondence with BCBC Highways

Planning Reference No : **P/19/174/RLX**

Revision 2

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(WALES) ORDER 2012

PERMISSION FOR DEVELOPMENT

To:

C2J Architects
Unit 1A Compass Business Park
Pacific Road
Ocean Park
Cardiff
CF24 5HL

Whereas you did on the 14 March 2019 make application in writing for permission to develop, short particulars of the development being as follows:

Applicant Name : **Park Tree Homes Ltd**

Development : **Vary condition 2 of appeal decision A/17/3181972 (P/16/610/FUL) to refer to amended plans**

Location : **Coed Parc, Park Street, Bridgend CF31 4BA**

BRIDGEND COUNTY BOROUGH COUNCIL as the Local Planning Authority, hereby PERMIT the proposed development to be carried out in accordance with the plans (if any) submitted with the said application, subject to compliance with the condition(s) specified below:

CONDITIONS

1. The development shall be carried out in accordance with the following approved plans and documents:; Transport Note 2; AR060001, AR060002; AR060003; AR60004; AR61002; AR61003; AR062002; AR062003; AR062005; AR900008; Supplementary Note and Transport Note, Bat Survey, Ecological Assessment, Tree Survey, Heritage Statement, Flood and Drainage Report, Archaeological Assessment and Highway Technical Report and Amended plans AL(90) 01 Proposed Site Plan, PL (00)02 REV B – House Type D Plans, AL(00) 03 REV B – House Type D Elevations, AL(00)04 REV A – House Type C Garage received on 10 June 2019 and Amended Plan AL (00)01 REV C – House Type C Plans and Elevations received on 26 June 2019.

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. Prior to the commencement of development, a comprehensive Phasing Plan covering the entire development site shall be submitted to and agreed in writing by the Local Planning Authority. The Phasing Plan shall provide a robust framework and programming or phasing of works including the provision of the works to the Listed Building. The development within the site shall thereafter conform to the agreed and Phasing Plan.

Reason: To ensure that the development is undertaken in an orderly and co-ordinated

manner in the interests of visual and residential amenity and highway safety and to preserve the Listed Building.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

3. Prior to the construction of the dwellings hereby approved, details and/or samples of the materials to be used in the construction of the external surfaces of the dwellings shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

4. Prior to the construction of the dwellings hereby approved a plan indicating the positions, height, design, materials and type of boundary treatment to be erected shall be submitted to and approved by the Local Planning Authority. The boundary treatment shall be completed as approved in before the buildings are occupied.

Reason: To ensure that the general amenities of the area are protected.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

5. No building shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted, an assessment shall be carried out of the site potential for disposing of surface water by means of a sustainable drainage system, and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:
 - (i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - (ii) include a period for its implementation; and
 - (iii) provide a management and maintenance plan of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

(P/21/542/DOC – Details agreed 15 July 2021 by Bridgend County Borough Council)

6. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C, D and E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no development shall be carried out other than those expressly authorised by this permission.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers, or the extension of the properties to the rear, in the interests of the residential amenities of adjacent properties and to protect the amenity space provided within the property.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), no building, structure, enclosure,

fences, gates or walls shall be erected within the curtilage of any dwelling house hereby permitted.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers or the extension of the properties to the rear, in the interests of the residential amenities of adjacent properties and to protect the amenity space provided within the property.

8. No development shall take place until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:
- (i) a statement setting out the design objectives and how these will be delivered;
 - (ii) earthworks showing existing and proposed finished levels or contours;
 - (iii) means of enclosure and retaining structures;
 - (iv) other vehicle and pedestrian access and circulation areas;
 - (v) hard surfacing materials;
 - (vi) minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, etc.), and
 - (vii) water features.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

9. The landscaping works shall be carried out in accordance with the approved details during the first planting season as per the agreed implementation programme. The completed scheme shall be managed and maintained in accordance with an approved scheme of management and maintenance.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

10. Prior to the commencement of development, details of the existing and finished ground levels shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

11. No development shall take place, nor any demolition works or site clearance, until there has been submitted to and approved in writing by the Local Planning Authority details of a scheme for the protection of existing trees. The approved scheme shall be carried out during any works of demolition and throughout the course of the development.

