

REFERENCE: P/25/737/FUL

APPLICANT: Valleys to Coast Housing, Tremains Business Park, Tremains Road, Bridgend, CF31 1TZ

LOCATION: Land adjacent 44 Canberra Road, Bridgend CF31 1HH

PROPOSAL: Demolition of the existing garages and construction of 6no. 1-bedroom flats and associated works

RECEIVED: 3 December 2025

DESCRIPTION OF PROPOSED DEVELOPMENT

Asbri Planning Ltd has submitted a full planning Application on behalf of Valleys to Coast Housing for the demolition of the existing domestic garages and construction of 6no. 1-bedroom flats and associated works on land adjacent to No. 44 Canberra Road, Bridgend.

The proposal consists of a single apartment block containing six 1-bedroom flats. Car parking for 7no. vehicles is proposed on land at the end of Canberra Road. A communal refuse storage area and cycle store would be located to the north of the building. The site would contain generous areas of shared open space around the proposed apartment building.



FIGURE 1: SITE PLAN



FIGURE 2: ELEVATIONS

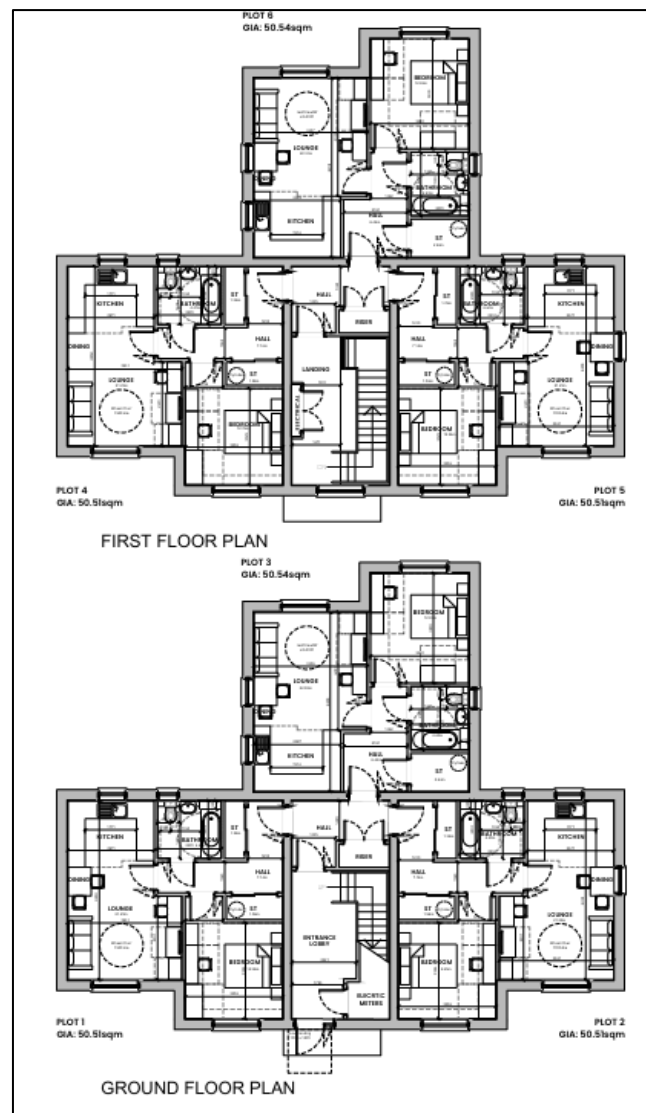


FIGURE 3: FLOOR PLANS

The building would be of a simple “T” shape with a pitched roof form. It would be finished in red brick and white render and a grey tile roof. Access to the flats would be through a centrally located entrance at the front of the building into a communal lobby which includes stairs to the first floor.

SITE DESCRIPTION

The Application site is located within the Primary Key Settlement of Bridgend as defined by Policy SF1: Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (2024) (RLDP).

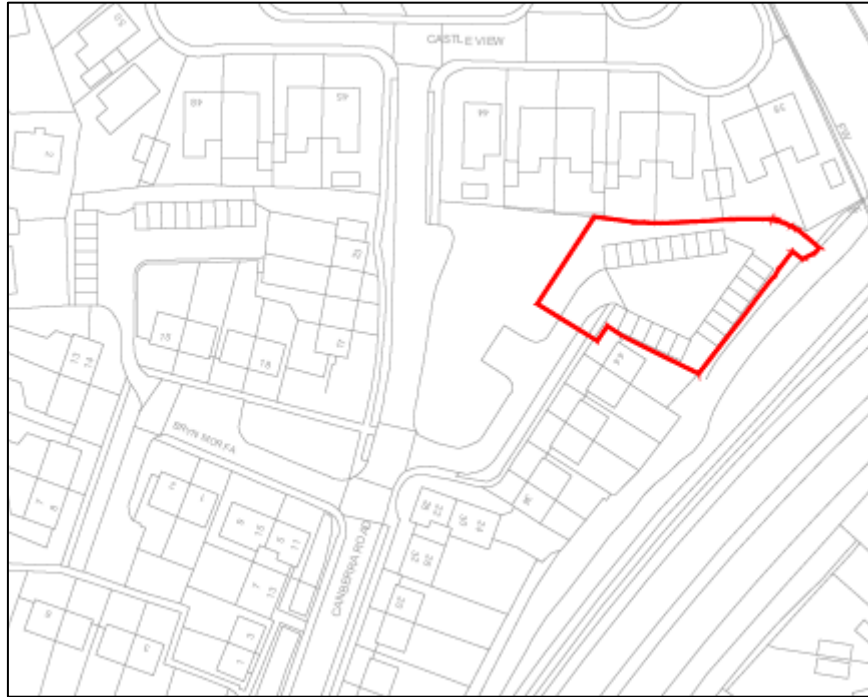


FIGURE 4: LOCATION PLAN

The site is located at the northern cul-de-sac end of Canberra Road in a predominantly residential area. The site is currently occupied by a row of garages along the northern part of the site, with the majority of the rest of the area covered in hardstanding. The site is brownfield land with a little green space along its western edge. Mature trees line both the northern and eastern boundaries of the site. Rotary International Way (A4061) is located to the east of the site beyond the established belt of trees.

The land to the west of the Application site contains an open landscaped amenity space which is maintained in grass. This slopes down from the upper end of Canberra Road toward the subject site.

The site is located approximately 0.5 miles from Bridgend Bus and Railway Stations, which is the equivalent of a 10 minute walk.



