

RECOMMENDATION : SECTION 106

REFERENCE: P/15/379/FUL

APPLICANT: HAFOD HOUSING ASSOCIATION LTD
C/O ASBRI PLANNING LTD UNIT 9 OAK TREE COURT CARDIFF GATE
BUSINESS PARK CARDIFF

LOCATION: LAND OFF COYCHURCH ROAD (ADJ. JUBILEE CRES.) BRIDGEND

PROPOSAL: CONSTRUCTION OF 48 DWELLINGS AND ASSOCIATED WORKS

RECEIVED: 12th June 2015

SITE INSPECTED: 16th August 2015

APPLICATION/SITE DESCRIPTION

Hafod Housing Association are seeking planning consent for the construction of 48 no. dwellings and associated works on the former site of Bridgend Town Football Club located off the re-aligned and newly constructed section of Coychurch Road.

The site is located in an area that is largely characterised by residential uses, although the town centre lies some 350m to the east, with Bridgend College and the A473 to the south west. The residential character surrounding the site is typically a mixture of post-war units to the north and east and Victorian dwellings to the south and west. The vast majority of dwellings are two storeys in height and are largely terraced units, with semi-detached properties also common. The predominant finishing materials to the walls are render and brick. The colour of the render varies between grey, white and ivory with isolated instances of more vibrant colours. Roofs are largely finished in grey tiles and though most are hipped, there are also plenty of pitched roofs. With regard to architectural detailing the houses are largely simple in form, but with plenty of instances of bay windows and lean-to annexes projecting from the primary elevations.

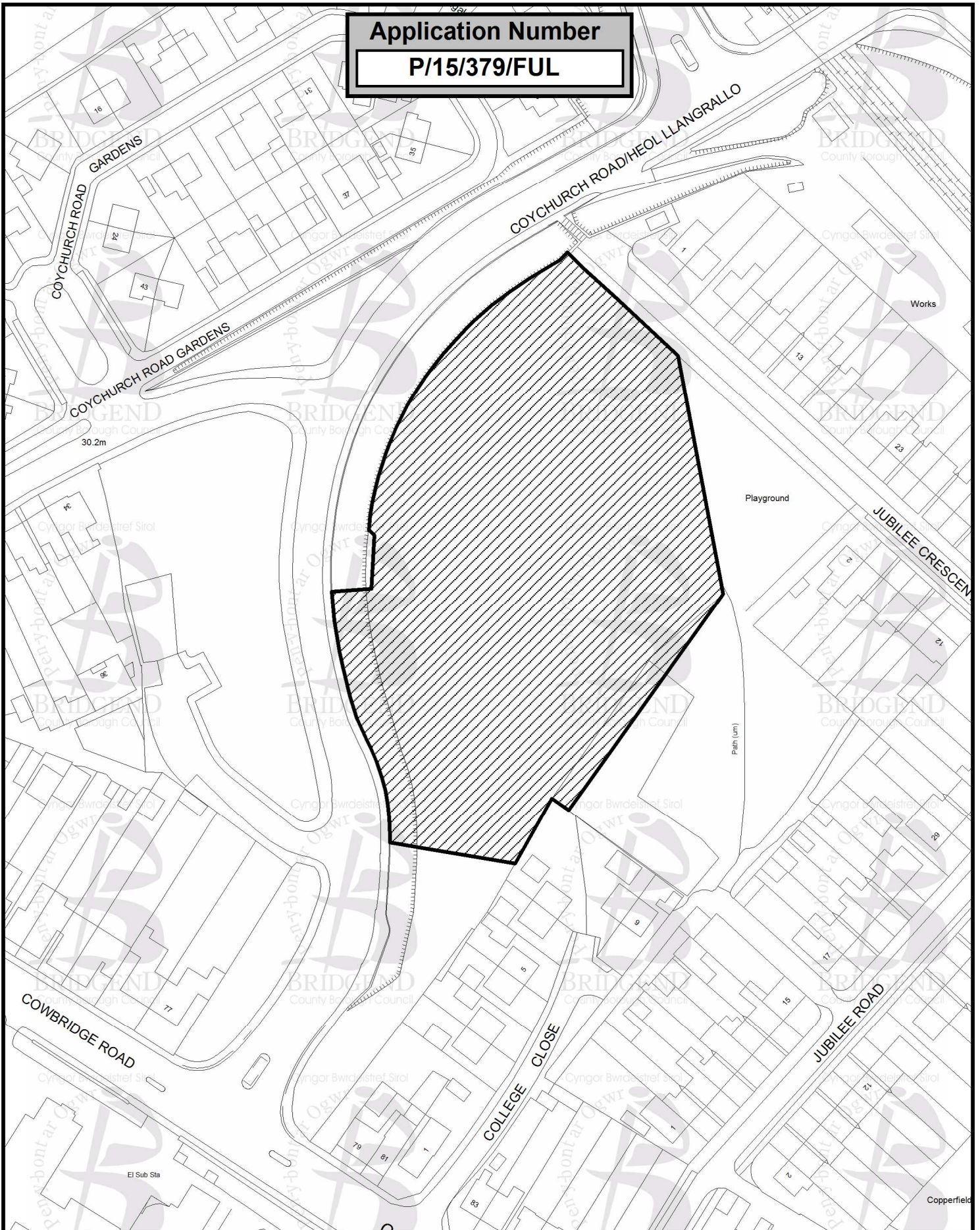
The site measures approximately 1 hectare, is largely level and adjoins the back edge of the footway and earth embankment that retains Coychurch Road on the western and north-western boundary, the back edge of footway on a small section of Jubilee Crescent to the north east and runs along the boundary of a Children's Playground and allotment gardens to the east. The south eastern boundary of the site immediately adjoins the boundary of 7 College Close and the grassed area that was formed alongside the Cowbridge Road/Coychurch Road traffic light controlled junction.