Reason: In the interests of biodiversity and to preserve the character and appearance open countryside.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

12. Notwithstanding the submitted details, a scheme for the provision of a vehicle turning area and visitor parking on the private drive serving Plots 2, 3, 4, 5 and 15 shall be submitted to and approved in writing by the Local Planning Authority. The turning area and proposed visitor parking space shall be completed in materials in accordance with the approved layout prior to the occupation of those units and shall be kept available for vehicle turning and parking in perpetuity.

Reason: In the interest of highway safety

13. Notwithstanding the submitted details for the provision of 3 off street parking spaces each for Plots 3, 4 and 5, the parking areas shall be completed in permanent materials with individual spaces clearly demarcated in permanent materials prior to the occupation of those units and shall be kept available for vehicle parking in perpetuity.

Reason: In the interest of highway safety

14. Details of all parking places and driveways shall be submitted to and approved by the Local Planning Authority. The parking places and driveways shall be completed in accordance with the approved details prior to the occupation of each dwelling.

Reason: In the interest of highway safety

15. No development shall commence until a scheme for footway widening on Walters Road has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the development being brought into beneficial use.

Reason: In the interest of pedestrian and highway safety.

(P/19/544/DOC – Details agreed 2 April 2020 by Bridgend County Borough Council)

16. The extended access road from the new turning head at the eastern end of Walters Road serving Units 6-14 including the turning head, passing place and visitor parking, shall be laid out in permanent materials in accordance with the approved layout prior to the occupation of those units.

Reason: In the interest of highway safety.

17. The existing vehicle gate on the access from Park Street shall be removed prior to the occupation of Units 2, 3, 4, 5 and 15.

Reason: In the interest of highway safety.

18. A scheme for the provision of a passing place sign and a sign confirming that the road serving Units 6-14 is private, shall be submitted to and approved in writing by the Local Planning Authority. The signs shall be erected in accordance with the approved scheme prior to the occupation of the dwellings and shall be retained in perpetuity.

Reason: In the interest of highway safety

19. No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities; vi) measures to control the emission of dust and dirt during demolition and construction;
- vi) a scheme for recycling/disposing of waste resulting from demolition and construction works and;
- vii) hours restrictions for construction work

Reason: In the interest of highway safety.

Dated: **28 June 2019**
Updated: **2 April 2020**
Updated: **15 July 2021**

Signed:



Group Manager Planning & Development Services

YOUR ATTENTION IS DRAWN TO THE FOLLOWING (some of which may not be applicable):-

a. Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developer's) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to enforcement action.

Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

b. The enclosed notes which set out the rights of applicants who are aggrieved by the Council's decision.

c. This planning permission does not convey any approval or consent required by Building Regulations or any other legislation or covenant nor permits you to build on, over or under your neighbour's land (trespass is a civil matter). To determine whether your building work requires Building Regulation approval, or for other services provided by the Council's Building Control Section, you should contact that Section on 01656 643408 or at <http://www.bridgend.gov.uk/buildingcontrol>

d. Developers are advised to contact the statutory undertakers as to whether any of their apparatus would be affected by the development

e. Attention is drawn to the provisions of the party wall etc. act 1996

f. Attention is drawn to the provisions of the Wildlife and Countryside Act 1981 and in particular to the need to not disturb nesting bird and protected species and their habitats.

