

## SECTION A – MATTERS FOR DECISION

### Planning Applications Recommended For Approval

<b><u>APPLICATION NO:</u> P2017/0248</b>	<b><u>DATE:</u> 07/04/2017</b>
<b>PROPOSAL:</b>	New single storey primary school for 420 pupils, plus nursery accommodation for 38 pupils, and ancillary sprinkler tank, refuse store, on-site car parking, on-street car parking, a playing field and Multi use games area, means of enclosure, hard surface play areas, and associated engineering works.
<b>LOCATION:</b>	Former Cwrt Sart Comprehensive School, Old Road, Briton Ferry, Neath SA11 2ET
<b>APPLICANT:</b>	Director Of Education
<b>TYPE:</b>	Full Plans
<b>WARD:</b>	Briton Ferry East

### SITE AND CONTEXT

The application site is located on land off Old Road, Briton Ferry.

The site measures approximately 3.8 hectares in area and was formerly occupied by Cwrt Sart Comprehensive School, which comprised a number of school buildings, playing fields and tarmac areas, with vehicular access off Old Road. The surrounding area consists mainly of residential properties with a mix of commercial properties.

The site gradually slopes down to the west, and also slightly from the north up to the south. The highest plateau housed school buildings (four main blocks) as well as an outbuilding, caretaker's house and playing fields. Centrally located within the site was the main school building to the front of which was a concrete surfaced outdoor tennis court and Astro Turf pitch. Carreg Hir standing stone is located close to the southern boundary.

### BACKGROUND TO NPTCBC 21<sup>ST</sup> CENTURY SCHOOLS PROGRAMME AND STRATEGIC OVERVIEW

The Council is responsible for promoting high educational standards and for delivering efficient primary and secondary education. Having the right schools in the right place and ensuring that they are fit for the 21st century learner is the challenge facing the Council. Achieving this will

involve reviewing the number and type of schools the Council has in its area, and assessing whether or not best use is being made of resources and facilities.

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

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

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

At its meeting of 20th July 2016 the Council's Cabinet decided to implement the proposal to establish an English-medium, community primary school at this site.

## DESCRIPTION OF DEVELOPMENT

This is a full planning application for the construction of a single storey school building, access arrangements, car parking, tarmac fenced MUGA, boundary treatment, landscaping and associated service facilities and engineering operations.

The former secondary school has been demolished and a new, state of the art primary school built is proposed in its place, which will replace and serve the combined catchment areas of Brynhyfyd Primary, Llansawel Primary and Ynysmaerdy Primary schools. The new English-medium community primary school for boys and girls aged 3-11 years will accommodate 420 full-time pupils and 75 part-time (38 a.m./37 p.m.) pupils, and will have sufficient capacity for pupils from the area.

## Building Design and Scale

The new 'U' shaped school building is proposed to be located in the centre of the site, running along the north-west to south-east axis. The

proposed buildings will be single storey with a small area extending to approximately 6m in height to accommodate the hall area.

The proposed building equates to a total of approximately 2500m<sup>2</sup> of gross internal floor-space with 4 main core areas as follows, all with access directly to outside play space:

- Admin/Dining/Halls
- Nursery/Reception
- Infants
- Juniors

The overall height of the proposal has been reduced from the previous teaching blocks on the site, making the new development more in keeping with the surrounding urban and residential context. Given that the general form comprises simple rectangular elements, the elevations have been articulated with coloured panels to provide depth and interest together with windows which have a vertical emphasis.

The proposed roof is of a low pitch standing seam solution with moderate overhangs, split by high level clerestory windows that let natural light down in to the central spaces of the school with a combination of facing brick and composite feature colour cladding to the walls.

#### Access and Car Parking:

The proposal includes a dedicated staff and visitor car parking which has been designed relative to the transport assessment requirements. All of the onsite vehicular parking has been accommodated on the southern corner of the site adjacent to the existing entrance off Old Road.

The proposed scheme provides 82 on site car parking spaces (76 staff spaces plus 6 disabled staff/visitors spaces) and an estimated 20 additional off-street parking spaces outside of the school grounds along Old Road for parent drop off and/or residents' parking.