The 48 no. dwellings comprise seven house types ranging from 1 bedroom flats to 4 bedroom semi-detached dwellings. The apartment blocks will be three storeys in height whilst all other dwellings will be two storeys. The Planning Statement confirms that a palette of materials is proposed that will 'complement and enhance' the existing vernacular. Main facing materials for the houses comprise of brick and render whilst the flats will have the same materials, as well as an element of stone walling. Roof tiles are proposed in a dark grey colour.

Access to the site is proposed to be gained from a newly created priority junction arrangement onto Coychurch Road just south of the centre of the western site boundary. The Planning Statement confirms that a total of 72 no. car parking spaces are provided for the proposed residents which it is acknowledged is slightly below the level of car parking required by Supplementary Planning Guidance 17: Parking Standards. The slight reduction is justified on the basis of the site's highly sustainable location. Cycle storage is accommodated in the sheds and stores on site.

Application Number

P/15/379/FUL



Scale 1:1,250

Date Issued:
23/12/2015

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 following documents have been submitted in support of the application:

Planning Statement - Asbri Planning
Design and Access Statement - Asbri Planning
Transport Assessment & Figures - Asbri Transport
Transport Assessment Appendices Pack - Asbri Transport
Drainage Strategy - Smart Associates
Preliminary Ecological Appraisal and Code for Sustainable Homes Report
Environmental Noise Survey - Hunter Acoustics
Site Investigation Report by Integral Geotechnique

RELEVANT HISTORY

No recent planning history.

PUBLICITY

The application has been advertised on site.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity will expire on 25th November 2015.

NEGOTIATIONS

Negotiations commenced on 27th July 2015 in response to consultation response and concerns with aspects of the planning layout i.e. house designs, plot sizes etc.

CONSULTATION RESPONSES

Town/Community Council Observations

Notified on 18th June 2015

Object on the following grounds:

- a) Over-intensification of site;
- b) Concerns about increased volume of traffic along Coychurch Road which is already subject to congestion at peak times of the day;
- c) Concern about volume of planned 3 storey dwellings which are not in keeping with surrounding streets;

Councillor Mrs E M Hughes

The following comments are offered in response to the proposal:

- * Only 1-3 Jubilee Crescent have received letters from the Planning Department - need to notify all residents in Jubilee Crescent and Jubilee Road;
- * Residents are worried that lorries will use Jubilee Road and Crescent to access the site;
- * Will a playground be provided for this development?
- * Worries about an increase in traffic due to cars per household - Cowbridge Road already very busy - need to improve traffic management;
- * Excessive amount of houses.

Destination & Countryside Management

No objection subject to conditions.

Head Of Street Scene (Drainage)

If you are minded to grant approval then I would recommend that a pre-commencement condition is required.

Head Of Parks & Playing Fields

No objections.

Natural Resources Wales

No objection subject to conditions.