g. If your proposal relates to residential development requiring street naming you need to contact 01656 643136

h. If you are participating in the DIY House Builders and Converters scheme the resultant VAT reclaim will be dealt with at the Chester VAT office (tel: 01244 684221)

i. Developers are advised to contact the Environment and Energy helpline (tel: 0800 585794) and/or the energy efficiency advice centre (tel: 0800 512012) for advice on the efficient use of resources. Developers are also referred to Welsh Government Practice Guidance: Renewable and Low Carbon Energy in Buildings (July 2012):- <http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/energyinbuildings/?lang=en>

j. Where appropriate, in order to make the development accessible for all those who might use the facility, the scheme must conform to the provisions of the Disability Discrimination Act 1995 as amended by the Disability Discrimination Act 2005. Your attention is also drawn to the Code of Practice relating to the Disability Discrimination Act 1995 Part iii (Rights of Access to Goods, Facilities and Services)

k. If your development lies within a coal mining area, you should take account of any coal mining related hazards to stability in your proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 7626848 or www.coal.gov.uk

l. If your development lies within a limestone area you should take account of any limestone hazards to stability in your proposals. You are advised to engage a Consultant Engineer prior to commencing development in order to certify that proper site investigations have been carried out at the site sufficient to establish the ground precautions in relation to the proposed development and what precautions should be adopted in the design and construction of the proposed building(s) in order to minimise any damage which might arise as a result of the ground conditions.

m. The Local Planning Authority will only consider minor amendments to approved development by the submission of an application under section 96A of the Town and Country Planning Act 1990. The following amendments will require a fresh application:-

- * re-siting of building(s) nearer any existing building or more than 250mm in any other direction;
- * increase in the volume of a building;
- * increase in the height of a building;
- * changes to the site area;
- * changes which conflict with a condition;
- * additional or repositioned windows / doors / openings within 21m of an existing building;
- * changes which alter the nature or description of the development;
- * new works or elements not part of the original scheme;
- * new works or elements not considered by an environmental statement submitted with the application.

n. The developer shall notify the Planning Department on 01656 643155 / 643157 of the date of commencement of development or complete and return the Commencement Card (enclosed with this Notice).

o. The presence of any significant unsuspected contamination, which becomes evident during the development of the site, should be brought to the attention of the Public Protection section of the Legal and Regulatory Services directorate. Developers may wish to refer to 'Land Contamination: A Guide for Developers' on the Public Protection Web Page.

p. Any builder's debris/rubble must be disposed of in an authorised manner in accordance with the Duty of Care under the Waste Regulations.

Grant Price

From: Leigh Tuck
Sent: 09 September 2022 13:03
To: Grant Price
Cc: Christine Britton; David Chapman; Rhodri Davies
Subject: RE: P/22/85/RLX - Phase 3 Coed Parc - Construction Traffic
Attachments: kerbline may have to come out on RHS to allow access from tarmac road onto stone construction track.jpg; where the construction access will run.jpg; along the front of the listed building.jpg; looking down the slope gradient.jpg; looking towards the slope from phase 3.jpg; walters road entrance.jpg

Morning Grant,

Thanks for the chat earlier.

To confirm our conversation and allow you to produce a new technical note I can advise of the following agreements we made with Mr David on site:

All deliveries including Rigid 11m HGV will enter and exit the site from the park street access point.

All contractors will access from either the Park Street access or from the west road pedestrian access

All vehicles will arrive and leave in a forward gear

Deliveries should avoid where possible the peak network hours of 8-9 and 5-6

Swept path analysis will be required to show a vehicle negotiating the access the first bend and the bend onto the ramped access into phase 3

There may need to be a setting down area for vehicles which cannot make the ramped access. This setting down area could also double as a secondary turning area as shown on plan below

The access route as it leaves the tarmac surface (in front of the listed building) will need to be made up with stone to a width of at least 4.5m any less will require a passing place.

There is no need for a delivery booking system any longer

The note should say that no deliveries associated with the construction of the dwellings will be made from the Walters Road entrance.

