

Planning Permission P2019/5330

12 new houses

on
the site of Former Primary School, Neath Road, Bryn, Port Talbot

Discharge Of Pre-Commencement Conditions of Full Planning Permission (Plots 1-2)

Condition 3.

No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development, and retained as such thereafter.

Drawing 1177-00-03-F indicates the route of the proposed Foul Sewer to serve units 1 and 2. This will discharge into the existing Manhole F4 at the south end of Unit 1. F4 is at the head of the existing adopted combined sewer which served the school which previously occupied the site.

Negotiations are currently ongoing with Welsh Water regarding completion of a Section 104 adoption of the proposed Foul Sewer serving Unit 2 as it passes across the private shared access and the through the curtilage of Unit 1 to the existing adopted manhole at F4.

Drawing 1177-00-03-F also shows, as broken lines, the proposed adopted drainage which will be installed in Phase 2 of the development to serve the 10 dwellings included in the Outline Section of Planning Permission P2019/5330. Phase 2 drainage outfalls from the site is at a lower level than the current drainage due to the topography of the site. The drainage outfall at the rear of he Rugby Club will be lowered as part of the Phase 2 works between F2 and F6 with the Phase 1 manhole F7 modified to outfall to Manhole F6.

Superseded

Condition 4.

No development shall commence (including any site clearance), until a Demolition & Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Method Statement shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:

The recommendations of British Standard BS5228-1:2009 have been followed where applicable to this minor section of the development comprising the construction of 2 houses and associated infrastructure. The relationship of the various elements of the project to the nearest existing housing at Welfare Avenue is shown on drawing 1177-00-15-B.

a) the parking of vehicles of site operatives and visitors;

During the construction of the superstructures of Unit 1 and Unit 2 the number of site operatives are anticipated to be not more than 10 persons. A temporary access will be constructed between Units 1 and 2 off Neath Road at the position of the proposed new estate road (which will be a private shared access until houses 3-12 are constructed under further planning applications submitted under the Outline Section of Planning Permission P2019/5330)

From this access point a temporary access track will provide access to the existing surfaced playground which will be used as a car park and materials storage area during the construction of the superstructures of Unit 1 and 2. Following completion of Unit 1 this area will be broken up and filled to provide the new rear garden of that unit and the site of unit 10 to be constructed in the Phase 2 works.

Once scaffolding has been dismantled from each of Plot 1 and 2 the permanent vehicle parking and access areas within Plots 1 and 2 will be constructed to sub-base level to provide any additional parking for operatives and deliveries to operatives involved in finishing trades.

Visitors to the site will use the 6 existing parking places on the eastern side of Neath Road which remains in this location since the site was used as a school.

b) loading and unloading of plant and materials;

Loading and unloading of plant will be undertaken within the existing playground area until Unit 1 is completed. Following completion of Unit 1 loading of plant for transport off site will be undertaken on the new shared access constructed as part of this phase of the works.

Superseded

All plant and equipment will be kept well maintained to prevent excessive emissions of fuel and oils.
All grinding / cutting of materials will be kept to a minimum and use tools and equipment with dust bags where possible.
During summer months any unsealed earthworks or sub-bases will be kept lightly sprayed with water.

g) measures to control the emission of dust and dirt during construction;

A high pressure water spray pump will be provided near the entrance. It will discharge into a small lined settling pool before discharge into the existing surface water drains on the site which previously served the school.

f) wheel washing facilities to prevent deposition of material onto any hard surface road;

No decorative display or public viewing facility is to be provided.
The existing high metal boundary fence is to remain in-situ as the permanent boundary to the two new houses. Where it is removed to form the new access to site the gap will be secured with Herras fencing outside of normal working hours.
e) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

Items of Plant will generally be left secured and stored overnight, or at weekends and Bank Holidays, where they were last used on site unless they had been used on the works on Neath Road when plant will be stored overnight on the former surfaced playground area.
d) storage of plant and materials used in constructing the development;

Construction will only be carried out only between 8.00 am and 5.00 pm on Weekdays and 8.00 am and 1.00 pm on Saturdays.
Deliveries will only be accepted during these working hours.
The return route will as above but in reverse.

