

## RECOMMENDATION : SECTION 106

**REFERENCE:** P/15/25/FUL

**APPLICANT:** BARRATT S.W. & UNITED WELSH H. ASSOC.  
C/O ASBRI PLANNING LTD. UNIT 9 OAK TREE COURT CARDIFF GATE  
BUSINESS PARK CARDIFF

**LOCATION:** PLAYING FIELD AT YSGOL BRYN CASTELL LLANGEWYDD ROAD  
BRYNTIRION

**PROPOSAL:** ERECTION OF 67 DWELLINGS, NEW ACCESS, CAR PARKING, OPEN  
SPACE, LANDSCAPING & ASSOCIATED WORKS

**RECEIVED:** 16th January 2015

**SITE INSPECTED:** 18th February 2015

### APPLICATION/SITE DESCRIPTION

The application seeks planning permission for the erection of 67 dwellings on the playing fields of the former Ysgol Bryn Castell School site.

The school site will be developed in two phases, this application relates to Phase 1 of the development. The site covers an area of approximately 1.8 hectares and is roughly rectangular in shape, albeit with a wider northern point and a tapering southern side. The site runs north to south along the alignment of Cefn Glas Road. The northern and eastern boundaries of the site meet the rear of existing dwellings on Cefn Coed and Cefn Glas Road respectively. Access to the site will be gained via the north eastern boundary, utilising and widening an existing gap in the tree line. The western boundary of the site meets with the future Phase 2 of the overall development site which is currently cordoned off by a fence. The use of the school building has ceased, other than by the Pupil Referral Unit, who are due to move out of the site in the summer of 2015.

The proposed residential units are predominantly 2 storeys in height, with the only exception being the three storey Redwood and Hawthorne block of apartments at the southern part of the site. The development comprises 18 four bedroom dwellings, 26 three bedroom dwellings, 9 two bedroom dwellings, 6 two bedroom flats and 8 one bedroom flats. Each dwelling house will be served by private parking spaces and private amenity space. An area of public open space will be provided to the eastern boundary of the site.

A Development Brief was published by the Local Authority for the development of the entire Ysgol Bryn Castell site in 2013, the purpose of the brief was to provide an overview of the development principles and constraints that would shape the development of the overall site.

There are a number of trees on the eastern boundary of the site which are covered by a Tree Preservation Order (TPO).

