



PLANNING COMMITTEE

2.00 PM - TUESDAY, 31 JANUARY 2017

COUNCIL CHAMBER - PORT TALBOT CIVIC CENTRE

PART 1

1. To receive any declarations of interest from Members.
2. To receive the Minutes of the previous meeting held on the 10 January 2017 (*Pages 5 - 8*)
3. To Request Site Visit(s) from the Applications Presented

Report of the Head of Planning

Section A - Matters for Decision

Planning Applications Recommended for Approval

4. Application No: P2016/1022 - Construction of a part three and part two storey all-through school building (for ages 3 years to 16 years), with access arrangements, car and bus parking, and drop-off zones, new sports pitches, ancillary garage and workshop building, lighting and CCTV system, boundary treatment, landscaping and associated service facilities and engineering operations; plus demolition of existing school buildings following operation of the new school. Groes Primary School & Dyffryn Upper School, Bertha Road, Margam, Port Talbot. SA13 2AW (*Pages 9 - 46*)

5. Application No: P2016/1023 - Construction of a two storey welsh medium secondary school for ages 11 years to 16 years, with access arrangements, car and bus parking, and drop off zone, new sports pitches, lighting and CCTV system, boundary treatment, landscaping, plus associated service facilities and engineering operations. Former Sandfields Comprehensive School and Traethmelyn Primary School, Southdown View, Sandfields, Port Talbot. SA12 7AH. *(Pages 47 - 76)*
6. Application No: P2016/1090 - Construction of a 2 storey school building (for pupils age 3-11) together with associated parking, playground facilities, lighting and landscaping, plus highway works. Ysgol Gyfun Ystalyfera, Glan Yr Afon, Ystalyfera, Swansea. SA9 2JJ *(Pages 77 - 102)*

Section B - Matters for Information

7. Delegated Applications Determined Between 3 January and 24 January 2017 *(Pages 103 - 114)*
8. Appeals Determined *(Pages 115 - 116)*
9. Any urgent items at the discretion of the Chairman pursuant to Section 100B(4)(b) of the Local Government Act 1972.

S.Phillips
Chief Executive

Civic Centre
Port Talbot

Wednesday, 25 January 2017

Committee Membership:

Chairperson: Councillor R.G.Jones

**Vice
Chairperson:** Councillor E.E.Jones

Members: Councillors Mrs.A.Chaves, D.W.Davies,
Mrs.R.Davies, S.K.Hunt, D.Keogh, C.Morgan,
Mrs.S.Paddison, R.Thomas, Mrs.L.G.Williams
and R.Phillips

**Cabinet
UDP/LDP
Member:** Councillor A.J.Taylor

Requesting to Speak at Planning Committee

The public have a right to attend the meeting and address the Committee in accordance with the [Council's approved procedure](#) which is available at www.npt.gov.uk/planning.

If you would like to speak at Planning Committee on an application reported to this Committee you must:

- Contact Democratic Services in writing at : Civic Centre, Port Talbot SA13 1PJ, preferably by email: democratic.services@npt.gov.uk.
- Ensure your request to speak is made no later than two working days prior to the meeting date (by 2 pm on the preceding Friday based on a usual Tuesday meeting),
- Clearly indicate the item number or application number on which you wish to speak and confirm whether you are supporting or objecting to the application.
- Give your name and address (which will be publicly available unless there are particular reasons for confidentiality)

Please note that only one person is able to speak in favour of, and one against, each application. Full details are available in the [Council's approved procedure](#).

Should you wish to discuss any aspect of public speaking, please contact the Democratic Services Team on 01639 763719.

Applicant / Agent Right of Reply

Please note that, should an objector register to speak, the Applicant/Agent will be notified by the Council of their ability to address committee (their 'right to reply'). Should the applicant/agent wish to exercise that right, it will be necessary to confirm this to the Democratic Services section before noon on the day before the meeting.

Commenting on planning applications which are to be reported to Committee

Should you wish to submit representations on an application presented to this Planning Committee, please note that these must be received by the Planning department no later than 4.30p.m. on the Friday before Committee (based on the usual Tuesday meeting). If the meeting is not on a Tuesday, these should be received no later than 4.30pm on the penultimate working day immediately preceding the Planning Committee.

Please note that representations received in accordance with the Council's protocol are summarised and, where necessary, commented upon in the form of an Amendment Sheet, which is circulated to Members of the Planning Committee by email on the evening before Committee, and presented in hard copy form at the actual meeting.

PLANNING COMMITTEE

Members Present:

10 January 2017

Chairperson: Councillor R.G.Jones

Vice Chairperson: Councillor E.E.Jones

Councillors: D.W.Davies, Mrs.R.Davies, S.K.Hunt, D.Keogh,
C.Morgan, Mrs.S.Paddison, R.Thomas and
Mrs.L.G.Williams

LDP Members Councillor A.J.Taylor

Local Members Councillor A.L.Thomas

Officers In Attendance Mrs.N.Pearce, S.Ball, K.Davies, S.Jenkins
Ms.D.Thomas, J.Griffiths,
Mrs.J.Woodman-Ralph and Ms.N.Headon

1. **MINUTES OF THE PREVIOUS MEETING HELD ON 6 DECEMBER 2016**

RESOLVED: That the Minutes of the Planning Committee held on the 6 December 2016 as circulated, be confirmed as a true record.

2. **APPLICATION NO: P2014/0393**

Officers made a presentation to the Planning Committee on this Application as detailed in the circulated report.

Cllr.A.L.Thomas, Local Ward Member addressed the Committee.

RESOLVED: That following the site visit prior to today's meeting on the 10 January 2017 and in accordance with Officer recommendations Application No.P2014/0393 be approved with conditions as detailed in the circulated report and

subject to the signing of a Section 106 Legal Agreement covering the following Heads of Terms:-

1. Provision of 8 units (10%) of affordable housing;
2. Provision of 400 sq.m. Locally Equipped Area for Play (LEAP);
3. Financial Contribution of £30,500 (or equivalent scheme) to protect, promote and enhance the Welsh Language;
4. Financial Contribution of £108,578.00 towards public open space provision.

3. **APPLICATION NO: P2016/0657**

Officers made a presentation to the Planning Committee on this Application as detailed in the circulated report.

RESOLVED: That in accordance with Officers recommendations Application No. P2016/0657 be approved with conditions and subject to the signing of a Section 106 Legal Agreement covering the following Heads of Terms:-

- Financial Contribution of £27,360 towards children's play in the Port Talbot Ward.

4. **APPLICATION NO: P2016/0929**

(Note: An amendment sheet in relation to Application No. P2016/0929 was circulated prior to the meeting, on which the Chairperson had allowed sufficient time for Members to read, in respect of application items on the published agenda, the Chairperson had permitted urgent circulation/consideration thereof at today's meeting, the particular reasons and circumstances being not to further delay the planning process, unless the Committee itself

wanted to defer any applications and to ensure that Members take all extra relevant information into account before coming to any decision at the meeting).

RESOLVED: That the application be deferred to allow Officers to investigate and clarify the exact nature of the use/operations being undertaken at the site to ensure that the application precisely identifies and seeks to retain the use which is currently operating from the premises.

5. **DELEGATED APPLICATIONS DETERMINED BETWEEN 29 NOVEMBER 2016 AND 2 JANUARY 2017**

Members received a list of Planning Applications which had been determined between the 29 November 2016 and 2 January 2017, as detailed within the circulated report.

RESOLVED: That the report be noted.

6. **APPEALS DETERMINED**

RESOLVED: That the following Appeals received, as detailed in the circulated report, be noted:

Planning Appeal

Mr.D.Morgan – Land adjacent to Fairview Bungalow, Aberdulais – one detached three bed single storey bungalow with associated parking and vehicular access.

Decision:

Allowed.

CHAIRPERSON

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2016/1022	<u>DATE:</u> 22/11/2016
PROPOSAL:	Construction of a part three and part two storey all-through school building (for ages 3 years to 16 years), with access arrangements, car and bus parking, and drop-off zones, new sports pitches, ancillary garage and workshop building, lighting and CCTV system, boundary treatment, landscaping and associated service facilities and engineering operations; plus demolition of existing school buildings following operation of the new school
LOCATION:	Groes Primary School & Dyffryn Upper School, Bertha Road, Margam, Port Talbot SA13 2AW
APPLICANT:	Director Of Education, NPTCBC
TYPE:	Full Plans
WARD:	Margam

SITE AND CONTEXT

The application site is located on land off Bertha Road, Margam. The site measures approximately 5.6 hectares in area and is currently occupied by Dyffryn Upper Comprehensive and Groes Primary Schools. It comprises a number of school buildings, playing fields and tarmac areas, and is accessed off Bertha Road.

The surrounding area consists mainly of residential properties with the M4 crossing over the Arnallt Brook to the north, and Neath Port Talbot College to the east.

The site is naturally split into three relatively level tiers, each of which gradually slopes down to the west, and also slightly from the south up to the north. The highest plateau houses most of the existing secondary school buildings (four main blocks) as well as the schools' garden and greenhouse, car parking area and bus layby. Two concrete surfaced outdoor tennis courts and a netball court are also located at this level. There is a steep bank of approximately 2m in height that marks the step down to the middle plateau and a further 3m bank providing the step down to the lowest. The two lower tiers

are used mainly as soft surface playing fields, open green areas and an enclosed Astro Turf pitch.

Groes Primary School is located along the southern perimeter on the lowest level, together with a small staff parking area. The primary school is separated from the comprehensive school by a fence line. Adjacent to the Primary school is the site of the former Lilliput Nursery, which has since been demolished. All evidence of the nursery has been removed and the site is grassed over and closed off to the public with steel palisade fencing.

BACKGROUND TO NPTCBC 21ST CENTURY SCHOOLS PROGRAMME AND STRATEGIC OVERVIEW

The Council is responsible for promoting high educational standards and for delivering efficient primary and secondary education. Having the right schools in the right place and ensuring that they are fit for the 21st century learner is the challenge facing the Council. Achieving this will involve reviewing the number and type of schools the Council has in its area, and assessing whether or not best use is being made of resources and facilities.

Implementing the Strategic School Improvement Programme (SSIP) involves reviewing existing provision and determining the number and type of schools needed to deliver education effectively and efficiently across the County Borough. It will most likely lead to substantial change involving opening new schools, closing existing schools, merging or amalgamating schools, federating schools and promoting new initiatives that support collaborative working between schools.

The Council has decided to review its provision on the basis of:

- educational standards;
- the need for places and the accessibility of schools;
- the quality and suitability of school accommodation;
- effective financial management.

At its meeting of 9th July 2015 the Council's Cabinet decided to amend the 21st Century Schools Strategic Outline Programme; withdrawing the Faith school project from Band A and substituting it with an alternative, replacement scheme, comprising a new build at the site of Dyffryn (upper) School/Groes Primary, Margam, Port

Talbot. Members duly authorised officers to develop a 21st Century Schools Programme funding submission to this effect.

On the 26th October 2016, Cabinet approved consultation on a 3-16, new build proposal at Margam and on the 4th January 2017, Cabinet approved the new build proposal at Dyffryn in Margam.

The proposal to establish a new build, 3-16, all-through school at the existing school site in the Margam area brings two established schools together under a single management and leadership structure. This will support continuity of pupil learning and deliver improvements in pupil outcomes and well-being. In addition, the proposal provides staff with greater opportunity for curriculum and career development. The proposal will remove the split-site arrangement, bringing Dyffryn (upper) School and Dyffryn (lower) School together onto one site. It will deliver more efficient and effective use of resources, resulting in revenue savings for reinvestment in the general schools budget.

The new school will provide all the facilities expected in a modern 21st Century all-through school with a certain level of shared community facilities. In order to be fit for 21st century teaching and learning the council requires that the new buildings:

- Feature high quality design;
- Are highly functional and sustainable in all senses;
- Are fit for a modern curriculum by being adaptable to future needs;
- Promote a culture of lifelong learning within communities;
- Serve as a source of pride for present and future generations;
- Obtain a BREEAM Excellent rating, Secured by Design certification and have a sprinkler system installed to protect from fire, in line with Welsh Government's expectations and condition of grant.

It should be noted that the proposed scheme would meet the above requirements.

DESCRIPTION OF DEVELOPMENT

This is a full planning application for the construction of a part three and part two storey all-through school building (for ages 3 years to 16 years), with access arrangements, car and bus parking, and drop-off zones, new sports pitches, ancillary garage and workshop building, lighting and CCTV system, boundary treatment, landscaping and

associated service facilities and engineering operations; plus demolition of existing school buildings following operation of the new school.

It is intended to open the new 3-16 school on the site of Dyffryn (upper) School/Groes Primary on 1st September 2018, with the school anticipated to broadly cater for the following pupil numbers:

- **1200** Secondary aged pupils 11-16
- **210** Primary aged pupils 4-11
- **45** Nursery aged pupils

Building Design and Scale:

The new school building is proposed to be located in the centre of the site, running along the north-west to south-east axis. The shorter end faces the M4 motorway, which is sat approximately 10 metres above the site. The proposal also includes a dedicated drop-off and pick-up area (including buses) at the front of the school, and has been sized relative to the transport assessment requirements. This area also encompasses a large staff car park, and is located within the site boundary in order to remove traffic off Bertha Road.

The proposed building footprint is simply summarised as a combination of two rectangular shapes incorporating:

- A three-storey secondary school (approximately 14.8m high) with classrooms circumnavigating the large internal spaces such as Main Hall, Library, Sports Hall and Gymnasium and Air Handling Plant areas. The sports and Air Handling Plant areas are located to the northern side of the site as they are the more acoustically tolerant spaces able to cope with the nearby M4 traffic noises.
- A two-storey wing (approximately 9.8m high) which accommodates the primary school at ground level where the younger children can benefit from level access to all teaching areas and their own external learning areas and playgrounds, all of which are adequately separated from the secondary school yard. The step down in height of this block provides a recognition of the residential scale of the housing along Bertha Road.

The proposed building equates to a total of approximately 13,900m² of gross internal floor-space. The main school building has been developed as a three storey block, as it minimises the overall footprint to allow the maximum use of the external areas. The overall height of the proposal has been reduced from the existing four-storey teaching block on the site, making the new development more in keeping with the surrounding urban and residential context. Given that the general form comprises simple rectangular elements, the elevations have been articulated with coloured, projecting boxes to provide depth and interest. These will frame large expanses of curtain wall windows spanning across the upper floors.

The proposed roof is of a low pitch standing seam solution with moderate overhangs, split by high level clerestory windows that let natural light down in to the central spaces of the school. A facing brick plinth at ground floor provides a robust finish to the part of the external fabric likely to be subject to most impact and wear. In contrast to the brick proposed at lower level, the upper storeys are indicated as a lighter composite metal panel to the more reserved, recessed wall planes with the protruding boxes picked up in a feature colour cladding. Feature metal cladding will be used occasionally to express the key internal spaces, such as the main entrance.

In addition to the above, a three-bay detached garage/workshop building is proposed to the west of the new main school building to provide additional teaching facilities. This will also incorporate the bat mitigation roost to compensate for the potential loss of the existing roost within the existing school buildings.

In respect of drainage of the site, it is proposed that all surface water would connect into a soakaway system, with foul connections being made in the existing sewerage network along Bertha Road.

Access and Car Parking:

As previously stated, the proposal includes a dedicated parent drop-off and pick-up area, which has been designed relative to the transport assessment requirements. It is located at the front of the school. This area also encompasses a large staff car park and bus area, and is located within the site boundary in order to remove traffic off Bertha Road. The proposal also includes a parking layby adjacent to Bertha Road within the application site, but outside of the school

grounds. This could be used for additional parent drop off and/or residents' parking where necessary.

It is proposed that all school traffic will access and egress the site from Bertha Road. A new access only junction will be provided approximately 30m to the south-east of the Bertha Road/ Cyncoed Road junction, and a new egress only junction will be located approximately 30m to the north-west of the Bertha Road/College Green/Beechwood Road junction. Within the confines of the site a new one-way road link will connect the new access and egress junctions, whilst also providing access to the following areas:

- The Staff Car Park;
- Parent Pick Up / Drop Off Bays; and a
- Bus Pick Up / Drop Off Bays.

The proposed scheme provides 140 staff parking spaces (plus 10 disabled staff/visitors spaces); 10 bus bays; approximately 35 parent drop-off spaces, plus an estimated 43 additional off-street parking spaces outside of the school grounds along Bertha Road for parent drop off and/or residents' parking.

Sports and Play Facilities:

The proposal will provide one new floodlit all-weather 3G sports pitch to the east of the secondary school. This is located on land currently occupied by the existing school and sports pitch. The existing grass rugby pitch to the west of the old school will be retained and the playing surface enhanced and drainage improved. A new MUGA (Multi-use games area) is also proposed to the west of the new school building. Finally, informal play areas are proposed to each side of the new building in close proximity to allow ease of access.

Timescales:

The project, if approved, will have a very tight timescale for delivery. The developer has confirmed the following phases:

- Phase 1 Construction of the new Main Building and pitches to west, plus coach drop off and temporary staff car park: **3 April 2017 to approximately 2 Sep 2018.**

- Phase 2 Provision of the new staff car park following the demolition of the existing Groes Primary School: **3 Sept 2018 to approximately 26 Nov 2018.**
- Phase 3 Demolition of the existing Upper School and provision of new artificial 3G Pitch: **3 Sept 2018 to approximately 2 Sep 2019.**

All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

PRE-APPLICATION CONSULTATION / NEGOTIATIONS

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 a Pre-Application Consultation (PAC) was carried out by the developer. The consultation exercise took place between 12th October 2016 and 9th November 2016. The consultation involved notifying local residents of 224 properties within the surrounding area, together with Ward members, and specialist consultees, who were directed to the website where the details of the development were available.

As a result of the consultation 21 comments were received from local residents. The majority of the comments related to transportation matters, but also included amenity concerns, future operation issues, siting/ design/ massing issues and impact from the construction period. Two letters of support were also received.