The proposal also includes parking laybys adjacent to Old Road within the application site, but outside of the school grounds. This could be used for parent drop off and/or residents' parking where necessary.

It is proposed that all school traffic will access and egress the site from the existing entrance on Old Road. An additional pedestrian access is located to the west of the site off Pant yr Heol.

### Sports and Play Facilities:

The proposal will provide one new grass pitch to the east of the school which subject to school management will be available for community use. This is located on land currently occupied by the existing school and sports pitch. A new MUGA (Multi-use games area) is also proposed to the north of the new school building. Informal play areas are proposed adjacent to the new building.

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

### PRE-APPLICATION CONSULTATION / NEGOTIATIONS

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 a Pre-Application Consultation (PAC) was carried out by the developer. The consultation exercise took place between 22<sup>nd</sup> October 2016 and 20<sup>th</sup> January 2017. The consultation involved notifying local residents within the surrounding area, together with Ward members, and specialist consultees, who were directed to the website where the details of the development were available.

As a result of the consultation 3 comments were received from local residents. The comments related to the siting of the proposed MUGA in relation to their properties, past issues when the previous comprehensive school occupied the site and concerns over light pollution from flood lights.

Following the PAC process the scheme was amended to exclude the floodlighting and provide additional "drop off" bays.

### PLANNING HISTORY

The application site has the following relevant planning history: -

- P2016/0633 – Prior notification for the demolition of buildings on site – Prior approval not required. 12/8/16

## CONSULTATIONS

**CADW:** No objection.

**Natural Resources Wales:** Raises significant concerns.

**Glamorgan Gwent Archaeological Trust:** No objection, subject to condition.

**Sports Wales:** No objection

**Neath Town Council:** No objection.

**Briton Ferry Community Council:** No reply, therefore no comments to make.

**Welsh Water:** No reply, therefore no comments to make.

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

**Contaminated Land Unit:** No objection, subject to conditions.

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

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

**Biodiversity Unit:** No objection, subject to conditions.

**Environmental Health Section:** No objection, subject to conditions.

**The Coal Authority:** No objection, subject to a condition.

## REPRESENTATIONS

The neighbouring properties were consulted and site notice displayed on April 13<sup>th</sup> 2017. The application was also advertised in the press on 22<sup>nd</sup> April 2017.

In response, to date 1 no. representation has been received, with the issues raised summarised as follows: -

- Currently a green steel fence stands some 18 metres from the rear boundaries and was erected after complaints were made. Whilst the school has been demolished it is hoped that the fence will remain, however it is assumed that the proposed landscaped area will maintain the distance.

## REPORT

### National Planning Policy / Guidance

#### [Planning Policy Wales](#) (Edition 9, November 2016)

Technical Advice Note 5:	Nature Conservation and Planning	
Technical Advice Note 6:	Planning for Sustainable Rural Communities (2010)	
Technical Advice Note 12:	Design (2016)	
Technical Advice Note 15:	Development and Flood Risk (2004)	
Technical Advice Note 16:	Sport, Recreation and Open Space	
Technical Advice Note 18:	Transport (2007)	
Technical Advice Note 24:	The Historic Environment	

### Local Planning Policies

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

#### Strategic Policies

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable communities
- **Policy SP4** Infrastructure
- **Policy SP5** Development in the Coastal Corridor Strategy Area
- **Policy SP10** Open Space
- **Policy SP11** Employment Growth
- **Policy SP12** Retail
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP17** Minerals
- **Policy SP18** Renewable and Low Carbon Energy

- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage
- **Policy SP22** Welsh Language

#### Topic based Policies

- **Policy SC1** Settlement limits
- **Policy OS1** Open Space Provision
- **Policy OS2** Protection of Existing Open Space
- **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 was approved in October 2016 and is of relevance to this application: -

- [Parking Standards](#)
- [Pollution](#)
- [Affordable Housing](#)

#### EIA and AA Screening

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

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

The proposed development is not located within a zone of influence for any SAC, CSAC or Ramsar sites and as such it is considered that an

Appropriate Assessment as set down within the Conservation of Habitats and Species Regulations 2010 is not required.

