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Whitmore High School, Port Road West, Barry

Construction of a replacement secondary school building with associated playing fields and parking at the site of the existing Whitmore High School and the demolition of the existing secondary school building upon completion

REASON FOR COMMITTEE DETERMINATION

The application is required to be determined by Planning Committee under the Council's approved scheme of delegation because the application is of a scale and that is not covered by the scheme of delegation.

EXECUTIVE SUMMARY

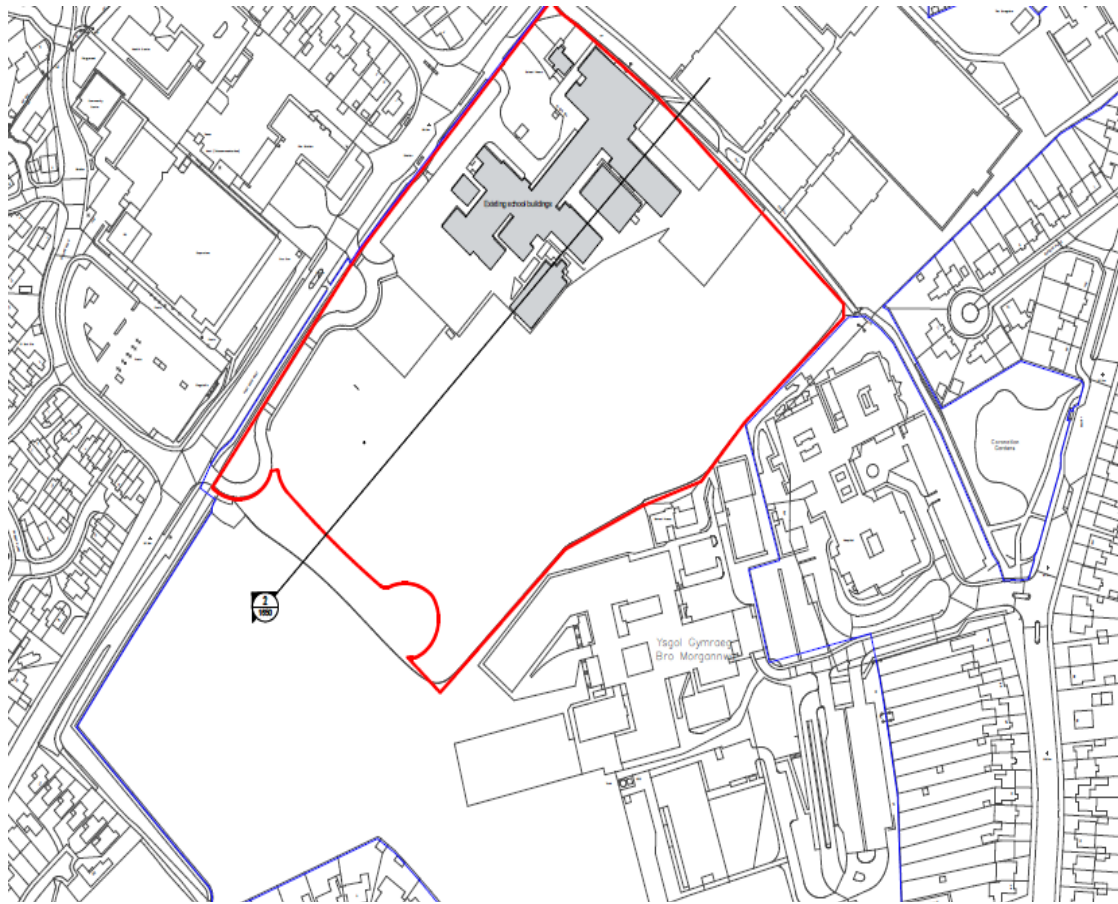
The application proposes a new high school (to be known As Whitmore High School) on the site of the existing Barry Comprehensive School which is accessed off Port Road West, Barry. The application also includes new sports pitches/games areas and a new car park/coach drop off/pick up zone, to be accessed off Port Road West (the same site access and exit points as at present).

