

Vale of Glamorgan Council c/o Agent
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9LJ

Pencoedtre High School, Merthyr Dyfan Road, Barry

Construction of a replacement secondary school building at the site of the existing Pencoedtre High School, sports facilities, and associated works (including landscaping, access and engineering works) along with the demolition of the existing secondary school building

REASON FOR COMMITTEE DETERMINATION

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

EXECUTIVE SUMMARY

The application proposes the demolition of the existing secondary school and construction of a new high school at Pencoedtre High, which is accessed off Merthyr Dyfan Road, Barry. The application also includes new sports pitches/games areas and a new car park and coach drop off pick up zone, to be accessed from Merthyr Dyfan Road (the same site access 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.

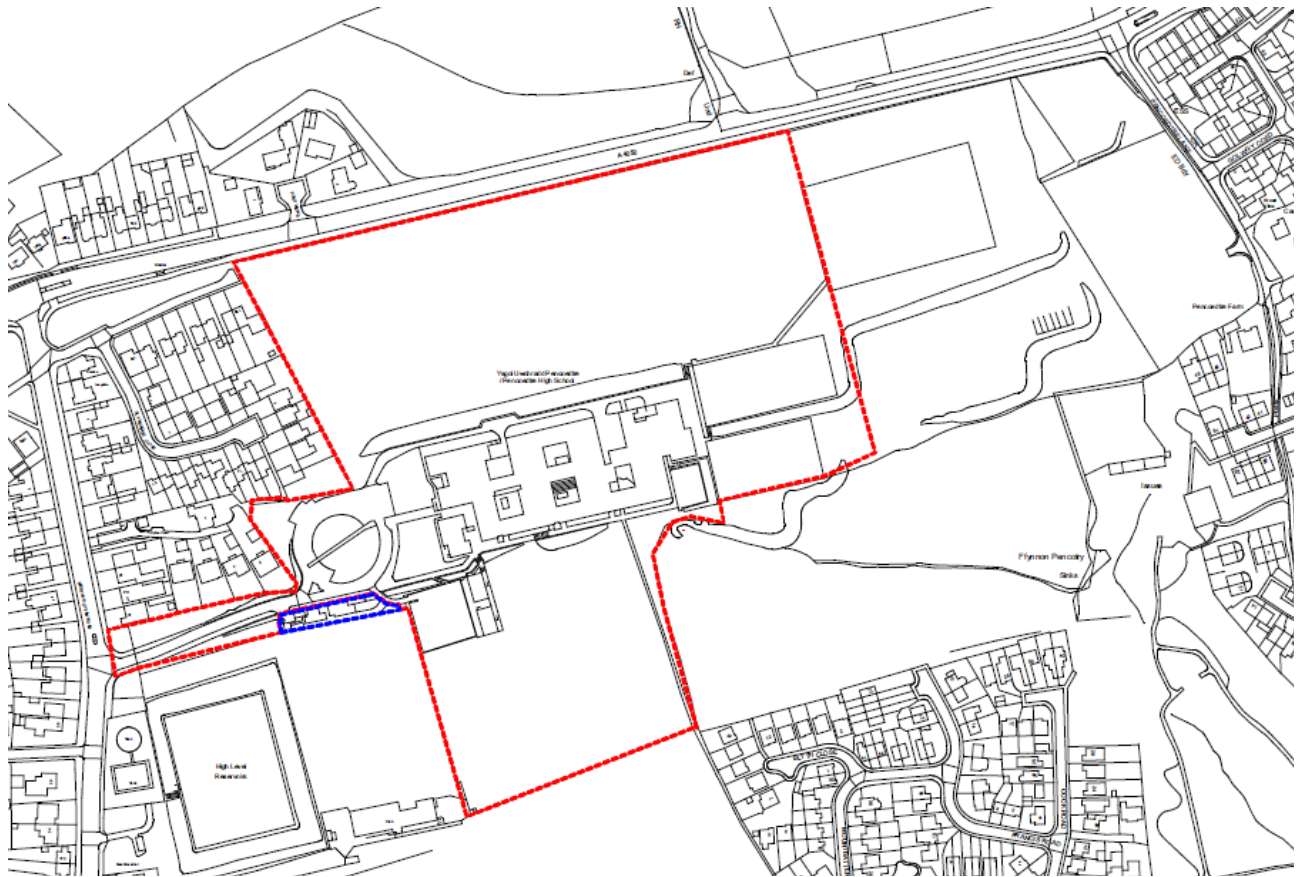
There has been one representation received from a neighbouring property, while Barry Town Council have raised no objection, subject to the development being considered acceptable in terms of design and visual impact, highway safety, traffic and landscaping. The application is recommended for approval subject to conditions and confirmation that GGAT are satisfied and delegation for officers to amend relevant conditions as appropriate.