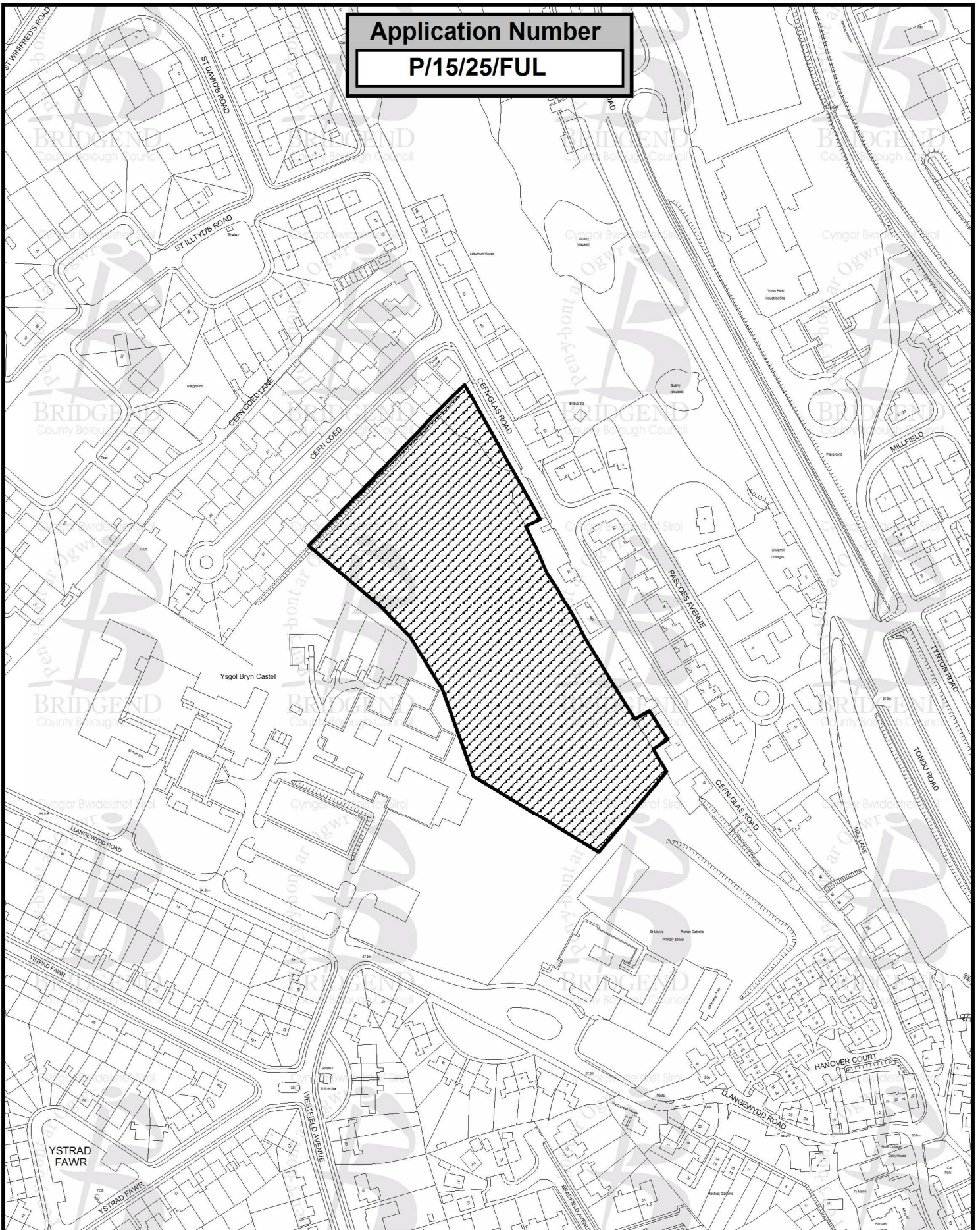
### RELEVANT HISTORY

The applicant entered into pre application discussions with the Local Planning Authority.

### PUBLICITY

Application Number

P/15/25/FUL



Scale 1:2,500

Date Issued:  
04/06/2015

Development-Mapping  
Tel: 01656 643176

**Mark Shephard**

Corporate Director-Communities

Communities Directorate,  
Bridgend County Borough  
Council, Civic Offices,  
Angel Street,  
Bridgend CF31 4WB.

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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Cyngor Bwrdeistref Siro



The application has been advertised in the press and on site.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations and publicity expired on 18 February 2015.

## **NEGOTIATIONS**

Considerable negotiations have been undertaken during the processing of the application to enhance residential amenities.

## **CONSULTATION RESPONSES**

### **Town/Community Council Observations**

Notified on 20th January 2015

Has no objection to the proposal subject to the proposal being put in place to mitigate against the increase in traffic.

### **Councillor D B F White**

Raised the following concerns and requested to speak at the Development Control Committee meeting:-

'I have a number of concerns with the development of this application and although not concerned in principle to the development. I feel the following points should be considered.

1/ During the building of the development, I am asking if all delivery's or leaving the site by lorry's over 3.5 tonnes to the site should not be allowed until after 9.15am on school days. Furthermore this should be the same between 3pm and 4pm. This is as a result of traffic going to local schools, with also children and young people walking to school.

2/ I am also concerned the extra cars in the area, once the development has been completed that there is an older persons complex within 150 yards. I am asking that traffic calming and safe places to cross are developed near the complex, to ensure the routes to school continues to be safe and there are safe places to cross for those who use the complex.

i/ This may include roads have enough lighting.

ii/ Purchasing grass banking, near under a compulsory order, if necessary to ensure the route continues to be safe.

ii/ As part of the S106 money, if allowed I'd like part of this to be used to relay tarmac near the complex.'

### **Head Of Street Scene (Highways)**

Has no objection to the proposal subject to conditions.

### **Destination & Countryside Management**

No objections subject to conditions.

### **Head Of Street Scene (Drainage)**

Considers that the site can be adequately drained and requested that a condition be attached to any permission granted requiring a scheme for the integrated drainage of the site be submitted to and agreed in writing by the Local Planning Authority.

### **Head Of Parks & Playing Fields**

Has no objection to the proposal.

### **Natural Resources Wales**

Agree with the Ecological Appraisal submitted and advise that the developer should also carry out a method statement in order to establish robust pollution prevention measures.

### **Welsh Water Developer Services**

Advised on sewerage

### **Crime Prevention Design S.Wales Police**

Advised that the layout is generally acceptable and requested that notes be attached to any consent granted.

### **Group Manager Public Protection**

Requested that a note be attached to any permission granted.