The main issues involved in the assessment of the application are the scale, design and visual impact of the development, impact on residential amenity, highways issues (including parking and traffic generation), sports pitch/open space provision and drainage.

There have been no representations from neighbouring properties, while Barry Town Council have raised no objection, subject to the development being considered acceptable in terms of design and visual impact, highway safety, traffic and landscaping. The application is recommended for approval subject to conditions.

SITE AND CONTEXT

The application site is land at Whitmore High School, Port Road West, Barry, as shown on the plan below:



The land lies within a varied context, with a superstore, fire station and dwellings located across Port Road, playing fields to the north east, Ysgol Gymraeg Bro Morgannwg to the south and west, and other dwellings to the south east. The neighbouring school has recently been subject to a planning application for extensions and new pitches (2019/00280/RG3- approved by Planning Committee on 27th June 2019). Vehicular access to the application site is currently from Port Road West.

A separate application 2019/00436/RG3 relates to a new caretaker's bungalow, and this due to be determined under delegated powers.

DESCRIPTION OF DEVELOPMENT

The application proposes the demolition of the existing school and the construction of a new school. The existing school is in the northern part of the site, whereas the new building would be located towards the south west corner.

The existing site layout is as follows:



The proposed site layout is as follows:



Elevations of the proposed building are shown below:



Below is a 3D image of the front of the proposed building:



The building would contain three storeys of accommodation, and would consist of a quadrangle with a central courtyard. The plans show elevations principally in brick and render, however, the applicant's agent has expressed that there may be scope to use a more modern cladding system, subject to budget.

The proposed layout includes an all-weather pitch, a games court/MUGA (multi use games area) and a grassed pitch, to the north of the proposed building and broadly in the location of the existing building.

Vehicular access to the site would remain from Port Road West in the same location as at present, and the vehicular exit will also remain the same (onto Port Road West, opposite Stirling Road). The proposed access arrangements and parking layout are shown below:



The car park includes 116 standard spaces, 6 disabled spaces, 6 motorcycle spaces and capacity for 65 bicycles. A layby adjacent to the internal circulation road would serve for bus drop offs.

The supporting planning statement explains the proposed phasing of the development:

- Phase 1: Creation of an all-weather pitch and games court maximises pitch availability when other pitches are unusable during construction;
- Phase 2: Construction of the new buildings, car parking and drop off areas
- Phase 3: Once the new buildings and car park are operational, the existing ones can be demolished;
- Phase 4: Once the new buildings are handed over, and the old ones demolished, the remaining site can be landscaped to provide grass pitches and informal areas;
- Phase 5: Construction of the Caretaker's House (subject of a separate application).

The existing school population comprises 905 pupils (796 secondary and 109 sixth form), however, the school has capacity for 1423. The proposed school would have a capacity of 1100, of which 200 would be sixth form. There are currently 89 staff and this would remain the same.

PLANNING HISTORY

2019/00436/RG3- New caretaker's bungalow- application not currently determined.

CONSULTATIONS

Barry Town Council-

1. The Vale of Glamorgan Planning Department are satisfied with (1) the proposed external materials and finished to the new buildings and (2) the proposed landscaping scheme.
2. The Vale of Glamorgan Highways department are satisfied with the internal arrangements for the drop off with space to accommodate coaches; mini buses; cars and cycles.
3. The Vale of Glamorgan Highways Department are satisfied with the highway arrangements for access/egress into the site from the A 4226.
4. Cooperation and joint project management between all parties i.e.
 - Vale of Glamorgan Council
 - Planning Consultants
 - Site Contractors
 - Developers
5. The Vale of Glamorgan Council Planning department and developers devise a landscaping scheme for the proposed new school with the aim of keeping and protecting any existing trees on site and planting additional trees to improve the visual amenity of the development

Highway Development- Amendments requested in respect of a number of internal layout matters, further information requested in respect of parking provision, and improvements requested to pedestrian and cycle infrastructure around the site.

Sport Wales- Sport Wales contributed to the pre-application consultation stating “no objection on the basis that the level of playing field and games courts provision will at least be maintained or even enhanced particularly with the inclusion of the all-weather pitch which will allow for intensive use and competitive hockey”.