Welsh Water Developer Services

No objection subject to advisory notes.

Crime Prevention Design S.Wales Police

Comments provided - no objection.

Group Manager Public Protection

No objection subject to conditions.

REPRESENTATIONS RECEIVED**Letters Of Objection Have Been Received From The Following:, :**

D Phillips - 15 Jubilee Road;
S Wallace - 21 Jubilee Road;
J G Palmer - 3 College Close;
R Grainger - 4 College Close;
S L Collins - 5 College Close;
J Taylor - 7 College Close;
J Figgis - 1 Jubilee Crescent;
Mrs Johnston - 2 Jubilee Crescent;
K Clark - 3 Jubilee Crescent;
T Shales - 6 Jubilee Crescent;
C Smith - 6 Jubilee Crescent;
N Davies - 10 Jubilee Crescent;
S Davies - 19 Jubilee Crescent;
G & L Humphries - 23 Jubilee Crescent;
C Vaughan - 38 Coychurch Road Gardens;
N Rayment - 41 Coychurch Road Gardens;

Concerns have also been expressed by the following:

S Harris - 9 Jubilee Crescent;
E Talbot - 21 Jubilee Crescent;
R M Loosmore - 127 Merlin Crescent (Allotment Garden Holder)

The following is a summary of the planning objections/concerns received from local residents:

1. Existing road infrastructure (A473/B4181) unable to cope with existing traffic - queuing currently a problem at peak times. Unsuitable access - small roundabout access would be more appropriate; development will exacerbate existing problems of on-street car parking associated with Bridgend College; proposed scheme is deficient in car-parking for those living and visiting

the houses subject of this application. Can the proposed layout accommodate emergency vehicles?

2. Density too high;

3. Land should be retained for recreational purposes. Another loss of greenspace vastly reducing the area of natural habitat resulting in lowering of local biodiversity;

4. Social housing not a compatible use - concerned about behaviour of future residents.

5. Will playground be provided as part of new development?

6. Three-storey development inappropriate for this location; not in keeping with the scale of residential properties in the vicinity. Development will affect outlook from existing properties, the open aspect from properties in Jubilee Crescent will be lost, impacting on the levels of daylight and privacy currently enjoyed.

7. Occupiers of 7 College Close have specifically requested that the developer provide a 2.1m high solid boundary wall between the development site and said property to safeguard amenities - this would replace an existing 1.8m fence that is inadequate.

8. Existing sewerage infrastructure will be unable to cope with additional flows from development, a number of blockages have been recorded in recent years resulting in flooding in College Close - this matter needs to be addressed before planning consent is granted.

9. Construction works will create a disturbance - noise and light pollution etc. Light from vehicles will shine into windows of properties on Jubilee Crescent. Concerns that Jubilee Crescent will be used as a construction access to the development site.

10. The Planning Statement suggest that pre-application consultations have been undertaken with local residents - this is not the case.

11. Unknown and known contaminates, dust and pollutants becoming air borne during the development process will create a hazard to short and long term health that also may detrimentally affect local residents.

12. Devaluation of property.

COMMENTS ON REPRESENTATIONS RECEIVED

The following comments are provided in response to the representations received:

1. The transportation and highway safety implications of the proposal have been fully considered by the Transportation Development Control Officer who has not objected to the development subject to conditions.

The application has been accompanied by a Transport Assessment (TA) which the Council has referred to external consultants for verification. Whilst the highway network onto which the site gains access is subjected to high traffic volumes, particularly during the AM and PM peak hours it is evident from the submitted information that the development would generate in the order of 20 vehicle trips in the AM peak hour (8-9am) and 26 in the PM peak hour (5-6pm). Capita have concluded that, 'this will have an insignificant impact on the highway network, particularly as the trips will be dispersed to the junctions to the north and south of the site'. In order to put it into context the level of traffic generated equates to 1 vehicle every 6 minutes at each of the junctions

at either end of the Coychurch Road link road in the morning and 1 every 4.5 minutes in the afternoon. Such vehicle traffic is not considered to be material.

Furthermore, the TA has examined the highway network serving the site and concluded that it is adequate to serve the proposed development.

The Transportation Development Control Officer has also examined the proposed road junction and the proposed parking arrangements. It has been concluded that the development is acceptable.

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.

2. Concerns have been expressed by residents as to the number of dwellings proposed as part of the application. These matters will be considered in detail in the appraisal section of the report.