All deliveries will be made by lorries travelling from the B4282 (The main road between Maesteg and Port Talbot). They will turn of the B4282 into Neath Road and traverse past the 8 residences, chapel and rugby club in that road before reaching the site. Neath Road is the shortest route between the B4282 and the site. This route passes the lowest number of residential properties.

c) Routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings;

Superseded

There is adequate space on site to allow the maximum anticipated number of delivery vehicles to be received and unloaded without having to wait on the highway. During Highway surfacing works where single "give and take" working on the highway may take place the delivery vehicles will be kept to an average of 2 at any one time (one unloading and one waiting) and these will be kept within the coned off working area.

k) Measures to prevent stacking of vehicles onto the public highway;

It is anticipated that waste materials from the demolition of the school (plastic and roofing felts) be transferred off site in approximately 4Nr netted builders skips on 4 wheeled lorries. Wooden frames and the steelwork components would be removed on approximately 10 Nr 4 or 6 wheeled lorries.

l) The frequency and size of vehicles used to transport the waste material arising from the demolition works;

Temporary signs will be erected at the site entrance restricting site traffic to a maximum speed of 10 MPH. This signage will be kept in place for the duration of the works. Temporary signage will be erected at the site entrance showing the 30 MPH speed limit on Neath Road and asking all drivers to respect the quiet amenity of those living on Neath Road. This signage will be kept in place for the duration of the works.

i) scheme for the erection of temporary/semi-temporary signage warning drivers of speed restrictions;

All hard materials will be broken up into small enough pieces to be incorporated into general fill areas which are below formation levels of paths drives etc or a minimum of 750 mm below any garden areas.

The materials resulting from demolitions will be dealt with as set out in section j) below.

h) a scheme for recycling/disposing of waste resulting from demolition and construction works;

Superseded

i) Identification of the significant construction and demolition noise sources, detailing the physical and operational management controls necessary to mitigate emissions from these noise sources, as well as noise complaint investigation procedures;

Phase one of the project comprises of the following elements as shown on drawing 1177-00-15 (see this drawing for the location of points "A" to "D") in the following order:-

i) Construction of Plot 2.

The substructure on this dwelling comprises traditional strip foundations and a beam and block suspended floor. Excavation will be carried out with a 360 degree hydraulic excavator and 3 tonne dumper. Concrete will be poured directly from the ready mixed concrete delivery vehicle. The blockwork will be laid by hand using an electric cement mixer and the floor beams and blocks will be handled into place by hand assisted by a tele-handler.

The frame of the building is timber frame (manufactured off site) with a brick and blockwork outer skin and roof tiles. The timber frame and roof trusses will be erected using a tele-loader.

The external skin will be erected by hand working off scaffold with mortar being mixed by a diesel powered mixer at ground level.

Hoisting of materials onto loading platforms on the scaffold will be by means of a hydraulic telescopic tele-handler fitted with forks.

Once the scaffolding is dropped external works comprising of drainage followed by printed concrete paving on sub-bases will be constructed using a 360 degree hydraulic excavator and path roller, with concrete being poured by hand directly from a ready mixed truck.

Internal finishing works will be completed by operatives using hand held tools once windows to the front elevation of the dwelling are fitted—providing an effective sound barrier.

No activities causing any high noise levels or vibration are anticipated to be employed on this element of the works which at their nearest are over 86 metres away from the nearest residential dwelling.

Superseded

ii) Construction of Settling Pond

This element comprises of the excavation of a pond and construction of a reinforced concrete outfall structure. The excavation of the pond in the clay subsoil will be by 360 degree hydraulic excavator with materials being loaded into 3 tonne dumpers for transport to the area around Unit 1 where it will be deposited in layers around the substructure of the building to make up the garden levels.

No activities causing any high noise levels or vibration are anticipated to be employed on this element of the works which at their nearest are over 105 metres away from the nearest residential dwelling.

iii) Demolition of existing school building.

This building is a "CLASP" type of design, dating from the 1960's, comprising of a lightweight steel frame with a timber framed and cladded infill panels – some of which have been over-cladded in plastic shiplap or similar cladding. The cladding panels will be stripped of plastic elements and the roof will be stripped of the felt waterproof membrane – which will be loaded into suitable skips for disposal.

The timber panels will be un-bolted from the steel frame removed and loaded onto flat bed lorries by the tele-handler for transport to a buyer who has a potential reuse for the panels.