SITE AND CONTEXT

The application site is Pencoedtre High School, Merthyr Dyfan Road, Barry. The site is located within a predominantly residential context, with dwellings immediately to the west and south east of the site. Port Road East lies directly to the north and the land to the east is allocated for housing in the Vale of Glamorgan Adopted Local Development Plan 2011-2026 (allocation MG2 (11)- Land to the West of Pencoedtre Lane). Merthyr Dyfan recreation ground is located to the south.

Vehicular access to the site is from Merthyr Dyfan Road, and this leads to an internal roundabout immediately to the west of the school (which serves the parking area to the south).

The site is shown in its context on the plan below.



DESCRIPTION OF DEVELOPMENT

The application proposes the demolition of the existing secondary school and the construction of a new secondary school with associated sports facilities. In detail the development/layout comprises:

- A new secondary school, to be constructed to the south of the existing school. The building would be three storeys in height.
- A new car park to the north of the school, for use by teachers and sixth form pupils, with 131 standard car parking bays (including 2 electrical vehicle charging points), 8 disabled car parking bays, space for 9 motorcycles and 76 bicycles.
- An all-weather floodlit pitch in the north eastern part of the site.
- A games court comprising 4 pitches/courts.
- An under 11's / under 12's grassed football pitch in the eastern part of the site, adjacent to the all-weather pitch.
- A grassed rugby pitch in the northern part of the site.

The plan below shows the proposed layout:



The proposed school building would be three storeys in height and has broadly a 'C-shaped' form (with a two storey sports hall at the north eastern corner. It measures approximately 10.5m in height to the eaves and 15.5m in height to the ridge. It has a broadly conventional form, with a traditional pitched roof and gable ends. The building would be finished in a relatively contemporary palette of materials, comprising principally dark grey metal cladding, with brick to the ground floor and other feature elements. The building is shown on the plans below:





Vehicular access would remain from the same point on Merthyr Dyfan Road and the existing entrance road into the site would be retained. The vehicular arrangement around the roundabout would be modified to include new bus/coach bays and a turning area directly adjacent, and the removal of circulatory parking.

The proposed development would cater for mixed sex pupils between the ages of 11 – 18. The new school is expected to open with up to 1,100 pupils enrolled. Pupil numbers are expected to steadily increase until full capacity is reached in 2026, at which point the school would enrol up to 1,250 pupils, of which up to 200 will be sixth form students. It is noted that the existing school has 846 pupils, but capacity for 1331.

Staff numbers are presently only 78. The number of staff is expected to increase in accordance with pupil numbers up to 150, with 105 being teaching staff and 45 being non-teaching staff. If the current school were at its permitted capacity, the number of staff would be comparable (if not slightly more) than the 150 that would serve the new school at full capacity.

PLANNING HISTORY

2000/01040/REG3, Address: Bryn Hafren Comprehensive School, Merthyr Dyfan Road, Barry, Proposal: Temporary siting of 2 no. double demountable classrooms, Decision: Approved

2003/01105/REG3, Address: Bryn Hafren Comprehensive School, Merthyr Dyfan Road, Barry, Proposal: Permanent siting of 2 no. double demountable classrooms, each with cloaks and stores. Both units are single storeyed and are to be located behind the staff car park, Decision: Approved

2009/00798/RG3, Address: Bryn Hafren Comprehensive School, Merthyr Dyfan Road, Barry, Proposal: New entrance to main school building, Decision: Approved

2010/00829/RG3, Address: Bryn Hafren Comprehensive School, Merthyr Dyfan Road, Barry, Proposal: New entrance to main school building Amendment to application 2009/00798/RG3, Decision: Approved

CONSULTATIONS

Barry Town Council supports the proposed development subject to the following matters;

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 and 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- Advice has been provided in respect of matters including bus/coach circulation movements, a parking management strategy, a Construction Traffic Management Plan, signage, pedestrian guard rails, cycle routes, a travel plan and the pedestrian link to Blyth Close.