### Issues

The main issues for consideration with regard to this application relate to the principle of development at this location having regard to the provisions of the development plan as well as the impact upon the character and appearance of the surrounding area; the residential amenity of the occupiers of the adjacent properties; highway and pedestrian safety of the existing road network; the effect upon biodiversity quality of the application site, drainage, flooding, archaeological and historic interests, contaminated land together with other issues raised by consultees.

### Principle of Development

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

### Impact on Visual Amenity

As previously stated, the proposed development would ultimately replace the existing old school buildings with a fresh and modern 21<sup>st</sup> Century primary school. The main school building has been developed as a single storey block, the overall height of the proposal has been reduced from the former two storey teaching blocks on the site, making the new development more in keeping with the surrounding urban and residential context.

Given that the general form comprises simple rectangular elements, the elevations have been articulated with a mixture of colour and brick panels to provide depth and visual interest to the elevations. In respect of the roof design, it is noted that this is of a relatively low pitch with moderate overhangs, split by high-level clerestory windows that let natural light down in to the central spaces of the school. It is therefore considered that the proposed school building would be a significant improvement over the existing old school buildings, and would have no unacceptable impact upon the character and appearance of the surrounding area or street-scene.



In respect of the car parking and drop-off areas specifically, these would be sited to the front of the site adjacent to Old Road. It is noted that the proposal also requires the loss of some trees, but these would be replaced with new landscaping/ planting throughout the site. The use of brick paving would also reduce the visual impact of the large parking and drop-off areas, and provide a contrast to the tarmac road area. Given the context and scale of the overall proposal, and the variety of buildings which previously occupied the site it is considered that this element would not have a detrimental impact upon the overall character and appearance of the surrounding area or street-scene.

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

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

#### Impact on Residential Amenity

With regards to potential impacts from the school building itself, it is noted that the building would be single storey in height, which is a reduction over the buildings which formerly occupied the site. The school is also set centrally within the site, with the majority of windows looking east or west, albeit with a small number of windows on the northern and southern elevation. Nevertheless, due to the siting of the main school building relative to the surrounding neighbouring properties, and the minimum separation distance of 40 metres involved, it is considered that the overall proposal would not create any unacceptable overbearing or privacy impacts on surrounding residential properties.

In respect of the proposed MUGA it is noted that the nearest residential properties would be 6-10 Harvard Jones Close. These would be located approximately 13m to the north of the fence-line enclosing the MUGA. It should be noted that this area was formerly occupied by a much larger tennis court. Whilst it is acknowledged that these properties have rear facing windows on the southern elevation a close boarded fence separates the application site from these properties. As it is

acknowledged that there were existing sports facilities at this location, it is considered that the proposal would not create any significant overlooking issues or unacceptable disturbance over and above that which may have been experienced previously.

Turning to the proposed car parking and drop-off bays specifically, although these would be located towards the front of the site, it is noted that there would be a separation distance of approximately 20m from the staff/visitor car park to the properties in Tyla Road. It should also be noted that these spaces would face east, away from these properties. The addition of landscaping along the fence line of the school grounds will assist with screening the car parking area from these residential properties. As a consequence it is considered that the parking area would not create an unacceptable impact on residential amenity.

In respect of potential noise and disturbance from the proposal, including the proposed sporting facilities, the Environmental Health Section has assessed the submitted External Noise Assessment and Construction Methodology Plan and offers no objection to both the construction phase and completed development, including sports pitches subject to conditions. These conditions relate to the submission of a Community Engagement Plan as the demolition of the existing school has generated a significant amount of complaints, in particular in relation to noise, vibration and dust. Therefore, as the residents have already had negative experiences with works on site it is considered essential that the developer ensures that potential sources of disturbance are controlled and negative impacts minimised. Whilst the Construction Methodology touches on pollution control in relation to dust, noise and vibration additional information is required to identify further potential sources of disturbance and the control measures which will be implemented through the imposition of conditions requiring the submission of an Environmental Management Plan and a piling method statement.

Provided these are imposed on the application it is considered that the development would be acceptable in terms of potential noise and disturbance of neighbouring residential properties within the local area.

