

APPLICANT: Jane O'Leary Civic Offices, Holton Road, Barry, CF63 4RU

AGENT: Mr Nathan Slater Dock Offices, Subway Road, Barry, CF63 4RT

St. Nicholas Church In Wales Primary School, St. Nicholas

Proposed replacement primary school including additional nursery provision and associated works

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 / or nature that is not covered by the scheme of delegation.

At the Planning Committee Meeting held on 21 January, 2021 Committee resolved to REFUSE this application for the following reason:

- 1. The increase in capacity of the school would exacerbate traffic congestion in the vicinity of the school to the detriment of highway safety contrary to LDP Policy MD2 (Design of New Development) criterion 6.**

EXECUTIVE SUMMARY

This is a full planning application for a new primary school at the site of the existing school in St Nicholas. St Nicholas has been included as part of the Council's 21st Century Schools Programme with £4.185m allocated to construct a new school building on the existing site. This will ensure that the school is able to meet demand and would address the poor condition and suitability of the existing buildings.

The application proposes the replacement of the existing school within the site with a single storey school building (with double height hall), capable of accommodating 210 primary pupils with an associated 24 place nursery and 24 full time equivalent staff. The new building would be located further back into the existing school site, to allow the school to remain open during construction. This also provides the space for staff and visitor parking; parent drop off and service access directly from School Lane at the front of the site.

The proposal has raised several concerns from residents of St Nicholas and at the time of writing a total of forty objections have been received to the original consultation, with a further fifty three on the receipt of amended drawings and updated information with regards transport and highways concerns. The main issue for objectors is in respect of highways given the existing problems with school related traffic in St Nicholas and with a proposed increase in the school's capacity, which they do not consider the amended and updated information addresses. In addition, concerns regarding the design and visual impact of the school and the impact on neighbours have been raised.

The application is recommended for approval, subject to conditions.

SITE AND CONTEXT

The application site is land at St Nicholas Church in Wales Primary School, St Nicholas, as shown edged red on the site plan below.



The site is bounded on three sides (south, east, and west) by dwellings that front onto School Lane.

The school building currently sits at the southern end of the site, overlooking School Lane. There is currently a single vehicular entrance point in the south eastern corner, which provides access to the car park, located on the eastern side of the school building used for staff and visitor parking comprising of 15 spaces in total.

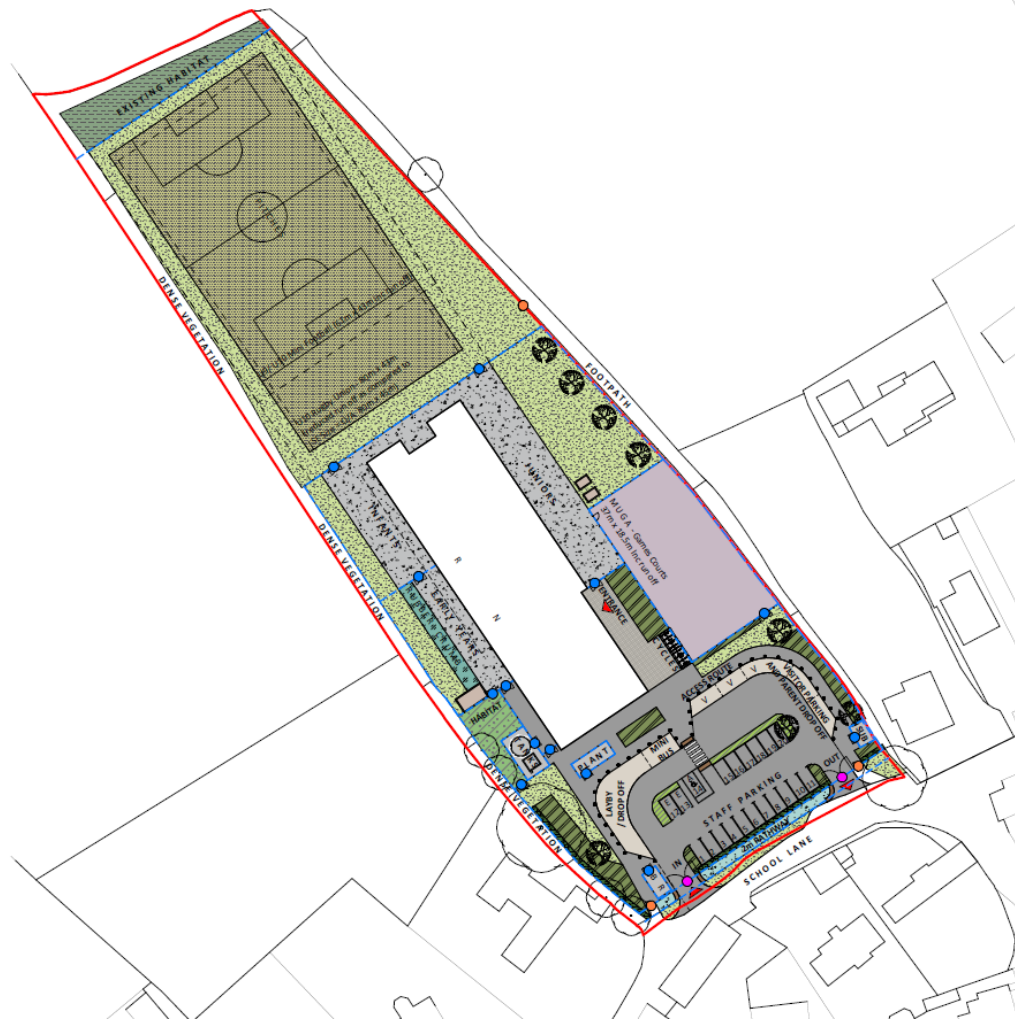
The main hard play area is on the western side of the school building, wrapping around to the north. Further beyond is an enclosed grass play area with external furniture. Beyond the fence line at the north of the grass play area are sports pitches and an established habitat area. At the front of the school site in the south, there are smaller enclosed external play areas.

