

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



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

Mr. R. Burns  
Bridgend Town Council  
[robert.burns@rdburns.co.uk](mailto:robert.burns@rdburns.co.uk)

**Grwp Datblygu/Development Group (Planning)**  
Deialu uniongyrchol / Direct Line: 01656 643152  
Gofynnwch am / Ask for: Rhodri Davies

Ein cyf / Our ref: PE/389/2020  
Eich cyf / Your ref:

**Dyddiad / Date: 16 November 2020**

By email: [robert.burns@rdburns.co.uk](mailto:robert.burns@rdburns.co.uk)

Dear Mr. Burns,

## **Ty'r Ardd, Sunnyside, Bridgend Pedestrian access, repositioning of building entrance and southern boundary railings**

I refer to our Teams meeting on Friday 13<sup>th</sup> November 2020, with Claire Hamm (Building Conservation and Design Team Leader) and Robert Morgan (Principal Transportation Development Control Officer) to discuss the proposals for Ty'r Ardd as required by the Town Council.

As discussed, the proposals for a new gate feature and an alternative entrance to the building are supported, in principle. Likewise, the proposed tree management proposals for the site are deemed to be acceptable subject to following the advice of Rob Jones (Countryside Management Officer) and the protection of the services during works, particularly at the head of the triangle where the two back lanes meet (as referred to by Rob Morgan). Works in this area will need a licence to work in the highway from Streetworks.

Whilst there are some merits in relocating the focal point of the pedestrian access to the Park Street/town end of the site to address the natural desire line of people visiting the Town Hall by foot, there are a number of constraints. From a Highway perspective, internal consultations have taken place with regard to the proposals.

As discussed, the relocation of the main pedestrian access to the northern part of the site would likely promote additional drop-offs on Park Street close to the traffic light controlled junction even though there are double yellow lines in this location. It could also encourage drop-offs and parking in the rear lane serving the garages on Park Street and Sunnyside Road to the detriment of highway safety and the free flow of traffic.

Ffôn/Tel: 01656 643643

Facs/Fax: 01656 668126

Ebost/Email: [talktous@bridgend.gov.uk](mailto:talktous@bridgend.gov.uk)

Negeseuon SMS/ SMS Messaging: 07581 157014

[Twitter@bridgendCBC](https://twitter.com/bridgendCBC)

Gwefan/Website: [www.bridgend.gov.uk](http://www.bridgend.gov.uk)

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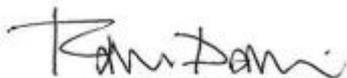
The rear lane is classed as a carriageway only and, as such, it subject to maintenance standards for a carriageway. Whilst pedestrians can use the highway currently, they should not expect it to be of a standard of maintenance that is commensurate with other public footways. The proposal for a gated entrance at the northern end of the site would result in an increase in the number of pedestrians using a sub-standard highway network which does not have dedicated pedestrian facilities and is not maintained to pedestrian standards (illuminated and properly surfaced etc.). This could lead to an increased risk to pedestrian safety by way of trips and falls and conflict with vehicles and it is likely to require the Highway Authority to reconsider the highway status of the lane, which would require significant improvements.

As a result of the above, and based on our discussions during the meeting, we would recommend that the pedestrian access to the site is retained via the established access road off Sunnyside Road which will be improved as a result of the Linc development. A 1.8m wide footpath will be secured alongside the access road (with a 1.4m high fence backing onto Sunnyside Road) and there is an opportunity to provide a focal point close to the proposed alternative access into the building to improve the legibility of the building for its users.

I look forward to receiving revised details so that further advice can be provided prior to the submission of an application.

I trust that the above advice is of assistance in your deliberations with the Town Council.

Yours sincerely,



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