FIGURE 5: GOOGLE EARTH - AERIAL IMAGE

The site includes a small area of adopted public highway at the end of Canberra Road. This area is proposed to be developed for parking and drainage purposes as part of the proposal. As the land is not in the ownership of the Applicant, the required notice has been served on the Highways Authority of an intention to purchase and use the land as part of the proposed development.



FIGURE 6: SITE LOCATION AND ADOPTED HIGHWAY (SHOWN IN ORANGE)



FIGURE 7: PHOTO TAKEN FROM CANBERRA ROAD



FIGURE 8: PHOTO LOOKING DOWN CANBERRA ROAD TOWARD THE APPLICATION SITE



FIGURE 9: PHOTO TAKEN FROM THE SITE LOOKING UP CANBERRA ROAD



FIGURE 10: PHOTO OF SIDE ELEVATION OF NO. 44 CANBERRA ROAD



FIGURE 11: PHOTO OF WESTERN BOUNDARY OF THE SITE



FIGURE 12: GARAGES TO BE DEMOLISHED

The following documents have been submitted in support of the Application:

- Supporting letter
- Ecology Assessment Report (29/01/2026)
- Tree Report
- Noise Impact Assessment
- Green Infrastructure Statement
- Drainage Strategy
- Proposed site plan
- Proposed street elevations

- Site sections
- Apartment plans and elevations
- Bird and bat box locations
- Soft landscape proposal
- Engineering layout
- Proposed waste management plan
- Existing adopted highway plan
- Proposed bin and cycle storage details

RELEVANT HISTORY

Application Ref.	Description	Decision	Date
P/17/804/FUL	Demolish garages and construct 2no. 2 storey buildings for 4no. flats with private gardens and carparking	Application withdrawn	01/02/2006

CONSULTATION RESPONSES

Natural Resources Wales: Initially raised an objection regarding the possible impact of the development on bats, a European Protected Species and requested additional survey work. Following receipt of an updated Ecology Assessment Report, NRW advised that they had no objection to the proposed development as it involved no removal of trees within or adjoining the site. Planning advisories were recommended on pollution prevention as the site is within thirty-three metres of a watercourse.

Highways Officer: No objections subject to stopping up of adopted highway and conditions.

Shared Regulatory Services – Environment Team - Land Quality: No objections subject to conditions and advisories.

Shared Regulatory Services – Environment Team - Noise: No objections subject to the imposition of conditions to mitigate against noise.

Land Drainage Section: No objection subject to the imposition of conditions.

Dwr Cymru/Welsh Water: Confirms that capacity exists within the public sewerage network in order to receive the domestic foul flows from the proposed development site.

It appears that the proposed development would be situated outside the protection zone of the public sewers crossing the site, measured three metres either side of the centreline and therefore the development is considered acceptable in principle.

We would request that if you are minded to grant Planning Consent for the above development that Advisory Notes are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru/Welsh Water's assets.

Bridgend Town Council: Requested further information regarding '*parking in this area given that twenty-two garages will be demolished, reducing parking provision within the street, plus additional parking may be required for the tenants of the six new flats.*' Further information was forwarded to the Town Council on this matter on 29/04/2026.

South Wales Fire and Rescue Services: Standard advice on the provision of adequate water supplies for firefighting purposes and access for emergency firefighting appliances forwarded to the Applicant.

Councillor S Bletsoe: *‘Thank you for this notification, I have taken some time to speak to residents who live around the proposed area and on the basis on the impact it would have and the size of the development I request that this Application is considered by the Development Control Committee.*

To summarise my observations and based on conversations and emails that I have received I make the following points.

The residents who live on Canberra Road on the whole support some form of development in this area, they feel that the empty area as it stands is unsafe and regularly frequented by anti-social behaviour that has a negative impact on them. There are reports of cars using the area to sell and purchase illegal substances and has recently had a number of homeless people sleeping in tents there. This they feel would be addressed by having a building there. They do however feel that the road that leads to the development needs widening to accommodate the current levels of vehicles plus those that the new development would generate. They also have concerns over how waste collection vehicles and fire fighting vehicles would access the new development and their houses. They do feel that this could be addressed by widening the road by slightly reducing the grassed area there. They would also like to see some more car parking spaces created on what it currently grassed areas, for the entire houses there to release some pressures that already exist and feel will be added to with this new development.

I have not had the chance to speak to residents on Castle View as there were no residents in when I knocked their doors, however, I have concerns that this development will overlook all of the properties numbered 38-44 Castle view as it is extremely close their back gardens and have concerns that it will not meet the material planning conditions covered by those residents right to not being overlooked. I ask that this matter is thoroughly investigated and included in the report on their Application. I am aware that a resident of Castle view has already made representations on their concerns and I ask that those concerns are considered in relation to the Application.

As I have said, there are varying feelings of local residents and I ask that Development Control Committee consider this Application and the various concerns of residents affected.’

Councillor T Wood: *‘Having spoken to residents from both Canberra Rd and Castle View, Canberra Rd residents want something built at this location because of the ongoing ASB but want more spaces for parking and also want the road widened.*

Castle View residents fear for the privacy to their homes and also feel it could be prone to flooding due to surface water.

Could I ask that this be referred back to DCC for reconsideration.’

Councillor S Easterbrook:

- *‘Canberra Road: Residents support the principle of development to curb anti-social behaviour but seriously request road widening and increased parking capacity.*
- *Castle View: Residents are concerned about the loss of privacy and the additional risk of land drainage and potential surface water flooding.*

Therefore, I request that the matter be referred back to the DCC for a more detailed review.’

PUBLICITY

Neighbours have been notified of the receipt of the Application and a site notice was erected in the vicinity of the site.

The period allowed for response to the initial consultations/publicity expired on 05/01/2026.

REPRESENTATIONS RECEIVED

Eight objections were received from the residents of 6no different properties on Canberra Road and Castle View. Four residents have sought speaking rights before the Development Control Committee. Concerns raised included:

- Loss of privacy and noise disturbance
- Overlooking of gardens and rooms at the rear of the Castle View properties
- Loss of trees and other vegetation
- Impact on wildlife
- Impacts on existing drainage and likely further flooding
- Increased traffic
- Impact on existing on-street parking
- Effects on property values
- Possible antisocial behaviour of future tenants
- Existing garages in poor condition due to neglect by the Applicant
- Existing antisocial behaviour and rough sleeping occurring at the site
- Proposal will have a detrimental impact on mental health and well-being of neighbouring residents
- Existing surface and foul water flooding issues
- Building considered out of keeping with the area due to its height, scale and size
- Waste and recycling store located too close to neighbouring properties
- No information provided on the future management of the flats and how noise, visitors, refuse and parking will be controlled

COMMENTS ON REPRESENTATIONS RECEIVED

Factors to be taken into account in making Planning decisions must be Planning matters, that is they must be relevant to the proposed development and the use of land in the public interest.