The application site sits wholly within the defined settlement boundary for St Nicholas. The southern part of the site, where the existing school is located, is within the St Nicholas Conservation Area. The area to the north of the application site is open fields and is designated Special Landscape Area (SLA). Public Right of Way No.2 St Nicholas (status – Footpath) runs parallel to the eastern boundary of the site.

DESCRIPTION OF DEVELOPMENT

This is a full planning application for a new replacement primary school with associated works. There is an accompanying conservation area consent application for the demolition of the existing school building (2020/00954/CAC).

The proposed site layout is shown on the plan below:



The existing school building (as shown on the site location plan) occupies the southern part of the site with open space to the north. The new school building, which is to be constructed whilst the existing school remains functional, is set further north and outside the boundary of the St Nicholas Conservation Area.



Proposed Site Layout

Vehicular access to the site would be directly from School Lane. The proposal increases the points of access from one which provides access to the existing school parking area of 15 no. spaces, to two. Currently there are no formal facilities for the drop off or collection of pupils on-site. The proposed layout includes an in/out vehicular access providing access to a staff parking area, visitor parking area and parent pick up/drop off. Pedestrian access is via two points on the school lane frontage at the eastern and western corners of the site. There would be 24 parking spaces provided, comprising 20 for staff (including one allocated for disabled use and two with electric vehicle charging), 3 visitors' spaces and 1 commercial space.

The layout of the school includes informal hard play areas outside the classrooms of the age group they serve. A smaller nursery and reception yard are included on the western side of the site. The sports pitches and existing school habitat area sit to the northern side of the development. Despite the new school building sitting across some of the previously grassed area, there remains space for junior sized rugby and football pitches.

The proposed elevations are below. From top to bottom they show the east elevation, west elevation, north elevation, and south elevation. The south elevation is the one that will face School Lane.

The proposed building is single storey, with a double height hall element of approximately 9.5m at its tallest point, the ridge of the hall roof. The main part of the building is approximately 7.4m to ridge and approximately 3.4m to eaves. The school building would measure approximately 69m along the east/west elevations approximately 22.5m along the south/north elevations). The design is a contemporary one with elevations finished in facing brick work, metal composite cladding panels (with inset coloured spandrel panels) and a metal standing seam roof. Windows and doors are dark grey aluminium. The school signage, on the east elevation, is brushed aluminium (individual raised lettering).