In addition to potential noise and disturbance, it should be noted that any flood lighting of the site and especially the sports pitch has the potential to impact on neighbouring properties, especially during evenings. No specific lighting plan has been submitted in support of the application, however, in order to ensure there are no unacceptable

impacts on neighbouring residents, a condition is proposed to require submission of a lighting scheme (covering the whole of the site) to ensure that any lighting is adequately angled and or shielding erected to prevent unacceptable light spillage. Given the potential for local impacts, it is further suggested that a condition is also attached which would require post-operation monitoring in the event of complaints being received to ensure the approved scheme has been implemented correctly to minimise such harm. Provided these are imposed on the application, it is therefore considered acceptable in terms of impacts on amenity relating to external lighting of the site.

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

### Parking and Access Requirements and Impact on Highway Safety

#### *Parking Provision*

As previously stated the proposal involves the creation of a new parking/drop-off area to the front of the new school building on the site. This area would be accessed off Old Road. A new parking lay-by is also proposed along Old Road, outside of the school grounds. This would be available for both parent drop-off and residents' parking. It is proposed that all school traffic will access and egress the site from Old Road.

The school would cater for approximately 458 pupils with a maximum requirement of 62 members of staff, most of which are full-time.

The approved parking Standards SPG states that, for new schools, 1 space should be provided per 5 children (maximum standards). Based on the above capacity a total of 92 spaces are required to serve the new school.

The proposed scheme provides 82 parking spaces (76 staff/visitor plus 6 disabled spaces) plus 20 additional off-street parking spaces outside of the school grounds along Old Road for parent drop off and/or residents' parking. This would total 102 spaces. In addition to setting maximum (not minimum) standards, the approved SPG also includes a sustainability tool which makes it possible to reduce the level of parking required by a development. The criteria measures the sustainability of a development in terms of walking distance to local facilities, public transport and cycle routes and frequency of local public transport. The SPG also refers to developments where Travel Plans should be

required by condition, such a plan allowing for the relaxation of parking requirements.

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

### *Access Arrangements*

The proposals incorporate utilising the existing vehicular and pedestrian access points to the school both during construction and operation of the school. The developer has submitted a Construction Method Statement in support of the application, which specifies the hours of construction (7am to 6pm Monday to Fridays) 8am to 1pm Saturday and Sundays) and delivery restriction times (to avoid peak school times).

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

### Biodiversity / Ecology

The Local Authority's Ecologist has advised that the proposals will remove potential bird nesting/foraging habitats which must be mitigated for under the Habitat Regulations (amended 2012). As such they have recommended that the new building should include artificial nesting sites for birds. This can be imposed by a suitably worded condition. The application is therefore considered acceptable in terms of biodiversity.

## Flood Risk / Drainage

It should be noted that the application site is located partially within the flood zones B and C2 as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15 Development and Flood Risk (July 2004).

Schools are classified by TAN 15 as 'highly vulnerable' as detailed in Table 3-2 and consequently should not be considered within areas of Flood Zone C2, however as acknowledged by NRW there is no change in vulnerability of the site as a new school is being proposed on the site of a previous school. The vast majority of the site, including all buildings, parking, main access, will be located in Zone B with a small area falling within Zone C2.

The application has been accompanied by a detailed Flood Consequences Assessment (FCA). Following a review of the FCA, NRW have confirmed that the proposed building is free for the 0.5 % plus climate change AEP<sup>1</sup> event and the 0.1 % AEP event. A review of the model shows that the western side of the development site is at flood risk from climate change for both the 0.5% and 0.1 % APE tidal risk for both the baseline (pre development) and proposed changes to the site. Flooding that does occur for the proposed development would be in the western extent of the site within the green areas, pedestrian access onto Pant yr Heol and part of the playground. The pedestrian route is affected in the 0.5% plus climate change event and the 0.1 % AEP event to a depth ranging between 0.5 and 1m. Whilst the main entrance off Old remains flood free.