Each Planning Application is assessed on its individual merits. Property values are not a material planning consideration and are not relevant to the determination of this Application.

Issues in respect of anti-social behaviour are ultimately matters for the police and the proposal, which is a residential use, in purely land use terms is unlikely to inherently result in such serious levels of anti-social behaviour as to warrant or justify the refusal of this Application. Furthermore, there is no compelling evidence to suggest that a residential development of this nature would result in increased levels of crime or fear of crime within the locality of the site. The causes of anti-social behaviour and criminal activity are recognised to be diverse, and it is considered that an appropriately designed and managed development would not cause such anti-social behaviour or perception of anti-social behaviour to recommend refusal of the Application in this case.

The proposed scheme will see the complete redevelopment of the site, removing its ability to attract groups of people during unsociable hours and any associated antisocial behaviour. Even if the site did still attract anti-social behaviour, the scheme will deter this by introducing an increased level of natural surveillance.

RELEVANT POLICIES

Local Policies

The Development Plan for the area comprises the Bridgend Replacement Local Development Plan (2018-2033) (**RLDP**), and within which the following policies are of relevance:

Policy SF1	Settlement Hierarchy and Urban Management
Policy SP1	Regeneration and Sustainable Growth Strategy
Policy SP3	Good Design and Sustainable Place Making
Policy SP4	Mitigating the Impact of Climate Change
Policy SP5	Sustainable Transport and Accessibility
Policy PLA11	Parking Standards
Policy SP6	Sustainable Housing Strategy
Policy COM2	Affordable Housing
Policy COM6	Residential Density
Policy COM10	Provision of Outdoor Recreation Facilities
Policy ENT15	Waste Movement in New Development
Policy SP17	Conservation and Enhancement of the Natural Environment
Policy DNP6	Biodiversity, Ecological Networks, Habitats and Species
Policy DNP	Trees, Hedgerows and Development
Policy DNP8	Green Infrastructure

The Council has also produced the following Supplementary Planning Guidance (SPG) which is relevant to this proposal: -

SPG08: Residential Development

SPG13: Affordable Housing

SPG17: Parking Standards

SPG19: Biodiversity and Development

National Policies

In the determination of a planning Application regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan.

The following Welsh Government Planning Policy is relevant to the determination of this Planning Application:

Future Wales – the National Plan 2040

Planning Policy Wales Edition 12

Planning Policy Wales TAN 5 Nature Conservation and Planning

Planning Policy Wales TAN 11 Noise

Planning Policy Wales TAN 12 Design

Planning Policy Wales TAN 18 Transport

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this Application. It is considered that there would be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of the proposed development.

THE SOCIO-ECONOMIC DUTY

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

APPRAISAL

The Application is referred to the Development Control Committee as it attracted a number of objections from surrounding residents and a call-in request by three of the Local Ward Members.

The main issues for consideration in the determination of this Application are the principle of development and its visual impact on the surrounding area as well as its impact on amenity (living conditions of neighbouring residents), transportation effects, impacts on drainage and flooding and effects on biodiversity.

PRINCIPLE OF DEVELOPMENT

The proposal is located within the Primary Key Settlement of Bridgend as defined by Policy SF1: Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (RLDP). It is also located within the Bridgend Sustainable Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP.

Development will be permitted within settlement boundaries at a scale commensurate with the role and function of the settlement.

Policy SP6: Sustainable Housing Strategy of the RLDP supports windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land. The proposed site would constitute a small windfall site under Policy SP6 and could contribute towards delivery of the overall housing requirement. The site is not allocated for a specific use; therefore, residential development would be acceptable in principle subject to other RLDP Policies.

Policy COM6 Residential Density of the RLDP requires that development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density. In the first instance, residential development should seek to reflect a density of fifty dwellings per hectare. The site comprises an approximate overall density of 54.5 dwellings per hectare. As such, the proposed development is considered to be in accordance with Policy COM6.

Policy SP5 Sustainable Transport and Accessibility of the RLDP states that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. In this regard the site is located a short walking distance from the Bridgend town centre and its train and bus station.

Safeguarding and enhancing biodiversity and green infrastructure network is a requirement of Policy SP3 and a means of ensuring that a development scheme contributes to creating high quality, attractive, sustainable places that support active and healthy lives whilst and enhancing the community in which it is located by having full regard to the natural environment. Recognising that the County Borough has a rich and varied biodiversity with a

broad range of species, habitats and unique, rich landscapes, Policy SP17 indicates that development proposals should not be permitted where they will have an adverse impact on the Borough's biodiversity and habitats.

Policy SP3 Good Design and Sustainable Placemaking states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

1. Demonstrating alignment with the principles of Good Design; and
2. Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

The plans that support the Application indicate a development of one-bedroom apartments with associated access, landscaping, parking and ancillary works.

Subject to the above, the principle of the development accords with the policies of the Bridgend Replacement Local Development Plan (2024).

DESIGN AND VISUAL IMPACT

Policy SP3 of the Bridgend Replacement Local Development Plan (2024) highlights all development should contribute to creating high quality, attractive, sustainable places by, amongst others:

- Demonstrating alignment with the principles of Good Design
- Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character
- Be appropriate to its local character in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

Placemaking should be delivering housing developments that respond to context and form a high-quality townscape, providing people-friendly, green streets, with high quality building design and private and semi-private space for all occupants.

Policy SP3 establishes fifteen sustainable placemaking criteria, (a-o) that will be applied to all development proposals. A number of the criteria will be addressed in other sections of the report but how the scheme maximises the development potential whilst providing green infrastructure and both private and public amenity space must be considered as will the impacts on the amenity of the adjoining users/occupiers. A review of the living conditions of the future residents must also be undertaken.

New housing developments should be well integrated with, and connected to, the existing pattern of settlement and, in determining Applications for new housing, Local Planning Authorities should ensure that the proposed development does not damage an area's character and amenity.

Increases in density help to conserve land resources and good design can overcome adverse effects but where high densities are proposed, the amenity of the scheme and surrounding property should be carefully considered. High quality design and landscaping standards are particularly important to enable high density developments to fit well into existing residential areas.

The site has historically been used for car-parking associated with the surrounding residential development. It is understood that it is no longer tied to providing parking for adjacent dwellings and falls under the ownership of the Applicant. The site contains a

substantial block of domestic garages that appear unused and are generally in poor condition. The remainder of the site is largely hard surfaced and used for informal carparking. Existing timber fences enclose the southern and eastern boundaries of the property.

