

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

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

SITE AND CONTEXT

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

BACKGROUND TO NPTCBC 21ST CENTURY SCHOOLS PROGRAMME AND STRATEGIC OVERVIEW

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

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

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

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

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

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

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

DESCRIPTION OF DEVELOPMENT

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

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

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

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

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

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

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

PRE-APPLICATION CONSULTATION / NEGOTIATIONS:

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

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

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

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

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

PLANNING HISTORY

The application site has the following recent planning history: -

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

CONSULTATIONS

Natural Resources Wales No Objection, subject to conditions.

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

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

Contaminated Land - No Objection, subject to conditions.

Biodiversity Unit –No Objection, subject to conditions.

REPRESENTATIONS

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

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

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

REPORT

Planning Policies

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

Strategic Policies

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

Topic based Policies

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

Supplementary Planning Guidance:

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

- [Parking Standards](#)

Issues

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

Impact on Visual Amenity

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

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

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

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

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

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

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

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

Impact on Residential Amenity

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

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

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

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

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

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

Parking and Access Requirements and Impact on Highway Safety

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

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

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

Parking Provision

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

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

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

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

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

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

Pick Up and Drop Off facilities

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

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

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

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

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

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

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

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

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

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

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

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

Other Highway Issues

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Flooding

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

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

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

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

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

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

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

Ecology

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

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

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

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

Land Contamination.

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

Welsh Language

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

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

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

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

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

CONCLUSION

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

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

RECOMMENDATION Approval with Conditions

CONDITIONS:

Time Limit Conditions

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

Reason

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

Approved Plans

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

Site Location Plan 01001 Rev PL04

Existing site plan 01002 Rev PL03

Proposed Site Plan 01003 Rev PL03

Proposed floor plans 01004 Rev PL03

Proposed roof plan 01005 Rev PL03

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

Reason

In the interests of clarity.

Pre-Commencement Conditions

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

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

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

Reason:

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

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

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

Reason

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

(5) No development shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:-

-location of site compound

-routing of construction vehicles and times of deliveries and working, taking into consideration the school operation, and residential amenity.

-The parking of vehicles of site operatives and visitors

-loading and unloading of plant and materials

-storage of plant and materials used in constructing the development

-the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

-wheel washing facilities

-measures to control the emission of dust and dirt during construction

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

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

Reason

In the interest of Highway and Pedestrian Safety.

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

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

-Percolation test results for any soak ways proposed.

-Soakaway construction in accordance with BRE 365.

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

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

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

-Hydraulic calculations to support the design.

-Methods of attenuation

-Maintenance management plan (Suds).

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

Reason

In the interests of amenity.

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

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

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

(iii) an assessment of the potential risks to:

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

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

Reason

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

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

Reason

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

Action Conditions

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

Reason

In the interest of the visual amenity of the area.

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

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

Reason

In the interests of highway and pedestrian safety.

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

Reason

In the interests of visual amenity.

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

Reason

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

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

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

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

Reason

In the interest of Highway and Pedestrian Safety

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

Reason

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

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

Reason

In the interests of amenity, and biodiversity.

Regulatory Conditions

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

Reason

In the interests of highway and pedestrian safety.

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

Reason

In the interests of highway and pedestrian safety.

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

Reason

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

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

Reason

In the interests of pedestrian safety.

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

Reason

In the interests of biodiversity.

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

Reason

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

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

Reason

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