It was also noted that the school will be able to make use of other facilities located in the vicinity as and when needed during the construction period, and thereafter it is considered that the facilities would be enhanced, relative to the existing (which serve a school with greater capacity).

Highways and Engineering- Advice provided in respect of the SAB process.

Shared Regulatory Services (Pollution)- Conditions requested in respect of land contamination.

Dwr Cymru Welsh Water- No objection subject to conditions, and advice regarding the SAB process.

Ecology Officer- No objection subject to a condition requiring compliance with the Reptile Method Statement.

Natural Resources Wales- No objection.

South Wales Police- Advice provided in respect of designing out crime.

Local ward members- No representations received.

REPRESENTATIONS

The neighbouring properties were consulted and the development has been advertised on site and in the press. No representations have been received to date.

REPORT

Planning Policies and Guidance

Local Development Plan:

Section 38 of The Planning and Compulsory Purchase Act 2004 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 for the area comprises the Vale of Glamorgan Adopted Local Development Plan 2011-2026, which was formally adopted by the Council on 28 June 2017, and within which the following policies are of relevance:

Strategic Policies:

POLICY SP1 – Delivering the Strategy

Managing Growth Policies:

POLICY MG6 – Provision of Educational Facilities

POLICY MG7 – Provision of Community Facilities

POLICY MG16 – Transport Proposals

Managing Development Policies:

POLICY MD2 - Design of New Development

POLICY MD5 - Development within Settlement Boundaries

POLICY MD7 - Environmental Protection

POLICY MD9 - Promoting Biodiversity

In addition to the Adopted LDP the following policy, guidance and documentation supports the relevant LDP policies.

Planning Policy Wales:

National planning policy in the form of Planning Policy Wales (Edition 10, 2018) (PPW) is of relevance to the determination of this application.

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 11 – Noise (1997)
- Technical Advice Note 12 – Design (2016)
- Technical Advice Note 16 - Sport, Recreation and Open Space (2009)
- Technical Advice Note 18 – Transport (2007)

Supplementary Planning Guidance:

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). The following SPG are of relevance:

- Biodiversity and Development
- Parking Standards
- Sustainable Development - A Developer's Guide
- Travel Plan
- Trees, Woodlands, Hedgerows and Development

Other relevant evidence or policy guidance:

- Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Issues

The main issues involved in the assessment of the application are:

- Scale, design and visual impact
- Impact on residential amenity
- Highways issues

- Sports pitch/open space provision
- Drainage

Scale, design and visual impact

The existing school is beyond economical repair and consequently, the proposed development involves demolishing it and erecting a new building. The existing building is inoffensive but does not add significant value to the local built environment and consequently, the proposed demolition is considered acceptable in principle.

The new building would be materially taller than the existing, but it would occupy a smaller overall area and represents a more efficient use of space. While taller than the existing, the height would not be excessive and it is considered that the building would not appear over scaled or visually incongruous in this context.

The design and composition are relatively conventional. The respective parts of the building would have pitched roofs and the listed materials are brick and render. The patterns of openings in the side elevations are also relatively conventional and rhythmic, while the front elevation contains much larger, feature areas of glazing. Louvre panels and brise soleils will add depth to the elevations, while a standing seam metal roof will also add character and visual interest.

The surrounding street scene is made up of an appreciable mix of building types and designs and there is no particular design cue to follow. While the design and composition of this building are not particularly complicated, that is not objectionable and subject to the use of high quality materials, it is considered that the building would contribute positively to the street scene. Brick and render are considered acceptable in principle (subject to the quality of samples), however, notwithstanding this a more modern cladding system would be likely to weather better over time and this could also benefit the design and appearance of the building further. Condition 3 has been worded to allow flexibility in the materials to be used, to allow further consideration to be given to equally acceptable alternatives.

In terms of layout, the building would present a strong active frontage to the street and the car parking area to the side would not be prominent when travelling along Port Road.

Having regard to the above, the proposed building is considered to be of an acceptable scale, form and design which would comply with the objectives of Policies SP1 and MD2 of the LDP, and the proposed layout and composition of the site is also considered acceptable.