The proposed development seeks to respond to its local context by extending the existing pattern of residential development on Canberra Road with the new two-storey apartment building sited at its northern end. The positioning of the building along its road frontage aligns with the established building line, ensuring that the development complements the surrounding streetscape and does not disrupt the visual harmony and character of the area.



FIGURE 13: PROPOSED STREETSCENE ELEVATION

While it is acknowledged that the proposed building is larger and higher than the existing two-storey semi-detached dwellings on Canberra Road, its location at the lower end of the of the access road will assist in reducing its visual impact on the surrounding area. The proposal has been designed with a simple form with pitched roof and would reflect the form and character of the adjoining semi-detached houses. Furthermore, the scale of the development is domestic and in keeping with the adjacent built form.

Elevational treatment including the use of a red brick and a painted render finish will appropriately blend with the local architectural style. The building includes design features such as red brick detailing along the edges of the building, a flat canopy entrance and white UPVC windows to match the characteristics of nearby properties.

The proposed cycle and bin store will be screened from public vantage points and the site will be extensively landscaped including tree planting, native hedging, rain garden and wildflower planting in appropriate areas of the site.

Having regard to the above, it is considered that the scheme accords with Policy SP3 of the Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (Feb. 2024).

RESIDENTIAL AMENITY

Planning Policy Wales (Edition 12, February 2024) states at paragraph 2.7 that *“placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people”*.

Criterion (k) of Policy SP3 of the Replacement Local Development Plan (2024) seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers will not

be adversely affected and in addition, seeks to ensure that an appropriate level of amenity is afforded to future occupiers of a development.

Overbearing and overshadowing impact

In terms of overbearing and overshadowing impact, the apartment building has been sensitively sited to the side of No. 44 Canberra Road and would be located approximately 5m from its side flank wall and approximately 4m from the common boundary at its closest point. The rear wing of the building would be located approximately 8m from the same boundary, which is to the south of the proposed building. In this location it is considered that the proposed development would have no harmful impacts in terms of dominance or overshadowing on the immediately adjoining property.

The building would be located approximately 5m from the boundary with the residential properties fronting Castle View. These are all semi-detached bungalows of the same design and are located and oriented towards their northern boundaries with Castle View. A number have been extended to the rear and the two nearest properties to the proposed apartment building have garages located in their rear gardens.

The adjoining properties currently have limited views out across the Application site due to the location of the block of garages and the presence of mature planting along their southern boundaries at the rear of the garages. This comprises a hedgerow of approximately 4m high Hazel which is to be retained as part of the development. This hedge runs along the rear of 3no. properties and is immediately adjoined by a mature Oak of approximately 10m in height which is located to the rear of No. 41 Castle View. The Oak will also be retained.

The proposed apartment building would be located approximately 5m beyond the 4m high Hazel hedgerow at the rear of No. 40 Castle View. While the residents of this property will see the upper portions of the northern corner of the two-storey apartment building from their garden and rear facing windows, given the presence of screen planting and the generally modestly scaled corner element of the building, any visual impact for this neighbour would not be considered to be harmful. Given the distance of the building from other Castle View properties, the visual impact on them would not be considered to be unacceptable.

Overlooking/loss of privacy

In terms of overlooking and loss of privacy, SPG02 refers at Note 6 to the impact of new development on privacy and indicates particularly that new extensions should respect the privacy of neighbouring properties. This guidance is relevant when considering new residential development.

In the location proposed, the two-storey proposal and its first-floor windows have the potential to overlook adjoining houses and their garden areas.

The windows on the southern elevation of the proposed building relate to a bathroom which will be obscurely glazed and a dining space. The window to the dining area is located immediately opposite the side elevation of No. 44 Canberra Road which features an obscured side window. Accordingly, in this instance the loss of privacy should not be a concern.

Regarding the adjacent properties along Castle View, the existing tree and hedgerows will generally screen the proposed property from back gardens avoiding any potential overlooking. As for No's 38 & 39 Castle View, additional tree planting and hedgerows will be introduced towards the northeastern corner of the site to reduce any overlooking into back gardens from the rear side windows. Finally, it should be noted that the northern elevation only features two windows at the first floor in the rear wing of the building which are located approximately 15m from their boundaries.

Windows on the front or west facing elevation of the building would look across the site towards the existing boundary planting and 10m high Oak tree which are located to the rear of the Castle View properties. This vegetation is located on the Applicants land and is to be retained and supplemented by further boundary planting.

It is considered that the existing and proposed planting would largely screen the views from first floor windows of flat 4 that look out over the neighbouring gardens. However, in the winter, screening would be less effective. While views from the upstairs flat would be mitigated to an extent by a combination of landscape screening, the setback of the building from the boundary and orientation of the block, some loss of privacy could be anticipated for residential neighbours from the lounge and bedroom window of flat 4. This effect could be mitigated by the introduction of obscure glazing and/or installation of oriel window designs on flat 4, the latter which would direct views away from the neighbouring properties. In order to achieve an acceptable outcome, a condition is recommended in order to mitigate against any adverse effects on privacy.