Following the PAC process and discussions with consultees, the scheme was amended slightly to incorporate the detached sports hall within the main building. Furthermore, the 2G and 3G sports pitches were combined into one 3G rugby pitch with habitat area on the boundary with Afan College.

It should also be noted that following submission of the planning application, and following consultation with Natural Resources Wales and Biodiversity Unit, the workshop/garage building was amended to include bat roost mitigation. Bat boxes have also been added to the main school building.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2012/0019 Detached demountable building for use as ancillary offices Approved 10/02/12
- P2016/0924 Request for screening opinion in accordance with Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulation 2016 for erection of a new school providing nursery, primary and secondary accommodation (total pupil no. 1455) with associated engineering and demolition works. EIA not required 11/11/16

CONSULTATIONS

CADW: No objection.

South Wales Trunk Road Agency: No objection, subject to advisory note.

Natural Resources Wales: No objection, subject to conditions.

Glamorgan Gwent Archaeological Trust: No objection, subject to conditions.

Sports Wales: No objection, subject to conditions.

Welsh Water: No objection, subject to conditions.

Crime Prevention Design Advisor: No objection, subject to conditions.

Air Quality Unit: No objection, subject to conditions.

Contaminated Land Unit: No objection, subject to conditions.

Head of Engineering & Transport (Highways): No objection, subject to conditions.

Head of Engineering & Transport (Drainage): No objection, subject to conditions.

Biodiversity Unit: No objection, subject to conditions.

Environmental Health Section: No objection, subject to conditions.

Wales and West Utilities: No objection.

Arboricultural Officer: No objection, subject to conditions.

REPRESENTATIONS

The neighbouring properties were consulted and site notice displayed on 30/11/16. The application was also advertised in the press on 02/12/16.

In response, to date no representations have been received.

REPORT

National Planning Policy / Guidance

- [Planning Policy Wales](#)
- [Technical Advice Notes - Technical Advice Note 12: Design](#)

Local Planning Policies

The Development Plan for the area comprises the Neath Port Talbot Local Development Plan which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable communities
- **Policy SP4** Infrastructure
- **Policy SP5** Development in the Coastal Corridor Strategy Area

- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP19** Waste Management
- **Policy SP20** Transport Network

Topic based Policies

- **Policy SC1** Settlement limits
- **Policy OS1** Open Space Provision
- **Policy OS2** Protection of Existing Open Space
- **Policy EN6** Important Biodiversity and Geodiversity Sites
- **Policy EN7** Important Natural Features
- **Policy EN8** Pollution and Land Stability
- **Policy RE2** Renewable and Low Carbon Energy in New Development
- **Policy W3** Waste Management in New Development
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design

Supplementary Planning Guidance:

The following SPG was approved in October 2016 and is of relevance to this application: -

- [Parking Standards](#)

EIA and AA Screening

The application site exceeds the Schedule 2 threshold for development of this type, as outlined within the Environmental Impact Assessment Regulations. As such, the application has been screened in accordance with the requirements of Schedule 3 of the Regulations.

The findings of the screening report (reference P2016/0924) were that the scale and nature of the potential impacts associated with the development both alone, and in combination with other developments within the area, would not be of a type that would require the carrying out of an Environmental Impact Assessment or the subsequent submission of an Environmental Statement in support of the application.

The proposed development is also not located within a zone of influence for any SAC, CSAC or Ramsar sites and as such, it is considered that an Appropriate Assessment, as set down within the Conservation of Habitats and Species Regulations 2010, is not required.

Issues

Having regard to the above, the main issues to consider in this application relate to the principle of development, together with the impact on the visual amenity of the area, the amenities of neighbouring residents and highway safety.

Principle of Development

As the application site is located within the settlement limits defined by Policy SC1 of the adopted Neath Port Talbot Local Development Plan (LDP), the principle of constructing a replacement school on the site of the existing ones is generally acceptable, provided there are no overriding highway, amenity or environmental objections.

Impact on Visual Amenity

As previously stated, the proposed development would ultimately replace the existing old school buildings with a fresh and modern 21st Century all-through school. The main school building has been developed as a three-storey block, to minimise the overall footprint and to allow the maximum use of the external areas. The overall height of the proposal has been reduced from the existing four-storey teaching block on the site, making the new development more in keeping with the surrounding urban and residential context.

Given that the general form comprises simple rectangular elements, the elevations have been articulated with coloured, projecting boxes at upper levels to provide depth and visual interest to the elevations and frame the large expanses of curtain wall windows. In respect of the roof design, it is noted that this is of a relatively low pitch with moderate overhangs, split by high-level clerestory windows that let natural light down in to the central spaces of the school. Furthermore, it is considered that the facing brick plinth at ground floor provides a robust finish to the part of the external fabric, whilst the lighter composite metal panels to the upper storeys provide visual interest, especially with the use of contrasting colours. It is therefore

considered that the proposed school building would be a significant improvement over the existing old school buildings, and would have no unacceptable impact upon the character and appearance of the surrounding area or street-scene.

In respect of the car parking, bus and drop-off areas specifically, it should be noted that these would be sited to the front of the site adjacent to Bertha Road. In order to form the new parking area, the existing levels will need to be "cut and filled" with some areas of the site being reduced to be used as fill where the levels need to be increased. As previously stated the levels on the site vary from the west of the site, rising up to the eastern boundary following Bertha Road and also from Bertha Road to the north of the site. Full cross and longitudinal sectional plans, together with spot levels, have been provided in support of the application. These detail that in order to level out the existing lower and middle plateaus (from the west of the site to the east) they will require up to 2-2.5m of fill. From the south to the north of the site the levels will broadly stay the same with some "cut and fill" where necessary to level out the site, including the new 3G sports pitch which needs to be a level surface. The biggest change will be on Section 5 (which is drawn from the car park at the front of the site through to the rear of the site in between the MUGA and new school). This indicates up to 2.6m of fill being proposed to achieve the required levels.

It is noted that the proposal also requires the loss of some trees, but these would be replaced with new landscaping/ planting throughout the site. It is also considered that the use of brick paving would reduce the visual impact of the large parking and drop-off areas, and provide a contrast to the tarmac road area. Given the context and scale of the overall proposal, and the fact that there is an existing bus/drop-off bay to the front of the existing school and staff parking area (albeit smaller in size) it is considered that this element would not have a detrimental impact upon the overall character and appearance of the surrounding area or street-scene.

With regards to the new sports facilities, as these would replace existing ones within the site, it is considered that these would provide an acceptable addition within the street-scene, given the existing educational context of the site.

Turning to the proposed servicing area and garage/workshop, given their siting to the rear of the site and appropriate screening and/or

design it is also considered that these would not detract from overall character and appearance of the surrounding area.

It is therefore considered that in terms of visual amenity and the character of the area that the overall proposed development would provide an appropriate addition to this area, and therefore accords with Policy BE1 of the Local Development Plan.

Impact on Residential Amenity

With regards to potential impacts from the school building itself, it is noted that the building would be a maximum of three-storeys in height, which is a reduction over the existing four-storey building. The school is also set centrally within the site, with the majority of windows looking east or west, albeit with a small number of windows on the northern and southern elevation. Nevertheless, due to the siting of the main school building relative to the surrounding neighbouring properties, and the separation distances involved, it is considered that the overall proposal would not create any unacceptable overbearing or privacy impacts on surrounding residential properties.

In respect of the proposed 3G sports pitch, it is noted that the nearest residential property would be the Afan College caretakers house. This would be located approximately 7m to the west of the fence-line of the pitch. It is also noted that ground levels in this area would need to be raised by 0.8m to provide a level playing surface. Whilst it is noted that this property has two side-facing windows on the western elevation, one of these is a small obscure-glazed window. As it is noted that there were existing sports facilities at this location, it is considered that the proposal would not create any significant overlooking issues over and above that currently experienced. Furthermore, it is noted that the existing hit and miss fence should be conditioned to provide a new 2m high solid means of enclosure such as a close boarded fence to provide additional screening. Provided a condition to this effect is imposed on the application, it is therefore considered that the proposed 3G pitch would also be acceptable in terms of overlooking.

Turning to the proposed car parking and drop-off bays specifically, although these would be located towards to front of the site, it is noted that there would be a separation distance of approximately 23-24m from the parent drop-off to the properties opposite along Bertha Road. It should also be noted that these spaces would face east away from

these properties. In respect of the staff parking, whilst these would face north-south towards Bertha Road, as there would be a separation distance between them and the dwellings opposite of approximately 28-29m, it is also considered that this parking area would not create any unacceptable overlooking issues even with the potential increase in levels of up to 2.5m. The proposed landscaping, including ornamental hedging along the fence line of the school grounds will also assist with screening of the car parking area for residents opposite the school.

In respect of potential noise and disturbance from the proposal, including the proposed sports pitches, it is noted that the nearest residential property potentially affected would be the Afan College caretakers house (which would be located approximately 7m to the west of the fence-line of the pitch), as well as residential properties along Bertha Road opposite the site. The Environmental Health Section has assessed the submitted Construction Noise Management Plan and Noise Impact Assessment and offers no objection to both the construction phase and completed development, including sports pitches (which are intended to be used during evenings), subject to conditions. These conditions relate to the submission of an amended Construction Noise Management Plan, as additional information is required, restrictions on the noise emissions from external plant, time limits of the use of the sports pitches and MUGA from 9.00am to 22.00pm, and a condition in respect of post-operation complaints system in the event noise complaints are received with regard to the evening use of sports pitches and MUGA. Provided these are imposed on the application it is considered that the development would be acceptable in terms of potential noise and disturbance of neighbouring residential properties within the local area.

In addition to potential noise and disturbance, it is noted that the flood lighting of the site and especially sports pitches has the potential to impact on neighbouring properties, especially during evenings. No specific lighting plan has been submitted in support of the application, however, in order to ensure there are no unacceptable impacts on neighbouring residents, a condition is proposed to require submission of a lighting scheme (covering the whole of the site) to ensure that any lighting is adequately angled and or shielding erected to prevent unacceptable light spillage. Given the potential for local impacts, a condition is also attached which would require post-operation monitoring in the event of complaints being received to ensure the approved scheme has been implemented correctly to minimise such

harm. Provided these are imposed on the application, it is therefore considered acceptable in terms of impacts on amenity relating to external lighting of the site.

As such it is considered that the overall proposals accord with the principles set within Policy BE1 of the Local Development Plan.

Parking and Access Requirements and Impact on Highway Safety

Parking Provision

As previously stated the proposal involves the creation of a new parking/drop-off area to the front of the new school building on the site of Groes Primary school. This area would be accessed off Bertha Road, with the staff parking and bus bay having barrier access control. A new parking lay-by is also proposed along Bertha Road, outside of the school grounds. This would be available for both parent drop-off and residents' parking.

It is proposed that all school traffic will access and egress the site from Bertha Road. A new access-only junction will be provided approximately 30m to the south-east of the Bertha Road/Cyncoed Road junction, and a new egress-only junction will be located approximately 30m to the north-west of the Bertha Road/College Green/Beechwood Road junction. Within the confines of the site a new one-way road link will connect the new access and egress junctions, whilst also providing access to the following areas:

- The Staff Car Park;
- Parent Pick Up / Drop Off Bays; and a
- Bus Pick Up / Drop Off Bays.

As previously stated the school would cater for approximately 1,455 pupils with requirement for 170 members of staff, most of which are full-time.

The approved parking Standards SPG states that, for new schools, 1 space should be provided per 5 children (maximum standards). Based on the capacity of up to 1,455 pupils, as a starting point for assessment that would require 291 spaces to serve the new school. Bus parking is also required.

The proposed scheme provides 150 parking spaces (140 staff plus 10 disabled staff/visitors spaces); 35 parent drop-off spaces within the school grounds, plus 43 additional off-street parking spaces outside of the school grounds along Bertha Road for parent drop off and/or residents' parking. This would total 228 spaces. 10 full-size bus bays are also included within the site. Furthermore, the Highways Section has requested a condition in respect of the provision of an additional drop off area for a mini bus to use for disabled children, which it is considered can be adequately accommodated within the site.

In addition to setting maximum (not minimum) standards, the approved SPG also includes a sustainability tool which makes it possible to reduce the level of parking required by a development. The criteria measures the sustainability of a development in terms of walking distance to local facilities, public transport and cycle routes and frequency of local public transport. The SPG also refers to developments where Travel Plans should be required by condition, such a plan allowing for the relaxation of parking requirements.

Having regard to the relatively sustainable nature of the site, the fact that the school is a replacement for the two existing schools on the site, and the fact that a travel plan will be sought by condition, it is considered that the extent of parking, drop-off and bus provision broadly accords with the Parking Standards SPG (October 2016), and represents an acceptable amount of parking to serve the development.

Access Arrangements

The site access and egress proposals support the wider Vehicular Access Strategy for the school from the A48 Margam Road; whereby all vehicular traffic will be directed to the school via Ty Fry Road and away from the school via Beechwood Road. The strategy's objective is to minimise road user conflicts by creating an informal 'access loop' along Ty Fry Road, Bertha Road and Beechwood Road. To maximise the effectiveness of the strategy it is recommended in the transport assessment that the following supporting measures be implemented;

1. Reconfiguration of the Ty Fry Road/Bertha Road priority junction. At present Bertha Road forms the minor arm of the junction and it is recommended that the junction be reconfigured so that priority is given to traffic travelling between Ty Fry Road south and Bertha Road; with Ty Fry Road north forming the junction's minor arm;

2. Part-time parking restrictions (at the beginning and end of the school day) along Ty Fry Road (between the A48 Margam Road and Bertha Road) and along Bertha Road (between Ty Fry Road and Cyncoed Road) to ensure sufficient carriageway space is available for buses travelling to the school;
3. Retaining a one-way system along Bertha Road but only between the Bertha Road junctions with Cyncoed Road and Beechwood Road;
4. Part-time parking restrictions (at the beginning and end of the school day) along Beechwood Road (between the Bertha Road/College Green junction and the Beechwood Road/A48 Margam Road junction) to ensure sufficient carriageway space is available for buses leaving the school;
5. An automated vehicle barrier at the new access only junction into the school (with supporting infrastructure at the egress only junction); and
6. Directional School Signage along the A48 Margam Road.

The Highways Section has confirmed acceptance of these mitigation measures, which will be controlled as part of this application through a mixture of conditions and Traffic Regulations Orders, including the submission of Stages 2-4 Road Safety Audit.

The submitted transport assessment states that one-way section on Bertha Road could be extended up to the Bertha Road/College Green/Beechwood Road Junction to further enforce the school Vehicular Access Strategy. However, this is not currently proposed, as it would reduce the vehicular accessibility of the area for local residents. Again, the Head of Engineering and Transport (Highways Section) offers no objection to this element. If, however, in the future the one-way system does need to be amended to satisfy highway requirements, they have advised that this can be done by amending the existing Traffic Regulation Order.

It should also be noted that the School Travel Plan (also the subject of a planning condition) will be used to advise parents of the school's Vehicular Access Strategy from the A48.

Members should note that the phasing of the development is also a key issue with this project, particularly in terms of highway and pedestrian safety to ensure that there is sufficient staff parking, parent drop-off and bus drop-off facilities to serve the new school whilst construction and demolition works are being undertaken. As

previously stated the three key phases of the development are as follows:

- Phase 1 Construction of the new Main Building and pitches to west, plus coach drop off and temporary staff car park: **3 April 2017 to approximately 2 Sep 2018.**
- Phase 2 Provision of the new staff car park following the demolition of the existing Groes Primary School: **3 Sept 2018 to approximately 26 Nov 2018.**
- Phase 3 Demolition of the existing Upper School and provision of new artificial 3G Pitch: **3 Sept 2018 to approximately 2 Sep 2019.**

In respect of construction traffic, the intention is that this would access the application site off Margam Road via Ty-Fry Road and then into the site off Bertha Road. The developer would create a new site entrance to the west of the existing nursery to allow construction traffic to enter the site. The developer has submitted a Construction Method Statement in support of the application, which specifies the phasing of the project, hours of construction (8am to 6pm Monday to Fridays) and delivery restriction times (to avoid peak school times).

Notwithstanding the above, it should be noted that additional information has recently been submitted indicating that only the Bertha Road parking bays and loop road to the rear of the existing Groes Primary School are likely to be completed in time for the new school opening. This is because Groes Primary School needs to be demolished to allow construction of the new staff parking, parent drop-off and bus drop-off areas. In order to mitigate this, the intention is that the existing bus drop-off area will be used on a temporary basis (i.e. until approximately 26th November 2018) whilst staff car parking will be in the existing staff car parking and the existing tennis courts used for car parking.

As this new information requires further careful consideration to ensure that the new school, once open and operational, has adequate temporary parking/drop-off in advance of the works to create the final new parking areas, a condition requiring approval of a detailed phasing plan is recommended. This will ensure that each phase of the project is carefully detailed, and will ensure that sufficient and acceptable measures are put in place in respect of car parking, parent

drop-off and bus drop-off areas to ensure that there is no detrimental impact upon highway or pedestrian safety.

It should be noted that the submitted scheme and supporting transport assessment have been fully assessed by the Head of Engineering and Transport who offers no objection to the proposed development, subject to conditions. These relate to construction/delivery restrictions, Traffic Regulation Orders, coach management, travel plan and pedestrian guard railings. Provided the requested conditions are imposed on the application, it is therefore considered that the overall scheme, as proposed, would not create any unacceptable highway or pedestrian safety issues.

Biodiversity / Ecology

Members should be aware that an ecology survey was undertaken on the site which confirmed the use of two of the buildings (Block 1 and Groes Primary School) by low numbers of *Pipistrelle spp* bats, which are European Protected Species (EPS). As the site is classified as an active bat roost, it is therefore afforded protected under the Wildlife and Countryside Act (1981) and also the Conservation of Habitats and Species Regulations 2010 (as amended). Where bats are present and a development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i. the development works to be authorised are for the purpose of preserving public health or safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment;
- ii. There is no satisfactory alternative and;
- iii. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

Planning Policy Wales states that to avoid developments with planning permission subsequently not being granted a licence in relation to an EPS, Planning Authorities should take the three requirements for derogation into account when considering development proposals where an EPS is present.

