

# Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr Bridgend County Borough Council



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rob@planrltd.co.uk

## Grwp Datblygu/Development Group (Planning)

Deialu uniongyrchol / Direct Line: 01656 643152

Gofynnwch am / Ask for: Rhodri Davies

Ein cyf/Our ref: PE/179/2021

Eich cyf/Your ref:

Dyddiad/Date: 18 June 2021

By email: [rob@planrltd.co.uk](mailto:rob@planrltd.co.uk)

Dear Rob,

## Bottom Yard and Paddock and old stone buildings Marlas Farm, North Cornelly Proposed Residential Development – Access/Listed Buildings

I refer to our on-site meeting on 19 May, 2021 with Jeff Murray (CFW Architects), Leigh Tuck (Senior Transportation Development Control Officer), and Moira Lucas (Senior Conservation and Design Officer), Keith Power (Traffic Management Officer), Sarah Frampton (Traffic Management Officer), Andy Roberts (Lime Transport) and representatives of the landowners.



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## **Consideration**

The meeting was ostensibly set up to discuss options regarding the vehicular access into the site and its potential impact on the surrounding highway network and the adjoining Grade II Listed Farmhouse.

Having considered the option of by-passing the existing farm yard access by improving and widening the existing track between the site and Afon y Felin Primary School, which is accessed directly off Marlas Road, Officers are of the opinion that a vehicular access at this point would have a detrimental impact on the setting of the Grade II Listed Farmhouse.



***Setting of Listed Farmhouse***

However, there is support for a screened Active Travel route at this point. It was also agreed on site that an access via the existing housing estate to the west of the site would not be practical or viable due to the convoluted route, third party ownership and the levels differences between the two sites.

With regard to the existing farm access, I can confirm that the following points should be taken into consideration:

- In order to support any future planning application a full Transport Assessment will be required to understand the impact on the signalised junction on Marlas Road. Whilst the traffic generated from a relatively small development such as this might not necessarily breach the 5% materiality threshold for planning, it may have a detrimental effect on the signalised junction.
- The TA should also consider the proposed primary vehicular access and how this will be designed to ensure that it does not result in a highway safety concern. The proposed primary vehicular access should, primarily, address the issues with the vision splays. Whilst it is accepted that the vision splays can be achieved on the vertical plane on plan,

there is a concern that, due to the topography of the road, the vision splay in the horizontal plane would not meet the standard and this should be evidenced.

- In addition, the speed limit of the road may need to be changed and a robust white lining scheme around the proposed junction needs to be designed to ensure that vehicles do not take the central position on the road when passing the site.
- During the site meeting, the proposed active travel improvements as required by the Active Travel (Wales) Act 2016 were discussed and a number of alternative solutions investigated. The applicant's Transport Consultant should outline the proposed improvements in the TA and also include a Transport Implementation Strategy to include both soft and hard measures to ensure that the development does not result in a reliance on the private motor vehicle.
- Parking should be provided as per the adopted parking standards SPG17. Any departure from the standards will require robust justification contained within the TA.
- Each property should include safe cycle parking within the garage or shed as per the requirements of the active travel act.
- Footways within the development should measure 1.8m wide to encourage walking and cycling.
- Any shared use route extending beyond the red line boundary to link with existing walking and cycling routes should measure 3m within a 4 metre corridor.

The majority of the above points should be addressed before the suggested design elements can be incorporated into the scheme. In addition to the above, a scheme for the widening of the signalised junction with Marlas Road should be proposed to avoid any vehicular conflicts at this point.



***Potential Widening of Signalised Junction***

Finally, a pedestrian crossing should be implemented between the proposed active travel route and the eastern footpath alongside Marlas Road in order to encourage the use of the active travel route to the facilities and services in Pyle.



***Potential Pedestrian/Cycle Crossing***

Based on the above, and our discussions during the site meeting, the principle of a residential development on this site is acceptable in general although the issue of access would need to be resolved before finalising the design and layout of the scheme, carrying out ecological surveys of the buildings and trees and preparing a SuDS scheme for the development.

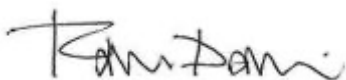
Once the access issues have been addressed, the additional fee for £1800 for a further meeting and written advice – Stage 2 of the process – should be paid along with the additional evidence and revised plans (including £200 Highways, £150 Ecology/Trees, £150 SAB/Drainage and £100 Building Conservation).

These fees cover administration costs and the time spent in research, assessment and in making a written response.

The Department would prefer payment to be made by credit card by telephoning the department (Tel. No. 01656 643675) where the payment can be taken.

I trust that the above advice is of assistance.

Yours sincerely,



**Mr. Rhodri Davies BA, BTP, MRTPI  
DEVELOPMENT AND BUILDING CONTROL MANAGER**