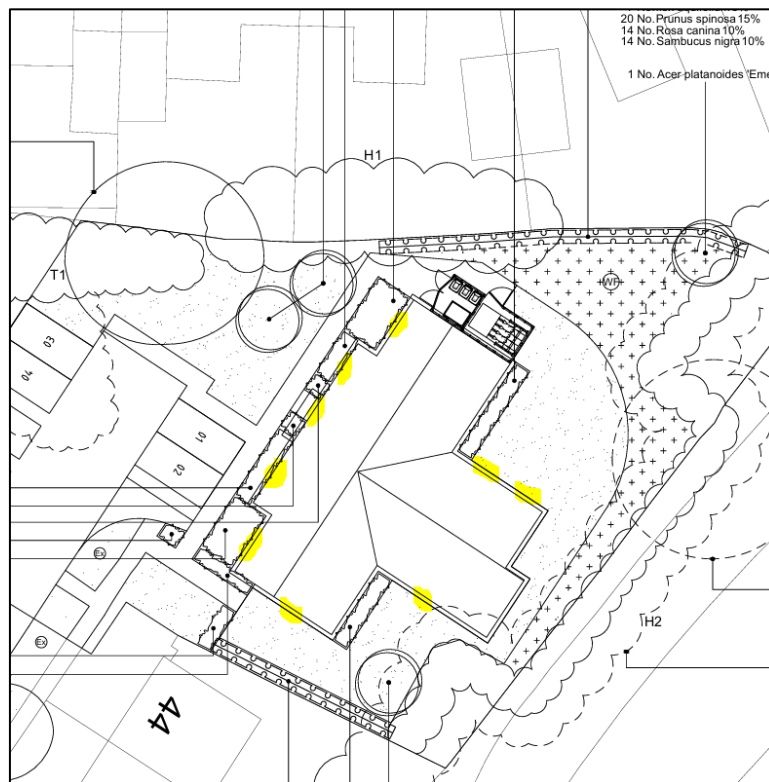


FIGURE 14: PROPOSED LANDSCAPING PLAN WITH LOCATION OF FIRST-FLOOR WINDOWS HIGHLIGHTED

Residential Amenity Occupiers

The proposed scheme seeks to introduce new amenity spaces for the residents of the residential development. This will include a large communal garden for the residents of the six flats generally in the northeastern corner of the site. This will provide a good level of amenity for future residents through the provision of private space containing sitting out areas, clothes drying, vegetable garden opportunities and cycle storage facilities.

Overall, it is considered that the scheme would provide enhanced areas of shared private open space suitable for the occupants of the one-bedroom flats.

Noise

The Application was supported by a Noise Impact Assessment which includes the results of

a noise survey conducted on the site and an assessment of external noise sources on the sensitive elements of the development, including road traffic from the dual carriageway A4061 located to the east of the site. The assessment has recommended a number of noise control measures to mitigate against noise pollution from the A4061.

Council's Environmental Health Officer has reviewed the Application and advises:

'I have reviewed the above planning Application. The noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment - Residential Development Canberra Road, Bridgend dated 30th October 2024 has assessed the impact from the traffic noise from the A4061 to the proposed flats. The report has identified the site falls into noise category B where noise should be taken into account when determining planning Applications and where appropriate, conditions imposed to ensure an adequate level of protection. The report has made recommendations to mitigate the internal noise levels of the proposed flats. Therefore, I would recommended the following conditions or of similar wording are attached should planning consent be granted:

1) External walls shall be constructed to achieve the sound performance as detailed in section 9.2 and be capable of achieving the minimum sound performance as detailed in table 11 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

2) The glazing to the windows to the front and rear elevation shall have a minimum RW value of at least 31dB and sound reduction indices as specified in the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

3) The glazing to the rear elevation shall have standard trickle ventilation as specified section 9.5 and implemented as detailed in figure 10 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

4) No development shall take place, including any works of demolition/site clearance, until a Demolition and Construction Method Statement has been submitted to, and agreed in writing by, the Local Planning Authority. The agreed Statement shall be adhered to throughout the demolition and construction periods and shall include the following information: schedule of works to be carried out/ timescales/ hours of operation/ methods of dealing with complaints and relevant mitigation to be adhered to/ liaison with residents/

A number of objectors raised concerns with the potential noise from the residents of the proposed flats. In terms of the likely impacts on neighbouring residential amenity, it is considered that the proposed use would not unreasonably compromise the level of amenity that can be reasonably expected in this residential location.

Any issues relating to noise nuisance from future residents of the property would be a matter for Shared Regulatory Services - Public Protection Officers to investigate under their legislation.

Subject to the imposition of the conditions recommended above and others requiring the installation of obscure glazing on appropriate windows, it is considered that the development will not result in any harmful impact on the amenity of adjoining occupiers and properties and will provide suitable level of amenity for future occupiers in accordance with Policy SP3 of the RLDP and advice contained within Supplementary Planning Guidance Note 02: Householder Development and Planning Policy Wales 12.

TRANSPORTATION EFFECTS

A key objective of Planning Policy Wales – Edition 12 is to ensure that new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities.

This will be achieved through integrating development with sustainable transport infrastructure and designing schemes in a way which maximises provision and use of sustainable forms of travel, including prioritising these modes over the private car.

Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity and realising the goals of the Well-being of Future Generations (Wales) Act 2015. Paragraph 4.1.10 of PPW confirms that the planning system has a key role to play by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

Policy SP5: Sustainable Transport and Accessibility of the RLDP states that new development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to local services. Development must be designed to provide safe and efficient access to the transport network, which includes active travel, public transport and street networks. Active travel is to be encouraged and reliance on private car use should be reduced.

Policy PLA11 of the RLDP stipulates that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

The Council's Transportation consultant has considered the highways implications of the proposed development and advised:

'The Highway Authority has considered the transportation implications of the proposal. In consulting upon this Application consideration has been given to the Highway Authority observations that were provided as part of Application reference P/17/804/FUL.

This Application has been subject to the submission of additional information following the provision of a Highway Authority consultation response. This audit includes consideration of the additional dialogue and plans 'Proposed Site Plan 2200 Rev P05' and 'Proposed Waste Management Plan 2510 Rev P01'.

The Application seeks permission for the construction of six one-bedroom apartments on a

site currently occupied by nine garages, and some eleven hardstand parking spaces. The Applicant confirms ownership of the garages, and their removal will not result in any loss of existing off-street parking provision. It was advised previously that it is not clear what the existing or recent use was of this parking area and why this would not now be an issue for the local area. This has been addressed with further detail that the Applicant owns the parking area and there are no remaining historic owners or leaseholders. The Applicant considers that the request is now not pertinent to the Application. Therefore, there is no confirmation of which dwellings this parking area served. Notwithstanding the above, it is considered that the loss of parking which will occur from the removal of the garages can be considered as already lost and therefore not pertinent to the Application.

The proposal also seeks to develop areas of highway which would result in further loss of local parking, in this case publicly available parking on Canberra Road.

Canberra Road is residential in character, with observed low levels of on-street parking. The route is recorded as being adopted highway until a point before the western boundary of the first garage. It was requested that the extent of highway ownership should be fully set out within any plans and the intentions for this clearly confirmed.

The supporting information received suggests that the Applicant considers that the proposed drainage cannot be installed within the adopted highway and therefore would seek to formally stop it up.

The Applicant was invited to clarify the exact extents of the adopted highway to be considered for formal stopping up.

The subsequently submitted plan (extents of proposed stopping being sought) was used to for an informal internal Highway Authority. At the time of the preparation of these observations, unfortunately there were some outstanding internal consultee responses, and it is not possible to indicate if the necessary stopping up procedure (under the Town and Country Planning Act) would be supported by the Highway Authority. As a result, the Applicant should be advised that in the event of planning consent being granted, further consultation should be held with the Highway Authority, post consent, to facilitate a potentially acceptable stopping up Application.