Trees and landscaping

The application submissions state as follows in respect of landscaping:

Many of the features in the proposed scheme are multi-functional providing an opportunity for the creation of wildlife corridors, improving amenity values and creating engaging and social spaces for students.

Bio-retention gardens at the front entrance and building courtyard, capture surface water and improve amenity and bio-diversity through the use of plants that are able to withstand extremes of both wet and dry conditions.

Swales have been used to create a green corridor of wild-flower and ornamental planting which enhances the visual appeal of the playground spaces. The detention basin at the end of the SUDS train is a large organic land form, that has adjacent informal earth mounds (that uses excess site cut) creating an engaging 3D landscape enhancing the visual and play appeal of the soft landscape areas.

A group of trees to the front of the existing school would be removed to facilitate the construction of the new games areas, however, almost all of the site perimeter landscaping (trees and hedges) would be retained. Additional planting is proposed around the site perimeter and throughout the site, as described in the extract above.

Condition 4 requires full detail of the landscaping scheme to be approved. It is considered that the removal of some trees (which does not require consent) and their replacement/supplementation with new planting would not unacceptably impact upon visual amenity and the proposed scheme would, in principle, create an attractive natural environment within and around the school boundary.

Impact on residential amenity

The proposed building would be at least 90m away from the nearest residential property and consequently, the building would not be overbearing towards any neighbour or result in overshadowing. The distance is also sufficient to preserve the privacy of the nearest neighbours.

The part of the sports pitch in the eastern corner of the site would be no closer to residential properties than the existing pitch is at present, and the games areas closest to Port Road West would be in excess of 40m from the nearest residential properties, and across the highway.

The number of comings and goings to the site would be no greater than those that would be associated with the existing school (at capacity) and the overall capacity of pupils will be reduced. The sports pitches are not proposed to be lit and consequently there are no concerns regarding light pollution.

In light of the above, it is considered that the development will not adversely affect residential amenity when operational, in accordance with policies MD2 and MD7 of the LDP. A Construction Environmental Management Plan condition is recommended (see condition 9) to ensure that impacts during the demolition/construction phases are minimised.

Highways Issues

Description of existing and proposed arrangements

The application is accompanied by a transport assessment (TA) and travel plan, which assess existing and proposed travel/transport arrangements and consider how the proposed development will impact upon the highway network.

At present, all on site vehicular activity associated with the school occurs via the access and egress points from/onto Port Road West and this is to remain unchanged.

The existing car park is to the immediate south west of the existing school building and currently comprises 102 staff parking spaces, 7 visitor spaces, 2 disabled spaces and 4 mini-bus spaces. The proposed layout comprises 116 standard spaces, 6 disabled spaces, 6 motorcycle spaces and capacity for 65 bicycles

It is proposed to develop shared school bus drop-off facilities with the neighbouring Ysgol Gymraeg Bro Morgannwg (YGBM) and this arrangement has already been approved for YGBM as part of planning permission 2019/00280/RG3. The proposed internal circulation changes will facilitate YGBM buses to continue along the Whitmore High School (WHS) access road to a new layout of bus drop-off/pick-up area, situated immediately southwest of the car park.

The layby in the new WHS would accommodate two coaches and the remaining two coaches (which are shared with pupils from YGBM) would be accommodated in the new coach/minibus drop off area at the adjacent site.

Parking

The Council's parking guidelines require 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 20 students of age 17 (or above) and 3 visitor spaces. This would equate to 86 spaces based on the pupil and staff numbers and consequently the proposed parking area would be sufficient to meet the needs of the school as extended. It would exceed the Council's maximum standards, however, it would enable the school to cater for any events of unusually high demand and would also serve as provision for parent drop off (as is the case within the existing car park).

The layby would accommodate 2 coaches and, as noted above, the other two coaches serving the school would use two of the spaces in the YGBM coach park. This provision is also considered acceptable and commensurate to need.

In summary, it is considered that the proposed parking capacity is appropriate and satisfies the requirements of the Council's Supplementary Planning Guidance.