East Elevation
1:100



West Elevation
1:100



North Elevation
1:100



South Elevation
1:100

Below is a perspective view looking towards the east (front) elevation of the proposed school.



The proposed floor plan is below with the early years/infants classrooms at the bottom of the plan (western side of building), junior classrooms at the top of the plan (eastern side of the building) and the communal areas such as reception, hall/dining, staff room, plant rooms etc towards the front of the building (southern side of the building).



Proposed Floor Plan
1 : 100

The new school will provide:

- A high quality, IT rich learning environment for pupils meeting the educational curriculum needs of the 21st century
- Unobstructed access between all internal areas for children and staff as the new school would be contained within a single building
- Break out spaces for staff and pupils
- Enhanced safeguarding and site security for pupils and staff
- Improved outdoor sports facilities for both pupil and community use

- Full access for the whole community with improved disabled access

PLANNING HISTORY

1995/00591/TCA : St. Nicholas Primary School, St. Nicholas, Proposal: Crown lift and crown thin two Acers at the front of school, Decision: Approved

1995/00921/TCA : St. Nicholas Primary School, St. Nicholas, Proposal: Fell three silver birch trees as indicated on the plan included with letter of application dated 4th October 1995, Decision: Approved

2001/01435/REG3 : St. Nicholas Church In Wales Primary School, St. Nicholas, Proposal: Site a steel container in playing fields, Decision: Approved

2004/01248/REG3 : St. Nicholas Church of Wales Primary School, St. Nicholas, Proposal: Provision of an external boiler room to house the new heating system equipment, Decision: Approved

2004/01807/REG3 : St. Nicholas Church in Wales Primary School, St. Nicholas, Proposal: Infill extensions in 2 No. separate locations to increase classroom areas. Existing external screens to be re-used thus overall appearance to elevations unchanged. Decision: Approved

2005/01996/REG3 : St. Nicholas Primary School, St. Nicholas, Proposal: Metal storage container (6.00 x 2.4m) to store outdoor PE equipment on playing field to rear of St. Nicholas Primary School, Decision: Approved

2008/00243/RG3 : Playing field to rear of St. Nicholas Primary School, Proposal: Retention of metal storage container (6.0 x 2.4m) to store outdoor P.E. equipment, Decision: Approved

2016/00431/RG3 : St. Nicholas Church in Wales Primary School, St. Nicholas, Proposal: Proposed canopy to the front/south elevation, Decision: Approved

2002/00954/CAC : St. Nicholas Church In Wales Primary School, St. Nicholas, Proposed replacement primary school including additional nursery provision and associated works. Decision: outstanding

CONSULTATIONS

St. Nicholas and Bonvilston Community Council were consulted and responded stating that many residents have been in touch with the Community Council and attended our meetings to raise their concerns. The Community Council resolved to object to the planning proposal.

St Nicholas has no community building. No pub. No village hall. The proposal for a 'community school', offering facilities such as a hall and sports courts, should have huge support from residents.

However, there is significant community opposition to the current proposal, with residents continuing to voice objections that much be considered carefully and addressed. The decision regarding the new school will shape the village of St Nicholas for eternity.

Key points of objection are:

1. Building to the countryside
2. Inappropriate design & materials by the conservation area
3. Loss of Public Open (Sports) Space
4. Disruption of teaching/learning during construction
5. Loss of mature trees
6. Failure to tackle traffic issues – with a concern for safety and access for emergency service vehicles to nearby homes.

These issues should have been addressed before we reached this late stage of the planning process.

Local Ward Member – No representations received to date.

Councils Highway Development Team comments are attached in full as **Appendix A** to this report. In summary they do not object to the proposed development. They recommend a number of conditions including off-site traffic management measures and travel plan requirements.

Councils Public Rights of Way Officer was consulted and has advised that there should be no adverse effect on the Public Right of Way and the applicant should ensure that materials are not stored on the Public Right of Way and that any damage to the surface as a result of the development is made good at their own expense.

Councils Drainage Section were consulted and in summary have advised that the site is not located within a DAM zone at risk of tidal or fluvial flooding and NRW maps indicate that there is a very low risk of surface water flooding to the site. Further that SuDS Approval Body (SAB) approval will be required.