Whilst it may be considered inappropriate to grant planning consent for a proposal which may be capable of implementation, it is noted that the Application for stopping up highway is a separate legal process and as such the Applicant is reminded that consent under the Town and County Planning Act 1990 conveys no approval under the Highway Act 1980 for works to be undertaken affecting any parts of the public highway. Accordingly, the full and formal stopping up process must be followed and adhered to. The highway must not be interfered with during the stopping up Application and must remain as intact and open to inspection, failure to observe this will result in the stopping up process requiring to be dealt with under the Highways Act and through a magistrate's court.

The Highway Authority view is that demarcated or specifically allocated parking cannot be provided in the adopted highway, a successful stopping up procedure should address this.

It was identified that the Application form has been marked that the Applicant is the sole owner of all the land, which appeared incorrect. It is understood that appropriate completion of the certificate has been carried out and notice served to the Highway Authority.

In accordance with the adopted Parking Standards (SPG17), one-bedroom apartments located within Zone 4 are required to provide one parking space per bedroom (up to a

maximum of three spaces per unit), together with one visitor space per five units. Each space must meet the minimum dimensions of 2.6 metres by 4.8 metres, with appropriate provision for pedestrian access.

The submitted layout demonstrates compliance with these requirements and provides adequate off-street parking to serve the development a total of six standard parking bays is shown for residents, and one marked for visitors. The parking provision also includes for a powered two-wheeler parking bay. The cycle parking provision for the proposed layout appears to be located to the north of the building and indicates four cycle spaces, this should be amended to provide one space per flat.

The refuse storage area is shown adjacent to the cycle parking and is located some distance from the car parking area and the highway. The refuse collection vehicles which service Canberra Road are assumed to make use of the existing turning head. The addition of a bin collection point is noted, and the layout has been marked to show that a carry distance of fifteen metres would be required by residents to move the refuse from the storage area to the collection point. The measured carry distance from the turning head area to the collection point has been indicated as around twenty metres for refuse workers.

A redesign in terms of the placement of cycle parking and secure storage will be required to ensure that it is located in an overlooked prominent location. A more suitable location may exist in the area to the north of bay 03 to 01 and the aisle between them. This redesign can be secured by an appropriately worded planning condition for a revised scheme of secure cycle parking.

In order to give the Applicant a degree of flexibility, to address minor changes which may be necessary as a result of stopping up procedure, conditions are recommended.

I would advise that the observations of the Highway Authority are no objection subject to conditions.

Based on the advice received from the Transportation consultant and subject to the imposition of suitable conditions, it is considered that the proposal would have no unacceptable transport impacts and would accord with Policies SP3, SP5 and PLA11 of the RLDP.

DRAINAGE

Policy DNP9 Natural Resource Protection and Public Health of the RLDP states that development will only be permitted where it can be demonstrated that it will not cause any new or exacerbate an existing unacceptable risk of harm to health, biodiversity and/or local amenity due to 4) Water pollution and the protection of water resources.

The explanation for Policy DNP9 notes that the Council is committed to implementing sustainable approaches to surface water drainage and expects development to incorporate SuDS wherever possible. SuDS mimic natural drainage to improve rainwater infiltration to soil and ground and can be implemented at all scales of development. They may include green roofs; rainwater harvesting systems; soakaways/infiltration systems; permeable surfaces; rain gardens; detention basins and swales. SuDS can improve a development by creating habitats that enhance biodiversity as well as providing potential amenity and recreational benefits.

Policy SP3(I) of the RLDP requires that all development incorporate appropriate arrangements for the disposal of foul sewage, waste and water.

A number of objectors have raised concerns over existing land drainage and flooding issues

which are impacting on the Castle View properties. Concerns were also raised over existing foul water discharges and whether the public system would cope with the additional demands of six new flats.

Dwr Cymru/Welsh Water in their consultation response note that the development proposes to discharge foul and surface water flows to the sewer and a sustainable drainage system, respectively.

The proposed development site is located in the catchment of a public sewerage system which drains to Penybont (Merthyr Mawr) Wastewater Treatment Works (WwTW). DCWW have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

Council's Coastal and Flood Management Team Leader has reviewed the proposal and advises:

'The Application form states that the proposed development is not located within a flood risk zone, is not located within 20m of a watercourse and does not propose to increase flood risk elsewhere.'

The Application form states that foul water will be disposed via the main sewer. A foul water drainage layout has been provided. The Applicant shall provide an agreement in principle from DCWW for the proposed foul water connection to the public sewer. The Applicant shall provide an agreement in principle from DCWW for the proposed foul water diversion or build over sewer agreement, if required.

The Application form states that surface water will be disposed via SUDs. A surface water drainage layout has been provided and identifies that surface water will be disposed to the Morfa Brook. The Applicant shall submit a Flood Risk Activity Permit to NRW for the proposed connection to the Morfa Brook. An ordinary watercourse consent will also be required for works to the existing ditch.

Given the known flooding issues within this area, the land drainage team support the disposal of surface water to Morfa Brook and NRW have not objected to these proposals as part of their consultation response. Should the Applicant change their surface water disposal method in the future this would be objected to by the Land Drainage team.

A Construction Environment Management Plan shall be provided to outline how surface water will be managed during storm events.

Given the development area and no. of dwellings a sustainable drainage Application will be required. Maintenance of the sustainable drainage features will remain with the Housing Association as the single landowner.

From 7 January 2019, new developments greater than 100m² of construction area or two dwellings or more require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before construction work begins.'

The Applicant notes that their drainage consultant has been made aware that the DCWW surface water sewer is associated with flooding issues on Castle View. It is advised that:

'DCWW are unable to locate the outfall which may be potentially blocked which is causing flooding from their network, investigations are ongoing. The current flooding is not due to

capacity issues but poor maintenance as the outfall to the Morfa Brook may be blocked, which is associated with the DCWW surface water sewer. This issue would need to be resolved by DCWW prior to any connection being granted to the DCWW sewer at this location. With regard to our development, the proposals include connection to the Morfa Brook downstream of this issue so it will not impact the upstream problem.'

Subject to the imposition of appropriate conditions on both surface and foul water discharge, the proposed development is considered compliant with Policy SP3(I) and DNP9 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from a drainage perspective.

BIODIVERSITY CONSIDERATIONS

In assessing a planning application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals." it further goes on to state that "All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the Replacement Local Development Plan (2024) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 states: *"All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species"*

Policy DNP7 states: *"development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted"*. Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network.

The Application was supported by an Arboricultural Report, Ecological Site Assessment Survey, Green Infrastructure Statement and Soft Landscaping Plan.