Traffic impacts

While the existing school has 905 pupils, it has capacity for 1423. The proposed school would have a capacity of 1100, which would be 313 less, and staff numbers are to remain to the same. The school will continue to be served by four buses/coaches. Therefore, while a full capacity of 1100 may result in more traffic than a school operational with 905 pupils, it is material that the school has capacity for 1423 and it is on that basis that the comparison must fundamentally be made. Relative to that existing capacity, the proposed development would be

likely to result in less traffic within the wider highway network, and less traffic using the entrance and exits to and from the site.

The Transport Assessment (TA) contains 'with development' and 'without development' comparisons and these show very minor increases in traffic at certain junctions. However, these comparisons are based on existing pupil numbers versus proposed capacity, as opposed to existing capacity versus proposed capacity.

In light of the above, it is considered that the development would not result in any additional traffic congestion around the site or intensification of the site access points, and the proposal is therefore considered acceptable in respect of traffic.

Highway safety

The layout would make provision for vehicles to park and turn within the site and the layout would not be likely to result in queuing that would affect the adopted highway. In light of this and the above traffic assessment, and given that the existing entrance and exit are not being altered the proposed development will not have an adverse impact on vehicular highway safety. Pedestrian matters are considered below.

Pedestrian and cycle access/facilities

The existing school is served by a pedestrian/cycleway along the whole frontage on Port Road West and there is a further pedestrian/cycleway link between Port Road West and Colcot Road, adjacent to the eastern boundary of the site. There is a signalised crossing point on Port Road West between Highlight Lane and Liscum Way (opposite the site) and a crossing point with a refuge island further along Port Road West opposite the Tesco superstore.

Consequently, the site is well served by pedestrian and cycling links/infrastructure and the existing infrastructure is not considered to be prohibitive to pedestrian and cycling journeys to the school from the surrounding residential areas.

The Highways Engineer's comments note that there would not be an increase in the capacity of the school, but refer to a change in desire lines. Consequently, the highways observations initially requested upgrades and improvements to infrastructure around the site as follows:

- Increasing the width of the footway/cycleway along the front of the site.
- Upgrade the signalised junction adjacent to Stirling Road (by the site exit) to include pedestrian and cycle crossing facilities.
- Provide a crossing point at the site exit adjacent to Port Road West.
- Upgrade the existing crossing with refuge to a Toucan crossing.
- Upgrade the signalised crossing point between Highlight Lane and Liscum Way to a Toucan crossing.

All of the above are potentially desirable infrastructure improvements in principle, however, it is only reasonable for a development to have to deliver any works that are necessary to make it acceptable. In this case, while a new school is proposed, the capacity of the school is not increasing above that of the existing;

moreover the capacity would be reduced by approximately 300 pupils. On that basis and given that the development will not result in an intensification of these routes (because the school has a lower capacity) it is considered that the above list of infrastructure improvements is not justified purely because the proposal would deliver a new school.

It is, however, necessary to consider whether there would be a change in desire lines (as referred to by the Highways Engineer) that is likely to alter the pattern of movements, such that any of the above requirements would be reasonable.

The request in relation to the footway/cycleway along Port Road West does not reflect any changes to desire lines and consequently, it is considered that it is not a reasonable requirement of this development.

The second and third points from the list above relate to the likelihood of pupils crossing Port Road West adjacent to Stirling Road (where there is a signalised junction but no crossing facilities). While there is to be no increase in the capacity of the school, the original plans showed a new pedestrian access in to the site adjacent to the vehicular exit point, and this would offer pupils the option of entering on foot there. Given that this would potentially be used by pupils coming from Stirling Road, it may have been likely to result in pupils crossing directly at that point, where there are not adequate pedestrian/cycle crossing facilities.

In response to these concerns, this pedestrian access point has been removed from the plans. It is not fundamentally necessary, given the scope of other pedestrian/cycle entrances to the site and as noted above, the site's pupil capacity is reducing. There is a safe refuge crossing point approximately 100m further up Port Road and that route wouldn't be materially longer or more difficult for pupils coming out of that estate at Stirling Road.