Shared Regulatory Services

- **(Pollution)** were consulted and have recommended a condition requiring the submission of a Construction Environmental Management Plan (CEMP) due to the proximity to neighbouring residents.
- **Contaminated Land, Air & Water Quality Team** were consulted and have stated that contamination is not known at this site, however the potential for this cannot be ruled out. Conditions are requested in respect of unforeseen contamination and imported soil/aggregates.

Councils Conservation Officer (Planning) was consulted and in summary has not objected to the demolition of the building and is satisfied that the replacement building will cause no more harm to the setting of the conservation area than the current building and its setting.

Dwr Cymru Welsh Water were consulted and have stated that capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site and that the development may require approval of Sustainable Drainage Systems (SuDS) features, under the relevant SuDS Approval Body (SAB).

Councils Ecology Officer was consulted and raised no objection but has provided notes for the applicants and suggested conditions regarding compliance with the submitted Preliminary Ecological Appraisal, a lighting scheme and 5-year Landscape and Ecology Plan.

Councils Landscape Section was consulted and has raised no objection but has commented on the loss of trees, requires greater detail on soft landscaping proposals, additional tree planting and replacement on the hedge along the frontage.

Councils Estates (Strategic Property Estates) was consulted and has raised no objection.

Natural Resources Wales were consulted and responded raising no objection.

South Wales Police were consulted and no response has been received to date.

Open Spaces Society were consulted and no response has been received to date.

Cadw, Ancient Monuments were consulted and raised concerns regarding impact on an historic asset. Following the submission of an additional Heritage Impact Assessment, Cadw has agreed the proposed form of mitigation subject to a condition securing it.

Sports Wales were consulted and have stated that until further evidence can be provided addressing Planning Policy Wales and The Schools Premises Regulations, Sports Wales would like to object to the application.

REPRESENTATIONS

The neighbouring properties were consulted on the original submission (14 September 2020) and re-consulted on the receipt of amended drawings and updated information (8 October 2020), and the development has been advertised on site (20 September 2020) and in the press.

To date, forty letters/emails of objection were received following the original consultation. A further fifty three letters/emails of objection were received following re-consultation (many attaching copies of letters sent previously to reiterate the concerns and these have been included on the records for completeness).

One letter of support has been received from the Chair of the Governing Body of St Nicholas CIW Primary School. A full copy of this representation is available online but in summary it states 'we would like to remind those currently determining the ultimate fate of our school that our children and staff are so in need of this new building, to enable them to learn and work effectively.'

Any additional representations received following publication of this report will be reported in the Matters Arising Report.

Due to the scale of development the application was also subject to a Pre-Application Consultation (PAC) Report which has been submitted, as required, with the application.

Below is a summary of the representations received on the original submission:

- The Transport Assessment is completely flawed
- Traffic generation and road safety are a major concern
- Adverse impact on highway and pedestrian safety for residents of the village and users of the school
- Narrow roads and non-existent footways in the vicinity of the school
- Proposal will lead to even greater number of cars parking and waiting on the highway network around the village
- Application fails to address the problems of construction traffic and parking during construction while school remains operational
- There is no informal one-way system currently in place at the school, as stated
- Villagers should have been contacted at the initial stages of proposals to expand the school
- The village is a Conservation Area, and the proposed school is totally inappropriate
- The scale, design and massing of the building is not sympathetic
- The choice of materials is not appropriate
- Visual impact of the development and loss of amenity
- Negative impact from increased activity and noise generated
- Request acoustic fencing is erected around the playground
- Loss of trees
- Loss of open space
- There is no need for the school
- New school as part of the new housing development to the east of the village is a better option.
- An alternative site for the school was available and should have been pursued
- The expansion of the school is not for children living in St Nicholas and the surrounding areas of the Vale of Glamorgan
- The proposal fails to comply with Planning Policy Wales, the Local Development Plan, the Local Travel Plan, relevant Supplementary Planning Guidance including the VOG Parking Standards

The responses received on the re-consultation have reiterated all the previous concerns raised and objectors do not consider that the amended information has addressed any of their concerns. There is further concern that the mitigation measures require consideration prior to the determination of the application as they are fundamental to the scheme and concerns are raised that they are not achievable.