With regards to Test 1, it should be noted that the existing school buildings are in a very poor state of repair requiring approximately £7.5m of backlog maintenance. The proposal to construct a new modern 21st Century all-through school will remove the split-site arrangement under which Dyffryn School currently operates, bringing the lower and upper schools together on one site. This will support continuity of pupil learning and deliver improvements in pupil outcomes and well-being. In addition, the proposal provides staff with greater opportunity for curriculum and career development. It will also deliver more efficient and effective use of resources, resulting in revenue savings for reinvestment in the general schools budget. Furthermore, it is intended that the new school's facilities, internal and external, will be made available for community use when not required by the school. It is therefore considered that the proposed development has imperative reasons of overriding public interest, including those of a social or economic nature and has many beneficial consequences. As such, it is considered that the proposal meets this test.

In respect of Test 2, the options would be to do nothing and retain the existing buildings in their current state, or demolish the buildings and re-develop the site with a new school. Due to their age and current condition, it is not considered prudent to retain the existing buildings, or spend a significant amount of resources of maintenance. It is therefore considered that the best option would be to demolish the existing buildings and construct a new modern 21st Century school for both economic and social reasons, but also as the new buildings incorporate bat mitigation measures which will provide a suitable long-term solution for the bat roosts. It is therefore considered that the proposal meets this test.

In respect of Test 3, the site has been recorded to be used by low numbers of *Pipistrelle spp* bats. Contingency roost mitigation has been proposed in the garage/workshop building, together with bat boxes to the main building. Due to the timescale involved with the project, the existing school buildings are not due to be demolished until 2018, which means that an in-depth bat survey can be undertaken and a license granted before any bats are disturbed. It will also mean that the mitigation can be completed and fully implemented on site before demolition is undertaken. It is therefore considered that the proposed development will ultimately provide a more long-term and secure roosting site for the bats using the site and will not be

detrimental to the maintenance of the population of the species concerned. It is therefore considered that this test is met.

As the Biodiversity Unit and Natural Resources Wales have both assessed the proposal, including the bat mitigation proposed, and offer no objections to the proposal (subject to conditions), it is considered the three tests can be satisfied and the bat population is unlikely to be significantly affected by the proposal. It is therefore considered that the proposal would be acceptable in terms of protected species and ecology in this instance.

Flood Risk / Drainage

It should be noted that the application site is located outside of a flood zone, as defined by Technical Advice Note 15 (Development and Flood Risk). As such, a flood consequences assessment is not required as part of this application.

The Head of Engineering and Transport (Drainage Section) has also assessed the submitted proposal, and notes that there is the potential for surface water flooding from the Arnallt Brook to the north of the site. However, it should be noted that the proposed development would not affect the Arnallt Brook, as a 7m buffer zone is proposed. In order to address the potential concerns additional information was sought from the developer in respect of soakaway tests plus existing and proposed flow directions of surface waters. These were assessed in detail by the Drainage Officer who offers no objection to the overall proposal, subject to conditions in respect of a full drainage scheme and further investigation in relation to both surface water flood risk and fluvial flood risk. Provided these are imposed on the application, it is therefore considered that the proposed development would be acceptable in terms of potential flood risk.

Contaminated Land

It should be noted that the site has been identified as potentially contaminated land. However, a Geotechnical and Geoenvironmental report was submitted in support of the application, which has been assessed by the Contaminated Land Unit. They offer no objection to the proposal, subject to conditions. As such, it is considered that the proposed development would be acceptable in terms of pollution.

Air Quality

It should be noted that the application site is located within the Taibach-Margam Air Quality Management Area (AQMA), which was established in 2000 due to particulate (PM₁₀) air quality objective levels being exceeded. The proposed development has been assessed by Natural Resources Wales and the Air Quality Section who offer no objection, subject to conditions in respect of a Construction Environmental Management Plan and boiler plant emissions. It should also be noted that the existing monitoring equipment will be re-located on the site and positioned within the sprinkler tank enclosure, adjacent to the new garage/workshop building.

Provided these conditions are imposed on the application, it is therefore considered that the proposed development would be acceptable in terms of air quality.

Archaeology

A desk-based archaeological assessment was submitted in support of the application, which has been assessed by Glamorgan Gwent Archaeological Trust. They note that the site has an archaeological constraint and that the historical assets within the wider area indicate that currently unknown, below-ground archaeological remains may survive and be encountered during the course of the development. In order to overcome this, they recommend a condition is imposed on the application requiring an archaeological watching brief, to ensure that any remains encountered are properly investigated and recorded. Provided the suggested condition is imposed on the application, it is therefore considered acceptable in terms of archaeology.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposed development would not have a detrimental impact upon residential amenity or upon the character and appearance of the surrounding area over and above that currently experienced from the existing schools, and there would be no adverse impact upon highway and pedestrian safety. Hence, the proposed development would be in accordance with Policies SC1, OS1, OS2, EN6, EN8, RE2, TR2 and BE1 of the Neath Port Talbot Local Development Plan.

RECOMMENDATION Approval with Conditions

CONDITIONS

Time Limit Conditions

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

Approved Plans

(2) The development shall be carried out in accordance with the following approved plans and documents:

Air Quality Assessment

Arboricultural Impact Assessment

Bat Interim File Note V2

Boundary Treatment Plan YNM-STL-SI-GF-GA-LD-ZZZZ-09180 Rev P27

Community Engagement Plan and Community Profile

Construction Method Statement

Demolition Plan YNM-STL-SI-GF-GA-LD-ZZZZ-09003 Rev PL7

Desk Based Archaeological Assessment

Drainage Strategy Plan 1 YNM CAM SI XX GA CV 0101 S1 Rev B

Drainage Strategy Plan 2 YNM CAM SI XX GA CV 0102 S1 Rev B

Ecology Report

Energy Strategy

Existing Site Location Plan YNM-STL-ZZ-ZZ-GA-AR-ZZZZ-09001 Rev PL7

External Lighting Strategy
Flood Risk Assessment
Framework School Travel Plan
General Arrangement Plan YNM-STL-SI-GF-GA-LD-ZZZZ-09002 Rev
PL10
Geotechnical and Geo-Environmental Report
Hard Landscape and Furniture Plan YNM-STL-SI-GF-GA-LD-ZZZZ-
09160 Rev PL8
Highway Layout Construction Plan YNM CAM SI XX GA CV 0105 S1
Rev A
LZC Study
Margam Bat Roost Assessment Report
Noise Impact Assessment Report
Construction Noise Management Plan
Planning Design and Access Statement
Pre-Application Consultation Report Final
Proposed Bin Store YNM-STL-SI-GF-GA-AR-ZZZZ-01007 Rev PL7
Proposed Building Sections YNM-STL-ZZ-ZZ-SE-AR-ZZZZ-03001
Rev PL7
Proposed First Floor Plan YNM-STL-ZZ-FF-GA-AR-ZZZZ-01002 Rev
PL7
Proposed GA Elevations YNM-STL-ZZ-ZZ-EE-AR-ZZZZ-02001 Rev
PL7
Proposed Ground Floor Plan YNM-STL-ZZ-GF-GA-AR-ZZZZ-01001
Rev PL7
Proposed Roof Plan YNM-STL-ZZ-RF-GA-AR-ZZZZ-01004 Rev PL7
Proposed Second Floor Plan YNM-STL-ZZ-SF-GA-AR-ZZZZ-01003
Rev PL7
Reptile Survey Report
Site Sections YNM-STL-SI-GF-SE-LD-ZZZZ-09301 Rev PL7
Site Waste Management Plan
Soakaway Tests
Soft Landscaping Plan inc. Ecology Mitigation YNM-STL-SI-GF-GA-
LD-ZZZZ-09140 Rev PL7
Surface Water and Foul Drainage Strategy
Transport Assessment
Tree Protection, Retention and Removal Plan YNM-STL-SI-GF-GA-
LD-ZZZZ-09101 Rev PL7
Proposed Sprinkler Tank Enclosure YNM-STL-ZZ-GF-GA-AR-ZZZZ-
01006 Rev PL7
Existing and Proposed Site Sections (Sheet 1 of 2) YNM CAM S1 XX
GA CV 0505 S2 Rev A

Existing and Proposed Site Sections (Sheet 2 of 2) YNM CAM S1 XX GA CV 0506 S2 Rev A

Existing Site Levels YNM CAM S1 XX GA CV 0503 S2 Rev A

Proposed Site Levels YNM CAM S1 XX GA CV 0504 S2 Rev A

Overland Surface Water Flow Direction - Existing Site YNM CAM S1 XX GA CV 0501 S2 Rev P1

Overland Surface Water Flow Direction - Proposed Site YNM CAM S1 XX GA CV 0500 S2 Rev P1

Garage/Workshop Floor Plan, Section and Elevations YNM-STL-ZZ-GF-GA-AR-ZZZZ-01008 Rev PL9

Site Sections (Sheet 1 of 2) YNM-STL-SI-SE-DR-LD-ZZZZ-09302 Rev PL11

Site Sections (Sheet 2 of 2) YNM-STL-SI-SE-DR-LD-ZZZZ-09303 Rev PL11

Reason

In the interests of clarity.

Pre-Commencement Conditions

(3) Before beginning any development at the site, you must do the following: -

a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason

To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

NOTE: Templates of the required Notice and Site Notice are available to download at www.npt.gov.uk/planning

(4) Notwithstanding the submitted details, prior to the commencement of development on site, full details of the programme of works including timescales for the demolition and construction phases and temporary car parking arrangements and access road shall be submitted to and approved in writing by the Local Planning Authority. Development on site shall be undertaken in accordance with the approved scheme.

Reason

In the interest of residential amenity and highway safety.

(5) Prior to the commencement of work on site a remediation scheme to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historical environment shall be prepared and submitted to and agreed in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

(6) Notwithstanding the submitted details and prior to the commencement of works on site an amended Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority, which shall provide additional measures including: details of the bagging and removal of any biological debris and/or dampening prior to demolition; details of a wheel wash system and road sweeping provision. All construction works on site shall be undertaken in accordance with the approved scheme.

Reason

In the interest of protection of the environment and air quality.

(7) No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been first submitted to and approved by the Local Planning Authority. Thereafter, the programme of work shall be fully carried out in accordance with the requirements and standards of the approved written scheme.

Reason

To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

(8) Prior to the commencement of works on site, the 7m buffer zone from the Arnallt Brook watercourse, as detailed on the General Arrangement Plan (YNM-STL-SI-GF-GA-LD-ZZZZ-09002 Rev PL10), shall be created with protective fencing, with such fencing maintained for the duration of construction works and no development works shall be permitted within this buffer zone.

Reason

In the interest of biodiversity.

(9) Prior to the commencement of development on site, a detailed scheme for the treatment and disposal of soils affected by Japanese Knotweed shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be in accordance with current best practice. Thereafter, the

development shall be carried out in accordance with the approved scheme.

Reason

In the interest of biodiversity and protection of the environment.

(10) Notwithstanding the submitted details in the Construction Noise Management Plan and prior to works commencing on site, an amended Construction Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The amended plan shall identify all sensitive noise receptors and

proposed monitoring locations; detail the noise monitoring methodologies to be employed; outline the high impact phases of construction programme and identify potential mitigation in the event of exceedances of the agreed noise limits. The approved Management Plan shall be adhered to throughout the demolition and construction phases.

Reason

In the interests of residential amenity.

Action Conditions

(11) Notwithstanding the submitted details and prior to any works commencing on drainage works affecting the development site, an amended scheme detailing further investigation in relation to both surface water flood risk and fluvial flood risks, including any mitigation measures where necessary, together with a detailed and comprehensive drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. Foul flows only shall be communicated to the combined 225mm public sewer SS78877201 and SS78876303 located in site/highway/ to the South East of the site. The scheme shall provide for the disposal of foul, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter, the scheme shall be implemented in accordance with the approved details prior to the first beneficial occupation of the development.

Reason

To ensure all flooding risk has been investigated and mitigated to avoid potential flooding onto third party land or the public highway, and to prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

(12) Prior to their use in the development hereby approved, details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity.

(13) Prior to the installation of any permanent external lighting on the site, a detailed lighting scheme for the whole site shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all external lights, the specification, intensity of illumination, predicted lighting contours (Lux plots), together with proposed hours of operation and any mitigation measures required. The scheme shall also demonstrate that dark corridors are retained for the movement of wildlife, and provide timescales for the installation of all lighting. The approved lighting shall be implemented on site in accordance with the approved scheme only, and retained as such thereafter.

Reason

In the interest of residential amenity and to prevent any unacceptable light spillage, and in the interest of biodiversity and protected species.

(14) Prior to the installation of any temporary construction lights on site, the location of all external lights, the specification, intensity of illumination, together with any mitigation measures required shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved scheme only.

Reason

In the interest of residential amenity and to prevent any unacceptable light spillage, and in the interest of biodiversity and protected species.

(15) Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with Condition 5 shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

(16) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

(17) Prior to the installation of the boiler plant on site, a scheme detailing the emissions from the plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also demonstrate that emissions are in accordance with the Institute of Air Quality Management (IAQM) document Land Use Planning and Development Control: Planning for Air Quality (May 2015). The plant shall be installed in accordance with the approved scheme, and retained as such thereafter.

Reason

In the interest of protection of the environment and air quality.

(18) Notwithstanding the submitted details, prior to the installation of the approved parking area on site, a scheme shall be submitted to and approved in writing at a scale of 1:200 detailing a designated drop-off area for a mini bus to use for disabled children, together with the position of pedestrian guard railings to prevent pupils crossing the staff car parking area along the edge of the bus laybys with appropriate gaps to gain access and egress to each bus. The approved details shall be fully implemented site prior to first beneficial use of the car park, or in accordance with the phasing plan as required by Condition 4, and retained as such thereafter.

Reason

In the interest of pedestrian safety and all inclusive access.

(19) Prior to the first beneficial use of the approved car parking and drop-off area, all necessary pedestrian barriers, new footways and parking bays including those along Bertha Road shall be fully constructed and marked out on site in accordance with plans YNM-STL-SI-GF-GA-LD-ZZZZ-09002 Rev PL10 (General Arrangement Plan) and YNM CAM SI XX GA CV 0105 S1 Rev A (Highway Layout), and the scheme submitted in accordance with Condition 18, together with all associated signage and road markings, and shall be retained as such thereafter.

Reason

In the interest of highway and pedestrian safety.

(20) Notwithstanding the submitted details in the Construction Method Statement, the construction delivery restriction times shall be amended to exclude all deliveries and removals from the site between the following times:

08:00am to 09:15am for the morning times;

3.00pm to 4.00pm for the afternoon times.

Reason

In the interest of highway and pedestrian safety and to avoid peak traffic times.

(21) Notwithstanding the submitted details, prior to the first beneficial use of the coach drop-off and collection area, a coach management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plans shall be adhered to at all times during operation of the coach drop-off and collection area, and shall be reviewed at the end of the first year of operation to ensure its effectiveness, the results of which shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interest of highway safety and to ensure there is no unacceptable impact on Bertha Road.

(22) Notwithstanding the submitted details, prior to the first beneficial use of the new school building a traffic management scheme for the removal of existing and introduction of new yellow zig zag lines outside all proposed entrances to the school at a scale of 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The scheme, as approved, shall be fully implemented on site prior to the first beneficial use of the school commencing, and retained as such thereafter.

Reason

In the interest of highway and pedestrian safety.

(23) Notwithstanding the submitted details, any automated traffic control barriers installed on site shall be of a design that has a curtain below the barrier to prevent any pedestrians from walking under the barrier.

Reason

In the interest of pedestrian safety.

(24) Prior to the first beneficial use of the new school building, a detailed scheme for 'No Entry' and 'Entrance' signs at the new access and egress points onto Bertha Road shall be submitted to and approved in writing by the Local Planning Authority. The new signage shall be fully implemented on site prior to the first use of the approved parking area, or in accordance with the phasing plan as required by Condition 4, and retained as such thereafter.

Reason

In the interest of highway safety.

(25) Prior to the first beneficial use of the new school, all highway scheme works requiring alterations to the highway network and Traffic Regulation Orders, as detailed in the approved transport assessment under 5.3.2, shall be fully implemented on site and stages 2 to 4 Road Safety Audits in accordance with HD19/03 shall be undertaken, the results of which shall be first submitted to and approved in writing by the Local Planning Authority following completion of each stage of the audit. Any mitigation identified as part of the Road Safety Audit shall be undertaken and completed on site before the first beneficial use of the school, and retained as such thereafter.

Reason

In the interest of highway and pedestrian safety.

(26) Within 5 months of the first beneficial use of the school commencing, a travel plan shall be submitted to be approved in writing by the Local Planning Authority and shall include reduction targets of vehicles accessing the site and a monitoring regime. Full monitoring shall take place in the 1st, 3rd and 5th year with an interim report in the 2nd and 4th year the result of which shall be submitted to and approved in writing by the Local Planning Authority. After five years of operating the first travel plan, a further travel plan addressing any issues that have failed to reduce the use of the car and meet the agreed targets set in the travel plan shall be submitted to and agreed in writing by the Local Planning Authority within three months, and implemented accordingly within three months following its approval.

Reason

In the interest of highway and pedestrian safety.

(27) Prior to the demolition of any buildings on site or construction of the approved workshop/garage building, additional bat surveys shall be carried out, as specified within section 6.1 of the Margam Bat Roost Assessment Report dated December 2016 and the results of these surveys, including any necessary mitigation measures, submitted to and approved in writing by the Local Planning Authority. The demolition of existing buildings and construction of the workshop/garage shall be undertaken in accordance with the approved bat survey.

Reason

In the interest of biodiversity and protected species.