In respect of the fourth point (with reference to the refuge crossing point) there is already a pelican crossing just to the east of Liscum Way. The only logical increase in use of the refuge point would be if pupils coming out of Liscum Way choose (as a consequence of the development) to walk along to the refuge point as opposed to crossing somewhere further to the east of the refuge. While the refuge point is directly opposite a proposed new pedestrian access into the site, it is considered unlikely that there would be a significantly changed pattern of pedestrian movements arising from Liscum Way (noting that the Pelican crossing is only 30m from Liscum Way). Pupils on the north side of Port Road that live to the east of the existing pelican crossing will logically continue to use the pelican crossing.

Notwithstanding this, the transport consultant has advised that in order to provide an additional measure for limiting this movement, the school will install a ruling that school children, below Year 11, will not be permitted to leave the school ground during the normal school day, to reduce the potential for pupils travelling to and from the Tesco store.

Having regard to the above, it is considered that desire lines and pedestrian movements will not change to such a significant extent that this refuge should justifiably be upgraded to a toucan crossing.

In respect of the final point above, there are no likely changes to desire lines which would suggest a greater use of the pelican crossing and consequently, upgrading it to a toucan crossing is not a justified requirement of this development.

The applicant has responded to the Highways Engineer's comments/requests, albeit to date no further response has been received. Nevertheless, the above is considered to represent a robust and reasonable assessment of the respective issues.

In making this assessment, regard has been given to The Active Travel (Wales) Act 2013 and in particular, Section 9, which states:

The Welsh Ministers and each local authority must, in the exercise of their functions under Parts 3, 4, 5, 9 and 12 of the Highways Act 1980 (creation, maintenance and improvement of highways, interference with highways and acquisition etc. of land), in so far as it is practicable to do so, take reasonable steps to enhance the provision made for walkers and cyclists.

While this is a duty for the Local Authority as a whole, it is considered that for the reasons given above, this cannot be reasonably or practicably required as part of this planning application. Consequently, it is considered that the approval of the application without improvements to existing routes would not conflict with this provision.

Other matters raised by the Highways Engineer

The Highways Engineer has queried parking provision for taxis and sixth form students, however, this has been factored in to the parking calculations and there is sufficient capacity for both. Swept paths have been provided to demonstrate that the relevant vehicles can move appropriately through the site and the plans have been updated to remove the zebra crossings by the site exit (as a consequence of removing the pedestrian access at the site exit from Port Road West). The plans have also been updated to include give way lining at the points suggested by the Highways Engineer.

Summary of Highways issues

Having regard to the above, it is considered that the proposed development would be served by safe access points for vehicles, pedestrians and cyclists, and sufficient parking. The development would not result in a material increase in traffic on the highway and consequently, it would not result in congestion in the wider highway network, in accordance with policies SP1 and MD2 of the LDP.

Ecology

The application is accompanied by a preliminary ecology appraisal, which makes recommendations in respect of bats, breeding birds and invertebrates. The Council's Ecologist has advised that no further survey work is required at this time regarding bats and consequently Natural Resources Wales do not raise an objection to the application.

The Council's Ecologist requested further reptile work prior to the determination of the application, and the applicant has submitted a reptile method statement, which sets out the proposed working method and practices that will be followed if reptiles are encountered. The Council's Ecologist has considered the Method Statement and raises no objection subject to a condition requiring compliance with it (see condition 15).

Having regard to the above, the proposed development is considered acceptable in respect of ecological impacts, in accordance with Policy MD9 of the LDP.

Open Space and sports pitch provision

Sport Wales contributed to the pre-application consultation stating "no objection on the basis that the level of playing field and games courts provision will at least be maintained or even enhanced particularly with the inclusion of the all-weather pitch which will allow for intensive use and competitive hockey".

The school will be able to make use of other facilities located in the vicinity as and when needed during the construction period, and thereafter it is considered that the facilities would be enhanced, relative to the existing situation (which serve a school with greater capacity).

Drainage and flood risk

The application is accompanied by a Flood Consequences Assessment (FCA) and the Design and Access Statement summarises the proposed drainage strategy. In terms of flood risk, the FCA has assessed flood sources to and from the proposed development and, while it is a type that would be classed as highly vulnerable, the majority of the site is located within DAM Zone A, with the exception of a small area towards the south of the site which is located within DAM Zone B. Consequently the development would not be at unacceptable risk of flooding.