The note needs to make clear the distinction that once the houses in phase 3 start to be occupied then the Walters road access will be open and whilst no HGV construction traffic will be allowed, HGV deliveries of kitchen appliances etc for the new residents will be allowed, as I don't think it's fair that the new residents cannot use the access for normal deliveries as will be the case when the site is complete. Similarly once the road is open we will not be able to control small vans and cars associated with the smaller trades from using the Walters road entrance and so it needs to be made clear that once the Walters road entrance is open on first occupation, small vans up to large transit, etc can use the Walters road entrance to access the site but must park within the site

There is no longer a need for a TTRO

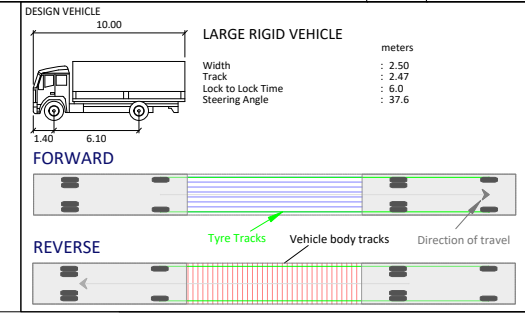
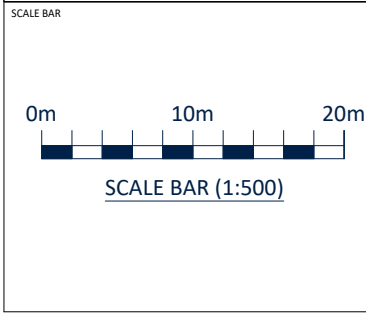
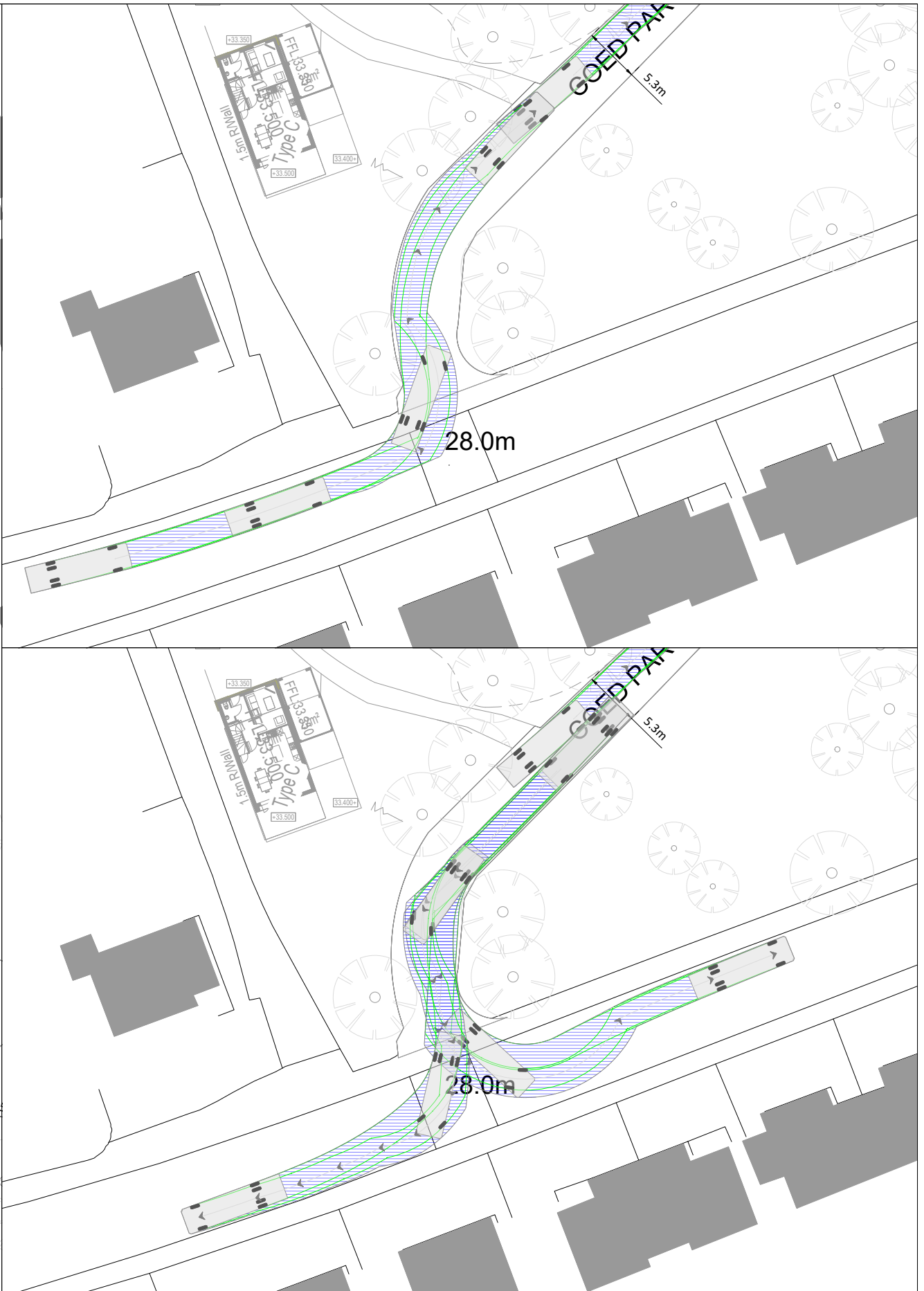
The plan below shows the construction vehicle access road in red. A site survey evidenced that there is enough room to get 2 vehicles through.