Members should note that all neighbour responses (including those received up to the day before the committee meeting) are available via the documents tab on the online application record:

<http://vonline.planning-register.co.uk/default.aspx?AspxAutoDetectCookieSupport=1>

Neighbours have made this request so that you are able to view their letters in full. Objections can be viewed in full, including all attachments sent in (which includes previous correspondence during the various stages of consultation for the new school, photographs to support concerns raised regarding visibility, inappropriate parking etc).

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
POLICY SP7 - Transportation
POLICY SP10 – Built and Natural Environment

Managing Growth Policies:

POLICY MG6 – Provision of Educational Facilities
POLICY MG17 – Special Landscape Areas
POLICY MG22 – Development in Minerals Safeguarding Areas

Managing Development Policies:

POLICY MD1 - Location of New Development
POLICY MD2 - Design of New Development
POLICY MD5 - Development within Settlement Boundaries
POLICY MD7 - Environmental Protection
POLICY MD8 - Historic Environment
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.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental, and cultural well-being of Wales.

The following chapters and sections are of particular relevance in the assessment of this planning application:

Chapter 2 - People and Places: Achieving Well-being Through Placemaking,

- Maximising well-being and sustainable places through placemaking (key Planning Principles, national sustainable placemaking outcomes, Planning Policy Wales and placemaking)

Chapter 3 - Strategic and Spatial Choices

- Good Design Making Better Places
- Promoting Healthier Places
- Sustainable Management of Natural Resources
- Placemaking in Rural Areas
- Accessibility
- Previously Developed Land
- Development in the Countryside (including new housing)

Chapter 4 - Active and Social Places

- Transport
- Community Facilities
- Recreational Spaces

Chapter 5 - Productive and Enterprising Places

- Economic Infrastructure (electronic communications, transportation Infrastructure, economic development, tourism and the Rural Economy)
- Energy (reduce energy demand and use of energy efficiency, renewable and low carbon energy, energy minerals)
- Making Best Use of Material Resources and Promoting the Circular Economy (design choices to prevent waste, sustainable Waste Management Facilities and Minerals)

Chapter 6 - Distinctive and Natural Places

- Recognising the Special Characteristics of Places (The Historic Environment, Green Infrastructure, Landscape, Biodiversity and Ecological Networks, Coastal Areas)

- Recognising the Environmental Qualities of Places (water and flood risk, air quality and soundscape, lighting, unlocking potential by taking a de-risking approach)

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)
- Technical Advice Note 24 – The Historic Environment (2017)

Welsh National Marine Plan:

National marine planning policy in the form of the Welsh National Marine Plan (2019) (WNMP) is of relevance to the determination of this application. The primary objective of WNMP is to ensure that the planning system contributes towards the delivery of sustainable development and contributes to the Wales well-being goals within the Marine Plan Area for Wales.

Supplementary Planning Guidance:

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). Some SPG documents refer to previous adopted UDP policies and to ensure conformity with LDP policies, a review will be carried out as soon as is practicable following adoption of the LDP. The Council considers that the content and guidance of the adopted SPGs remains relevant and has approved the continued use of these SPGs as material considerations in the determination of planning applications until they are replaced or otherwise withdrawn. The following SPG are of relevance:

- Biodiversity and Development (2018)
- Conservation Areas in the Rural Vale
- Parking Standards (2019)
- Sustainable Development - A Developer's Guide
- Travel Plan (2018)
- Trees, Woodlands, Hedgerows and Development (2018)
- St Nicholas Conservation Area Appraisal and Management Plan

Other relevant evidence or policy guidance:

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

- Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on the Council with respect to any buildings or other land in a conservation area, where *special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*
- Section 58 (1) of the Marine and Coastal Access Act places a requirement on the Council to take authorisation decisions in accordance with the appropriate marine policy documents, unless relevant consideration indicates otherwise.

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

Background

The existing St. Nicholas CIW Primary School is an English-medium voluntary controlled school serving 4 to 11 year olds in St. Nicholas and Bonvilston. There are 18 pupils per year group with a total capacity of 126 pupils. The school does not currently provide nursery provision.