### **Wales & West Utilities**

Has no objections to the proposal , but advised that their apparatus may be at risk and advises the developer contact Wales & West Utilities directly.

## **REPRESENTATIONS RECEIVED**

Objections were received from the following:-

C Killey - 31 Cefn Glas Road (requested to speak at the Development Control Committee)  
G dean - 40 Cefn Glas Road  
R Bayliss - 44 Cefn Glas Road  
H Walker - 46 Cefn Glas Road  
C Cowan - 3 Cefn Coed  
D Hackett - 6 Cefn Coed  
D Smallbone - 12 Cefn Coed (requested to speak at the Development Control Committee)  
G , B & R Jones - 19 Cefn Coed  
Mrs P Thomas - 1 Pascoes Avenue

A petition from local residents with 37 signatures was also submitted objecting to the proposal.

Concerns were raised by the following:-

V Lane - 11 Cefn Coed  
V Davies - 28 Cefn Coed (requested to speak at the Development Control Committee)  
W Patel 39 Cefn Glas Road

The objections and concerns are summarised as follows:-

- Increase in traffic
- Highway safety concerns
- Pedestrian safety concerns
- Emergency vehicle access
- Pedestrian crossing will restrict on street parking availability
- Access should be left hand turn only
- Impact on biodiversity and ecology
- There are no trees to the rear of 1-18 Cefn Coed
- Loss of daylight
- Privacy
- Flooding

- Increase in noise pollution
- Increase in general pollution
- Request to retain ownership of hedgerow
- Impact on doctors surgeries etc.
- Nuisance during construction
- Property damage during construction
- Devaluation of property
- Loss of view

#### **COMMENTS ON REPRESENTATIONS RECEIVED**

In regard to the objections raised in respect of highway and pedestrian safety the Transportation Development Control Officer has assessed the scheme and considers it acceptable in terms of highway and pedestrian safety subject to conditions. The conditions include requirements to ensure safe pedestrian routes from the site and to enhance the existing pedestrian routes to the south of the site.

The Transportation Development Control Officer assessed the Transport Assessment submitted with application and considered that there was sufficient capacity on the highway network to accommodate the proposed development without adversely affecting highway safety or the free flow of traffic.

The internal layout of the scheme has been assessed in regard to the highway and it is considered acceptable in terms of emergency vehicle access.

It is not considered necessary to restrict access from the site to left turn only or to reposition the barrier at Mill Lane.

With regard to the dropped kerb at 44 Cefn Glas Road, this is required to ensure safe pedestrian access to and from the site. Whilst, it will result in the removal of off street parking being permitted directly outside this property, on street parking will remain along the highway and there is sufficient off street parking at 44 Cefn Glas Road.

In order to ensure highway safety standards are maintained during the construction phase a condition shall be attached to any permission granted requiring a construction method statement to be submitted to and agreed in writing by the Local Planning Authority. This will include limiting access by construction vehicles during school hours.

In respect of the concerns raised over the bee colony near the site the Council's Ecologist and Natural Resources Wales have assessed the scheme and consider the development acceptable in terms of ecology and biodiversity.

There are some trees and a hedge line along the northern boundary of the site and Cefn Coed, the plan shows that an ecological buffer will be planted along this boundary and, in order to control this, a condition shall be attached to any permission granted requiring a landscaping scheme to be submitted to and agreed in writing by the Local Planning Authority.

The distances proposed between the Plots 4-11 and the properties on Cefn Coed are in excess of 21m between facing habitable room windows and 10.5m between habitable room windows and boundaries and, as such, the proposed dwellings are not considered to infringe privacy standards or cause any unacceptable overshadowing or dominance. A close boarded fence is proposed at the rear of the boundaries of Plots 4-11, which will be backed by a 3m wide tree line to screen the proposed dwellings from the existing properties in Cefn Coed.

The distances between the rear elevations of the properties on Plots 49-69 and the properties in Cefn Glas Road are in excess of 21m between facing habitable room windows and 10.5m

between habitable room windows and boundaries and, as such, the proposed dwellings are not considered to infringe privacy standards or cause any unacceptable overshadowing or dominance.

The scheme has been assessed by the Land Drainage Officer who has no objection to the proposal subject to a condition.

In respect of the concern raised in regard to noise pollution and general pollution increases, the Public Protection department have assessed the scheme and have raised no objections to the scheme.

The comments raised in regard to the sale of part of the site to a neighbouring property is a private matter between the parties involved.