Councils Drainage Section- No objection is raised. Advice is provided regarding SUDS/SAB approval.

Shared Regulatory Services (Pollution)- Conditions are requested in respect of noise, lighting, a Construction Environmental Management Plan and contamination.

Local ward members- No representations received.

Dwr Cymru Welsh Water have requested a condition to require foul drainage scheme to be submitted and approved. Informatives are requested regarding SUDS and the potential need to divert sewer (whose protection zone part of the development would be within).

Ecology Officer- Initially an objection was raised on the grounds that the development would result in a net biodiversity loss. Subsequently additional information has been submitted to address these concerns, and there is now no objection subject to conditions.

Natural Resources Wales- No objection subject to a condition requiring a lighting scheme to be agreed.

South Wales Police have provided advice regarding crime prevention.

Glamorgan Gwent Archaeological Trust (GGAT)- The original desk based assessment did not meet current professional standards, however, the amended assessment is considered acceptable. GGAT have requested further work in the form of a geo-physical survey.

REPRESENTATIONS

The neighbouring properties were consulted and the development has been advertised on site and in the press. One representation has been received, which reads as follows:

Please consider speed bumps as cars travel at extreme speeds up this road, potential danger to children. Also parental parking required, they park dangerously when picking up children at the end of the day, albeit only for a short time.

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 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 (and materially taller than surrounding dwellings), 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 general form of the building is relatively conventional, with a pitched roof and gable ended elevations. The patterns of openings in the side elevations are also relatively conventional and rhythmic, other than the front elevation which is more bespoke- see plan below:



Notwithstanding the generally traditional form, the proposed materials are contemporary and they would elevate the appearance of the building. The main part of the elevations and the roof would be finished in a metal cladding and the ground floor (and other feature elements) would be brick. The plans indicate grey windows and aluminium rainwater goods. It is considered that the high quality palette of materials will add positively to the character of the building and create 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 in principle and subject to the use of high quality materials, it is considered that the building would contribute positively to the wider built environment. Condition 3 requires samples to be approved.

In terms of layout, the building would present a strong active frontage to the site entrance, which is in any case sited well back from the adopted highway. The school would be highly visible from Port Road East, and the side elevation facing towards that highway is similarly well relieved with window openings and detailing.

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:

The soft landscape strategy creates a framework to connect the school with the external context of the site and to create a cohesive landscape character within the site. Existing trees will be retained where possible to integrate the new buildings within their environment and maintain established vegetation for screening and wildlife. Native planting will be an integral part of the proposals with the potential for habitat areas to offer areas of woodland plantation, swathes of wildflower meadow and an orchard. Around the school buildings the proposed planting will become more formal in design, with species selection tailored to each space, the intended user and the desired aesthetic.

Proposed tree planting will be used to provide varying degrees of formality and informality within the site and be used to offset the height of the new buildings and filter views of the boundary and sports fencing. Key pedestrian routes will be highlighted by boulevard planting and the central courtyard will have a more urban character with feature planting. Hedge planting will be used where possible to soften fencing, direct pedestrian flow and screen views.

The development would result in the loss of a number of trees to accommodate the new building and parking areas in particular. There would be ten individual trees removed and 4 small groups. Of the ten individual trees, 4 are considered to be of moderate quality, 5 of low quality and 1 of poor quality. The four groups have all been assessed as being of low quality. None of the trees are protected and consequently consent is not required for their removal.

Notwithstanding that, while the removal of the trees would (if they were not replaced) erode the visual amenity value of the site, there is ample scope to replant and the application submissions commit to doing so. None of the trees are, in their own right, of such amenity value that they would warrant protection with a Tree Preservation Order, and there are no specimens whose removal would individually be critically harmful to the character of the site.