3. Notwithstanding the former use, the application site is not allocated for recreational purposes but rather for residential development under Policy COM1 (8) of the Bridgend Local Development Plan, being located within the Bridgend Strategic Regeneration Growth Area. It was estimated that 40 units would be delivered on site during the plan period. The loss of greenspace and habitat has been examined through the submission of a Phase I Habitat Survey and Reptile Report. The Council's Ecologist considers the site to be of low ecological value but indicates that the northern and south eastern edges of the site offer some potential for reptile habitation. It is recommended that a planning condition be imposed requiring a method statement for site clearance (including details of avoidance of harm to reptiles and nesting birds) to be agreed prior to any building works commencing. The Council will also be requiring biodiversity enhancements to ensure compliance with S40 of the Natural Environment and Rural Communities Act 2006 and this will be achieved through planning conditions.

4. Objections made on the basis of the social mix and behaviour of the future tenants are not justified nor are they material planning considerations.

5. The existing children's playground adjacent to the development site and accessed from Jubilee Crescent is not affected by the development although no direct means of access to this facility is achievable from the development site. No additional formal provision is offered by this development although to ensure compliance with Policy COM11, a financial contribution will be sought from the development to an equivalent value that can be used to upgrade the existing nearby facilities.

6. Representations have also been received as to the appropriateness of the site to accommodate three storey housing. For the reasons set out in the appraisal section of the report, the designer's response to the context in terms of scale is considered acceptable.

7. The request by the resident to improve the boundary fence to the rear of 7 College Close has been passed to the development company. From the submitted layout the land immediately adjoining the fence on the development side will be used for visitor parking spaces served from a new turning head to the rear of plots 1 and 2. To accommodate a diverted sewer and the required 'falls', it will be necessary to raise site levels 500mm above existing so consequently the existing 1.8m high fence may not provide sufficient screening. Finished site levels are uncertain at this stage so it is considered reasonable to impose a planning condition that requires the agreement of a scheme to mitigate the impact of the development and change in levels on the nearest neighbouring property.

8. Both Dwr Cymru Welsh Water and the Council's Land Drainage Section have commented on the proposed development and drainage strategy and whilst DCWW have offered no objection,

the Council's Land Drainage Section have indicated that the principles of the drainage scheme are agreed. There is still however a considerable amount of detail to be submitted, which includes an updated drainage layout, levels, sections and calculations. DCWW should also provide confirmation that they are prepared to enter into a S104 Agreement to secure the adoption of the drainage. Although the Council's Land Drainage Section has recommended that a decision is delayed on the application until the aforementioned details are submitted and assessed, they have indicated that a robust pre-commencement planning condition could be imposed if the application is to be determined prior to the submission of the drainage information.

9. Inevitably a development so close to existing properties is going to result in some inconvenience for highway users and noise and general disturbance during the construction period. Whilst this is not grounds for refusing planning permission, given the scale of the development it will be reasonable to impose planning conditions to control the hours of construction and the implementation of a traffic management plan throughout the period of construction. Furthermore, a condition will be imposed preventing the use of Jubilee Crescent/Road during the construction period and thereafter.

10. Currently pre-application consultation by the developer with the community is not a requirement under the planning legislation and, whilst the Council would generally support such approaches, it is not grounds for resisting the development. The planning application has been the subject of the normal publicity requirements with notices being posted on site and in the press. Individual letters of notification have also been sent to local residents and their responses are listed and summarised in the previous section of this report.

11. Natural Resources Wales, in their consultation response, have indicated that the construction phase presents a moderate to high pollution risk and have requested the submission of a comprehensive pollution strategy to be agreed prior to development commencing. The submitted Site Investigation report confirms that asbestos was found in one of the trial pits on site. The quantification test confirms that the material would be classed as inert waste which would pose no significant threat to human health or the environment. If such material is found, other legislation will control its removal and disposal. The developer will screen and test any topsoil that is retained and reused on site.

12. The devaluation of property is not material to the consideration of this planning application.

APPRAISAL

The application is referred to the Development Control Committee for determination in view of the number of objections received from local residents, the Town Council and the local Ward Member.

The application seeks planning consent for the construction of 48 no. dwellings and associated works on the former site of Bridgend Town Football Club, located off the re-aligned and newly constructed section of Coychurch Road.