Any disturbance caused during the construction phase of the development will be short term only and, as such, it is not considered to be a reason to withhold planning permission.

If any damage is caused during the construction of the development, this will be a private matter between the parties involved.

Loss of view and potential devaluation of property are not material planning considerations.

The Crime Prevention Design Officer has assessed the scheme and is satisfied with the proposed layout.

## **APPRAISAL**

The application is referred to the Development Control Committee for determination in view of the number of objections received from local residents and at the request of the local Member.

The application seeks planning permission for the erection of 67 dwellings on this former school playing field site. The scheme proposes a mix of house types with associated parking, garages, infrastructure and an area of public open space to the south eastern corner of the site. Access will be gained via Cefn Glas Road.

The application site is part of a larger allocated site as defined by Policy COM2 (7) of the adopted Local Development Plan (LDP) and, as such, the development of this site for residential purposes is acceptable in principle. Policy COM2(7) requires a 20% contribution towards affordable housing. The development layout has been designed to an appropriate density in accordance with Policy COM4 of the LDP.

Policy COM4 of the LDP relates to residential density and states:-

'On sites exceeding 0.15 hectares in size new residential developments will be built at a density of at least 35 dwellings per hectare. A lower density level may be acceptable as a requirement of design, physical or infrastructure constraints or where it can be demonstrated there is a particular lack of choice of housing types within the local community.'

In April 2013, the Development Control Committee endorsed the Ysgol Bryn Castell Development Brief. The proposed development is of a scale and type that accords with the Development Brief and, whilst the density proposed is slightly higher than that indicated in the Brief, it remains in accordance with Policy COM4 of the LDP. The application site covers an area of approximately 1.8 hectares and, consequently, the proposed development for 67 residential units (53 dwellings and 14 flats) is considered to comply with the density requirement of 35 dwellings per hectare defined by Policy COM4 of the LDP.

Policy SP14 of the adopted Bridgend Local Development Plan (LDP) refers to the appropriate provision of infrastructure which helps to mitigate any negative impacts that might arise as a consequence of development. Such provision can be secured through a legal agreement and the applicant has previously been advised of the need for potential contributions toward affordable housing, educational facilities and outdoor recreation in accordance with the detailed policies of the LDP and various Supplementary Planning Guidance.

The application states that the 14 x 1 bed units will be for social rent which satisfies the requirement for 20% affordable housing as stipulated in Policy COM5 of the LDP.

With regards to Education it is not considered reasonable to request a contribution towards education given that the development involves the sale of a former school. The Development Brief states that, due to the existing capacity at the school, a financial contribution would not be required. The Children's Directorate have confirmed this is still the case and that there is currently capacity available at the Primary and Secondary Schools within the vicinity of the site.

With regards to Public Open Space provision, Policy COM11 of the LDP requires provision of 2.4ha per 1,000 population. BCBC's open space audits reveal a deficit of children's playing space and outdoor recreation provision. It is expected that a contribution would be requested for the proposed development which partly funds the public open space/play area on the larger section of the site (Phase 2). The contribution required by the proposed development would equate to £470 per dwelling (£24,910 total).

Strategic Policy SP2 relates to design and sustainable place making and the proposed scheme should comply with the criteria of Policy SP2. Policy SP2 of the LDP states:-

'All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment'

The formally adopted Supplementary Planning Guidance (SPG) 02 - Householder Development, (adopted on 12/12/2008), sets out objectives that define development that is likely to be acceptable. Whilst the SPG relates to householder development it is considered that the principles of the SPG are generally relevant to this application and in particular Notes 1, 2, 6 & 8

The site has no historic interest having previously been used as a school sports field.

The layout originally submitted has been amended to take into account concerns raised about the positioning of the individual units and the possible impact on the amenity of adjacent residents.

A key feature of the site is the area of protected trees (TPO No. 3 1954) located at the site access. The proposal to incorporate these trees into the layout is welcomed as these trees act as a backdrop to the town centre and the Local Planning Authority would seek to retain these features. A comprehensive tree survey was submitted with the application. The scheme involves the removal of 5 existing trees along the eastern boundary to form the access to the site, which is not considered to be so harmful to the character of the area as to warrant refusal of the scheme. A large number of the protected trees will be retained and it is proposed to plant a considerable number of additional trees within the site and to create an ecological buffer along the northern boundary. In order to ensure that the existing trees to be retained along the eastern boundary are protected during construction a condition shall be attached to any permission granted requiring a scheme showing protection measures to be submitted to and agreed in writing by the Local Planning Authority.