The application submissions do not include a re-planting plan, however, it is not uncommon for such matters to be conditioned and given that there is evidently scope to accommodate the necessary level of re-planting here, this matter is covered by Condition 4. The Council's Ecologist has requested a re-planting ratio of 2:1 to ensure that there is no net habitat loss. This requirement is incorporated into Condition 4.

It is considered that the removal of some trees (which does not require consent) and their replacement 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, in compliance with Policy MD2.

Impact on residential amenity

The proposed building would be at least 50m 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 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 maximum capacity of pupils will be reduced. The grassed pitches and games courts are not proposed to be lit and consequently there are no concerns regarding light pollution from those areas.

The illuminated all weather pitch would be well over 150m away from the residential properties to the south and west, and over 100m away from the nearest pitch to the north. It is, therefore, considered that that it would not cause undue noise disturbance to the nearest residential properties or a nuisance as a consequence of light pollution. The pitch would be relatively close to the boundary with the residential allocation to the east and consequently a light spill plan is recommended at condition 12 to ensure that this site is not unduly affected by the floodlights. While there is likely to be scope for audible activities from the pitch (at floodlit hours) to the residential properties that will potentially occupy that allocation, prospective residents would be aware of the relationship between the two, and the proposed hours of use (until 10pm) are not considered to be excessive. Furthermore, the allocation displaces an existing floodlit pitch and it is only reasonable that a similar facility can be accommodated in the rationalised school boundary.

Consequently, it is considered that the use of the pitch at the hours proposed (0800 to 2200) are acceptable and would not cause unreasonable impacts on the amenities of surrounding residents.

The Environmental Health officer has requested conditions in respect of a noise survey, plant noise and amplified music. However, given the distances from the various elements of the school to neighbouring properties (and comparing those to the existing situation), it is considered that such conditions are not fundamentally necessary to render the development acceptable.

The location of the existing school is a constraint in terms of constructing the new school. The existing school would be in operation for the duration of the construction phase. As such, the new school would be constructed alongside the existing school building and once complete, pupils would decant into the new accommodation. The existing building would then be demolished and the remaining site landscaped. Consequently (and in order to protect residential amenity in general) a carefully conceived Construction Environmental Management Plan (CEMP) will be required to ensure that this process is managed appropriately, with regard to pupil/pedestrian safety in particular.

In light of the above, it is considered that the development as a whole 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.

