

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.