With regard to the impact of the proposed dwellings at Plots 19-67 on the existing properties on Cefn Glas Road, there will be a distance of 21m between any facing habitable room windows

and there will be distance in excess of 10.5m between habitable room windows and the rear boundaries of the existing dwellings in Cefn Glas Road. As such, the proposed development is not considered to infringe privacy standards. The dwellings on Plots 49-67 will be at a higher level, however, it is not considered that that development will result in any adverse overshadowing or dominance given the substantial distance between the existing and proposed properties.

In respect of the impact of the development on the properties to the northern boundary of the site, Cefn Coed, a 3m ecological buffer zone will be provided between the rear boundaries of Plots 1-11 which will, in part, screen the development from these properties and the applicant proposes to enhance the existing tree line by planting additional trees. In addition to the ecological buffer, which will screen the development from the existing properties, the distances between facing habitable room windows is in excess of 21m in all cases, other than Plot 9, where the distance is 20m. Whilst the distance between the habitable room window on the rear elevation of Plot 9 and the first floor habitable room window at 10 Cefn Coed does not quite meet the suggested 21m distance in Supplementary Planning Guidance 02, as the ecological buffer will act as a screen between the development and existing dwellings, it is not considered that privacy standards will be adversely affected. The distances between the rear elevations of the properties on Plots 4-11 and the existing properties at Cefn Coed are in excess of 10.5m. The proposed dwellings on Plots 4-11 are a considerable distance from the properties on Cefn Coed and, therefore, are not considered to raise any concerns in regard to overshadowing or dominance.

Plot 1 will be sited with its gable end facing 2 Cefn Coed, the property does not propose any first floor windows facing No. 2 and will be some 12.5m from the rear of No. 2. As such, the proposed dwelling at Plot 1 is not considered to overshadow or dominate 2 Cefn Coed to an unacceptable extent. Furthermore, the ecological buffer proposed will act as a screen between the two properties.

With regard to the impact of the development on the residential amenities of the future occupiers of the site, generally the layout has been designed to ensure that appropriate distances are provided between facing habitable rooms and boundaries. However, it is noted that Plot 67 proposes a habitable room first floor window overlooking the garden of Plot 66 at a distance of 6.5m which is below the recommended 10.5m. As this window is a secondary window a condition will be attached to any permission granted requiring this window to be fitted with obscure glazing.

At Plot 17 the house type has been handed so that the only first floor habitable window does not directly face the garden of Plot 14 and privacy standards are of an acceptable level. Plots 20 & 25 have habitable room windows which will directly face each other at a distance of 8.5m, whilst this is considerably below the 21m suggested distance, as the windows will overlook a driveway and those windows are secondary, it is considered acceptable in this instance. Furthermore it is a common feature in housing estates in the County Borough where facing habitable room windows overlook a highway the distance is considerably reduced.

The two flats proposed at Plots 35-36 will be located to the rear of Plots 30 & 31. The proposed flats do not have any habitable room windows at the rear elevation and, as Plots 30-31 are served by large gardens measuring 12m-15m in length, the proposed apartments are not considered to adversely overshadow Plots 30-31. A section plan was requested, which shows that the flats at Plots 35-36 are at a lower level, which further reduces the impact.

A number of the plots do not quite reach the 21m distance between facing habitable rooms, the closest distance being 19.5m, however, as these windows are not directly facing, they are considered acceptable.

The proposed flats at Plots 37-48 do not raise any overriding concerns in regard to visual or



residential amenities. An area of communal open space will be located to the rear of the flats and 180 square metres of public open space will be available some 20 m to the east of the flats. The application proposes a bin/cycle store located to the rear of the flats.

The proposed dwellings will be of traditional design and, in order to ensure the materials to be used in the external surfaces are appropriate for the location, a condition shall be attached to any permission granted requiring details and samples of the materials to be submitted to and agreed in writing.

The proposed development will not be prominent in the street scene as it will be screened, in part, from the highway to the east by the existing trees and dwellings which bound the site. It is not, therefore, considered that the proposed development will change the character of the street scene to such an extent as to be harmful to the visual amenities of the area.

The boundary treatments proposed comprise a mixture of feather board fencing, ball top railings and 1.8m high brick walls with timber fence panels, which are considered to be acceptable in a modern residential development.