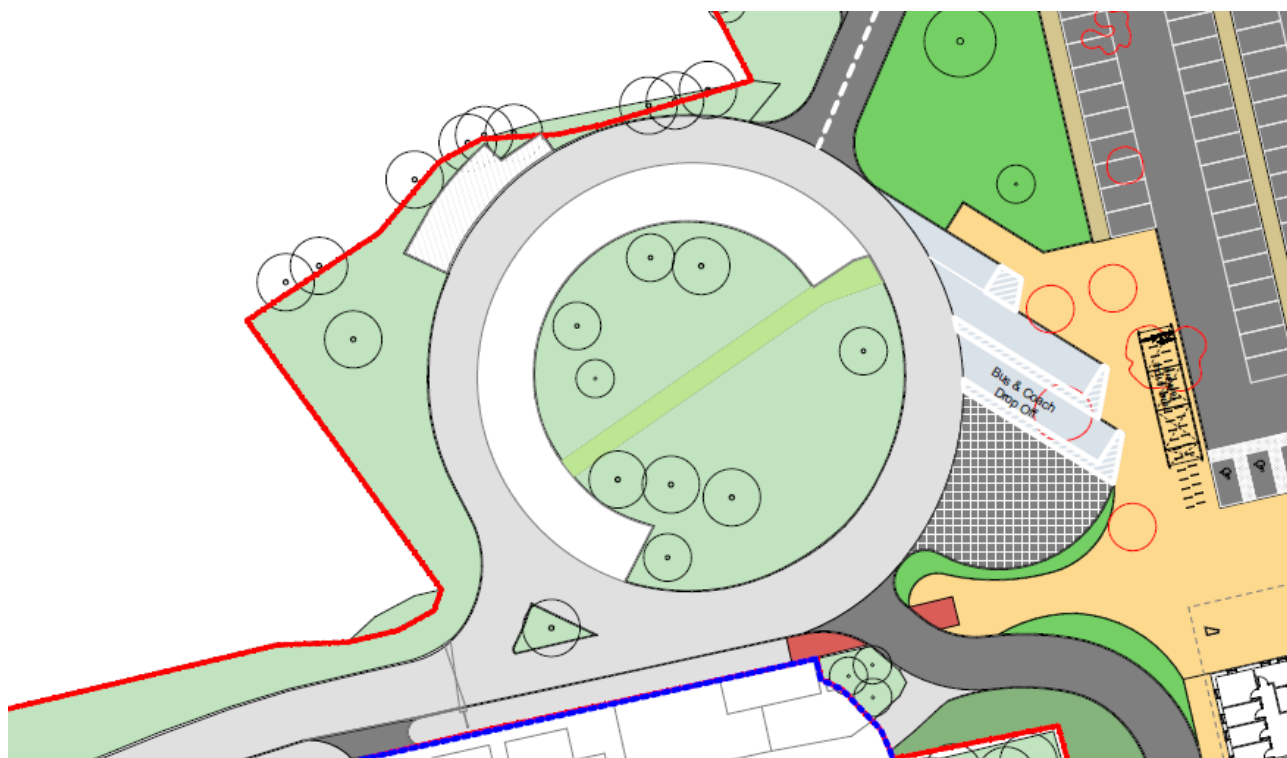
Highways Issues

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 point from/onto Merthyr Dyfan Road and this is to remain unchanged.

The existing car park is to the immediate south west of the existing school building and there is further parking directly adjacent to the roundabout. This arrangement is far from optimum has been the subject of safety assessments in the past. The new car park would be to the north of the school building (on part of the footprint of the existing school) and existing parking at the roundabout would be stopped up. Bus/coach parking would be to the east of the roundabout as shown on the plan below:



Parking

The Council's parking guidelines require a maximum of 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 a maximum of 139 spaces based on the pupil and staff numbers and consequently the proposed parking area (which comprises 139 spaces) would be sufficient to meet the needs of the new school. The car park includes the necessary space for vehicles to manoeuvre into and out of spaces, ensuring that vehicles would be able to circulate safely, without having to undertake significant reversing movements.

The bus/coach area to the right of the roundabout would accommodate 2 coaches and a mini bus, and two further mini bus spaces are located at the eastern end of the main car park. This arrangement would be sufficient to deal with need arising from the school. There were initially concerns (during pre-application discussions) that the coach parking arrangement would result in buses reversing across the entrance to the main car park. Consequently the hard surfaced area adjacent to those bays has been extended and parked buses would now be able to turn out of those spaces in a forward gear, without having to reverse.

In summary, it is considered that the proposed parking capacity is appropriate and satisfies the requirements of the Council's Supplementary Planning Guidance. It is also considered to be a safe layout which would not adversely impact upon highway or pedestrian safety.

The Highways Engineer has raised requirements regarding pedestrian guard rails, internal site signage and a parking management plan. These matters are covered by Condition 14, which requires them to be delivered prior to the first beneficial use of the new school.

Traffic impacts

While the existing school has 846 pupils, it has capacity for 1331. The proposed school would have a capacity of 1250, which would be 81 less. Staff numbers are presently only 78, however, if the school were at its permitted capacity, the number of staff would be comparable (if not slightly more) than the 150 that would serve the new school at full capacity.

Therefore, while a full capacity of 1250 may result in more traffic than a school that is operational with 846 pupils, it is material that the school has capacity for 1331 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/exit to and from the site.

The Transport Assessment (TA) contains 'with development' and 'without development' comparisons and these show some 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 (above that which would be caused by the existing school at full capacity), 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/exit is 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 network of pedestrian and cycle routes, including a cycleway/footway along Port Road East, wide footways along Merthyr Dyfan Road (and the residential streets around the site generally) and footpaths connecting to the school site from Blyth Close and Mountbatten Road.