The Arboricultural Report includes a tree survey, tree constraints plan and Arboricultural impact assessment and method statement. The purpose of the report is to assess the quality

of the trees at Canberra Road and assess the arboricultural impact of the proposed development design and provide details regarding protection of retained trees during construction work.

Of particular note, the arboricultural report identifies that the site contains a Category B Oak tree along with hedgerows of Hazel along the northern and eastern boundaries of the site. These are to be retained and pruned where necessary as part of the development. A single approximately 12m high Ash located on the eastern boundary of the site was found to present with significant signs of ash dieback disease and is recommended for removal.

The Ecological Site Assessment includes a desktop study of protected sites and species. A site inspection has identified the trees listed in the Arboricultural Report and notes that the site includes small areas of regularly mown amenity semi-improved grassland along with areas of woody and Bramble scrub.



FIGURE 15: PHOTO OF GARAGE BLOCK TAKEN FROM THE ECOLOGICAL SITE ASSESSMENT REPORT – DATED SEPTEMBER 2025



FIGURE 16: APPLICATION SITE PHOTO TAKEN FROM THE GREEN INFRASTRUCTURE STATEMENT

The report contains a number of recommended actions in order to avoid any adverse impacts on birds and protected species during the development of the site. The garage block was found to have negligible potential for roosting use by bats, however a precautionary approach to the building removal is advised.

A number of biodiversity enhancements and green infrastructure considerations have been made. The green infrastructure features currently found within the site boundary were found to be limited to areas of trees, tree line, woody scrub, bramble scrub, short perennial and tall ruderal vegetations. Current biodiversity value of the site was assessed to be low and of a local value only.

It is noted in the report that the majority of current habitats on site will be lost during development, however once building works are completed, the majority of these habitats can be restored. The report advises that direct habitat loss implications within the development site can be limited if compensatory planting can be incorporated within the site plans.

The Soft Landscape Proposals drawing submitted with the Application includes the retention of trees, hedgerows and some bramble scrub areas along with extensive native tree and hedge planting along with shrub planting. The new development would include rain garden areas and wildflower planting within the proposed amenity areas (see Figure 15).



FIGURE 17: EXTRACT OF THE SOFT LANDSCAPES PROPOSALS DRAWING

The proposed development also includes the provision of new bat and bird nesting boxes to be attached to the new apartment building.

Given the significant biodiversity enhancements proposed, it is considered that the proposed development will satisfy Policies SP3, DNP6, DNP7 and DNP8 of the RLDP and the proposal will accord with the requirements of Section 6 of the Environment (Wales) Act 2016 and guidance contained within TAN 5: Nature Conservation and Planning (2009).

OTHER MATERIAL CONSIDERATIONS

Land contamination

Policy SP3 Good Design and Sustainable Placemaking of the Replacement Local Development Plan (2024) requires that all development must: h) Incorporate methods to ensure the site is free from contamination (including invasive species).

Council's Shared Regulatory Services Land Quality Team have recommended the imposition of consent conditions and advisory statements on possible contaminated land and the importation of soils or other materials to ensure they are suitable for the end use should planning permission be granted.

Waste storage and movement

Policy ENT15 – *Waste Movement in New Development* of the RLDP requires all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

The plans submitted indicate that a communal waste storage area will be provided at the northern end of the building for the residents of the apartment building. A separate area would be provided for waste and recycling to be stored adjacent to the public highway on collection day.

The proposed measures and locations would be considered generally acceptable for a small development of 6no. one-bedroom flats. The location of the refuse storage area would not, given its small size, give rise to any anticipated adverse effects on the amenity of adjoining residential properties. For these reasons, the proposal is considered to be compliant with Policy ENT15 of the RLDP.

S106 OBLIGATIONS

Policy SP10 of the Replacement Local Development Plan requires that all development proposals be supported by sufficient existing or new infrastructure. This is to mitigate any adverse impacts and/or to integrate a development proposal with its surroundings.

Reasonable infrastructure provision or financial contributions to such infrastructure must be provided by developers where necessary. This obligation will be secured by means of a section 106 planning agreement as appropriate.

The Applicant has been advised of the expected financial contributions as detailed below.

Outdoor space

Policy COM10: Provision of Outdoor Recreation Facilities of the RLDP requires the provision of satisfactory standards of outdoor recreation facilities from all new residential development. BCBC's Outdoor Sports & Children's Play Space Audit (2021) shows a deficit of Equipped Play Areas and Outdoor Sport provision in this location.

Given the nature of the proposal, it is recommended that a commuted sum is sought in relation to the six proposed flats in order to satisfy the requirements of Policy COM10. Based on updated recent costs of this nature in Bridgend County Borough, the combined contribution would equate to £8,757.55 (Capital + Maintenance), index linked, to be secured under a section 106 agreement. This sum would be spent on the improvement of outdoor recreation facilities and/or public realm in the vicinity of the proposed development to satisfy Policy COM10.

Subject to meeting this s106 obligation, the proposal is considered acceptable from a strategic planning perspective, satisfying Policies SP10 and SP3 of the RLDP.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan (2024)

Having regard to the above, whilst noting the concerns raised by objectors, it is considered that, on balance, this Application can be recommended for approval because the development is in accord with the policies of the Bridgend Replacement Local Development Plan (2024), and will deliver much needed housing on an underutilised brownfield site within the settlement of Bridgend. The plans suggest that the placemaking objectives and high quality of design including biodiversity enhancements will ensure an acceptable built form and amenity space standard will be delivered.

In summary, it is considered that the development accords with Policies SF1, SP3, SP4, SP5, PLA11, PLA12, SP6, COM2, COM3, COM6, COM10, SP10, ENT10, ENT15, SP17, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

(A) The Applicant enters into a Section 106 Agreement to:

- i) Provide a financial contribution of £8,757.55 (Index Linked) for the improvement of outdoor recreation facilities and/or public realm improvements in the vicinity of the proposed development.