In regard to highway safety a Transportation Assessment was submitted with the application which indicates that the development would generate in the order of 40 vehicles in the morning and afternoon pm peak hours (1 vehicle per 1.5 minutes). This level of vehicle movement is not considered to be a significant intensification of existing traffic levels on Cefn Glas Road. Furthermore, the junction of St. Leonards Road with Park Street has been assessed and would at worst add a projected 2 vehicles to the queue in the afternoon peak, which will retain the operational capacity of the junction at an acceptable level. In order to ensure that pedestrian safety is sufficient a condition shall be attached to any consent granted requiring additional footway along the front of the site along Cefn Glas Road.

Whilst determining this application Policies PLA1, COM2(7), COM4, COM5, COM11 & SP2 of the Bridgend Local Development Plan and Notes 1,2,6,8,9,10,11 & 12 of Supplementary Planning Guidance 2 were considered.

## **CONCLUSION**

Notwithstanding the objections received, this application is recommended for approval because the development complies with Council policy and Council's guidelines and does not adversely affect privacy or visual amenities nor so significantly harms neighbours' amenities or highway safety as to warrant refusal.

## **RECOMMENDATION**

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

(i) Provide 14 x flats as affordable units which shall be transferred to a Registered Social Landlord and delivered in accordance with a timetable to be submitted to and agreed in writing by the Local Planning Authority.

(ii) Provide a financial contribution for the sum of £24,910.00 towards the provision of public open space in the area of Cefn Glas.

(iii) Provide a financial contribution of £7,000.00 for a 20mph Traffic Order for the site prior to the granting of planning permission.

(B) The Corporate Director Communities be given plenary powers to issue a decision notice granting consent in respect of this proposal once the applicant has entered into the

aforementioned Section 106 Agreement and subject to the following conditions:

- 1** The development shall be carried out in accordance with the following approved plans and documents:

1480 100 Rev G (received 10 April 2015)  
1480 103 Rev B (received 18 May 2015)  
1480 104 Rev B (received 18 May 2015)  
1480 110 Rev A (received 1 April 2015)  
1480 111 Rev A (received 1 April 2015)  
1480 112 Rev A (received 1 April 2015)  
1480 113(received 16 January 2015)  
1480 114 (received 16 January 2015)  
1480 115 Rev A (received 1 April 2015)  
1480 150(received 16 January 2015)  
1480 151 Rev A (received 17 February 2015)  
1480 152 (received 16 January 2015)  
1480 153 Rev A(received 29 April 2015)  
1480 153-1 (received 18 May 2015)  
1480 154(received 16 January 2015)  
1480 155(received 16 January 2015)  
1480 156(received 16 January 2015)  
1480 157 (received 16 January 2015)  
1480 158 Rev A (received 29 April 2015)  
1480 159 (received 16 January 2015)  
1480 160 (received 16 January 2015)  
1480 161 (received 16 January 2015)  
1480 162 (received 16 January 2015)  
1480 163 (received 16 January 2015)  
1480 164 (received 16 January 2015)  
1480 165 Rev A (received 17 February 2015).

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

- 2** Prior to any construction works commencing on site a method statement detailing robust pollution prevention measures shall be submitted to and agreed in writing by the Local Planning Authority. The Method Statement shall be implemented as agreed.

Reason: In the interests of amenities.

- 3** No development shall commence on site (including any ground works, site clearance, demolition) until method statements to include a reptile mitigation strategy and a bat avoidance and compensation scheme have been submitted to and agreed in writing by the Local Planning Authority. The schemes shall be implemented as agreed.

Reason: In the interests of biodiversity and ecology.

- 4** Prior to any construction works commencing on site, a lighting design strategy for biodiversity for the development site shall be submitted to and agreed in writing by the Local Planning Authority. The strategy shall:

a) identify those areas/features on and surrounding the site that are particularly sensitive

for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the agreed strategy and shall be maintained thereafter in accordance with the strategy.

Reason: In the interests of biodiversity and ecology.

- 5** No development shall take place until a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed 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.

- 6** No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a landscaping scheme which shall include, proposals for surface treatment, indications of all existing trees and hedgerows on land, and details of any to be retained, together with measures for their protection in the course of development. The agreed landscaping works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority prior to any development commencing on site.

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

- 7** If within a period of three years from the date of the planting of any tree that tree or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

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

- 8** Notwithstanding the approved plans the first floor bedroom window on the rear elevation of Plot 67 shall be fitted with obscure glazing to level 3 of the Pilkington scale of obscurity prior to the beneficial use of the dwelling commencing and shall be retained as such in perpetuity.