The FCA advises that any additional changes in ground levels has the potential to reduce suitable flood storage or change flow paths, which would increase the impact on third parties. The FCA has thus modelled pre- and post-development flood levels, which confirm that there is very little change in flood levels as a result of the proposed development. There is however one exception, this relating to a small portion of a neighbouring garden directly to the south of the proposed school where there is an increase of flood depth of up to 10cm in the 0.5% plus climate change event. It is due to the third party detriment that NRW has raised significant concern. Nevertheless, the FCA also refers to the margin of error and "confidently conclude that this does not constitute a 'real' increase in flood risk"

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<sup>1</sup> Annual Exceedance Probability

Having regard to the above, the concerns of NRW are noted, while also noting that the increase referred to above is in an area that is not currently showing as flooding. Nevertheless, whilst it is regrettable that the development impacts on this property's garden contrary to the guidance contained in TAN 15, it is considered that on balance the predicted depths are negligible and such an impact can be addressed through a suitably designed drainage scheme. Moreover, the drainage condition will require design works to seek to prevent such third party detriment if at all possible.

The Head of Engineering and Transport (Drainage Section) has also assessed the submitted proposal, and notes that there is the potential for fluvial flooding from the ordinary watercourse which crosses the site. As a consequence the Drainage Officer offers no objection to the overall proposal, subject to conditions in respect of a full drainage scheme and further investigation in relation to both surface water flood risk and fluvial flood risk and the associated mitigation measures.

Provided these are imposed on the application, it is therefore considered that the proposed development would be acceptable in terms of potential flood risk.

### Contaminated Land

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

### Impact on Historical Interests

Planning Policy Wales explains that the desirability of preserving an ancient monument and its setting is a material consideration in determining a planning application whether that monument is scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation in situ. Para A5 of Technical Advice Note 24: The Historic Environment elaborates by explaining that this means a presumption against proposals which would involve significant alteration or cause

damage, or which would have a significant impact on the setting of visible remains.

As referred to earlier in this report a Scheduled Ancient Monument known as Carreg-Hir Standing Stone (GM170) stands on the site. Previously it was surrounded by the buildings of the former school, but these buildings have now been demolished and the stone will be in an area of open space with a car park to the east and a 2.4 weld meshed fence to the west. As a consequence, it is considered that the removal of the existing buildings and the siting of the proposed development away from the stone will have a significant beneficial impact on the scheduled monument and its setting.

### Archaeology

A written scheme of Investigation for an Archaeological Watching Brief was submitted in support of the application, which has been assessed by Glamorgan Gwent Archaeological Trust. They note that a Scheduled Ancient Monument is in situ and as such would have been an important feature and may mark some other buried archaeological feature. As the site has an archaeological constraint and that the historical assets within the wider area indicate that currently unknown, below-ground archaeological remains may survive and be encountered during the course of the development. In order to overcome this, they recommend a condition is imposed on the application requiring an archaeological watching brief, to ensure that any remains encountered are properly investigated and recorded. Provided the suggested condition is imposed on the application, it is therefore considered acceptable in terms of archaeology.

### Coal Mining

The application site falls within the defined Development High Risk Area and as such a Mining Desk Study Report has been submitted in support of the application which has been assessed by The Coal Authority. The Report concludes that the risk to the proposed development from historic shallow mine workings is considered to be low, however due to likely presence of shallow coal seams, there remains a possibility of unrecorded workings below the site. Accordingly, the Report indicates that if piled foundation solution is to be used it would be prudent to undertake an intrusive ground investigation in the form of boreholes in order to establish the condition of shallow coal seams. It is recommended that a condition is imposed on the application requiring

these site investigation works are undertaken. Provided that this suggested condition is imposed it is considered that the requirements of Planning Policy Wales can be met in that the site can be made safe and stable for the proposed development.

### Other Matters

As identified earlier in this report, representations were received in response following the publicity exercise. In response to the issues raised which have not been addressed elsewhere in this report, the following comments are made:

The submitted details indicate that the existing rear boundary treatment separating the residential properties in Harvard Jones Close and the application site will be maintained with a proposed MUGA and landscaped buffer adjacent to the boundary. It is considered that this buffer which varies in depth of between 5 and 30 metres is sufficient to ensure that the amenity of adjacent residents is safeguarded.