At present, parts of the site drain to a private surface water drain (that also serves Ysgol Gymraeg Bro Morgannwg) and other parts drain to the Dwr Cymru Welsh Water (DCWW) combined sewer on Port Road. The application states that *"following the redevelopment of the site it is expected that all surface water will be discharged from the site via a new connection to the surface water drain"*, however, Dwr Cymru Welsh Water have advised that there is no agreement to communicate surface flows into the public sewerage system.

The drainage principle suggest that infiltration will be the principle means of disposing of surface water, but that flows exceeding the infiltration capability and the storage capacity of the basin are to be discharged at a controlled rate into the surface water sewer which currently serves the site.

The Council's Drainage Engineer has raised no objection in principle to the application and has advised that the development will require SuDS Approval Body (SAB) approval prior to the commencement of construction. The Council's Engineer has also requested that a planning condition controlling the scheme be imposed in this case.

Subject to this (condition 6), it is considered that the proposed development is acceptable in terms of drainage and flood risk.

REASON FOR RECOMMENDATION

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 for the area comprises the Vale of Glamorgan Adopted Local Development Plan 2011-2026.

Having regard to Policies SP1 – Delivering the Strategy, MG6 – Provision of Educational Facilities, MG7 – Provision of Community Facilities, MG16 – Transport Proposals, MD2 - Design of New Development, MD5 - Development within Settlement Boundaries, MD7 - Environmental Protection and MD9 - Promoting Biodiversity of the Vale of Glamorgan Adopted Local Development Plan 2011-2026, Planning Policy Wales (Edition 10, 2018) (PPW), Technical Advice Notes 11, 12, 16 and 18 and the Council's Supplementary Planning Guidance on Biodiversity and Development, Parking Standards, Sustainable Development - A Developer's Guide, Travel Plans and Trees, Woodlands, Hedgerows and Development, the proposed development is considered acceptable in terms of design, impact on residential amenity, highway safety, traffic, parking, drainage, play/sport space and ecology.

It is considered that the decision complies with the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

Deemed planning consent be GRANTED subject to the following condition(s):

1. The development shall begin no later than five years from the date of this decision.

Reason:

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

2. The development shall be carried out in accordance with the following approved plans:

-26W006-ATK-0-XX-DR-L-X-9001 Rev P03
-26W006-ATK-X-XX-DR-A-PL-0600 Rev P03
-26W006-ATK-X-00-DR-A-PL-1150 Rev P03
-26W006-ATK-0-XX-DR-L-X-9005 Rev P04
-26W006-ATK-0-XX-DR-L-X-9106 Rev P05
-26W006-ATK-0-XX-DR-L-X-9400 Rev P05
-26W006-ATK-0-XX-DR-L-X-9505 Rev P05
-26W006-ATK-X-01-DR-A-PL-1151 Rev P03

-26W006-ATK-X-02-DR-A-PL-1152 Rev P03
-26W006-ATK-X-RF-DR-A-PL-1350 Rev P03
-26W006-ATK-X-XX-DR-A-PL-0410 Rev P04
-26W006-ATK-X-XX-DR-A-PL-0400 Rev P03
-26W006-ATK-X-XX-DR-A-EL-1450 Rev P04
-26W006-ATK-X-XX-DR-A-EL-1451 Rev P04
-26W006-ATK-X-XX-DR-A-EL-1452 Rev P05
-26W006-ATK-X-XX-DR-A-EL-1453 Rev P05

Reason:

For the avoidance of doubt as to the approved development and to accord with Circular 016:2014 on The Use of Planning Conditions for Development Management.

3. Notwithstanding the submitted plans and prior to their use, a schedule of materials (including samples) to be used in the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed and maintained in accordance with the approved details.

Reason:

To safeguard local visual amenities, as required by Policy MD2 (Design of New Development) of the Local Development Plan.

4. Notwithstanding the submitted plans, a scheme of landscaping shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of any element of the development hereby approved. The scheme shall include indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development.