(28) Notwithstanding the submitted details, prior to the first beneficial use of the new school, an amended landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority demonstrating how all native trees that are to be removed will be replaced by at least 2 native trees of local provenance. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development hereby permitted, whichever is the sooner and any trees or plants which within a period of five years from the

completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species.

Reason

In the interest of visual amenity and biodiversity, and to accord with Section 197 of the Town and Country Planning Act, 1990.

(29) Notwithstanding the submitted details, prior to the commencement of works on the superstructure of the school building, details for the provision of artificial nesting sites for birds shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include manufactured bird bricks incorporated into the fabric of the building or alternatively artificial nest boxes placed on the outside of the building. Development shall be undertaken on site in accordance with the approved scheme, and retained as such thereafter.

Reason

In the interest of biodiversity, as the proposals will remove potential bird nesting/foraging habitats which must be mitigated for under the Habitat Regulations (amended 2012).

(30) Prior to the demolition of any buildings on site or construction of the approved workshop/garage building, a licence to disturb any species listed under Schedules 2 or 5 of the Conservation of Habitats and Species Regulations 2010 has been granted in accordance with the aforementioned regulations, and a copy thereof has been submitted to the Local Planning Authority.

Reason

To ensure conservation of protected species and their habitats.

(31) Prior to the first evening use (17:00pm-22:00pm) of the sports pitches detailed on the General Arrangement Plan (YNM-STL-SI-GF-GA-LD-ZZZZ-09002 Rev PL10), a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing complaint investigation procedures for noise arising from the sports pitches during these hours, and identifying the potential noise mitigation measures that shall be used to reduce noise impact, and the timescales for implementation of any noise mitigation and/or control

measures identified as necessary following such investigation of a complaint, with such measures thereafter retained.

Reason

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

(32) Should the Local Planning Authority make such a request in writing following receipt of complaints regarding the floodlighting at the site, a post-operation survey shall be undertaken and the results submitted to the Local Planning Authority within one month of such request being made to demonstrate that the light spill beyond the site boundaries does not exceed the approved specifications, and, if not, any remedial actions necessary. The remedial measures shall be fully implemented on site within one month of the completion of the post-operation survey, and retained as such thereafter.

Reason

In order to safeguard the amenities of adjoining occupiers, and ensure that the impact on nearby residential properties is in accordance with the approved technical specification.

(33) Notwithstanding the submitted details and prior to the first beneficial use of the school, details of all proposed boundary treatments and means of enclosures proposed shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosures shall be erected on site prior to the occupation of the associated development, and retained as such thereafter.

Reason

In the interest of visual and residential amenity.

(34) Notwithstanding the submitted details, prior to the first beneficial use of the 3G sports pitch a 2m high close boarded fence shall be provided along the common boundary with the Afan College caretakers house for the length of the curtilage of that property, and shall be retained as such thereafter.

Reason

In the interest of residential amenity of the occupier of the dwelling.

(35) All activities on the sports pitches and MUGA detailed on the General Arrangement Plan (YNM-STL-SI-GF-GA-LD-ZZZZ-09002 Rev PL10) shall be limited to 09:00am-22:00pm only.

Reason

In the interests of residential amenity.

(36) Notwithstanding the submitted details and prior to the installation of any CCTV cameras on site a scheme detailing their location and specification shall be first submitted to and approved in writing by the Local Planning Authority. The cameras installed on site shall be in accordance with the approved scheme only, and retained as such thereafter.

Reason

In the interest of visual and residential amenity.

Regulatory Conditions

(37) All works to the trees on site shall be undertaken in accordance with the approved Arboricultural Impact Assessment and Tree Protection and Removal Plan (YNM-STL-SI-GF-GA-LD-ZZZ-09101 Rev PL7) and in accordance with BS5837:2012 Trees in relation to design, demolition and construction.

Reason

In the interest of visual amenity and biodiversity.

(38) No surface water from the drop off areas or car parking areas shall flow out onto the public highway.

Reason

In the interest of highway and pedestrian safety.

(39) During all excavation works on site, trenches shall be covered overnight or means of escape provided in them to prevent any wildlife becoming trapped inside.

Reason

In the interest of biodiversity.

(40) The measures, as set out in the Margam Bat Roost Assessment Report dated December 2016, shall be fully implemented on site throughout the course of development.

Reason

In the interest of biodiversity and protected species.

(41) The noise rating level emitted from external plant serving the approved use shall not be greater than the existing background noise level. The noise levels shall be determined at the nearest noise-sensitive premises or at another location that is deemed suitable by the Local Planning Authority. Measurements and assessments shall be made in accordance with 'BS 4142:2014 Method for rating and assessing industrial and commercial sound'.

Reason

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

(42) Prior to the first beneficial use of the school building, the air quality monitoring equipment shall be re-positioned on site, as shown in the General Arrangement Plan (YNM-STL-SI-GF-GA-LD-ZZZZ-09002 Rev PL10), and retained as such thereafter.

Reason

To ensure that air quality is suitably monitored at the site.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2016/1023	<u>DATE:</u> 22/11/2016
PROPOSAL:	Construction of a two storey welsh medium secondary school for ages 11 years to 16 years, with access arrangements, car and bus parking, and drop off zone, new sports pitches, lighting and CCTV system, boundary treatment, landscaping, plus associated service facilities and engineering operations.
LOCATION:	Former Sandfields Comprehensive School & Traethmelyn Primary School, Southdown View, Sandfields, Port Talbot SA12 7AH
APPLICANT:	Director of Education, NPTCBC
TYPE:	Full Plans
WARD:	Sandfields West

SITE AND CONTEXT

The site comprises a level, irregular parcel of land located within settlement limits measuring approximately 5.59 hectares in area and accessed off Southdown View.

The site is presently occupied by Sandfields Comprehensive and Traethmelyn primary schools with a combined internal floorspace of approximately 13,439 square metres together with tennis courts, parking and landscaping areas. These buildings are currently undergoing demolition.

The site is bounded to the east by the Afandale residential estate and Afanway, to the south and west by the residential areas on Southdown View and to the north and west by Seaway Parade and Saint Helier Drive. The recently constructed Bae Baglan school and associated playing fields are located to the north on the opposite side of Seaway Parade.

BACKGROUND TO NPTCBC 21ST CENTURY SCHOOLS PROGRAMME AND STRATEGIC OVERVIEW

Members will be aware that the Authority has a wider strategic schools improvement programme, and to understand the context of this development a brief overview of the strategy and how this proposal links into that programme is set out below.

The application is submitted by the Council and funded by the Local Authority and Welsh Government 21st Century School Programme. The proposal forms part of the Council's Strategic School Improvement Programme and will provide a new Welsh medium school for up to 650 pupils aged from 11-16. Currently NPTCBC has one Welsh medium secondary school (Ysgol Gyfun Ystalyfera) which is located in the north of the Borough. Due to its location, a substantial number of pupils wishing to transfer to secondary Welsh-medium education from the south of the county borough have long daily travel journeys to school and research has shown that many parents choose not to send their children to Welsh-medium primary schools because of the travel distance at secondary transfer.

It is important to note that this phase of development is for the 2nd of three phases, which will allow a phased reduction of pupil numbers at Ystalyfera.

Members are made aware that the demolition of the existing schools on the site have already been granted prior approval under application P2016/0544 approved 15/7/2016.

DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the construction of a new two storey secondary school with access arrangements, car and bus parking, and drop off zone, new sports pitches, lighting and CCTV system, boundary treatment, landscaping, plus associated service facilities and engineering operations.

Building design and scale

The two storey school building will have a gross internal floor space of 6614 square metres and a maximum height of approximately 13 metres for up to 650 pupils. The submitted Design and Access Statement details the scale, massing and layout of the proposed building. The

building has a V shaped footprint with two diverging main wings, the east wing accommodating the main teaching spaces at ground and first floor level whilst the west wing accommodates the cultural and social functions including dining and auditorium on the ground floor with the library, music and drama departments at first floor level. The two wings are joined at the base of the V by the main entrance and lobby and secure reception area beyond which is the central hub which gives access to the two wings. The sports hall is located off the rear of the east wing. This central hub also provides access from the sports fields and play areas at the rear of the building.

Access and car parking

The access arrangements have two distinct elements. The first consists of pupil drop off and pick up for both for parents use and for buses with separate access and egress off Seaway Parade. Secondly, there a staff parking area which will be accessed and egressed via St Helier Drive. In order to provide this access the current 'no entry' onto St Helier Drive from the Western Avenue/Solar Way roundabout will be replaced by a new two way road and an access provided to the site immediately to the north of Suffolk House. There will be no access allowed beyond the new car park access onto the remainder of St Helier Drive.

The submitted assessment details the following drop off and parking facilities:

- 22 parent pick up/drop off bays (to be supplemented by an additional 10 – see parking section below)
- 10 full size bus bays (with all buses being able to exist their bays in a forward gear without encroaching on adjacent bays).
- 68 Staff car parking spaces
- 10 disabled parking spaces

Two pedestrian and cycle accesses will be provided off Seaway Parade with a further pedestrian safe route being retained off Southdown View.

An additional access for deliveries associated with the school is situated off St Helier Drive.

Sports and play facilities:

The following sports facilities are located within the site:

- One Grass rugby pitch
- Two Multi Use Games Areas
- One Hockey pitch

All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

PRE-APPLICATION CONSULTATION / NEGOTIATIONS:

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 a Pre application consultation has been carried out by the applicants agent. The consultation exercise took place between 12 October 2016 and 9 November 2016. The consultation involved residents of 270 properties within the surrounding area together with Ward members, Community Councils, and specialist consultees who were directed to the website where the details of the development were available. As a result of the consultation 11 comments were received from local residents, in summary the majority of the comments support the proposal with matters relating to transportation, operational issues and other matters that were not considered to be material planning considerations.

Pre-application consultation with the Planning Department was also undertaken and these resulted in significant changes to the parking, pick up and drop off arrangements including the creation of a separate access and parking area for staff and disabled.

Following discussions with Local Ward Members, who have raised concerns regarding the number of drop off pick spaces, further amendments have been sought which will result in an additional 10 drop off spaces (Further information on this matter is set out below within the Highway and Pedestrian safety section, and visual amenity section of this report).

EIA and AA Screening:

The application site exceeds the Schedule 2, column 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. As such the application has been screened

in accordance with the requirements of Schedule 3 of the Regulations. The findings of the screening report were that the scale and nature of the potential impact associated with the development both alone and in combination with other developments within the area would not be of a type that would require the carrying out of an Environmental Impact Assessment or the subsequent submission of an Environmental Statement in support of the application.

The proposed development is not located within a zone of influence for any SAC, CSAC or Ramsar sites. As such it is considered that an Appropriate Assessment as set down within the Conservation of Habitats and Species Regulations 2010 is not required.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2016/0544 Prior notification for demolition of former school buildings – Decision 15/7/2016
- P2016/0925 Request for screening opinion – EIA not required – decision 14/11026

CONSULTATIONS

Representations have been received from **Ward Councillors James Evans and Suzanne Paddison** which express support for the development in principle, but raise the following concerns: -

- General concerns in respect of the potential effects on traffic in the vicinity, and the potential impacts given proximity of Bae Baglan School.
- There is a need to learn lessons from Bae Baglan and make sure that traffic flows. Although each application has to be taken on its own merit, we cannot ignore the complaints regarding traffic flow and lack of parking spaces at present.
- Concerns with regard to the need for more drop off/pick up spaces to the front of the school, and potential for this to hinder the flow of traffic when cars reverse out of spaces. Grassed area along the front should be used for additional parking bays.

- Bus stops need to be moved prior to new school opening
- Additional pollution from idling traffic at peak times
- Evening performances will attract car traffic as parents and guests will have farther to travel and not be arriving on foot. Are there sufficient spaces for out of school activities?
- The need for means of stopping vehicles from turning right into the Afandale estate off Seaway Parade.
- The need for measures to ensure that there is no unacceptable level of light spillage from the development or adverse effects of lighting from the school affecting residents

Natural Resources Wales (NRW) - No Objection, subject to conditions.

Head of Engineering and Transport, Highway Section - No objection, subject to conditions.

Head of Engineering and Transport, Drainage Section - No Objection, subject to conditions.

Contaminated Land - No Objection, subject to conditions.

Biodiversity - No Objection, subject to conditions.

Environmental Health - No Objection, subject to conditions

CADW – No objections

Gwent Glamorgan Archaeological Trust: No objections

Sports Wales - No objections

REPRESENTATIONS

Thirty six neighbouring properties were consulted on the 28th November 2016, with site notices also displayed.

In response, to date 3 representations have been received, with the issues raised summarised as follows:

- Objections to the entrance being off Seaway Parade, already a choke point further access with projected 2000 pupils.
- Access should be located off Harbour Way
- Concerns with regard to vehicle pollution (concerns Rutherglen roundabout rather than specifically the school)
- General parking and congestion issues around the new school, having regard to the nearby Ysgol Bae Baglan

REPORT

Planning Policies

The Development Plan for the area comprises the Neath Port Talbot Local Development Plan which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies:

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable communities
- **Policy SP4** Infrastructure
- **Policy SP5** Development in the Coastal Corridor Strategy Area
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP19** Waste Management
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage

Detailed Policies:

- **Policy SC1** Settlement limits
- **Policy I1** Infrastructure Requirements
- **Policy EN8** Pollution and Land Stability
- **Policy RE2** Renewable and Low Carbon Energy in New Development
- **Policy W3** Waste Management in New Development
- **Policy TR2** Design and Access of New Development

- **Policy BE1** **Design**

Supplementary Planning Guidance:

The following SPG were approved in October 2016 and are of relevance to this application: -

- [Parking Standards](#)

Issues

Having regard to the above, the main issues to consider in this application relate to the impact on the visual amenity of the area, the amenities of neighbouring residents and highway safety.

Impact on Visual Amenity

The main school building is located to the north of the site and is set back approximately 55 metres from Seaway Parade with the main entrance orientated towards the road. The intervening area between the road and school is a mixture of hard and soft landscaping, including areas of retained trees and vegetation immediately fronting Seaway Parade harder landscaped areas providing the car and bus drop off areas and soft and hard landscaping and tree planting immediately in front of the main school elevations.

It is noted that the height of the proposed building at two storeys has been designed with respect to surrounding residential areas. The external appearance of the building is characterised by the three main elements and use of materials. The west elevation which contains the dining hall/auditorium fronts the staff car park and Seaway Parade consists of a combination of rendered walls punctuated by tall vertical windows and composite panels with a feature metal wrap over element constructed on a deep brick plinth. The elevations to the teaching wing have a more simplified design featuring vertical bands of render cladding with interspersed by full height curtain coloured wall elements with deep reveals. The tallest element is the sports hall which has a shallow pitched roof and utilises composite wall cladding and metal standing seamed roof. In contrast the main entrance uses double height glazing with a deep roof overhang. It is considered that in combination these elements will ensure a visually acceptable form of development in this prominent location in accordance with policy BE1 of the Local Development Plan.

Sports pitches are located to the south of the site which will act as a buffer between the main building and residents along South Down View and St Helier Drive. The site includes significant areas of soft landscaping in particular to the boundaries with residential areas.

As identified in the parking section below, an additional 10 drop off spaces are to be incorporated into the site frontage scheme (by condition) in order to address as far as possible local concerns about the adequacy of drop-off arrangements off Seaway Parade. An indicative scheme has been provided which shows a loss of a number of smaller trees, along with areas of soft landscaping from the original proposal. The biodiversity section has confirmed that this loss can be mitigated for within the site, and it is considered that even with the additional surfaced spaces, subject to a landscaping condition, the scheme represents an appropriately balanced scheme which will satisfactorily protect visual amenity.

It is considered that in combination these elements will ensure a visually acceptable form of development in this prominent location in accordance with Policy BE1 of the Local Development Plan.

Impact on Residential Amenity

The proposed development is located entirely within the existing school site and consists of a building which has a footprint of approximately half of that occupied by those of the existing buildings. The proposal will also result in a less intensive use of the site as there will be approximately 200 fewer pupils. As such there has been an opportunity to increase separation distances between school buildings and residential dwellings with the exception of the proximity to a number of properties fronting Afandale. However, the school building at this point is of a residential scale with an eaves height of approximately 7.5 metres and a maximum roof height of approximately 10 metres with a separation distance of between approximately 28 to 50 metres. As such it is not considered that the proposed building itself would result in any detrimental impacts upon residential amenity.

The access to the proposed staff and disabled parking area has been amended following the Pre-Application Consultation (PAC) to meet the requirements of the Highway Authority, and is now proposed directly off St Helier Drive, to the rear (north) of dwellings on St Helier Drive. Bearing in mind the use of this access/land for parking during school

term and hours of operation it is considered that this would result in additional impacts upon residential amenity. Nevertheless the parking area has a separation distance between approximately 40 to 50 metres, while there are existing means of enclosure to the area, and trees located along the common boundary. Accordingly, it is considered that the impacts on these nearby properties would not be unacceptable.

Similarly the parents drop off and pick up areas are located between approximately 30 to 35 metres from the nearest dwellings on Afandale this is considered to be sufficient separation distance to ensure that there would not be any significant impact upon residential amenity.

In respect of potential noise and disturbance from the proposal, including the proposed sports pitches, it is noted that there are residential properties on Afandale, St Helier Drive and Southdown View that could be potentially affected. The Environmental Health Section has assessed the submitted Construction Noise Management Plan and Noise Impact Assessment and offers no objection to both the construction phase and completed development, including sports pitches (which are intended to be used during evenings), subject to conditions. These conditions relate to the submission of a Construction Noise Management Plan, restrictions on the noise emissions from external plant, time limits of the use of the sports pitches and MUGA from 9.00am to 22.00pm, and a condition in respect of a post-operation complaints system in the event noise complaints are received with regard to the evening use of sports pitches and MUGA. Provided these are imposed on the application it is considered that the development would be acceptable in terms of potential noise and disturbance of neighbouring residential properties within the local area.