The blue area hatched could act as a setting down area for vehicles that cannot make it up the slope. Although by extending the slope the gradient could be reduced.

Also the blue area could act as an alternative turning area if needed.

The green hatched area at the end of Walters road should remain closed for HGV's and pedestrians until the first dwelling is occupied and access road constructed to wearing course. This will ensure that contractors do not park on Walters road during the construction phase.

Appendix B Swept Path Analysis



- NOTES
- General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
 - Drawing is based on OS mapping data. Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100022432
 - Please do not scale from this drawing

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
P03	28/09/22	Third Issue	GP	DC
P02	06/05/22	Second Issue	GP	DC
P01	28/04/22	First Issue	GP	DC

REVISIONS

Rev	Date	Description	By	App
P03	28/09/22	Third Issue	GP	DC
P02	06/05/22	Second Issue	GP	DC
P01	28/04/22	First Issue	GP	DC

Apex TRANSPORT PLANNING
 11-13 PENHILL ROAD
 CARDIFF
 CF11 9PQ
 t: 02920 619 361
 e: info@apextp.co.uk

CLIENT
PARK TREE HOMES LIMITED

PROJECT
PHASE 3 COED PARC, BRIDGEND

TITLE
CONSTRUCTION METHOD STATEMENT

SWEPT PATH ANALYSIS OF A 10m RIGID HGV ACCESSING, TURNING AND EGRESSING THE SITE

PROJECT NO.
C22-053

SCALE @ A3
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C22053-ATP-DR-TP-002

Appendix C Construction Site Plan



Pedestrian access route
From West Road

WALTERS ROAD



SCALE BAR (1:500)

KEY

NOTES

1. General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
2. Drawing is based on OS mapping data. Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100022432
3. Please do not scale from this drawing

REVISIONS (CONTINUED)

REVISIONS

Rev	Date	Description	By	App
P03	28/09/22	Third Issue	GP	DC
P02	06/05/22	Second Issue	GP	DC
P01	28/04/22	First Issue	GP	DC



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CLIENT
**PARK TREE HOMES
LIMITED**

PROJECT
PHASE 3 COED PARC, BRIDGEND

TITLE
**CONSTRUCTION METHOD STATEMENT
INDICATIVE CONSTRUCTION SITE PLAN**

PROJECT NO.
C22-053

SCALE @ A3
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C22053-ATP-DR-TP-001