The main issues relevant to the determination of this application are:-

- (i) whether the development complies with the policies of the Bridgend Local Development Plan and will deliver the necessary infrastructural improvements;
- (ii) the effect of the development on the existing drainage systems, highway network and highway safety generally; and,
- (iii) the effect of the proposal on the character and amenities of the area and specifically those enjoyed by local residents.

In accordance with the adopted Local Development Plan, the application site is located within the settlement boundary of Bridgend and is allocated for residential development under Policy COM1

(8). In accordance with Policy SP14, new development often creates a demand for additional or improved community service and facilities without which the development could adversely affect amenity, safety or the environment. Such infrastructural requirements are secured by means of planning obligations and are considered below:

As a proposal of over 5 units, the application triggers Policy COM5 of the LDP regarding affordable housing. The applicant has indicated that all 48 units will be provided as social rented accommodation. In order to safeguard compliance with the LDP, the affordable housing target of 20% for the Bridgend area should be secured through a Section 106 Agreement.

With regards to education, the scheme meets the threshold of 5 or more residential units identified in SPG16 as being large enough to place increased pressure on local educational facilities. However, the Children's Directorate have confirmed that there is sufficient capacity in the local primary and secondary schools to accommodate the additional pupils that can be expected to be generated by the development. As such, a contribution will not be required.

With regards to Outdoor Recreation Facilities, Policy COM11 of the LDP requires provision of 2.4ha per 1,000 people. For a proposal of 48 dwellings, this amounts to approximately 2,700sqm to consist of a combination of outdoor sport, children's play, amenity space and allotment space. BCBC's open space audits reveal a deficit in the locality. The Parks and Playing Fields Section have indicated that an existing Children's Play Facility is located adjacent to the site and, as an alternative to onsite provision and the subsequent cost of maintaining the facility, a financial contribution could be sought to improve this existing facility. Based on current rates for provision in BCBC, the contribution required would equate to a figure of £470 per dwelling.

As indicated in the previous section of the report the impact of the development on the highway network has been thoroughly examined by the Transportation and Engineering Section, as has the submitted layout, to establish whether it accords with both national and local guidance. The impact of the development on the immediate and surrounding road network and the sustainability of the proposed off and on street parking arrangements have been the focus of the objections received from local residents. In applying the aforementioned guidance (Manual for Streets and the Car Parking Guidelines refers) the layout and associated highway works are considered to be in compliance. Accordingly, no objections to the development have been received from the Group Manager Transportation and Engineering.

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 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 its principles are generally relevant to this application and in particular Notes 1, 2, 6 & 8.

The number of units proposed by the development has been a specific concern of a number of objectors. Policy COM4 of the LDP establishes a density requirement of at least 35 dwellings per hectare. The supporting planning statement acknowledges that delivering 48 dwellings on a 1ha site equates to a density of 49 per hectare, well in excess of the minimum level as set out in policy. The developer seeks to justify this level based on Planning Policy Wales, which advocates higher density development in sustainable locations, and the number of flats proposed. Whilst undoubtedly the site is closely linked to the town and all public transport connections, increased densities should not be accepted if the living environments created are poorly designed.

For many of the properties, the level of private amenity space is extremely modest with garden lengths of a number of the properties measuring less than 10m. The revised layout has sought to address the Department's concerns on this matter and improvements have been achieved across the layout. The building footprints have been reduced on Plots 15-20 and whilst the garden lengths range between 6-7m, the units will overlook the existing children's play facility and housing on Jubilee Road beyond. Consequently, the outlook for the future occupiers is relatively open.

For Plots 7-9 (inclusive) the garden size is restricted with the minimum Welsh Design Quality Requirement just being achieved. Being located close to the new site access and Coychurch Road, the layout proposes a 2.1m high fence around the rear and side garden, to ensure that amenities are protected in terms of privacy and noise. Such an arrangement does however restrict the level of useable space and outlook and does not achieve the highest quality in design. The designer has been asked to review this aspect of the layout and it is possible that a revised plan addressing this specific concern will be received prior to the Committee meeting. This will be brought for Members consideration via the amendment sheet.

Residential properties in the vicinity of the development site are generally two storeys in scale and, therefore, the introduction of three storey units as proposed must be considered carefully to ensure that amenities, both in terms of visual and residential, are not affected. Positioned at the centre of the development site, the three storey flats will be surrounded by two storey development which will provide the foreground when viewed from the adjacent housing areas. Although the development site is relatively flat, the re-aligned Coychurch Road rises some 5m above. Furthermore, three storey development in the non-domestic setting of Bridgend College site provides the wider context. On this basis, it would be difficult to sustain an argument that the development would be so incongruous as to warrant a refusal of planning permission.