The steel frame will be unbolted and each of the separate lengths of roof truss bracing and columns loaded onto flat bed lorries for transport to a buyer who has a potential re-use for the steel frame.

Concrete foundations and floor slabs will be broken out and excavated only to extend required to allow the construction of Unit 1 foundations and the drainage pipe work under the shared private drive (which will serve as the adopted estate road in a future phase of the development.

The breaking out of concrete will be carried out by a hydraulic hammer / breaker attached to a 360 degree hydraulic excavator.

Concrete will be broken up into small enough pieces to be used as general fill under roads and vehicular parking areas. This operation is the noisiest operation proposed on the site and will be undertaken in the shortest possible time period. The houses within 200 metres of the existing building will be informed of this operation approximately 1 week prior to its occurrence.

Superseded

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iv) Construction of Plot 1

The substructure on this dwelling comprises traditional strip foundations and a beam and block suspended floor. Excavation will be carried out with a 360 degree hydraulic excavator and 3 tonne dumper. Concrete will be poured directly from the ready mixed concrete delivery vehicle where possible or handled into position by concrete pump. The blockwork will be laid by hand using a diesel cement mixer. The floor beams and blocks will be handled into place by hand assisted by a tele-handler.

The building is of traditional cavity wall construction supporting pre-stressed concrete beam and block flooring and flat roofing. The floor beams and blocks will be handled into place by hand assisted by a hydraulic telescopic tele-handler. The external and load bearing walls and roof coverings will be erected by hand - working off scaffolds with mortar being mixed by an electrically powered mixer at ground level.

Hoisting of materials onto the scaffold will be by means of a tele- handler fitted with forks.

Once the scaffolding is dropped external works comprising of drainage and utilities followed by printed concrete paving on sub-bases will be constructed using a 360 degree hydraulic excavator and path roller with concrete being poured by hand directly from a ready mixed truck.

Internal finishing works will be completed by operatives using hand held tools once windows to the front elevation of the dwelling are fitted—providing an effective sound barrier.

No activities causing any high noise levels or vibration are anticipated to be employed on this element of the works which at their nearest are 58 metres away from the nearest residential dwelling but set at a considerably lower level.

Superseded

Once the manhole at the head of the large diameter pipe work is completed the shared access will be completed to adoptable standards to sub base level using a smaller 360 degree hydraulic excavator and vibrating roller to construct drainage to gullies and Unit 1 and Unit 2 and the spreading of sub bases. The remaining flexible surfacing layers will be laid by a suitable paving machine and compacted with a deadweight roller.

vii) Construction of Shared Access

Backfilling around the pipes will be carried out with suitable excavated material or imported granular material as appropriate and compacted in layers with a vibrating roller to provide a formation to the existing and proposed highway surfaces.

Excavated materials will be deposited into 3 tonne dumpers and transported to the lower section of already completed pipeline where it will spread and compacted in layers to bring the existing ground levels up to the formation level of the New Road 1.

Within Neath Road new pipe work will be provided to take surface water from gullies in existing and new sections of the widened road. Traffic will be diverted along the access to the 6 parking bays running parallel and to the west of Neath Road to allow the deepest sections of pipeline to be constructed safely away from vehicular traffic and pedestrians.

The 1500 diameter pipeline stops short of Neath Road in a large diameter concrete ring manhole.

Construction of the pipeline will commence at the eastern end of Road 1, near to the proposed pond, in a shallow open cut trench cut by a large hydraulic excavator. Pipes will be handled into position using the same excavator and winched tight to each other.

This pipeline of 1500 mm diameter will take surface water from the improved section of Neath Road; Units 1 and 2 and the shared private drive (which will eventually become part of the adopted estate roads).

vi) Construction of large diameter pipe under the line of the proposed new estate road

Superseded

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viii) Improvements to the width of Neath Road including surface water drainage improvements and removal of pinch point at point "B" indicated

This section of work will be constructed in two phases. The section between the junction of the new Estate Road 1 and point B will be constructed first as the large diameter pipe work reaches Neath Road at point "C"

The area of new cutting at point B will undertaken first to provide the additional space to allow the width of road to be increased to a 5.5 metre width with 2 Nr 1.80 m wide footways. This will be undertaken by a hydraulic excavator loading into 3 tonne dumpers which will take the material on to the site to be re-used as fill on the site.