Floodlighting Scheme

In addition to potential noise and disturbance, it is noted that the floodlighting of the site and especially sports pitches has the potential to impact on neighbouring properties, especially during evenings, with concerns having been raised by the Environmental Health Officer and Ward Councillors. No specific lighting plan for the pitches has been submitted in support of the application, therefore in order to ensure there are no unacceptable impacts on neighbouring residents, a condition is proposed to require submission of a lighting scheme (covering the whole of the site) to ensure that any lighting is adequately angled and or shielding erected to prevent unacceptable light spillage.

Given the potential for local impacts, a condition is also attached which would require post-operation monitoring in the event of complaints being received to ensure the approved scheme has been implemented correctly to minimise such harm. Provided these are imposed on the application, it is therefore considered acceptable in terms of impacts on amenity relating to external lighting of the site.

In relation to the construction phase of development, a construction management plan should be a condition of any permission issued, ensuring that details such as construction delivery routes, timing of construction, site office set up etc are considered, in relation to both residential amenity, highway and pedestrian safety, and the protection of the environment.

As such it is considered that the proposals accord with the principles set within Policy BE1 of the Local Development Plan.

Parking and Access Requirements and Impact on Highway Safety

With respect to access and car parking, the scheme currently includes a total of 78 spaces within a car park to be accessed off St Helier Drive (following amendment to the existing TRO which prevents access from the roundabout at present).

In addition access for parents and pupils includes 22 pick-up and drop off spaces together with 10 bus parking bays, these being directly accessed from Seaway Parade.

Comments have been received in relation to parking and vehicular access to the site from the Ward Members Cllrs Paddison and Evans, both at pre-application stage and during the formal consultation. Having regard to these concerns over the adequacy of the proposed provision, the applicant was requested to look at the feasibility of providing additional drop off/pick up spaces, following which an indicative scheme has been provided showing an additional 10 drop-off spaces, which are to be sought by condition, making a total of 32 drop-off spaces.

The approved parking Standards SPG requires that, for new schools, 1 space is provided per 5 children. Based on the capacity of up to 650 pupils, as a starting point for assessment that would require 130 spaces to serve the new school. Bus parking is also required.

Following the additional 10 drop-off spaces referred to above, the scheme would provide for 110 spaces in total, which is slightly less than the SPG would normally require. However, the SPG also emphasises that an exception to this may be specialised secondary schools (e.g. religious or Welsh) with a large catchment area where a reduced number may be adequate. In this regard, it is to be noted that this is a proposal for a Welsh secondary school where a significant proportion of the pupils would be expected to be bussed in from farther afield. Indeed, it was for this reason that the scheme was amended following the pre-application consultation (PAC) to incorporate additional bus spaces following a direct request from the Highway Authority.

It is also noted that the new school seeks to replace a much larger (capacity) school which served a more local population.

In addition to setting maximum (not minimum) standards, the approved SPG also includes a sustainability tool which makes it possible to reduce the level of parking required by a development. The criteria measures the sustainability of a development in terms of walking distance to local facilities, public transport and cycle routes and frequency of local public transport. The SPG also refers to developments where Travel Plans should be required by condition, such a plan allowing for the relaxation of parking requirements.

Having regard to all of the above, including the sustainable nature of the site and the fact that a travel plan will be sought by condition, it is considered that the extent of parking, drop-off and bus provision broadly accords with the Parking Standards SPG (October 2016), and represents an acceptable amount of parking to serve the development. The Head of Engineering and Transport (Highways) has also reviewed the scheme and the submitted Transport Assessment, and has offered no objection to the proposal subject to conditions.

Impacts on highway network

Concerns have been raised locally with regard to problems within the surrounding road network in particular increased congestion and pollution along Seaway Parade at peak times, buses dropping off on the roundabout outside the school and increased traffic being directed down Seaway Parade by the closure of Rutherglen roundabout.

Within the submitted Transport Assessment (TA) the trip generation and traffic impact section details the number of trips that the development is

expected to attract. The figures indicate that over 87% of pupil trips will be made by bus or foot with 74 car trips being generated by pupils during peak school period. As a result of the modelling carried out the report concludes that the road network will have sufficient capacity to accommodate traffic associated with the proposed development. To ensure the safe and efficient operation bus/parent drop off/pick up areas a Management Plan will be implemented for these areas.

In addition a number of concerns relate to the relationship of the site with Bae Baglan, which has been operational since September 2016 in particular the impact upon the road network at opening times and closing times of the two schools. Indeed the local Ward Members have stated that there is a need to learn lessons from Bae Baglan and make sure that traffic flows, noting that there are complaints regarding traffic flow and lack of parking spaces at present.

Having regard to the above concerns, Officers have liaised with the Education section, who have advised that the times of the school day at Bae Baglan are currently as follows:

1. Nursery (part-time pupils, two sessions [a.m. & p.m.]) – morning session starts at 9:00 and ends at 11:30; afternoon session starts at 12:40 and ends at 15:10
2. Reception to Year 6 (primary phase/lower school) – starts at 9:00 and ends at 15:10 (breakfast club starts at 8:15. Enrichment session [after school] starts at 15:10)
3. Year 7 – Year 11 (secondary phase/middle and upper school) – starts at 8:30 and ends at 15:00 (Enrichment session [after school] starts at 15:00)

With respect to opening times at the new *Ysgol Newydd Gymunedol Gymraeg*, they advise further that no decision has yet been taken for the start and end times of the school day, noting that this will be the responsibility of the temporary governing body and will be made known in advance.

The Education Department has made it clear that it is in the interests of both schools to support the effective delivery of education at both sites, noting that “*this includes the efficient and safe movement of pupil, parents, traffic and school transport at the start and end of the school day*”. With this in mind, they state that both governing bodies and the Council will work together to achieve this end.

In order to ensure potential traffic impacts are minimised, a condition has been imposed requiring a Transport Management Plan to be submitted no later than 12 weeks prior to the opening of the school, which will include details of operational management and opening/closing hours, along with a review mechanism to identify post-opening whether there is any need for identified traffic management issues to be addressed. It is noted that both head teachers of the schools are aware of the potential traffic impacts in relation to the schools. If there is a case to introduce staggered start and finish times this proactive approach, governed by the relevant condition, will ensure that if changes to the school opening times are necessary, these can be carried out expeditiously.

It is noted that Councillor Paddison has raised concerns with regard to the current location of public bus stops (opposite each other) on Seaway Parade. In response, Members are made aware that arrangements have already been made for the bus stop on Seaway Parade adjacent to the Afandale junction to be re-located to avoid future congestion at this point.

In response to concerns over adequacy of parking for 'out of hours' use, it is also noted that the staff car park will be made available for members of the public taking part in out of hours activities.

Subject to conditions, it is therefore considered that the proposed development would accord with Policy TR2 of the Neath Port Talbot Local Development Plan in respect of the highway and pedestrian safety and access.

Drainage

With regard to surface water drainage the applicant has submitted a surface water strategy and Flood consequences assessment. Concerns were initially raised with regard to surface water run off rates and location points of connections to the DCWW system. The applicant has since submitted additional details with regard to surface water run-off and DCWW have identified connection points to the DCWW drainage system and that an urbanised green field run off rate of 32.5l/s is acceptable.

The Head of Engineering and Transport (Drainage) has advised that they have no objections to the proposed development subject to conditions.

Biodiversity

The biodiversity section has confirmed that the amended Preliminary Ecological Assessment and BREEAM report, Reptile Survey Report and landscaping plan are satisfactory.

As the Biodiversity Unit and Natural Resources Wales have both assessed the proposal and offer no objections to the proposal (subject to conditions), it is therefore considered that the proposal would be acceptable in terms of protected species and ecology in this instance

Welsh Language

Policy SP22 of the Neath Port Talbot Local Development plan set out to safeguard and promote the welsh language in language sensitive areas.

The policy states that; *“on the whole, Neath Port Talbot has a lower percentage of Welsh language speakers compared to the Welsh average. There are however, areas within the County Borough where the language is an integral part of the social fabric and an important element of day to day life. While these areas contain very high levels of Welsh speakers, the erosion of the language in recent years has become a great concern within these communities.*

5.5.29 *Previously, the former Welsh Language Board identified and designated a 'Language Development Area' in Neath Port Talbot which included the communities of Lower Brynamman, Gwaun Cae Gurwen, Cwmllynfell, Ystalyfera and Godre'r Graig. This area is of special linguistic significance, as the main language of daily life is Welsh. As a result of socio-economic factors however, the integrity of the language is under threat.*

5.5.30 *In addition, there are a number of other communities where a high proportion of the population speak Welsh and the language in these communities is also considered an intrinsic part of daily life. The strategy therefore seeks to protect the integrity of the Welsh language within the areas identified in the policy, where 25% or more of the population speak the language.”*

The proposed secondary Welsh medium school will clearly address a number of crucial issues raised by this Policy objective and will ensure increased access to secondary Welsh education in the south of the Borough.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with SC1 (Settlement Limits), SP3 (Sustainable communities), SP22 (Welsh Language), BE1 (Design) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

RECOMMENDATION: Approval with conditions

CONDITIONS

Time Limit Conditions

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

Approved Plans

(2) The development shall be carried out in accordance with the following approved plans and documents:

General Arrangement Plan YNGG - 09002-PL05
Proposed Elevations YNGG -02003 - PL06
Proposed Elevations YNGG -02004 -PL06
Proposed Ground Floor Plan YNGG -01001- PL05
Proposed SectionsYNGG - 03001-PL05
Proposed Roof Plan YNGG -01003-PL05
Boundary Treatment Plan YNGG -09180-PL05
Site Location Plan YNGG - 09001-PL05
External Lighting Strategy
Ecology Report
Drainage Strategy Report
Flood Risk Assessment
Framework Travel Plan
Framework Travel Plan
Energy Strategy
Geotechnical and Geo-Environmental Desk Study Report Parts 1 to 9
Hard Landscape and Furniture Plan 09160-PL05
LZC Study
Planning Design and Access Statement
Surface Water and Foul Drainage Strategy
Noise Impact Assessment
Site Waste Management Plan
Soft Landscape Plan Ecological Enhancement_YNGG-STL-SI-GF-GA-LD- 09160 PL05
Soft Landscape Plan Ecological Enhancement_YNGG-STL-SI-GF-GA-LD- 09140 PL05
Archaeological (Desk Based) Assessment
Arboricultural Impact Assessment Part 1 Part
Community Engagement Plan and Community Profile
Construction Method Statement
Drainage Strategy Plan 1 YNGG CAM SI XX GA CV 0101 S1 Rev A
Drainage Strategy Plan 2 YNGG CAM SI XX GA CV 0102 S1 Rev A
Proposed Sprinkler Tank Enclosure YNGG-STL-ZZ-GF-GA-AR-ZZZZ-01005 Rev PL05
Pre-Application Consultation Report Final

Transport assessment

Reason

In the interests of clarity.

Pre-Commencement Conditions

(3) Before beginning any development at the site, you must do the following: -

a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason:

To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

NOTE: Templates of the required Notice and Site Notice are available to download at www.npt.gov.uk/planning

(4) Prior to commencement of work on the staff car park hereby approved a scheme at a scale of 1:200 detailing the proposed alterations to the junction of St Heliers Drive/ Seaway Parade shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of two way traffic access to the staff car parking area, street lighting, highway drainage and provide details of No Entry signs onto the remainder of St Helier Drive. The approved scheme shall be constructed on site as approved prior to the first

beneficial use of the building or playing fields and maintained as such thereafter.

Reason

In the interest of highway safety

(5) Notwithstanding the submitted details prior to the first use of the development hereby approved a scheme based on the indicative plan number 001 rev A shall be submitted to and approved in writing by the Local Planning Authority for the provision of a minimum of 10 additional pick up/drop off spaces to be located along the site frontage with Seaway Parade, together with full details of provision for safe pedestrian access from the pick-up/drop off spaces to the school entrance including a safety audit. This scheme shall include details of any associated engineering works that are required to facilitate the additional drop off spaces and include ecological mitigation for the loss of any existing trees and shrubs together with revised landscaping details for the scheme. These details as approved shall be fully implemented on site prior to occupation of the school building hereby approved and retained as such thereafter.

Reason

In the interests of highway safety

(6) Prior to work commencing on site (including site clearance) a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing measures to be put in place to protect and prevent encroachment into retained habitats during construction, including the trees where the bat boxes are located. The scheme shall be implemented as approved.

Reason

In the interests of biodiversity

(7) No development shall take place 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 parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials

- iii. route to be taken by all construction, delivery and Heavy Goods Vehicles to and from the site which shall ensure that all construction traffic enters and exit the site off Seaway Parade
- iv. storage of plant and materials used in constructing the development
- v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- vi. wheel washing facilities
- vii. measures to control the emission of dust and dirt during construction a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. All vehicles accessing the site off Seaway Parade shall be by left turn only when either entering or exiting the site.
- ix. A scheme for temporary lighting during the construction phase
- x. Location of site compound
- xi a scheme for recycling/disposing of waste resulting from demolition and construction works
- xii a scheme for the erection of temporary/semi temporary signage warning drivers of the presence of children and speed restrictions.

The Construction Method Statement shall be signed by a competent person

Reason

In the interest of highway and pedestrian safety

(8) Prior to the commencement of work on site a remediation scheme to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historical environment shall be prepared and submitted to and agreed in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Action Conditions

(9) Prior to first beneficial use of the development hereby approved a Traffic management scheme at a scale of 1:200 shall be submitted to and approved in writing by the Local Planning Authority detailing;

- the removal and proposed location of yellow zig zag lines outside all existing and proposed entrances and exits serving the school
- the removal of the vehicle access onto South Down View.
- Provision of 'No Entry' and 'Entrance' signs at the access and egress points off and onto Seaway Parade.
- The provision of a central island on Seaway Parade to prevent any right turns by vehicles into the site.
- Provision of raising arm barriers with a lower curtain for all vehicular points of access and egress.

The schemes as approved shall be fully implemented on site as approved prior to first beneficial use of the school and maintained as such thereafter.

Reason

In the interest of highway and pedestrian safety

(10) Prior to the installation of any permanent external lighting on the site, a detailed lighting scheme for the site shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all external lights, the specification, intensity of illumination, predicted lighting contours (lux plots), together with proposed hours of operation and any mitigation measures required. The scheme shall also demonstrate that dark corridors are retained for the movement of wildlife, and detailed timescales for the installation of all lighting. The

approved lighting shall be implemented on site in accordance with the approved scheme only, and retained as such thereafter.

Reason

In the interest of residential amenity and to prevent any unacceptable light spillage, and in the interest of biodiversity and protected species.

(11) Prior to the commencement of work on site a scheme to assess the nature and extent of any contamination on the site, and confirmation of whether or not it originates on the site shall be submitted to and agreed in writing with the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006) and shall be submitted as a written report which shall include:

(i) A desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) identifying all plausible pollutant linkages to be assessed.

(ii) a survey of the extent, scale and nature of contamination;

(iii) an assessment of the potential risks to:

- human health,
- ground waters and surface waters
- adjoining land,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- ecological systems,
- archaeological sites and ancient monuments;

(iv) an appraisal of remedial options, and proposal of the preferred remedial option(s).

Reason

To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring

land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

(12) Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with condition (Please insert the condition number requiring remediation to be carried out) shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

(13) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

(14) Within 3 months of the first beneficial use of the school a travel plan shall be submitted to be approved in writing by the Local Planning Authority and shall include reduction targets of vehicles accessing the site and a monitoring regime. Full monitoring shall take place in the 1st, 3rd and 5th year with an interim report in the 2nd and 4th year and submitted for the written approval by the Local Planning Authority.

After five years of operating the first travel plan, a further travel plan addressing any issues that have failed to reduce the use of the car and meet the agreed targets set in the travel plan shall be submitted to and agreed in writing by the Local Planning Authority and implemented accordingly.

Reason

In the interest of Highway and Pedestrian Safety

(15) All highway scheme works requiring alterations of the highway network in relation to the development shall be subject to stages 2 to 4 Road Safety Audit in accordance with HD19/03, and shall be submitted to, and approved in writing by, the local planning authority, at each stage of the audit. Any mitigation identified as part of the Road Safety Audit shall be undertaken and completed on site before the first beneficial use of the school.

Reason

In the interest of highway safety

(16) No development shall commence until the developer has prepared a scheme for the comprehensive and integrated drainage of the site showing how surface water and land drainage will be dealt with and this has been approved in writing by the Local Planning Authority. This scheme shall include details of a sustainable drainage system (SuDS) for surface water drainage and/or details of any connections to a surface water drainage network. The development shall not be brought into beneficial use until the works have been completed in accordance with the approved drainage scheme, and this scheme shall be retained and maintained as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that a satisfactory comprehensive means of drainage is achieved and that no adverse impact occurs to the environment and to minimise surface water run-off.

(17) Notwithstanding the submitted details no works on drainage shall commence on site until a drainage strategy at a scale of 1:500 is submitted to and approved in writing by the LPA detailing existing levels and proposed levels of the site to ensure any pluvial flow from the site remain the same and does not cause any detrimental effects to third

party land adjoining the site. If pluvial flows are deemed to cause a nuisance to third party land a mitigation scheme shall be submitted to be approved in writing by the LPA and undertaken prior to the first beneficial use of the site.

Reason

To ensure that a satisfactory comprehensive means of drainage is achieved and that no adverse impact occurs to the environment and to minimise surface water run-off.