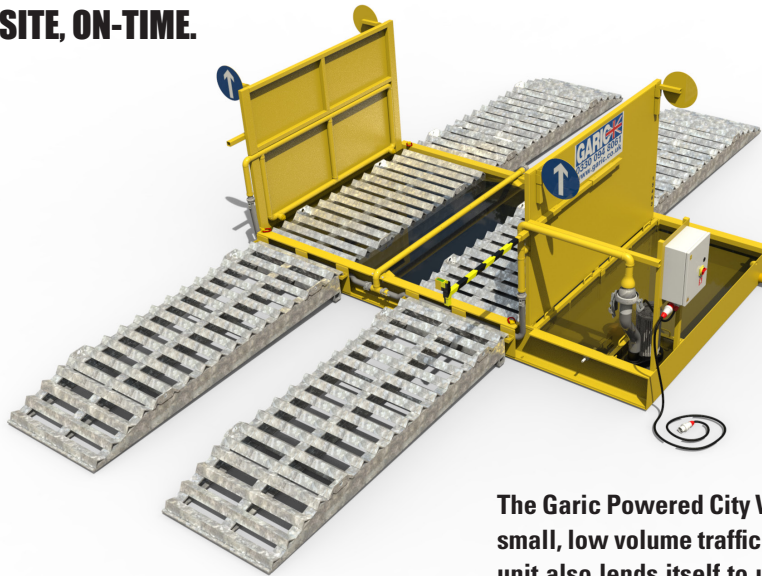
Appendix D Wheel Washing Facility



ON-DEMAND, ON-SITE, ON-TIME.

CITY WHEEL WASH

A HISTORY OF INNOVATION



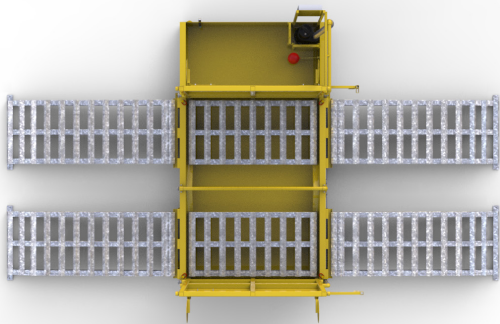
The Garic Powered City Wheel Wash has been designed with small, low volume traffic and 'no-space' projects in mind. The unit also lends itself to urban-developments where space is a premium, muck is a problem, and where traditional wheel wash solutions simply cannot fit.

This unit can be quickly deployed without the need for movement orders and be delivered to site with the minimum of fuss. This unit is the smallest powered spray wash in our range. The submersible pump unit can be simply plugged in to an existing three phase supply or powered independently of mains power using a 10KVA 3 phase diesel powered generator. A 25mm water supply is required to give the unit its initial fill. This also maintains the water level within the unit. Water waste is minimized as it is recirculated from the containing sump underneath. The unit can be dug into the ground a mere 325mm for a flush fit application and if digging is not an option, the unit can be used 325mm above ground with a set of simple 3 metre rumble ramps. As wheels pass through the unit, the rumble bars agitate the tyre treads and they are cleaned by high pressure horizontal spray jets. This ensures more than a 360 degree clean of standard tipper lorry tyres. Travelling very slowly through the unit achieves a clean similar to our much larger units.

This unit is especially designed for 8 wheel tipper lorries and concrete trucks, which don't have under run bars, however, ramp extensions are available for lower configurations.

STANDARD SPECIFICATIONS:

Product Code	300003	
Bays	Dims (L x W x H)	Dims (L x W x H) Without Ramps
1	8500mm x 4500mm x 325mm	2500mm x 4500mm x 325mm



OPTIONAL EXTRAS AVAILABLE

- Generator
- Water Bowser
- Additional wash area

- Powered compact wash with small footprint
- Steel heavy duty fabrication
- Surface mounted no need for digging
- Automatic sensor (magic eye)
- Horizontal spray jets
- Heavy duty lifting and lashing points
- Ball cock water fill system
- Galvanised ramps
- Low angle entry and exit
- 3.7Kw soft start water pump (per bay)
- Additional bays can be added between ramps if required (modular).