Reason:

To safeguard local visual amenities, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy) and MD2 (Design of New Developments of the Local Development Plan.

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 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 species.

Reason:

To ensure satisfactory maintenance of the landscaped area to ensure compliance with Policies SP1 (Delivering the Strategy) and MD2 (Design of

New Developments) of the Local Development Plan.

6. No part of the development hereby approved shall be brought into beneficial use (and no new hard surfaces shall be laid), until a scheme of foul, land and surface water drainage has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved details prior to the first beneficial use of the development and retained in perpetuity.

Reason:

To prevent hydraulic overloading of the public sewerage system, pollution of the environment and to protect the health and safety of existing residents and ensure no detriment to the environment and to comply with the terms of Policies MD2 of the Local Development Plan.

7. The development shall be carried out at all times in accordance with the Aecom Travel Plan (Project number: 60571313): February 2019.

Reason:

In the interests of sustainable travel and to ensure compliance with Policies MD2 and MD5 of the LDP.

8. Prior to the first beneficial use of the development hereby approved, the new parking and drop off areas shall be constructed and laid out in full, and they shall be retained at all times thereafter to serve the school.

Reason:

In the interests of highway safety and to ensure compliance with Policies SP1, MS2 and MD5 of the LDP.

9. No development shall commence, including any works of demolition, until a Construction Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall include the following details:

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control and mitigate the emission of dust, smoke, other airborne pollutants and dirt during construction;
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works.
- viii) hours of construction and demolition;
- ix) lighting;
- x) management, control and mitigation of noise and vibration;
- xi) odour management and mitigation;

- xi) how the developer proposes to accord with the Considerate Constructors Scheme (www.considerateconstructorsscheme.org.uk) during the course of the construction of the development; and
- xii) a system for the management of complaints from local residents which will incorporate a reporting system.

The construction of the development shall be undertaken in accordance with the approved CEMP.

Reason:

To ensure that the construction of the development is undertaken in a neighbourly manner and in the interests of the protection of amenity and the environment and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy) and MD7 (Environmental Protection) of the Local Development Plan.

10. The development shall be carried out in accordance with the document "Whitmore High School Geotechnical and Geo-environmental Interpretative Report (Project number: 60571313) November 2018" and all recommendations with that document shall be carried out.

Reason:

To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and to ensure compliance with Policy MD7 of the LDP.

11. In the event that contamination is found at any time when carrying out the development that was not previously identified, it shall be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place (unless otherwise agreed in writing) until a scheme to deal with the contamination found has been approved in writing by the local planning authority. The scheme shall include an investigation and risk assessment and where remediation is necessary a remediation scheme and verification plan shall be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority, prior to the first beneficial occupation of any of the dwellings approved.

Reason:

To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policies MD2, MD5 and

MD7 of the Local Development Plan.

12. Any topsoil (natural or manufactured) or subsoil, and any aggregate (other than virgin quarry stone) or recycled aggregate to be imported (and any site won material including soils, aggregates, recycled materials) shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason:

To ensure that the safety of future occupiers is not prejudiced and to ensure compliance with Policies MD1 and MD7 of the LDP.

13. The development shall be carried out in accordance with the recommendations and measures contained in:
- Whitmore High School - Reptile Method Statement 16 July 2019.
 - Aecom Preliminary Ecological Appraisal and BREEAM Ecology Report July 2018
 - Aecom Ysgol Gymraeg Bro Morgannwg and Whitmore High School Bat Activity Survey Report November 2018

Reason:

In the interests of ecology/biodiversity and to ensure compliance with Policy MD9 of the LDP.

14. Prior to the erection of any external lighting around the 3G pitch, further details of the proposed lights (and a schedule of proposed hours of use of the lights and the 3G pitch itself) shall be submitted to and approved in writing by the Local Planning Authority. The pitch and lights shall thereafter only be used/operated in accordance with the approved details.

Reason:

In the interests of residential amenity and to ensure compliance with Policies MD2 and MD7 of the LDP.

NOTE:

Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans

will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developers) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.

Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.