(18) Notwithstanding the details submitted, a minimum of 12 weeks prior to the first use of the development hereby approved, a Transport Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include;

- The operational management of the pick up and drop off areas, and coach parking.
- Details of how the start and close of day times at the school have considered the peak traffic generation in combination with the operation of Ysgol Bae Baglan.
- Pre-occupation parking survey and the timing and extent of post occupation survey of off-site parking conditions, together with details of triggers for potential mitigation measures to address any post occupation issues identified, within Afandale, Southdown View, St Heliers Drive and Border Road.
- Details of information packs/ literature to be provided to all pupils/parents prior to each school year, and available on the school website of both safe pedestrian routes to the school, the operation/management of the pick up and drop off facility, the dangers of indiscriminate parking, and where off site parking should be resisted.
- A coach management plan which shall detail the safe movement of vehicles within the safe drop off/pick up area.
- Details of a post-opening review of the Management Plan after 3 months (or other such agreed period), including details of proposed traffic surveys and timescales for implementation of any measures identified by the review as requiring revision to address identified issues.

The scheme as approved shall be fully implemented, in accordance with the triggers identified within the Management Plan .

Reason

In the interests of highway and pedestrian safety

(19) Notwithstanding the submitted details, prior to the commencement on the superstructure of the school building, details for the provision of artificial nesting sites for birds shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include manufactured bird bricks incorporated into the fabric of the building or alternatively artificial nest boxes placed on the outside of the building. Development shall be undertaken on site in accordance with the approved scheme, and retained as such thereafter.

Reason

In the interest of biodiversity, as the proposals will remove potential bird nesting/foraging habitats which must be mitigated for under the Habitat Regulations (amended 2012).

(20) Prior to first beneficial use of the development hereby permitted a landscaping and habitat management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details for the long-term management, over a minimum period of 15 years, of all of the biodiversity mitigation and enhancement measures and landscaping as set out in the Preliminary Ecological Appraisal and BREEAM Ecology Report and landscaping plan approved under the condition below. The landscape and habitat management plan shall be implemented as approved.

Reason

In the interests of biodiversity

(21) The Reptile mitigation as set out in the Reptile Survey Report shall be implemented as set out in the report. During works all excavation trenches should be covered overnight to prevent any wildlife becoming trapped inside, otherwise a means of escape shall be provided.

Reason

In the interests of biodiversity

(22) As set out in 9.2 (4) of the Preliminary Ecological Appraisal and BREEAM Ecology Report an action plan for the control and eradication of all invasive non-native species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) species shall be submitted to the Planning Authority for approval prior to the commencement of any works (including site clearance) and implemented as agreed.

Reason

In the interests of biodiversity

(23) Notwithstanding the submitted details an amended landscaping plan shall be submitted to the Authority for approval prior to the commencement of works on site. The plan shall be implemented as approved. The amended plan shall:

- o Exclude poisonous (e.g. Digitalis) and thorny species (e.g. Prunus spinosa and Rosa) from the sensory garden species list and replace with suitable alternatives

- o Remove reference to the re-location area for bat boxes.

- o Include reference to any other ecological enhancement measures that are to be provided but are not currently included on the plan e.g. bird box locations, insect walls (if they are to be included) etc.

Reason

In the interests of biodiversity

Regulatory Conditions

(24) No surface water from the drop off areas or car parking areas shall flow out onto the public highway.

Reason

In the interest of highway safety.

(25) The noise rating level emitted from external plant serving the approved use shall not be greater than the existing background noise level. The noise levels shall be determined at the nearest noise-sensitive premises or at another location that is deemed suitable by the Local Planning Authority. Measurements and assessments shall be made in accordance with 'BS 4142:2014 Method for rating and assessing industrial and commercial sound.

Reason

To protect residential amenity

(26) The coach parking/drop off area, parents drop off/pick up area, staff and disabled parking areas, shall be constructed and marked out in accordance with submitted drawing YNGG-STL-SI-GF-GA-LD-ZZZZ-09160 Rev PL05, prior to the first beneficial use of the building, and retained as such thereafter.

Reason

In the interest of highway safety

(27) Should the Local Planning Authority make such a request in writing following receipt of complaints regarding the floodlighting at the site, a post-operation survey shall be undertaken and the results submitted to the Local Planning Authority within one month of such request being made to demonstrate that the light spill beyond the site boundaries does not exceed the approved specifications, and, if not, any remedial actions necessary. The remedial measures shall be fully implemented on site within one month of the completion of the post-operation survey, and retained as such thereafter.

Reason

In order to safeguard the amenities of adjoining occupiers, and ensure that the impact on nearby residential properties is in accordance with the approved technical specification.

(28) All activities on the sports pitches detailed on plan no. YNGG-STL-SI-GF-GA-LD-ZZZZ -09002 rev PL05 shall be limited to 09:00-22:00.

Reason

In the interests of residential amenity

(29) Prior to the first evening use (17:00pm-22:00pm) of the sports pitches detailed on the General Arrangement Plan (YNGG-STL-SI-GF-GA-LD-ZZZZ-09002 Rev PL10), a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing complaint investigation procedures for noise arising from the sports pitches during these hours, and identifying the potential noise mitigation measures that shall be used to reduce noise impacts and the timescales for implementation of any noise mitigation and/or control measures

identified as necessary following such investigation of a complaint, with such measures thereafter retained.

Reason

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

(30) Notwithstanding the submitted details and prior to the installation of any CCTV cameras on site a scheme detailing their location and specification shall be first submitted to and approved in writing by the Local Planning Authority. The cameras installed on site shall be in accordance with the approved scheme only, and retained as such thereafter.

Reason

In the interest of visual and residential amenity.

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SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

<u>APPLICATION NO:</u> P2016/1090	<u>DATE:</u> 21/12/2016
PROPOSAL:	Construction of a 2 storey school building (for pupils age 3-11) together with associated parking, playground facilities, lighting and landscaping, plus highway works.
LOCATION:	Ysgol Gyfun Ystalyfera, Glan Yr Afon, Ystalyfera, Swansea SA9 2JJ
APPLICANT:	Neath Port Talbot CBC
TYPE:	Full Plans
WARD:	Ystalyfera

SITE AND CONTEXT

The majority of the application site lies within the existing boundaries of Ysgol Gyfun Ystalyfera. The school has a frontage onto Glan Yr Afon to the east, and bounds the rear of properties on Ynnyddarren Road to the west. To the north lie further residential properties on St Davids Road, and to the south lies an area of open space/playing fields, and further housing and sheltered housing. An area of the application site is currently used as a temporary car park for construction of a previously approved school block.

BACKGROUND TO NPTCBC 21ST CENTURY SCHOOLS PROGRAMME AND STRATEGIC OVERVIEW

Members will be aware that the Authority has a wider strategic schools improvement programme, and to understand the context of this development a brief overview of the strategy and how this proposal links into that programme is set out below.

This application is for the relocation of the existing single form entry Welsh medium primary school Ysgol Gynradd Gymraeg Y Wern to the existing comprehensive school site of Ysgol Gyfun Ystalyfera, phase 2 of the school redevelopment.

Phase 1, which was granted planning permission in February 2015. (P2014/1175), is currently under construction and is due for occupation in early 2017. The first 2 phases of development form part of the

Authority's Band A 21st Century schools programme and a future phase 3 will complete the redevelopment of this site.

This phase of the development will provide a new lower school element for ages 3-11 on this site to accommodate up to 210 pupils and create a new "all through" Welsh medium school for this area. It is important to note that this phase of development is for the 2nd of three phases, and is key in delivering the Welsh education strategy across NPTCBC as a whole. A new Welsh secondary comprehensive is proposed to open in September 2018 (and is the subject of a separate report to this Committee) in the Sandfields area of Port Talbot allowing a phased reduction of pupil numbers at Ystalyfera.

It is assumed that up to 200 pupils in the catchment area for the new school (years 7-8) will be transferred in September 2018 and then reduce year on year until 2022. This reduction will allow for the Authority to carry out further redevelopment of the site (circa 2019)

Members will also be aware that the demolition of the existing admin block on the site of the proposed lower school building has already been granted prior approval in November 2016.

DESCRIPTION OF DEVELOPMENT

The development is for a new two storey teaching block, associated landscape and parking facilities. The proposed building will have a floor area of 1,920 square metres (external) and 1455 square metres (gross internal). It provides a nursery classroom, reception classroom, 2 No infant classrooms and 4 No. juniors classrooms.

The building runs parallel to Glanyravon Road, and is finished in two colours of facing brick, with a metal standing seam roof. Aluminium windows and coloured infill rain screen panels, and a canopy provide bold colour blocks. To the exterior, hard surfaced secure play areas are provided to serve for nursery/reception pupils, and the infants. The main entrance to the building is located to the south eastern corner, where a secure and legible pick up and drop off space is provided.

In addition to the school building and play spaces, a car parking area off Glanyravon Road will be provided for staff and visitors, providing 20 spaces, and the existing contractors car park area accessed off Ffordd Glandwr is also to be retained for staff and visitors, providing an additional 40 spaces. An area within the bus parking area to the north

west of the school site is also to be marked out for an additional 11 spaces. In total this formalises and secures an additional 71 car parking spaces within the school grounds for staff and visitors.

Pick up and drop off of pupils will be provided to the site frontage with Glanyrafon Road. The plans identify 5 spaces, and the proposed change to this road to a one way system. This provision will require the felling of some trees along the site frontage. (Further information on this matter is set out below within the Highway and Pedestrian safety section, and visual amenity section of this report)

In addition a further pedestrian safe route access to the lower school is proposed off Ffordd Glydwr, and a safe walking route secured from the junction of Ffordd Glyndwr along Glanyrafon Road.

All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

PRE-APPLICATION CONSULTATION / NEGOTIATIONS:

The applicant undertook formal public consultation in accordance with the Town and Country Planning (Development Management Procedure)(Wales) (Amendment) Order 2016, and has provided a Pre-Application Consultation Report (PAC) setting out those responses, and how these have been addressed within the final submission.

Pre-application consultation with the Planning Department was also undertaken, and these resulted in changes to the design of the building, and changes to the parking, pick up and drop off arrangements. These discussions have progressed, including comments received from formal public consultation. These have resulted in further changes to address these comments, and are detailed within this report.

THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (WALES) REGULATIONS 2016

The application has been screened to ascertain if the development necessitates the submission of an Environmental Impact Assessment, as required by the above regulations. The development falls within Schedule 2 of the Regulations, being an urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas; exceeding 1ha.

The screening opinion concludes that the development is unlikely to have a significant environmental affect and is therefore not E.I.A. Development.

PLANNING HISTORY

The application site has the following recent planning history: -

- P2014/1175 Demolition of existing 2/3 storey teaching block and construction of new 2/3 storey teaching block- Approved- 3/2/15
- P2015/0400 Details pursuant to the discharge of condition 4 (construction management plan) of planning permission P2014/1175- Approved- 11/06/15
- P2015/0450 Details pursuant to the discharge of condition 9 (Land contamination remediation) of planning permission P2014/1175- Approved- 23/7/15
- P2015/0947 Details pursuant to the discharge of condition 2 (external materials) of planning permission P2014/1175- Approved- 5/1/16
- P2016/0858 Details pursuant to the discharge of condition 3 (lighting) of planning permission P2014/1175- Approved- 11/10/16
- P2016/0961 Prior notification for the demolition of school admin block- Prior approval not required- 23/11/16

CONSULTATIONS

Natural Resources Wales No Objection, subject to conditions.

Head of Engineering and Transport, Highway Section- No objection, subject to conditions.

Head of Engineering and Transport, Drainage Section- No Objection, subject to conditions.

Contaminated Land - No Objection, subject to conditions.

Biodiversity Unit –No Objection, subject to conditions.

REPRESENTATIONS

The application was advertised on site and in the press in December 2016, and in addition 55 individual properties were consulted by letter.

In response, to date 1 representation has been received, with the issues raised summarised below;

- Concern that the survey data was undertaken when the school was not at full capacity.
- Issues with the existing infrastructure surrounding the site, and its inadequacies to serve the proposed development.
- Issues with the proposed off site highway works including making Glanyrafon one way.
- Comments in relation to the extent of the pedestrian linkages to the site along Glanyrafon, pick up and drop off provision, and the access on Ffordd Glandwr.
- General safety issues previously experienced along Glanyrafon for traffic and pedestrians.
- Space for delivery vehicles.
- Parking provision for staff and visitors.

REPORT

Planning Policies

The Development Plan for the area comprises the Neath Port Talbot Local Development Plan which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies

- **Policy SP3** Sustainable communities
- **Policy SP22** Welsh Language

Topic based Policies

- **Policy SC1** Settlement limits
- **Policy BE1** Design
- **Policy TR2** Design and Access of New Development

Supplementary Planning Guidance:

The following SPG were approved in October 2016 and are of relevance to this application: -

- [Parking Standards](#)

Issues

Having regard to the above, the main issues to consider in this application relate to the impact on the visual amenity of the area, the amenities of neighbouring residents, highway and pedestrian safety, land contamination, impacts on welsh language and ecology.

Impact on Visual Amenity

The proposed development provides a modern and fit for purpose teaching facility, together with all of the necessary internal and external play space necessary to meet current education standards. The design of the building ensures that it maximises the use of natural light, and reduces energy consumption, and therefore provides a sustainable building, that will provide a pleasant environment for the staff and pupils.

The use of brickwork as the predominant external material provides a clean and hardwearing finish, but complemented with areas of colour, provides an inviting and well balanced appearance, which will be used by the youngest pupils. The brickwork will complement that used within the existing school buildings, however the design and use of colour will differentiate it, and identify it with its own character.

Locating the entrance to the south-eastern corner, screened by the overhanging roof structure, provides a logic to the way in which pupils and parents will access the site, and view the building when travelling along Glanyravon itself, and adjacent to the proposed pick up and drop off provision.

The development will necessitate the removal of some of the trees along the site frontage, and the need to balance the safe pick up and drop off of pupils and the visual amenity of the area has been carefully considered. These issues were raised during the pre-application consultation, and are highlighted by the applicant within the PAC report.

In addition these comments have also been received as part of the formal consultation process undertaken as part of this application.

The applicant has been asked to reconsider the scale of the pickup and drop off arrangements along Glanyravon Road, but also to consider how this can retain as many of the trees fronting the site as possible, as they provide a significant feature along this frontage.

An indicative proposal has been submitted, that can provide 8 spaces along the site frontage, but will require an additional 2 trees to be felled. These trees, together with those proposed for felling as part of the current plans, are located either side of the existing and proposed site entrance. It is considered that as the development, once completed, will retain the trees either side of this, especially those trees fronting the existing sports hall, and the more formal tree spacing along the remainder of the site frontage with the school, that this provides an acceptable compromise, and one that addresses comments received from the general public as part of the consultation. (Further information on this is provided as part of the Highway and pedestrian safety section of this report)

It is considered that in respect of visual amenity and the character of the area as a whole that the proposed development provides an appropriate addition to this area, and therefore accords with Policy BE1 of the Local Development Plan

Impact on Residential Amenity

The development is predominantly located within existing school grounds, and the building itself will be located in a similar position as the formal admin block, that is to be demolished. As such it is not considered that the proposed building itself would result in any detrimental impacts upon residential amenity.

The proposed 20 space car park to serve staff and visitors is located adjacent to The Vicarage, Glanyrafon. This is currently used as site offices for phase 1 of the development, but was previously an informal gravel surfaced area. There are existing means of enclosure to the area, and trees lie along the common boundary. It is considered that a scheme for the surfacing, lining and screening for this car park will be necessary to both protect residential amenity but also the long term health of the trees. Subject to these details, it is not considered that the

use of this land for parking during school term and hours of operation would result in an unacceptable impact upon residential amenity.

Similar issues in relation to lining, surfacing and means of enclosure relate to the other proposed car parking area, accessed off Ffordd Glandwr. Again conditions can be imposed to address these matters, that the use of the car parking areas would not raise any significant impact upon residential amenity.

In relation to the construction phase of development, a construction management plan will be required by condition, ensuring that details such as construction delivery routes, timing of construction, site office set up etc. are considered, in relation to both residential amenity, highway and pedestrian safety, and the protection of the environment.

As such it is considered that the proposals accord with the principles set within Policy BE1 of the Local Development Plan.

Parking and Access Requirements and Impact on Highway Safety

The application includes an additional 70 car parking spaces within the application site to provide for staff and visitors. In addition access to and from the site for parents and pupils has been considered, including pick up and drop off provision. The applicant has provided a Transport Assessment and a framework school travel plan.

Comments have been received during both the pre-application consultation undertaken by the applicant, and during the formal consultation process on accessibility to the site, the existing highway infrastructure around the school itself, pick up and drop off facilities.

The Head of Engineering and Transport offers no objection to the proposed development, subject to conditions. These conditions take into account comments received through consultation, and in discussion with the LPA, especially in relation to the proposed pick up and drop off facilities for the new school block.

Parking Provision

Local concern has been expressed that the proposal includes inadequate parking for staff and visitors of both schools, with resultant issues relating to congestion on roads surrounding Ysgol Gyfun Ystalyfera and illegal parking.

It is noted that the proposals will result in an increase in school floor space of 455 sq.m. (internal). 70 car parking spaces are proposed of which four are accessible.

The car parking provision has been developed in response to the Authority's parking standards, set out within Supplementary Planning Guidance (SPG). At the time the development was designed, the SPG was in draft form (July 2016). The SPG indicates that developments can obtain sustainability points to reduce parking requirements – applying the standards, including the sustainability 'reductions' for the development, the maximum number of car parking spaces (based on the draft SPG) was 63. Since the development and design of the scheme the SPG has been approved and has reduced the maximum car parking standard to 1 space per 5 pupils. This means that the current proposals require 42 car parking spaces, before potential sustainability reductions are imposed. The 70 spaces provided are therefore considered ample and appropriate given the new building's operational requirements.

There are 17 cycle parking spaces also proposed for children and staff which is considered appropriate for the development and in line with the adopted Parking SPG minimum standards for cycle provision. This aids promotion of sustainable transport to the site, which will feed into the travel plan, required under a condition, should this application be approved.

In relation to congestion, the Transport Assessment has considered this and notes that based on the outcome of the modelling it is considered that the development can proceed without undue impact on the surrounding highway network, subject to improvements, again required under a condition of any permission issued.