The three storey flats will be some considerable distance from existing properties in Jubilee Road, Jubilee Crescent and College Close. Domination of outlook and overshadowing are not acknowledged as factors given the separating distances both in terms of the flats and all other properties proposed on the submitted layout. Furthermore, the Council's privacy standard will be more than exceeded.

The house types proposed as part of the original submission included elements of inappropriate design with poor form and detailing resulting in dwellings with little architectural merit. The revised planning layout has been accompanied by amended house types which have a simple form with an appropriate palette of materials. It should ensure that the new buildings are a local visual asset even if they are architecturally undistinguished.

In summary, the scale and density of the scheme are generally in keeping with its surroundings. The designer has also sought to safeguard the amenities of existing residents with reference to the siting of the dwellings to ensure that their privacy will be protected, and their outlook will not be dominated or overshadowed. It is considered that the revised layout appropriately addresses the safeguarding of neighbouring residential amenity.

The implementation of biodiversity enhancements, as required by conditions 4 and 14, will help contribute to the environmental sustainability of the development and will demonstrate compliance with S40 of the Natural Environment and Rural Communities (NERC) Act 2006.

With regard to site drainage, it is understood that the drainage strategy for the site is acceptable although the points of connection to the existing system will need to be agreed with Dwr Cymru / Welsh Water. The imposition of a planning condition that will require the agreement of a comprehensive drainage scheme for the site prior to development commencing should provide sufficient protection to the existing drainage infrastructure and the amenity of residents.

In general, the proposal accords with Council policies and guidance with regard to the effects of

the development on the character and the amenities of the neighbours and the area.

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 02 were considered.

CONCLUSION

This application is recommended for approval because the development complies with the policies of the Bridgend Local Development Plan and will deliver affordable housing on a sustainable site without any significant impact on the highway network and local drainage system. Furthermore, the proposed housing layout has been designed to ensure that the amenities of existing and future residents will be safeguarded.

RECOMMENDATION

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

(i) Provide for a minimum 10 units of affordable housing, with the type of units, location within the site and affordable tenure to be agreed by the Council.

(ii) Provide a financial contribution of £22,560 on the commencement of development towards the upgrading of an existing play area in the vicinity of the application site.

(iii) Provide a financial contribution of £7,000 on the commencement of development for the preparation of Legal Traffic Orders for a 20mph zone within the development site.

(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, as follows:-

1 The development shall be carried out in accordance with the following approved plans and documents: plan numbers 3359/PA/001, 003 (Revision E), 004 (Revision A), 101 (Revision A), 011 (Revision B), 012 (Revision A), 013 (Revision B), 014 (Revision A), 015 (Revision B), 018 (Revision A), 019 (Revision B), 020 (Revision A), 021 (Revision B), 022 (Revision A), and 023 (Revision B) and the following documents: Preliminary Ecological Appraisal and Code for Sustainable Homes Report, Environmental Noise Survey - Hunter Acoustics and the Site Investigation Report by Integral Geotechnique.

Reason: For the avoidance of doubt as to the nature and extent of the approved development.

2 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 dwellings 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.

3 No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a soft and hard landscaping scheme. 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.

- 4 No development shall take place until a schedule of landscape maintenance for a minimum period of 3 years has been submitted to and agreed in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the agreed schedule.

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

- 5 No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected and a timetable for its implementation. The scheme shall include a revised boundary treatment along the shared boundary with 7 College Close, the design and scale of which will be determined by the finished levels of the site. Development shall be carried out in accordance with the agreed plan and timetable.

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

- 6 No development shall take place until details of the proposed floor levels of the buildings in relation to existing ground levels and the finished levels of the site have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development relates appropriately to the topography of the site and the surrounding area.

- 7 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.