This element of the works is only 25 metres from the nearest receptor dwelling. The occupants of that and the neighbouring properties will be informed of the proposed at least 1 week before these works are due to commence. Care will be taken to avoid any dust from the excavations escaping from the worksite by damping down on dry days and the proposed section of works will be carried out in as short a period of time as possible.

Once the excavation has been carried out the ground between the new cutting and 32 Welfare Avenue will act as a noise bund and work will be below the line of sight of this dwelling thus leading to a much reduced noise from construction works being received at that house.

Following excavation to formation level new drainage gullies will be installed together with pipe work to take the

surface water from these gullies back into the large diameter pipes running down Road 1. These works will be constructed in two sections of alternate give and take working on the existing and widened sections of Neath Road at the new cutting. In a short section of give and take one way working whilst crossing the access to the six parking bays and then in the existing highway with traffic being diverted to the section of highway providing access to the six parking bays.

A detailed traffic management scheme will be agreed with the Highway Authority and implemented once the detailed design of the highway has been finalised under the appropriate Section 38/278 agreement.

Superseded

The Amenity of the surrounding residences is discussed above against Condition 4 item l).
Hours of working and delivery periods are as stated above against Condition 4 item c).

m) Hours of working on site, and specified hours for deliveries and any elements of the demolition or construction that could lead to amenity issues from noise and disturbance to adjoining properties.

A detailed traffic management scheme will be agreed with the Highway Authority and implemented once the detailed design of the highway has been agreed under the appropriate Section 38/278 agreement.
The widening and drainage to the section of Neath Road to the frontage of Unit 2 will be constructed initially off-line and then in the short section of "give and take" one way working.

ix) Improvements to the width of Neath Road at frontage to Unit 2

The new pipeline will be constructed in the existing verges and at the same time as the widening of Neath Road in front of Unit 2.
The storm water from the existing portion of Neath Road to the north of the site currently flows across the frontage of the site in a 300 mm diameter concrete pipe. The pipe in of sufficient size to carry the existing storm water flows. This results in storm water running into the site. This pipe is to be replaced by a 525 mm dia pipe with new headwalls and road crossings to ensure that sufficient capacity exists to transport the storm water flows to the existing ditch running along the southern and eastern boundaries of the site to the existing stream.

viii) Replacement of pipeline carrying storm water off road to north of the site.

Superseded

The fore bay will be closely monitored and cleaned out regularly as required during construction.

Once the surface water attenuation pipe work is in place surface water will be directed into that pipe work which outfalls into the fore bay of the proposed pond which will trap silts or small stones before they discharge into the pond and then onward into the existing stream outfall.

Any storm water paths from construction work will initially be directed to the grassed areas of topsoil which will trap any silts and stone allowing the clean water to run down to the bottom of the site and collected in the existing cut off ditch.

Any storm water will therefore be trapped in these lower levels. The water will be allowed to evaporate before further work commences. Should this not occur quickly enough to allow progress of the works the water will be pumped out into the already connection of surface water sewer running down Road 1 and into the fore bay of the proposed pond which will trap silts or small stones before they discharge into the pond and then onward into the existing stream outfall.

The works to provide additional highway formation adjacent to the highway comprise of works below the level of the highway. The ground so far encountered in trial holes on the site comprises of clay strata which will offer no permeable ground to allow storm water to soak away.

No development shall commence until a scheme detailing appropriate measures to ensure that no silt or stone laden surface water run-off creates nuisance to lower lying land, premises or public highway.

Condition 6

The existing traffic markings have already been removed from the frontage of the site by others and we assume that the corresponding traffic orders have also been rescinded. The proposed development under this section of the Planning Permission only comprises of two properties: Neath Road is being improved across the frontage of the development to a constant width of 5.5 m. It is therefore considered that no further traffic regulations are required at this stage.

No development shall commence until a Traffic Management Scheme incorporating the removal of the existing Traffic Regulation Orders and pedestrian guard railings fronting the former school and details of a no waiting at any time traffic regulation order to protect the proposed junction and visibility splay. The scheme shall be implemented as approved.

Condition 5