(B) The Corporate Director - Communities issues a decision notice granting consent in respect of this proposal subject to and once the Applicant has entered into the Section 106 Agreement subject to the following planning conditions:

1. The development shall begin not later than five years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

2300 REV P05 - PROPOSED APARTMENT PLANS AND ELEVATIONS
2230 REV P01 - PROPOSED SITE SECTIONS
2220 REV P01 - PROPOSED STREET ELEVATIONS
1230.01 - SOFT LANDSCAPE PROPOSALS
2300 REV P04 - PROPOSED APARTMENT PLANS AND ELEVATIONS - BIRD AND
BAT BOXES
2510 REV P01 - PROPOSED WASTE MANAGEMENT PLAN
2200 REV P05 - PROPOSED SITE PLAN
2243 REV P01 - PROPOSED BIN & CYCLE STORAGE DETAIL
2599 REV A - ENGINEERING LAYOUT

ECOLOGICAL SITE ASSESSMENT SURVEY - ECOLOGICAL SERVICES LTD
29/01/2026

DRAINAGE STRATEGY - PHG CONSULTING ENGINEERS - SECOND ISSUE
24/11/2025

NOISE IMPACT ASSESSMENT - ACOUSTIC CONSULTANTS LTD - 30/10/2024

ARBORICULTURAL REPORT - ARBTS - 24/11/2025

GREEN INFRASTRUCTURE STATEMENT - DPLA - OCTOBER 2024

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

3. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of six cycle parking spaces has been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be implemented before the development is brought into beneficial use and retained for cycle parking purposes in perpetuity.

Reason: In the interests of promoting sustainable means of travel to / from the site and to accord with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

4. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of seven off-street car parking spaces together with access and manoeuvring area has been submitted to and approved in writing by the Local Planning Authority. The parking and manoeuvring areas shall be implemented in permeant materials with the spaces demarcated also in permanent materials before the development is brought into beneficial use and retained for parking and manoeuvring purposes in perpetuity.

Reason: In the interests of highway safety and to accord with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024)

5. Notwithstanding the submitted plans, no development shall commence until a scheme ensuring a continuous footway link is provided from the existing footway provision on Canberra Road (fronting No. 44) to the development access(es) has been submitted to and approved in writing by the Local Planning Authority. The footway shall be implemented in permeant materials before the development is brought into beneficial use and retained for pedestrian access purposes in perpetuity.

Reason: In the interests of highway safety and to accord with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

6. A "Private Road" sign shall be erected at the entrances to the development from Canberra Road in accordance with details to be agreed with the Local Planning Authority before any dwelling served by the road concerned is brought into beneficial use. The sign shall then be retained as approved in perpetuity.

Reason: For the avoidance of doubt as to the basis of permission hereby granted and to prevent highway rights becoming established.

7. The approved soft landscaping scheme shall be implemented so that planting is carried out no later than the first planting season following the completion of the development. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted.

Reason: To protect and enhance the character and biodiversity of the site and the area and to ensure its appearance is satisfactory and to ensure the development complies with Policy SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

8. The development shall be undertaken in full compliance with the Arboricultural Method Plan and Statement contained at Section 6 of the Arboricultural Report submitted with the Application. This shall include the required tree surgery work and tree protective fencing.

Reason: In order to protect trees and woodlands of biodiversity and amenity value and to accord with Policies SP3 and DNP7 of the Bridgend Replacement Local Development Plan (2024).

9. Notwithstanding condition 2, the biodiversity enhancement measures proposed including the proposed bat and bird boxes highlighted on plan 2300 Rev P04 submitted with the Application shall be implemented prior to the first beneficial use of the residential apartments and retained as such thereafter.

Reason: In the interest of enhancing biodiversity and to accord with Policy SP3 and DPN6 of the Bridgend Replacement Local Development Plan (2024).

10. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in accordance with Policies SP3 and SP17 of the Bridgend Replacement Local Development Plan (2024)

11. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing

by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SP3(h) of the Bridgend Replacement Local Development Plan (2024).

12. Any topsoil [natural or manufactured] or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3(h) of the Bridgend Replacement Local Development Plan (2024).

13. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3(h) of the Bridgend Replacement Local Development Plan (2024).

14. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3(h) of the Bridgend Replacement Local Development Plan (2024).

15. External walls shall be constructed to achieve the sound performance as detailed in section 9.2 and be capable of achieving the minimum sound performance as detailed in table 11 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

Reason: In order to achieve the internal noise levels specified in the Noise Impact Assessment submitted with the Application and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

16. The glazing to the windows to the front and rear elevation shall have a minimum RW value of at least 31dB and sound reduction indices as specified in the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024. The glazing shall be installed prior to the occupation of the property and retained and maintained in perpetuity.

Reason: In order to achieve the internal noise levels specified in the Noise Impact Assessment submitted with the Application and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

17. The glazing to the rear elevation shall have standard trickle ventilation as specified section 9.5 and implemented as detailed in figure 10 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024. The glazing and trickle ventilation shall be installed prior to the occupation of the property and retained and maintained in perpetuity.

Reason: In order to achieve the internal noise levels specified in the Noise Impact Assessment submitted with the Application and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

18. No development shall commence, including any works of demolition/site clearance, until a Demolition and Construction Method Statement has been submitted to, and agreed in writing by, the Local Planning Authority. The agreed Statement shall be adhered to throughout the demolition and construction periods and shall include the following information: schedule of works to be carried out/ timescales/ hours of operation/ methods of dealing with complaints and relevant mitigation to be adhered to/ liaison with residents/

Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

19. Notwithstanding the submitted plans, no development shall commence until a scheme has been submitted to and agreed in writing by the Local Planning Authority for alternative window designs on the west facing lounge and bedroom windows of flat 4.

The scheme shall include a combination of obscure glazing (minimum of level 5 on the Pilkington index of obscurity) and/or oriel window designs. The agreed window scheme shall be fitted as agreed prior to the development being brought into beneficial use and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

20. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A. NATURAL RESOURCES WALES ADVISORIES

The site is within 33metres of a minor watercourse. Due to the proximity of the site to

watercourses, all works at the site must be carried out in accordance with Guidance for Pollution Prevention (GPP). During the construction phase you should take any precaution to prevent contamination of surface water drains and local watercourses. Oils and chemicals should be stored in bunded areas and spill kits should be readily available in case of accidental spillages. For further guidance please refer to GPP 5: Works and maintenance in or near water, and GPP 6: Working on construction and demolition sites, which are available on the NetRegs website.

B. DWR CYMRU/WELSH WATER ADVISORIES

The Applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

The Applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the Applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the Applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the Applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB Application process and will provide comments to any SuDS proposals by response to SAB consultation.

Dwr Cymru Welsh Water is not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.

C. LAND QUALITY ADVISORIES

CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints.
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit-controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site.

- Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

D HIGHWAY AUTHORITY ADVISORIES

1. The proposed stopping-up of highway should be dealt with under the appropriate Section of the Town and Country Planning Act 1990.

2. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:

- i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway.
- ii) indemnify the County Borough Council against any and all claims arising from such works.
- iii) give not less than one calendar month's notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None