- 8 No development shall commence until such time as a Construction Environment Management Plan (CEMP) detailing all necessary pollution prevention measures for the operational and post operational phase of the development has been submitted to and agreed in writing by the Local Planning Authority. The (CEMP) shall identify as a minimum:

- a. Storage facilities and emergency containment for all fuels, oils, chemicals and explosives and any other polluting substances;
- b. Construction compounds, car parks, offices etc.
- c. Details of surface water drainage arrangements to be installed to intercept and treat contaminated surface water run-off;
- d. Works timing and phasing of works/responsible proactive construction methods;
- e. Details of maintenance of site access/haulage roads to ensure no polluting discharge;
- f. Measures for dealing with any contaminated material (demolition waste or excavated

waste);

g. Environmental Monitoring Schemes and Environmental Protection methods;

h. Details of emergency contacts;

The (CEMP) should then be efficiently communicated to all contractors and subcontractors and implemented throughout the period of construction.

Reason: To prevent pollution.

- 9** No development shall commence on site until a scheme has been submitted to and agreed in writing by the Local Planning Authority for the provision of noise mitigation and ventilation works to ensure that the habitable rooms in the properties achieve an internal noise level of 35 dBA Leq 16 hour during the day (07.00 to 23.00 hours) and 30 dBA Leq 8 hour at night (23.00 to 07.00 hours). The submitted scheme shall ensure that habitable rooms subject to sound insulation measures shall be provided with acoustically treated active ventilation units. Each ventilation unit (with air filter in position), by itself or with integral air supply duct and cowl (or grille), shall be capable of giving variable ventilation rates ranging from:

(i) An upper rate of not less than 37 litres per second against a back pressure of 10 newtons per square metre and not less than 31 litres per second against a back pressure of 30 newtons per square metre, to

(ii) A lower rate between 10 and 17 litres per second against zero pressure.

The dwellings shall be constructed in accordance with the agreed noise mitigation and ventilation works prior to occupation.

Reason: In the interests of the amenities of the future occupiers of the approved development.

- 10** The development shall be carried out strictly in accordance with the mitigation measures set out in paragraphs 11.3 to 11.7 of the Intégral Geotechnique (Wales) Limited Site Investigation Report (dated April 2015).

Reason: For the avoidance of doubt and in the interests of safety.

- 11** No development shall commence on site including any works of site clearance, until a Construction Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Construction Management Plan shall include:-

(i) Provision of a temporary compound for construction materials and plant and parking for contractor's vehicles during the demolition and construction of the development; and

(ii) Details of a wheel washing scheme to prevent mud and debris from the construction traffic being carried out onto the existing maintainable highways; and

(iii) A scheme of temporary traffic management to facilitate the construction of the proposed junction onto Coychurch Road and any other element of the road construction where such traffic management is necessary; and

Any construction or demolition works undertaken at the site shall thereafter be in accordance with the Construction Management Plan.

Reason: In the interests of highway safety and to ensure that the Local Planning Authority retains effective control over the development in the interests of general amenity.

- 12** Construction works shall not take place outside 07:30 hours to 17:30 hours Mondays to Fridays and 08:30 hours to 13:00 hours on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of residential amenities.

- 13** No development shall take place, including any works of site clearance until a 'Site Clearance Method Statement' has been submitted to and agreed in writing by the Local Planning Authority. The statement shall include details for avoidance of harm to reptiles and nesting birds. The development shall be carried out strictly in accordance with the agreed method statement.

Reason: In the interests of visual and residential amenity and to promote nature conservation.

- 14** No development shall take place until a scheme for the erection of bird and bat boxes and a programme of implementation has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented as agreed.

Reason: In the interests of visual and residential amenity and to promote nature conservation.

- 15** Notwithstanding the submitted details, the means of access from the site onto Coychurch Road shall be laid out and constructed with minimum 10.5m radius kerbing and minimum vision splays of 2.4m x 45m in accordance with details to be submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

- 16** No structure, erection or planting exceeding 0.9m above carriageway levels shall be placed within the required vision splay areas identified in Condition 15 above at any time.

Reason: In the interests of highway safety.

- 17** No development of any of the building plots shall commence on site until a scheme has been submitted to and agreed in writing showing the internal access road being subjected to a 20mph speed restriction. The agreed scheme shall be implemented prior to any building on the site being brought into beneficial occupation.

Reason: In the interests of highway safety

- 18** No dwelling shall be occupied until the individual drive and parking bays serving the dwelling concerned have been laid out as approved and completed in permanent materials at gradients that do not exceed 8.33% (1 in 12) in accordance with the approved layout and shall be retained thereafter for parking purposes.