On the final point Illegal parking on the highway is not an issue for the school, it relates to parking enforcement and is a separate parking control issue.

Pick Up and Drop Off facilities

It was considered that the proposed drop off facilities to Glanyrafon Road included with the initial proposal would be insufficient to serve the development. Whilst there is an alternative access, and the pupils to this school will be from a more localised catchment that the existing

school, it is still prevalent for parents to wish to drive and drop off, especially younger pupils as close to the site entrance as possible.

As such on request the applicant has provided a further indicative plan of how additional spaces can be provided, whilst ensuring that the loss of trees fronting the site is minimised. The Head of Engineering and Transport, Highway Section has requested 8 spaces, and the applicant has shown how this can be achieved, and by only losing an additional 2 trees adjacent to the proposed site access.

It is considered that in Highway and pedestrian safety terms, and in order to ensure the free flow of traffic that this amended proposal is the preferred option. Whilst it does result in a loss of 2 further trees it is considered on balance to be acceptable, as the majority of trees along the site can be retained, due to the package of off-site improvements proposed, including making Glanyravon Road one way (see below), therefore restricting land take to provide the width of carriageway required. The provision and implementation of an amended scheme is therefore required by condition.

Off-Site Improvements: One Way System (Glanyravon Road)

In order to rationalise traffic movements, reduce vehicular conflict and improve traffic flow, a new one way system on Glanyravon Road is proposed. This arrangement will facilitate the establishment of formalised pickup/ drop off spaces and new footway provision.

Comments have been received relating to the one way system, including:

- The proposed one-way system travelling north on Glanyrafon should begin from the proposed car park, next door to our property, south of the gym.
- The one-way system should only be in place during term time.
- Many cyclists use this road, travelling southwards, to join the cycle track at the bottom of Glanyrafon
- The proposed one-way system needs to extend westwards, to include St. David's Road. If this is two-way, cars will travel towards the school and no doubt try to turn around in the middle of the road, as is happening now

In relation to safety matters, a Stage 1 and Stage 2 Road Safety Audit will need to be undertaken as part of the one-way proposals.

Implementation of a one way system will also require a Traffic Regulation Order, which as the submitted Transport Assessment states, would need to include public consultation on the proposed scheme extent and full design. The need for a detailed scheme for these works, based upon the indicative arrangements proposed would be a condition of any permission issued. The safety Audits would be outside of planning control, but would be part of the highway works and design process.

It is not proposed to amend the one way system back to a two way system outside of term time as the changes will be supported by footway and carriageway reconfiguration which may lead to confusion for drivers, pedestrians and cyclists.

In addition the extent of the one way system is considered to be appropriate, taking into account the traffic movements in the area, however, the detailed designed scheme will clarify the extent of the work.

Other Highway Issues

In addition to the above, the following responses are made to concerns expressed locally: -

- *The timing of the Transport Surveys, immediately prior to the end of the summer term and lack of consultation with residents:*

Surveys were conducted towards the end of 2015/16 term due to the planning application programme. The Transport Assessment submitted with the application, undertaken by the applicant's consultants WSP/PB, took the timing of the survey into account. A correction factor has been applied to surveyed traffic flows and parking surveys within the Assessment factor this into the robust assumptions within the Transport Assessment (see section 2.11 of Transport Assessment). This issue of survey timing was discussed with NPTCBC at pre-application stage and the allowances made for this were considered satisfactory by both the applicant's transport consultant and Council highways officers. The Council's highway engineer stated in pre-application discussions that the applicant team had factored in the predictions and accordingly had no objection. Residents were consulted in line with pre-application requirements in Wales. It would not be typical to prepare a Transport Assessment for a development with

full consultation of neighbours as part of this, although neighbouring occupiers were consulted upon the draft Transport Assessment prior to submission of the planning application.

- *Infrastructure in the surrounding area is Inadequate, the footprint of campus too small for a new primary school:*

The proposal is for a new school building which will replace an existing building on the site. The net gain in floor space on the site as a result of the project is 455m² (gross internal floor space) which is considered relatively low - the existing building is 1,020m² (GIA) so the new building is less than half its size again. Further land currently owned by Ystalyfera rugby club is also to be used as part of the proposal for additional outdoor play space, car parking and a footway via agreement with this neighbouring occupier. The size of the site accords with recognised space standards for this type of education development.

- *The proposed pedestrian walkway needs to be the whole length of Glanyrafon. Once the entrance to the walkway, alongside the gym, is closed, pedestrians will have to walk on the road*

There will be a new pedestrian footway to the south, on the western side of Glanyrafon, running alongside the sports hall to Fford Glandwr.

- *The plan does not show parking facilities for anyone, other than disabled, outside the main entrance of the Primary School – where will parents park if for example a child is taken ill in the daytime.*

Sufficient car parking has been provided within the site. For a temporary pick up of a pupil, for example a sick pupil, temporary management arrangements can be controlled by the school, eg at reception, to allow this pick up to take place. However, ample on street parking is available a short walk from the site which will normally be utilised when this a short pick up is required. In addition the pick up and drop off area fronting the proposed development has been extended to take on board these comments as referred to earlier in the report.

- *The proposed drop off point, and walkway, on Ffordd Glandwr to access the school from the south, is too far from the main*

entrance for the proposed primary school. Children (and parents/guardians) will get wet.

There will be a short walk from Ffordd Glandwr to the south around 100m to the school grounds from Ffordd Glandwr, which is considered acceptable even if there is inclement weather

- *There needs to be proper provision for an unloading area for lorry deliveries at the school site.*

All deliveries will be to the secondary school's existing reception and kitchen and bin stores will be shared.

Having regard to the above, subject to conditions, it is considered that the proposals would have no unacceptable impacts in respect of highway and pedestrian safety and access, and accord with Policy TR2 of the Neath Port Talbot Local Development Plan.

Flooding

A flood consequence assessment (FCA) has been undertaken in accordance with advice from NRW.

The Development Advice Map (DAM) identifies that the site lies partially within Flood Zone C2, where 'highly vulnerable' development should not normally be allowed. However, the applicant has submitted that this does not reflect an accurate representation of the site-specific flood risk. In this respect, the results of the updated hydraulic model show that the site is located outside of the 1% (1 in 100 year) AEP with climate change and the 0.1% (1 in 1000 year) AEP events. These results (they state) demonstrate that the site should be categorised within Zone A of the Welsh Government DAM. For Zone A, TAN 15 states that for highly vulnerable development, such as schools, there would be "no constraints relating to river or coastal flooding" other than to avoid increasing risk elsewhere.

Natural Resources Wales has reviewed the FCA in detail and responded as follows:

"It is noted that the application is for Highly Vulnerable Development in Flood Zone C2, as shown on the Development Advice Maps. This is contrary to the general guidance given in TAN 15. However, the Flood

Consequence Assessment (FCA) produced by JBA Consulting has used detailed, updated Hydraulic Modelling to show that the outline of the Flood Zone C2 is inaccurate at this location and that the site itself is not considered at risk. The FCA and associated hydraulic modelling has been technically reviewed by NRW and found to be acceptable.

“Therefore we have no further comments regarding flood risk.”

Accordingly, there are considered to be no objection to the development on flooding grounds.

Ecology

The existing building has bats present within it, and mitigation was set out within the previous demolition including the erection of bat boxes around the site. A licence application has been submitted to NRW, and this will require the addition of bat boxes/bricks within this new building and the surrounding trees and buildings to mitigate the loss.

The proposals, subject to this mitigation are not considered to impact detrimentally on protected species, and the application for a Bat Licence will further ensure that mitigation is appropriate. This will be considered by Natural Resources Wales.

Natural Resources Wales in relation to protected species request that a condition be added to any permission issued clarifying the need for a Licence prior to work commencing on site.

Some additional trees are to be felled as part of this development. The applicant will be requested to provide a landscaping scheme, including replacement tree planting within the school grounds to compensate for this additional loss.

Land Contamination.

The site is currently occupied by an existing building, and previous development has been subject to a need for remediation. As such, in accordance with the Authority's Contaminated Land Section's recommendation, the standard suite of land contamination and remediation conditions are imposed.

Welsh Language

Policy SP22 of the Neath Port Talbot Local Development Plan sets out to safeguard and promote the Welsh language in language sensitive areas.

The LDP states that “on the whole, Neath Port Talbot has a lower percentage of Welsh language speakers compared to the Welsh average. There are however, areas within the County Borough where the language is an integral part of the social fabric and an important element of day to day life. While these areas contain very high levels of Welsh speakers, the erosion of the language in recent years has become a great concern within these communities.

Previously, the former Welsh Language Board identified and designated a 'Language Development Area' in Neath Port Talbot which included the communities of Lower Brynamman, Gwaun Cae Gurwen, Cwmllynfell, Ystalyfera and Godre'r Graig. This area is of special linguistic significance, as the main language of daily life is Welsh. As a result of socio-economic factors however, the integrity of the language is under threat.

In addition, there are a number of other communities where a high proportion of the population speak Welsh and the language in these communities is also considered an intrinsic part of daily life. The strategy therefore seeks to protect the integrity of the Welsh language within the areas identified in the policy, where 25% or more of the population speak the language.”

The investment into turning this site into a 21st century through school for children of all ages within the catchment to receive education in Welsh clearly goes a long way in delivering and addressing the issues raised by this Policy objective. Whilst it is accepted that this phase of the development is a replacement of an existing facility, the overall phased redevelopment of this site, will ensure that Welsh medium education and the facilities provided will be maintained within this area.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the amenities of neighbouring residents, visual amenity of the area or highway and pedestrian safety. Accordingly, the proposed development is in accordance with Policies SC1 (Settlement Limits), SP3 (Sustainable communities), SP22 (Welsh Language), BE1 (Design) and TR2 (Design and Access of New Development) of the Neath Port Talbot Local Development Plan.

RECOMMENDATION Approval with Conditions

CONDITIONS:

Time Limit Conditions

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

Approved Plans

(2) The development shall be carried out in accordance with the following approved plans and documents:

Site Location Plan 01001 Rev PL04

Existing site plan 01002 Rev PL03

Proposed Site Plan 01003 Rev PL03

Proposed floor plans 01004 Rev PL03

Proposed roof plan 01005 Rev PL03

Proposed elevations 02001 Rev PL03
Proposed sections 03001 Rev PL03
General Arrangement Plan 09001 Rev PL03
Soft Landscape Plan 09140 Rev PL03
Fencing Plan 18007 Rev PL03
Hard landscaping and furniture plan 09160 Rev PL03
Bat survey (Soltys Brewster, dated 29 September 2016)
Quantum Geotech report G924/TN01
Indicative Lighting and CCTV layout 10014-V28-EX-E-63-0001 Rev P2
Proposed Drainage Details 001 Rev A
Proposed drainage Details 003 Rev A
Design and Access Statement Dec 16 Rev 4.
Transport Assessment Ref: 70023900 Dec 2016.
Appendix A Framework School Travel Plan
Noise Survey Report Dec16
Flood Consequence Assessment Nov16.
Tree Survey 22/09/2016

Reason

In the interests of clarity.

Pre-Commencement Conditions

(3) Before beginning any development at the site, you must do the following: -

a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason:

To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

NOTE: Templates of the required Notice and Site Notice are available to download at www.npt.gov.uk/planning

(4) No development shall take place until the Local Planning Authority has been provided with a copy of a licence that has been issued to the applicant by Natural Resources Wales pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations (2010) authorising the specified activity/development to go ahead, or Natural Resources Wales has informed the applicant in writing that such a licence is not required.

Reason

In the interests of biodiversity, and the conservation of protected species.

(5) No development shall take place, 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:-

- location of site compound
- routing of construction vehicles and times of deliveries and working, taking into consideration the school operation, and residential amenity.
- The parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of dust and dirt during construction

-a scheme for recycling/disposing of waste resulting from demolition and construction works

-a scheme for the erection of temporary/semi temporary signage warning drivers of the presence of children and speed restrictions.

Reason

In the interest of Highway and Pedestrian Safety.

(6) Notwithstanding the submitted drainage details on drawing 6565-BHP-00-XX-DR-C-(50)001 Rev A, and prior to any development taking place, excluding demolition, a drainage strategy shall be submitted to and approved in writing by the LPA, the strategy shall include the following:-

-Schematic design of surface (highway) water and ground water shown on plan (Engineering layout scale 1:200).

-Percolation test results for any soak ways proposed.

-Soakaway construction in accordance with BRE 365.

-Drainage construction details, long sections showing pipe sizes, manholes details.

Any roof and yard which is proposed to discharge onto the highway system directly and indirectly into the watercourse.

-Any land drainage which is to be diverted and/or discharged into the existing watercourse.

-Hydraulic calculations to support the design.

-Methods of attenuation

-Maintenance management plan (Suds).

The agreed scheme shall be implemented and constructed on site and retained as such thereafter.

Reason

In the interests of amenity.

(7) Prior to the commencement of work on site, excluding demolition, a scheme to assess the nature and extent of any contamination on the site, and confirmation of whether or not it originates on the site shall be submitted to and agreed in writing with the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006) and shall be submitted as a written report which shall include:

(i) A desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) identifying all plausible pollutant linkages to be assessed.

(ii) a survey of the extent, scale and nature of contamination;

(iii) an assessment of the potential risks to:

- human health,
- ground waters and surface waters
- adjoining land,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- ecological systems,
- archaeological sites and ancient monuments;

(iv) an appraisal of remedial options, and proposal of the preferred remedial option(s).

Reason

To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

(8) Prior to the commencement of work on site a remediation scheme to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historical environment shall be prepared and submitted to and agreed in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Action Conditions

(9) Prior to their use in the development hereby permitted, samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason

In the interest of the visual amenity of the area.

(10) Notwithstanding the details submitted and prior to the first use of the development hereby approved a scheme shall be submitted to and approved in writing by the Local Planning Authority for the provision of a minimum of 8 pick up/drop off spaces to the site frontage with Glanyrafon, based on indicative arrangement drawing YGY-STL-XX-XX-DR-A-XXXX-01008 Rev P15 together with full details of all other works identified on the plan to provide safe pedestrian access from the junction of Ffordd Glandwr to the site access at Glanyrafon Road, and all other off site highway work. (See note to developer) This scheme shall include details of any highway retaining structures required and any associated engineering works to facilitate the additional dropping-off bays, and safe footway access from the Glanyrafon Road into the school grounds, plus details of all signing and lining of the highway and traffic regulation orders to alter Glanyrafon for one way traffic only.

These details as approved shall be fully implemented on site prior to first use of the school building hereby approved and retained as such thereafter.

Reason

In the interests of highway and pedestrian safety.

(11) Notwithstanding the details submitted, and prior to the first use of the development hereby approved a scheme shall be submitted to and approved in writing for all means of enclosure. This scheme shall take account of any revised pick up and drop off arrangements approved under condition 10 of this permission. The scheme as approved shall be fully implemented prior to the first use of the development, and retained as such thereafter.

Reason

In the interests of visual amenity.

(12) Notwithstanding the details submitted and prior to the first use of the development hereby approved a scheme shall be submitted to and approved in writing by the Local Planning Authority details all surfacing, lining, drainage, means of enclosure and lighting of the car parking area, adjoining The Vicarage, Glanyravon. This scheme shall ensure that the surfacing arrangements do not impact detrimentally upon the longterm health of the trees adjoining the car park, that the proposed lighting locations and levels consider the amenity of adjoining property, and that appropriate screening and enclosure retains privacy and amenity. The scheme as approved shall be fully implemented prior to the first use of the development hereby approved, and retained as such thereafter.

Reason

To ensure that the residential amenity of the adjoining property is maintained, and that the proposed development does not impact detrimentally upon the trees adjoining the site in the interests of biodiversity and visual amenity.

(13) Within 3 months of the first beneficial use of the school a travel plan shall be submitted to be approved in writing by the Local Planning Authority and shall include reduction targets of vehicles accessing the site and a monitoring regime. Full monitoring shall take place in the 1st,

3rd and 5th year with an interim report in the 2nd and 4th year and submitted for the written approval by the Local Planning Authority.

After five years of operating the first travel plan, a further travel plan addressing any issues that have failed to reduce the use of the car and meet the agreed targets set in the travel plan shall be submitted to and agreed in writing by the Local Planning Authority and implemented accordingly.

Reason

In the interest of Highway and Pedestrian Safety

(14)Notwithstanding the details submitted and prior to the first use of the development hereby approved a scheme shall be submitted to and approved in writing for replacement tree planting within the application site to mitigate for the loss of the two additional trees to accommodate the additional drop off parking area required under condition 9. This scheme along with the landscaping, as defined on Soft Landscape Plan 09140 shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development hereby permitted, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species, unless the Local Planning Authority gives written consent to any variation.

Reason

In the interest of visual amenity and to accord with Section 197 of the Town and Country Planning Act, 1990.

(15)Notwithstanding the indicative Lighting and CCTV layout as detailed on Plan No: 10014-V28-EX-E-63-0001 Rev P2. prior to the first use of the development hereby approved a revised scheme shall be submitted which shall seek to minimise the impacts of light upon adjoining development, and protected species. The scheme as approved shall be fully implemented prior to the first use of the development and retained as such thereafter.

Reason

In the interests of amenity, and biodiversity.

Regulatory Conditions

(16) All car parking, as identified on the proposed site Plan 01003 Rev PL03 shall be fully implemented prior to the first use of the development hereby approved, and thereafter retained to serve the development hereby approved.

Reason

In the interests of highway and pedestrian safety.

(17) The temporary car park (40 spaces) accessed via Ffordd Glandwr shall be retained until such time that replacement permanent car parking provided within the application site, or a scheme submitted for the written approval of the Local Planning Authority for the permanent retention of this car park, including its hard surfacing, lining and lighting.

Reason

In the interests of highway and pedestrian safety.