### CONCLUSION

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

It is considered that the proposed development would not have a detrimental impact upon residential amenity or upon the character and appearance of the surrounding area over and above that experienced from the previous school. Furthermore, the development would not have a significant impact on highway and pedestrian safety, flooding, the setting of a scheduled ancient monument, foul and surface water discharges, or ecological issues. Hence, the proposed development would be in accordance with Policies SC1, OS1, OS2, EN8, RE2, TR2 and BE1 of the Neath Port Talbot Local Development Plan.

RECOMMENDATION: Approval with Conditions



## CONDITIONS:

### Time Limit Conditions

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

### Reason

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

### Approved Plans

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

Topographic survey- T47430/S271/02

Location Plan- T47430/LOC

Location Plan – A1145-001

Site Plan-A1145-002 Rev A

Proposed Plans, Elevations/Images –A1145-003

Topographical Survey- SAAC.16.024

Existing and Proposed Sections- A1145-004

Archaeological Written Scheme of Investigation- Report No 2016/043 (July 2016)

Level 2 Flood Consequences Assessment (JBA Consulting) –June 2017

Quantum Geotechnical – Mining Desk Study (20/1/17)

Land Contamination Preliminary Risk Assessment-E4/5/006 May 2016

Tree Survey, Categorisation and Constraints Report – Steve Amber and Sons Tree Specialists Ltd.(Dec 2016)

Quantum Factual Ground Investigation Report (Report No G915/FR)

Design and Access Statement

Transport Assessment - Atkins December 2016

External Noise Assessment (1610129R01)-26/10/16

Pre Application Consultation Report-9/3/17

Construction Methodology Plan (N17-12PS/001 Rev A)

Reptile Survey- Rob Colley-July-August 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](http://www.npt.gov.uk/planning)

(4) No development shall take place until an intrusive site investigation (including boreholes) indicating the nature and extent of any land instability and also to confirm coal mining conditions at the site has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the Local Planning Authority. The results of the site investigation shall be made available to the local planning authority before any development begins. In the event that the site investigations confirm the need for remedial works to treat the recorded mine entry and/or any areas of shallow mine workings within the application boundary, and/or any other mitigation measures (e.g. gas protection) a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing. The site shall be remediated in accordance with the approved measures as part

of the approved development and prior to commencement of development on site (as may be appropriate).

#### Reason

To ensure that risks from land instability and mining related hazards to the future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and the general public.

(5) No development shall take place until an Environmental Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Environmental Management Plan shall identify all significant noise, dust, and vibration sources; monitoring details; detail the physical and operational management controls necessary to mitigate emissions. The plan shall also detail any complaint investigation procedures. The approved Environmental Management Plan shall be adhered to throughout the operation of the approved use.

#### Reason

To protect the amenity of the locality, especially for people living and/or working nearby.

#### Action Conditions

(6) Prior to the commencement of the building of the superstructure a 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 minimized, 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.

(7) 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.

(8) 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.

(9) Prior to first beneficial use of the primary school hereby permitted, a parking survey, in accordance with a methodology which shall first have been agreed in writing by the Highway Authority, shall be undertaken between the hours of 08.00 and 09.30 and 15.00 and 16.00 on the following streets:-

- Old Road for 200 metres in either direction of the main access into the school.
- Tyla Road, Darren Road, Station Road, Farm Road and Penrhiwtyn Drive.
- Harvard Jones Close, Maydrew Way, Ormond Street and Pant Y Heol.

No later than three months following the opening of the school, a follow-up survey shall be conducted which shall seek to identify any impacts arising from the development, along with any mitigation proposals (if required), the results of which shall be submitted for the written approval of the Local Planning Authority within one month of the survey being completed. Any on street mitigation measures identified as part of the survey shall be implemented in accordance with the agreed details within 4 months of the approval of such details.

Reason

In the interest of highway and pedestrian safety

(10) Prior to work commencing on the public parking bays and footway along Old Road a scheme at a scale of 1:200 shall be submitted to and approved in writing by the Local Planning Authority detailing the following:-

- Street lighting proposals to include the relocation of any lamp columns
- Highway drainage to include the relocation of existing road drainage
- Widening of the footway to 3.0 metres including construction details of the footway and parking bays
- Relocation of existing bus stop/shelter.