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

- 19** The engineering recommendations contained in the submitted Site Investigation Report - Job No: 11356 prepared by Intégral Geotechnique (Wales) Limited (dated April 2015), including details of remedial works and precautions necessary in relation to the structural design of the dwellings and the design, construction and maintenance of the proposed highways and associated retaining walls, sewers and attenuation structures shall be undertaken in accordance with requirements of the report as appropriate to the structures or roads to be constructed. In addition, the precautionary works shall take account of the potential for solution cavities to appear beneath the roads serving the development.

Reason: To ensure the safety and stability of the development.

- 20** No works shall commence on site until such time as a scheme, including engineering details, has been submitted to and agreed in writing by the Local Planning Authority for the provision of an access road to afford access to the existing highway surface water attenuation tank located to the south of the site. Such a scheme shall be implemented, as agreed, in permanent materials before any dwelling on the development is brought into beneficial use or in accordance with a timetable to be agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

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

(a) This application is recommended for approval because the development complies with the policies of the Bridgend Local Development Plan and will deliver affordable housing on a sustainable site without any significant impact on the highway network and local drainage system. Furthermore, the proposed housing layout has been designed to ensure that the amenities of existing and future residents will be safeguarded.

(b) Foul and surface water shall be drained separately.

(c) No surface water will be allowed to discharge to the public sewer.

(d) No land drainage run-off will be permitted to discharge either directly or indirectly into the public sewerage system.

(e) Rainwater run-off from driveways 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.

(f) It is a requirement under Section 153 of the Highways Act 1980 that any gates must be located and fitted so as not to open out over the highway.

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

(h) 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.

(i) 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.

(j) 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 shall apply at junctions. Access roads shall have a minimum gradient of 1:125.

(k) 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 acceptable as they may 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.

(l) Details of any retaining walls within the site to be submitted to the Authority shall include 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.

The retaining wall associated with Plots 1 - 6 that is to be located at the base of the embankment, is considered to be accommodation works associated with the development and, therefore, the long-term maintenance of it will rest with the developer and not the highway authority despite the fact that the walls will support the highway known as Coychurch Road.

(m) Commuted sums to cover the extraordinary long term maintenance costs of any highway structures will be a prerequisite of the adoption of the road works as highways maintainable at public expense.

(n) 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 Planning Authority prior to beneficial occupation of the first dwelling house in the street that has been so allocated.

(o) 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.

(p) An information pack containing public transport information including timetables shall be provided by the developer upon occupation of each residential unit.

(q) All lorries should be suitably sheeted before leaving the site.

(r) It will be necessary for the developers to complete a Stopping Up Order under Section 247 of the Town and Country Planning Act 1980 to extinguish highway rights on those parts of the existing maintainable highway that are to become redundant as a result of the development proposal. The stopped up areas will revert back to the original owner on completion of the stopping up procedures.

The process of making an Order takes about 13 weeks but developers need to be made aware from the onset that the Secretary of State for Wales cannot make an order retrospectively and this means that, if any road works associated with this planning consent is commenced, the process becomes ultra vires which will have serious consequences for the procedure and, therefore, the developer.

Developers will be expected to deal direct with the Welsh Government in relation to the

completion of the stopping up procedures involved. The procedure is fairly straightforward and involves the completion of a form and the provision of plans marked up in a specific manner and supporting documentation as per the guidance notes attached to the form. The highway authority will assist by approving the marked up plans prior to submitting the form. The form can be downloaded via www.gov.uk/government/publications/stopping-up-and-diversion-of-highways or can be obtained from the highway authority.

(s) The planting scheme associated with Conditions 11 and 12 should involve low-growing and spreading plants to create ground-cover that forms a rapid, dense cover, to suppress germination and development of weed seeds and to eliminate the need for weed control measures thereby creating a low-maintenance regime.

(t) The Welsh Government has introduced new legislation that will make it mandatory for all developers who wish to communicate with the public sewerage system to obtain an adoption agreement for their sewerage with Dwr Cymru/Welsh Water (DCWW). The Welsh Ministers Standards for the construction of sewerage apparatus and an agreement under Section 104 of the Water Industry Act (WIA) 1991 will need to be completed in advance of any authorisation to communicate with the public sewerage system under Section 106 WIA 1991 being granted by DCWW.

(u) Further information on the Welsh Ministers Standards is available for viewing on the Developer Services Section of the DCWW website - www.dwrcymru.com. Further information on the Welsh Ministers Standards can be found on the Welsh Government website - www.wales.gov.uk.

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None