(18) Prior to beneficial use of the proposed development commencing, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance with condition 8 shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

(19) Prior to the first use of the development hereby approved lighting and safe pedestrian, including disabled, access from Ffordd Glandwr to the school building shall be implemented on site in accordance with a scheme which shall first have been submitted to and approved in writing by the local Planning Authority. The scheme shall thereafter be retained.

Reason

In the interests of pedestrian safety.

(20) Notwithstanding the details submitted Tree T30 as identified within the Tree Survey Dated 22nd September 2016 shall not be felled until such time as . a further check for Bats has be undertaken, and this information provided to the Local Planning Authority for its written approval prior to any work taking place.

Reason

In the interests of biodiversity.

(21) Foul water and Surface water discharges must be drained separately from the site No surface water and land drainage run-off shall be allowed to connect/discharge (either directly or indirectly) to the public sewerage system.

Reason

In the interests of amenity and to ensure no overloading of the public sewerage system.

(22) In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.

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SECTION B – MATTERS FOR INFORMATION

DELEGATED APPLICATIONS DETERMINED BETWEEN 3RD JANUARY AND 24TH JANUARY 2017

1	App No. P2015/0158	Type Full Plans
Proposal 27 residential dwellings and associated highway, drainage and engineering works		
Location Land to rear of, 102 Crymlyn Road, Skewen, Neath SA10 6DT		
Decision Approved subject to s.106		
Ward Coedffranc West		

2	App No. P2016/0595	Type Full Plans
Proposal Installation of 3 replacement condenser units, 1 proposed heat recovery ventilation unit on the flat roofs to the rear of building and 3 extraction vents to rear elevation		
Location 48 Station Road, Port Talbot SA13 1LJ		
Decision Approval with Conditions		
Ward Port Talbot		

3	App No. P2016/0601	Type Full Plans
Proposal Demolition of existing building and construction of 4 number 2 bedroom houses and 1 number 2 bedroom bungalow.		
Location Morfa Afan, Dalton Road, Sandfields, Port Talbot SA12 6SL		
Decision Approved subject to s.106		
Ward Sandfields East		

4	App No. P2016/0654	Type Full Plans
Proposal 3 Storey mixed use block comprising 6 commercial units (Class A1/A2/A3 with 12 No. residential units and associated works, including changes to existing service yard and public realm improvements.		
Location Land off, Water Street, Neath SA11 3EP		
Decision Approval with Conditions		
Ward Neath North		

5	App No. P2016/0706	Type Listed Building Cons
Proposal Installation of 3 telecommunications antenna/dish to an existing pole that is fixed to the castle turret wall and associated power cable.		
Location Margam Castle Margam Country Park, Water Street, Margam, Port Talbot		
Decision Approval with Conditions		
Ward Margam		

6	App No. P2016/0774	Type Full Plans
Proposal A pair of semi-detached bungalows with associated car parking.		
Location Land at, Moorland Road, Sandfields, Port Talbot		
Decision Approval with Conditions		
Ward Sandfields East		

7	App No. P2016/0786	Type Discharge of Cond.
Proposal Details pursuant to the discharge of condition 3 (Materials), condition 4 (Drainage) condition 5 (Footway) of planning permission P2015/1059 (Approved on the 31/08/16) for 3 detached bungalows. (amended drainage info received 18/10/16)		
Location Tynllechau, Main Road, Cilfrew, Neath SA10 8LW		
Decision Approval with no Conditions		
Ward Aberdulais		

8	App No. P2016/0829	Type Full Plans
Proposal Retention of gabion basket retaining structure.		
Location Coed Parc House, Coed Parc Development Access Road, Cwmavon, Port Talbot SA12 9BZ		
Decision Approval with no Conditions		
Ward Bryn & Cwmavon		

9	App No. P2016/0889	Type Discharge of Cond.
Proposal Details pursuant to the discharge of Condition 4 (Drainage) 5 (Construction Method Statement) 6 (Piling) 12 & 13 (land contamination) of Planning Permission P2016/0383 (Computational Building approved on the 29/04/16)		
Location Learning & Resource Centre, Fabian Way, Crymlyn Burrows, Neath SA1 8EN		
Decision Approval with no Conditions		
Ward Coedffranc West		

10	App No. P2016/0908	Type Householder
Proposal	Two storey side extensions and single storey side porch	
Location	2 Station Road, Pontrhydyfen, Port Talbot SA12 9SG	
Decision	Approval with Conditions	
Ward	Pelenna	

11	App No. P2016/0930	Type Householder
Proposal	Single storey detached garage/annexe	
Location	9 Commercial Road, Taibach, Port Talbot SA13 1LN	
Decision	Approval with Conditions	
Ward	Taibach	

12	App No. P2016/0947	Type Householder
Proposal	Dormer extension.	
Location	23 Elias Drive, Bryncoch, Neath SA10 7TG	
Decision	Approval with Conditions	
Ward	Bryncoch North	

13	App No. P2016/0965	Type Householder
Proposal	Two storey side and rear extensions and single storey rear extension	
Location	11 Church Crescent, Baglan, Port Talbot SA12 8AY	
Decision	Approval with Conditions	
Ward	Baglan	

14	App No. P2016/0993	Type Full Plans
Proposal	Engineering works for rock face stabilisation: Gabion Basket retaining wall.	
Location	Phase 1 Housing Site, Coed Darcy, Llandarcy, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

15	App No. P2016/0994	Type Householder
Proposal	Single storey side extension	
Location	Oakfield House, Heol Y Glo, Bryndu Pyle, Bridgend CF33 6RA	
Decision	Approval with Conditions	
Ward	Margam	

16	App No. P2016/0995	Type Change of Use
Proposal Change of Use from Class D1 (Day Centre) to Class B8 (Storage and Distribution with sales counter) plus external alterations.		
Location Units 8, 9 And 10 The Courtyard, D'arcy Business Park, Llandarcy, Neath SA10 6EJ		
Decision Approval with Conditions		
Ward Coedffranc West		

17	App No. P2016/0999	Type Section 37 Elec Act
Proposal Consultation under section 37 of the Electricity Act for the construction of a overhead 11 kv power line 430 metres in length		
Location Nant Yr Allor, Glyncorrgw, Port Talbot		
Decision No Objections with Conditions		
Ward Glyncorrgw		

18	App No. P2016/1000	Type Householder
Proposal Single storey side extension to adjoin existing garage and replacement flat roof to garage with increase in height to a maximum of 3m and front porch		
Location 16 Toronto Avenue, Margam, Port Talbot SA13 2DA		
Decision Approval with Conditions		
Ward Taibach		

19	App No. P2016/1002	Type Discharge of Cond.
Proposal Details to be agreed in association with conditions 7 (Pollution Prevention management Plan), 8 (Waste management Plan) and 10 (Natural Run Off Rates.) of application P2014/0762 granted on 28/05/15.		
Location Land East of, Maesgwyn Wind Farm (Approved Solar Farm Site), Glynneath, Neath		
Decision Approval with no Conditions		
Ward Onllwyn		

20	App No. P2016/1010	Type Householder
Proposal	Two storey side and rear extension and ground floor rear extension	
Location	10 Riverside Gardens, Glynneath, Neath SA11 5LA	
Decision	Approval with Conditions	
Ward	Glynneath	

21	App No. P2016/1019	Type Householder
Proposal	First floor side and rear extension	
Location	187 Tyn Y Twr, Baglan, Port Talbot SA12 8YE	
Decision	Approval with Conditions	
Ward	Baglan	

22	App No. P2016/1021	Type Change of Use
Proposal	Change of use of restaurant (A3) to 2 number ground floor self contained flats and demolition of existing rear extension.	
Location	Mavericks Pub/ Restaurant, 191 Victoria Road, Sandfields, Port Talbot SA12 6QJ	
Decision	Approval with Conditions	
Ward	Sandfields East	

23	App No. P2016/1025	Type Householder
Proposal	Single storey side extension plus replacement garage	
Location	10 Primrose Bank, Bryncoch, Neath SA10 7BX	
Decision	Approval with Conditions	
Ward	Bryncoch North	

24	App No. P2016/1031	Type Householder
Proposal	Replacement roof with a 1m increase in ridge height with rear facing dormer windows and front facing roof lights.	
Location	5 Waungron, Glynneath, Neath SA11 5AS	
Decision	Approval with Conditions	
Ward	Glynneath	

25	App No. P2016/1035	Type Advertisement
Proposal	Two non-illuminated signs	
Location	Unit 1, Kenfig Industrial Estate, Margam, Port Talbot SA13 2PE	
Decision	Approval with no Conditions	
Ward	Margam	

26	App No. P2016/1036	Type Change of Use
Proposal	Change of use from tyre and exhaust fitting centre to mixed use car valeting/hand car-wash facility and tyre fitting centre	
Location	Former Town Tyre Services, London Road, Neath SA11 1HD	
Decision	Approval with Conditions	
Ward	Neath North	

27	App No. P2016/1039	Type Householder
Proposal	Single storey front extension, and conversion of garage to living accommodation.	
Location	7 Lodge Drive, Baglan, Port Talbot SA12 8UD	
Decision	Approval with Conditions	
Ward	Baglan	

28	App No. P2016/1040	Type Full Plans
Proposal	Detached dwelling: Revised roof design (Previously approved under Planning Ref: P2016/0207)	
Location	36 Nant Celyn, Crynant, Neath SA10 8PZ	
Decision	Approval with Conditions	
Ward	Crynant	

29	App No. P2016/1044	Type Householder
Proposal	Creation of raised patio to existing flat roof, plus installation of stainless steel balustrade and glazed screen panels.	
Location	53 Ascot Drive, Baglan, Port Talbot SA12 8YL	
Decision	Approval with Conditions	
Ward	Baglan	

30	App No. P2016/1045	Type Householder
Proposal	Two storey side extension and single storey rear extension	
Location	15 Bay View, Port Talbot SA13 2ET	
Decision	Approval with Conditions	
Ward	Port Talbot	

31	App No. P2016/1046	Type Householder
Proposal	Demolition of garage and construction of single storey side extension.	
Location	79 Cimla Road, Cimla, Neath SA11 3TT	
Decision	Approval with Conditions	
Ward	Neath South	

32	App No. P2016/1049	Type App under TPO
Proposal	Works to 4 No. Oak Trees. T1-Reduce crown by a maximum of 3m. T2- Remove all deadwood and reduce crown by a maximum of 2m. T3- Reduce crown to a maximum of 2m. T4-Pollard to primary union at approximately 8 foot. (TPO: T204/A1)	
Location	57 Waun Daniel, Rhos Pontardawe, Swansea SA8 3HS	
Decision	Approval with Conditions	
Ward	Rhos	

33	App No. P2016/1053	Type LawfulDev.Cert-Exist
Proposal	Lawful Development Certificate (Existing) for a Single storey rear extension	
Location	28 Cae Morfa, Skewen, Neath SA10 6EH	
Decision	Issue Lawful Dev.Cert.	
Ward	Coedffranc West	

34	App No. P2016/1055	Type Householder
Proposal	Single storey rear extension plus raised patio.	
Location	4 Woodside Avenue, Neath SA11 3TG	
Decision	Approval with Conditions	
Ward	Neath North	

35	App No. P2016/1056	Type Householder
Proposal	Installation of wheelchair step lift.	
Location	27 Clos Onnen, Coed Hirwaun, Port Talbot SA13 2TZ	
Decision	Approval with Conditions	
Ward	Margam	

36	App No. P2016/1057	Type App under TPO
Proposal	Removal of epicormic growth from 3 No. Oak trees (TB, TC, TD), and 1 No. Alder (TA) Reduction of lateral branches overhanging dwelling by up to 2m (TC:Oak) Reduce small branches over driveway by up to 2m (Oak:TD) Reduce lateral branches overhanging garden by 1.5m (TE:Oak) Remove 1 lowermost branch overhanging property, and reduce remaining portion of canopy over driveway by 1.5m-2m (TF:Oak) to trees protected by TPO T273	
Location	42 Priory Court, Bryncoch, Neath SA10 7RZ	
Decision	Approval with Conditions	
Ward	Bryncoch South	

37	App No. P2016/1058	Type Householder
Proposal	Two storey and single storey rear extension.	
Location	26 Company Street, Resolven, Neath SA11 4HU	
Decision	Approval with Conditions	
Ward	Resolven	

38	App No. P2016/1061	Type Householder
Proposal	Alterations to roof to create accommodation within roof space, two side facing dormer windows and single storey rear extension.	
Location	The Bungalow, Maesteg Road, Cymmer, Port Talbot SA13 3HS	
Decision	Approval with Conditions	
Ward	Cymmer	

39	App No. P2016/1062	Type Householder
Proposal	Single storey rear extension including accommodation within the roof space with front and rear dormers.	
Location	47 Brecon Road, Pontardawe, Swansea SA8 4PA	
Decision	Approval with Conditions	
Ward	Pontardawe	

40	App No. P2016/1065	Type Non Material Amendment (S96A)
Proposal	Non-material amendment to planning permission P2010/0222 to vary the wording of condition 30 to allow for the temporary car parking to be maintained for a period of 6 years from the first occupation of the site, rather than 2 years.(1st September 2021)	
Location	Bay Campus, Fabian Way, Jersey Marine, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

41	App No. P2016/1067	Type Reserved Matters
Proposal	Student residential accommodation (Building 19) plus relocation of temporary car parking. (Reserved Matters, following outline permission P2010/0222) and discharge of conditions 13, 39, 46, 47 & 52 (Landscaping, car parking, wind loading, air quality, bird boxes) of Planning Permission P2010/0222.	
Location	Bay Campus, Fabian Way, Jersey Marine, Neath	
Decision	Approval with Conditions	
Ward	Coedffranc West	

42	App No. P2016/1068	Type Householder
Proposal	Front Porch	
Location	45 Silver Avenue, Sandfields, Port Talbot SA12 7RY	
Decision	Approval with Conditions	
Ward	Sandfields West	

43	App No. P2016/1082	Type Householder
Proposal	Single storey rear extension	
Location	2 Burrows Road, Baglan, Port Talbot SA12 8BG	
Decision	Approval with Conditions	
Ward	Baglan	

44	App No. P2016/1083	Type LawfulDev.Cert-Prop.
Proposal	Lawful Development Certificate (Proposed) for a single storey rear extension.	
Location	53 Graig Newydd, Godre'r Graig, Swansea SA9 2DG	
Decision	Issue Lawful Dev.Cert.	
Ward	Godre'rgrraig	

45	App No. P2016/1084	Type Householder
Proposal	Single storey front porch	
Location	12 Tymaen Crescent, Cwmavon, Port Talbot SA12 9EA	
Decision	Approval with Conditions	
Ward	Bryn & Cwmavon	

46	App No. P2016/1085	Type Change of Use
Proposal	Change of use of part of visitors centre to retail and bicycle repairs.	
Location	Visitors Centre Afan Argoed Country Park, Afan Valley Road, Cymmer, Port Talbot SA13 3HG	
Decision	Approval with Conditions	
Ward	Cymmer	

47	App No. P2016/1087	Type LawfulDev.Cert-Prop.
Proposal	Single storey rear extension Certificate of Lawful Development (Proposed)	
Location	20 Dan Y Bryn, Tonna, Neath SA11 3PJ	
Decision	Issue Lawful Dev.Cert.	
Ward	Tonna	

48	App No. P2016/1097	Type Householder
Proposal	Front porch and detached rear garage.	
Location	53 Heol Y Nant, Baglan, Port Talbot SA12 8ET	
Decision	Approval with Conditions	
Ward	Baglan	

49	App No. P2016/1108	Type LawfulDev.Cert-Prop.
Proposal	Single storey rear extension (Certificate of Lawful development (Proposed))	
Location	6 Citrine Avenue, Sandfields, Port Talbot SA12 7SE	
Decision	Issue Lawful Dev.Cert.	
Ward	Sandfields West	

50	App No. P2017/0001	Type Discharge of Cond.
Proposal	Details to be agreed in association with condition 1 (External Lighting Details) of application P2016/0236 granted on 12/05/16.(additional lighting information received 12/1/17)	
Location	Margam Green Energy Plant, Longlands Lane, Margam, SA13 2SU	
Decision	Approval with no Conditions	
Ward	Margam	

51	App No. P2017/0021	Type LawfulDev.Cert-Prop.
Proposal	Lawful Development Certificate (Proposed) Single storey rear extension	
Location	51 Harle Street, Neath SA11 3EB	
Decision	Issue Lawful Dev.Cert.	
Ward	Neath North	

52	App No. P2017/0022	Type Discharge of Cond.
Proposal	Details pursuant to the discharge of Condition 13 (cycle parking) of Planning Permission P2014/1175 (2/3 Storey teaching block)	
Location	Ysgol Gyfun Ysalyfera, Glan yr Afon, Ystalyfera, SA9 2JJ	
Decision	Approval with no Conditions	
Ward	Ystalyfera	

53	App No. P2017/0044	Type Discharge of Cond.
Proposal	Detail to be agreed in association with condition 3 (Materials) of application P2016/0823 granted on 01/11/16.	
Location	Unit 29, Kenfig Industrial Estate, Margam, Port Talbot SA13 2PE	
Decision	Approval with no Conditions	
Ward	Margam	

54	App No. P2017/0048	Type Discharge of Cond.
Proposal	Details pursuant to the discharge of Condition 2 (External Materials) of Planning Permission P2010/0869 (Approved on the 1/10/10 for a dwellinghouse)	
Location	Land At Rear Of, 8 & 9 Dulais Road, Seven Sisters, Neath SA10 9EL	
Decision	Approval with no Conditions	
Ward	Seven Sisters	

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SECTION B – MATTERS FOR INFORMATION

APPEALS RECEIVED

a) Planning Appeals

Appeal Ref: A2017/0001 **Planning Ref:** P2016/0614

PINS Ref: APP/Y6930/A/17/3166885

Applicant: Mr Paul Griffiths

Proposal: Outline application for detached bungalow

Site Address: Land at 1 Rockchwyth Road, Alltwen,
Pontardawe

Start Date: 11 January 2017

Appeal Method: Written Representations

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