These details as approved shall be implemented prior to the first beneficial use of the school.

Reason: In the interest of highway and pedestrian safety.

(11) Prior to work commencing on constructing the main vehicular access a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing the vehicular barrier system which shall include measures to prevent pedestrians from walking under them.

Reason

In the interest of pedestrian safety.

(12) At least 4 months prior to the school opening a scheme for the alterations to existing Traffic Regulation Orders and the introduction of new Traffic Regulation Orders along Old Road shall be submitted to and approved in writing by the Local Planning Authority. This scheme as approved shall be implemented prior to first beneficial use.

Reason

In the interest of highway and pedestrian safety.

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

Reason

In the interest of highway and pedestrian safety.

(14) Notwithstanding Drg A1145-002 prior to first beneficial use of the school a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing bicycle parking at a ratio of 1 stand per 5 staff, 1 stand per 20 children and motorcycle parking at 5% of the car parking provision this scheme as approved shall be implemented prior to first beneficial use.

Reason

To promote sustainable means of transport.

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

Reason

In the interests of visual amenity.

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

Reason

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

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

Reason

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

(18) Notwithstanding the submitted details, prior to the first beneficial use of the new school, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority demonstrating how all native trees that are to be removed will be replaced by at least 2 native trees of local provenance, details of wildflower areas, soft landscaping to include a majority of native and/or wildlife friendly species, protection of existing trees. All planting, seeding or turfing

comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development hereby permitted, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and the same species.

#### Reason

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

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

#### Reason

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

(20) 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.

(21) Prior to the first beneficial use of the school commencing, a scheme detailing the number, type and location of the solar PV panels shall be submitted to and approved in writing by the Local Planning Authority. The approved solar panels shall be installed prior to the first use of the school, and maintained at all times thereafter for energy generation.



## Reason

In the interest of visual amenity and in accordance with Policy RE2 of the Neath Port Talbot Unitary Development Plan.

(22) Notwithstanding the submitted drainage strategy prior to works commencing on the drainage of the site a revised drainage strategy which shall include appropriate design solutions to prevent flooding to adjoining 3rd party land shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall take into account the impermeable area's utilised within the revised FCA , the capacity of the existing culvert and This strategy as approved shall be implemented prior to first use and retained as such thereafter.

## Reason

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

(23) Within one month of the date of this consent a Community Engagement Plan which shall include a complaints procedure shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved.

## Reason

In the interest of residential amenity.

(24) No piling activities for the construction of the authorised development may commence until a piling method statement has been submitted to and approved by the local planning authority. This shall include a detailed justification for the piling methodology to be used for this development, and details of all mitigation measures to be implemented on site to prevent noise and nuisance to adjoining noise sensitive receptors. Piling shall be carried out in accordance with the approved method statement unless otherwise approved by the local planning authority.

## Reason

For the protection of residential amenity during the construction phase.

## Regulatory Conditions

(25) The approved Construction Method Statement shall be adhered to throughout the construction period.

### Reason

In the interest of protection of the environment

(26) All proposed boundary treatments and means of enclosures as detailed on Drawing No A1145-002 Rev A shall be erected on site prior to the occupation of the associated development, and retained as such thereafter.

### Reason

In the interest of visual and residential amenity.

(27) The archaeological programme of work shall be fully carried out in accordance with the requirements and standards of the written scheme, Cwrt Sart Comprehensive School, Old Road, Neath Port Talbot, Archaeological Written Scheme Of Investigation, GGAT Report Number 2016/043, dated July 2016.

### Reason

In order to mitigate the impact of the works on the archaeological resource.

(28) All works to the trees on site shall be undertaken in accordance with the approved Tree Survey, Categorisation and Constraints Report and in accordance with BS5837:2012 Trees in relation to design, demolition and construction.

### Reason

In the interest of visual amenity and biodiversity.

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

### Reason

In the interest of biodiversity.