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 has requested the widening of the footway into the site from Merthyr Dyfan Road, and this is shown on the plans. It would be widened from 2m to 3m, and this would facilitate improved cycling access into the site. There is also scope to link a short stretch of footway from the end of the Blyth Close footway to the path network shown in the south eastern corner of the proposed site layout. These matters are covered by Condition 13. The Council's SPG requires accommodation for 76 bicycles for a school development of this size, and those would be provided.

It is, therefore, considered that the proposed development makes appropriate provision for pedestrian and cycling access to the school, in accordance with Policies SP1 and MD2 of the LDP.

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.

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, subject to a condition for a lighting strategy) see condition 15). The Council's Ecologist requested a further condition regarding a site clearance strategy (to have regard to reptiles) and this is recommended at condition 16.

The hedgerows are now to be retained and consequently the Ecologist's original concerns are removed. The applicant has agreed to tree re-planting at a ratio of 2:1 and this matter is controlled at condition 4. Finally in respect of ecology, a biodiversity enhancements plan is required by condition 17. Subject to these conditions, NRW and the Council's Ecologist have no objection to the application.

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

The development would involve the rationalisation of sports facilities into a smaller gross area, however, that would principally mean there are smaller gaps between the respective games areas. There would be less hard courts than at present, however, there would nevertheless be sufficient to meet the needs of the school and the new facilities would be significantly improved in quality. There would remain grassed pitch areas of approximately 200m x 100m and 80m x 55m. It is also noted that the school is directly adjacent to public playing fields at Merthyr Dyfan Recreation ground, however, the space within the school boundary is considered sufficient in any case.

Drainage and flood risk

This site is not located in Development Advice Map zones at risk of tidal or fluvial flooding and NRW maps indicate that there is a low to high risk of surface water flooding in areas of the site.

No specific proposed drainage plans or calculations have been provided with this application, however, that is not uncommon and the detailed drainage proposal would typically be designed following the grant of planning permission. The submitted Drainage Technical Note suggests that surface water runoff will discharge at a restricted rate to the existing surface water outfall located at the south perimeter of the site.

The Council's Drainage Engineer has raised no objection to the drainage strategy, and has advised that the development will require SuDS Approval Body (SAB) approval prior to the commencement of construction. Dwr Cymru Welsh Water have raised no objection subject to a condition requiring foul sewerage details to be approved.

Archaeology

The application is accompanied by a Heritage Desk Based Assessment, which has considered likely/potential archaeological impacts. In response, Glamorgan Gwent Archaeological Trust have advised that further geo-physical survey work is required, prior to the determination of the application. At the time of writing, the survey work is ongoing and the results are not yet known. The applicant's agent has advised that the archaeologists are of the view that a significant find is unlikely, in which case, a watching brief condition would be the most likely outcome (Condition 19 refers).

At this point in time, Members are advised that an update will be provided either as a 'matters arising' note or as a verbal update at the Committee meeting. Consequently, the recommendation below is caveated in respect of this matter, which will need to be resolved before the application is finally determined.

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.

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.

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.

RECOMMENDATION

That the application be APPROVED, subject to Glamorgan Gwent Archaeological Trust confirming they are satisfied with the additional information, with delegation for the Head of Regeneration and Planning and/or the Operational Manager for Planning and Building Control to amend / add / delete conditions as appropriate. 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:

- PHS-HLM-SW-ZZ-GA-L-0002 Rev P11
- PHS-HLM-SW-ZZ-SE-L-0002 Rev P02
- PHS-HLM-XX-01-GA-A-0010 Rev P17
- PHS-HLM-XX-02-GA-A-0010 Rev P18
- PHS-HLM-XX-GF-GA-A-0010 Rev P18
- PHS-HLM-XX-LG-GA-A-0010 Rev P16

- PHS-HLM-XX-RF-GA-A-0001 Rev P09
- PHS-HLM-XX-XX-EE-A-0001 Rev P08
- PHS-HLM-XX-XX-EE-A-0002 Rev P08
- PHS-HLM-XX-ZZ-SE-A-0010 Rev P07
- PHS-HLM-XX-ZZ-SE-A-0011 Rev P04
- PHS-HLM-SW-ZZ-GA-L-0003 Rev P02

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. The scheme shall make provision for at least 2 trees to be re-planted for every tree to be removed.