Reason: In the interests of residential amenity.

- 9** No development shall take place, including any works of 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. The routing and control of HGV construction traffic to/from the site (avoiding school opening and closing times)
- ii. the parking of vehicles of site operatives and visitors
- iii. loading and unloading of plant and materials
- iv. storage of plant and materials used in constructing the development (site compound)
- v. wheel washing facilities

Reason: In the interests of highway safety.

- 10** No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how road, roof and yard water will be dealt with has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to the occupation of any dwelling.

Reason: To ensure that effective drainage facilities are provided for the proposed development.

- 11** No development shall commence until a scheme for the provision of the setting back of the site frontage with Cefn Glas Road and provision of a 6.3m wide carriageway and a 1.8m footway has been submitted to and agreed in writing by the Local Planning Authority. The footway to the North shall link with the existing footway provision to the East of Rowan House, Cefn Coed with the footway to the South extending to the Northern Boundary of 39 Cefn Glas Road with a further length of 1.5m wide footway fronting 39 Cefn Glas Road extending to a point 16m South of the centreline of Pascoes Avenue. The scheme shall include for uncontrolled dropped pedestrian crossings at the site access and at the Southern extremity of footway to enable pedestrians to access the existing footway on the Eastern side of Cefn Glas Road. The carriageway and footway works shall be implemented as approved in permanent materials before the development is brought into beneficial use.

Reason: In the interests of highway safety and promoting Active Travel.

- 12** The proposed means of access shall be laid out with 6.0 metre radius kerbing on both sides of the entrance constructed and retained in permanent materials with vision splays of 2.4m x 43m in both directions before the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of highway safety.

- 13** No structure, erection or planting exceeding 0.9 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety.

- 14** No development shall commence until a scheme for the provision of vehicle / pedestrian shared surface environment fronting numbers 20-34 Cefn Glas Road has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall incorporate advanced 'Pedestrians in Road' traffic warning signs and uncontrolled dropped pedestrian crossings. The scheme shall be implemented as agreed prior to the development being brought into beneficial use.

Reason: In the interests of highway safety and promoting Active Travel.

- 15** Notwithstanding the submitted drawings, no works shall commence on the construction of the roads until such time as a comprehensive traffic calming scheme, has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include traffic calming measures restricting 85% tile traffic speeds to 15 - 20 m.p.h. The traffic calming facilities shall be implemented in accordance with the agreed details and completed within the same programme identified for the associated streets.

Reason: In the interests of highway safety.

- 16** No development shall take place until there has been deposited with the Local Planning Authority a Certificate from a Consulting Engineer certifying that any retaining wall necessary due to differences in level including that having an influence on the highway will be designed and constructed so as to prevent subsequent ground movement. Any retaining wall shall then be constructed in accordance with the agreed details prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

- 17** No dwelling shall be occupied until the proposed parking areas have been completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and retained thereafter for parking purposes.

Reason: To ensure the provision and retention of sufficient off-street parking, compliance with the Disability Discrimination Act and to prevent loose stones, mud and gravel being spread on to the highway, in the interests of highway safety.

- 18** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) the garages shall be retained as such at all times and shall not be converted into living accommodation without the prior written consent of the Local Planning Authority.

Reason: To ensure the continued provision of adequate off-street parking and minimise on-street parking, in the interests of highway safety.

**\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS**

a) Notwithstanding the objections received, this application is recommended for approval because the development complies with Council policy and Council's guidelines and does not adversely affect privacy or visual amenities nor so significantly harms neighbours' amenities or highway safety as to warrant refusal.

b) The site is located on or near made up land. Whilst there is no evidence to suggest contamination of soil, the presence of any significant unsuspected contamination which becomes evident during the development of the site shall be brought to the Public Protection department of the Local Authority.

c) In respect of condition 2, the method statement shall include:-

- storage facilities and emergency contamination for all fuels, oils, chemicals and explosives and any other polluting substances;
- construction compounds, car parks, offices etc;
- details of surface water drainage arrangements to be installed to intercept and treat

contaminated surface water run-off

- details of maintenance of site access roads to ensure no polluting discharge
- measures for dealing with any contaminated material (demolition waste or excavated waste)
- details of emergency contacts, for example the Natural Resources Wales pollution hotline 0800 807 060

The method statement shall be communicated to all contractors and any deficiencies rectified immediately.

d) In respect of condition 3, the method statement shall include the following:

