

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.