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: 60610283): September 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 (shown on plan PHS-HLM-SW-ZZ-GA-L-0002 Rev P11) 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;
- 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;
- xii) 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
xiii) a system for the management of complaints from local residents which will incorporate a reporting system.
xiv) specific provisions/measures for maintaining pupil safety during the course of the works

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. 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.

11. 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.

12. Prior to the first beneficial use of the new all weather pitch (shown yellow on plan PHS-HLM-SW-ZZ-GA-L-0002 Rev P11, a light spill plan shall be submitted to and approved in writing by the Local Planning Authority, to include details of the types of flood lights, their heights, any necessary mechanisms to control the spill of light, and the spill/spread of light that would occur from them. The development shall thereafter be carried out in accordance with the approved details and any mechanisms required to control light spill shall be implemented prior to the first use of the lights and so retained at all times thereafter.

Reason:

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

13. Prior to the first beneficial use of the new school, a pedestrian/cycling access plan shall be submitted to and approved in writing by the Local Planning Authority, which shall include the widening of the existing 2m wide footpath into the site from Merthyr Dyfan Road to a 3m wide combined cycleway/footway, the location of all cycle routes and footpaths within the site, cycle storage location(s) (to accommodate at least 76 bicycles) and a new pedestrian link from the footpath that runs between 10 and 15 Blyth Close to the school. The cycling and pedestrian routes (and cycle storage facilities) as shown on the approved details shall be provided prior to the first beneficial use of the new school, and shall be so retained at all times thereafter.

Reason:

In order to ensure that the site is served by appropriate cycling and pedestrian facilities and to ensure compliance with Policy MD2 of the LDP.

14. Prior to the first beneficial use of the new school, a parking management plan shall be submitted to and approved in writing by the Local Planning Authority, which shall include details of drop off and pick up areas, the stopping up of parking on the existing roundabout, taxi parking, site signage and pedestrian guardrails. The operation of the site shall thereafter be carried out and maintained in accordance with the approved details.

Reason:

In order to ensure that the site is served by a safe internal parking and circulatory layout and to ensure compliance with Policy MD2 of the LDP.

15. Prior to the installation of any external lighting, full details of all external site lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:

- Details of the siting and type of external lighting to be used
- Drawings setting out light spillage in key sensitive areas
- Details of lighting to be used both during construction and/or operation

The lighting of the site shall thereafter only be in accordance with the approved details.

Reason:

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

16. Prior to any site clearance taking place a site clearance strategy shall be submitted to and approved in writing by the Local Planning Authority, to have regard to any reptiles that may be within the site. Subsequent site clearance shall only be undertaken in accordance with the approved strategy.

Reason:

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

17. Prior to the first beneficial occupation/use of the school, a biodiversity enhancements plan shall be submitted to and approved in writing by the Local Planning Authority. The measures in the plan as approved shall be implemented in full prior to the first beneficial occupation of the school and those measures shall be retained at all times thereafter.

Reason:

In the interests of ecology and to ensure the development accords with Policy MD9 of the Local Development Plan.

18. The all weather pitch (shown coloured yellow on plan PHS-HLM-SW-ZZ-GA-L-0002 Rev P11) and the associated flood lights shall only be in use between the hours of 0800 and 2200 on any day.

Reason:

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

NOTE:

1. New developments of more than one dwelling or where the area covered by construction work equals or exceeds 100 square metres as defined by The Flood and Water Management Act 2010 (Schedule 3), will require SuDS Approval Body (SAB) approval prior to the commencement of construction.

Further information of the SAB process can be found at our website or by contacting our SAB team: sab@valeofglamorgan.gov.uk

2. The proposed development site is crossed by a public sewer. No development (including the raising or lowering of ground levels) will be permitted within the safety zone which is measured either side of the centre line. For details of the safety zone please contact Dwr Cymru Welsh Water's Network Development Consultants on 0800 9172652.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with the Vale of Glamorgan Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

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.