- i) purpose and objectives of the proposed works
- ii) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including where relevant, type and source of materials to be used);
- iii) extent and location of proposed works shown on appropriate scale maps and plans;
- iv) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction
- v) persons responsible for implementing works;
- vi) initial aftercare and long term maintenance (where relevant);
- vii) disposal of any wastes arising from works.

e) Foul water and surface water discharges shall be drained separately from the site

f) No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system.

g) Land drainage run-off shall not be permitted to discharge, either directly or indirectly, into the public sewerage system.

h) The development site is crossed by a public sewer. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times. No development (including the raising or lowering of ground levels) will be permitted within 3m either side of the centreline of the public sewer.

i) The developer is advised that the Wales & West Utilities apparatus may be at risk during construction works and the developer is advised to contact the Wales & West Utilities prior to commencing work.

j) In order to satisfy Condition 10 the following items will require addressing:

1. Submission and agreement of hydraulic design
2. Submission and agreement of management and maintenance regime for the private elements of the attenuation system.
3. Submission of specialist geotechnical report in support of the infiltration systems proposed.
4. Confirmation regarding the adoption of the proposed highway and highway drainage system.

k) The developer is advised that a temporary traffic and pedestrian management will be required along Cefn Glas Road for the new site entrance works and the footway for the site frontage construction and is advised to contact the highway department in regard to this.

l) The Highway Authority will require the developer to enter into legal Agreements (Section 111 Licence Agreement, Section 38 Road Agreement and 104 Sewer Agreement) including, appropriate bonds to secure the implementation of the proposed highway and sewer works.

m) The applicant should be advised that any building materials delivered to the development site shall not be deposited or stored on the highway, without the express PRIOR consent of Bridgend County Borough Council as the Highway Authority.

- n) An information pack containing public transport information including timetables, shall be provided by the developer upon occupation of each residential unit.
- o) The shared surface access street shall be laid out with the carriageway and the abutting pedestrian footways close to the same level to create a shared surface environment. The carriageway and footway surfaces shall be finished in StreetPrint and paviour blocks respectively with a granite sett ramped rumble strip at the entrance to the site.
- p) The applicant is advised that the Highway Authority reserves the right to invoke the powers contained in Section 59 of the Highways Act 1980 and recover additional expenses incurred in maintaining certain lengths of the highway network.
- q) The applicant is advised that the development should be designed and constructed in accordance with the January 1993 Mid Glamorgan County Council Design Guide for Residential and Industrial Estate Roads which has been adopted by Bridgend County Borough Council.
- r) In accordance with the Bridgend County Borough Council Design Guide road gradients shall be such that the maximum gradient of 1:12 is not exceeded. A 10m near level platform (1:20 or 1:25 maximum) shall apply at junctions. Access roads shall have a minimum gradient of 1:125.
- s) The developer should make every effort to ensure surface water from any permanent surface drains onto adjacent porous surfaces, thereby reducing the demand on the drainage system. Alternatively, the developer may wish to explore the use of permeable materials for the access and parking areas, although compacted chippings would not be considered acceptable as they are likely to be dragged onto the highway to the detriment of highway and pedestrian safety. As a result of the above, impermeable surfacing such as concrete or tarmac extending across the full width of the access and parking areas should not be considered as a first option.
- t) Details of any retaining walls within the site to be submitted to the Authority shall comprise location, finishes, structural calculations and constructional details proving that the structures concerned have been designed and will be constructed so as to prevent subsequent structural failure and ground movement and, in addition, in respect of any retaining wall or embankment supporting or having an influence on the abutting highway the design details, duly certified by a professional structural engineer, including full engineering details and structural calculations produced in accordance with the requirements of BD2/12 - Technical Approval Highway Structures as well as qualification that the structure will achieve a 120 year life span.
- u) The developer should contact the Head Teacher of any local School affected by site traffic in order to make the School aware of the additional traffic movements and that no vehicles associated with the construction of the site will be allowed to enter or leave the site during the periods of half hour either side of the School's commencing and ending times.
- v) Rainwater run-off shall not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under section 163 of the Highways Act 1980.
- w) All lorries should be suitably sheeted before leaving the site.
- x) Street nameplates reflecting the official street name allocated by the Council shall be erected by the developer at locations and to a specification to be agreed with the Local Authority prior to beneficial occupation of the first dwelling house in the street that has been so allocated.
- y) The developer is advised to that 1 cycle parking space per bedroom per plot should be provided.

**MARK SHEPHARD**  
**CORPORATE DIRECTOR COMMUNITIES**

**Background Papers**

None