The school consists of two buildings: the 'Old School' built in the 1850s and a flat-roofed main building built in the 1960s. The main building is timber clad and has been categorised as being of poor condition and suitability. The school is split over two sites with reception pupils having to walk to the nearby 'Old School' following morning assembly. There are currently 72 children being taught across two classrooms.

It is stated in the Design and Access Statement (DAS) that on the 18 March 2019 the governing body issued a consultation document on a proposal to increase the capacity of the school from 126 (FT) places to 210 (FT) places and alter the age range from 4-11 to 3-11 from September 2021.

This was to meet projected future demand as a result of existing and proposed housing developments in the area. Planning permission has been granted for 117 dwellings to the east of St Nicholas and 120 dwellings to the east of Bonvilston and both development sites are underway. These housing developments are situated within the catchment area for St Nicholas CIW Primary School.

St Nicholas has been included as part of the Council's 21st Century Schools Programme with £4.185m allocated to construct a new school building on the existing site to accommodate the 210 (FT) pupils and 48 (PT) nursery places. It is stated that this will ensure that the school is able to meet demand and would address the poor condition and suitability of the existing buildings.

The principle of development

The site already accommodates the St Nicholas CIW Primary School and since the proposed land use is the same and the site is located within the settlement boundary, the redevelopment of the site for its continued use as a school is considered acceptable in principle. However, the acceptability rests on the detail of the scheme given the increase in the capacity of the new school compared to the existing, which is discussed below.

Design, layout and visual impact

The proposal places the new, single storey school building in the centre of the site, on a previously grassed area, parallel to the western boundary. The school car park is proposed at the southern end of the site, adjacent to the site access from School Lane. A new junction is proposed to create an entrance point to a one-way vehicular route through the car park, from which access is provided to a servicing and parent drop off laybys as well as a dedicated school minibus parking space. Within the loop sits the main car parking area for staff and visitors and access to cycle parking.

The servicing layby provides access to the sprinkler tank, bin/recycling enclosure, kitchen, and plant areas. There will be an external fenced plant compound to house PV batteries and air source heat pumps.

Placing the building slightly biased towards the western side of the site reflects the differing size requirements of early years and KS1/2 yards and allowing junior access to the enclosed games courts which sit as an extension to the junior yard. Informal hard play areas are located around the site and relate to the classrooms of the age that they serve. A smaller nursery and reception yard are included at the western side of the site, in a location easily accessible for parent drop off and collection at the more regular internals throughout the day, without disruption to the rest of the school. This playground will feature an area of rubber crumb safety surface and have access to its own habitat zone.

The sports pitches and existing school habitat area sit to the northern side of the site. Despite the new building sitting across some of the previously grassed area, there remains space for junior sized rugby and football pitches.

Within the secure area of the school there will be defined informal hard and soft play areas. They will offer a variety of uses that can be adapted to suit individual needs/abilities and user group sizes.

Secure boundary fencing has been proposed to ensure that pupil and staff safety is always maintained. Where possible the secure line has been softened by planting. Pedestrian access to the school will be prioritised through the school's front and side entrances. All new arrivals will be required to access through the main building. Provision of cycle storage for pupils, staff and visitors is in covered shelters within the entrance courtyard.

The main building entrance is at the corner of the site, overlooking the paved entrance plaza and parent drop off area. A cut-out section from the rectangular shaped footprint, coupled with a roof overhang signifies the route to the public entrance.

The teaching wing consists of a group of 8 classrooms located either side of a central learning zone. The 4 classrooms along the front (north eastern side of the building) house the junior (KS2) classrooms whilst the classrooms to the rear (south western) elevation of the building are nursery, reception, and infants (KS1).

The proposed building is single storey, with a double height hall element of approximately 9.5m at its tallest point, the ridge of the hall roof. The main part of the building is approximately 7.4m to ridge and approximately 3.4m to eaves. The school building would measure approximately 69m along the east/west elevations approximately 22.5m along the south/north elevations).

Whilst the school building inevitably has a larger footprint than the existing school on the site and has a larger and bulkier appearance than the nearby dwelling houses this does not render it unacceptable or visually harmful. Pulling the main building back from School Lane (it is set back approx. 36m from the frontage) to accommodate the new parking area also creates space around the development which lessens any impact on the immediate street scene of School Lane. The design of the school is contemporary, but the building would sit well within the site and its general form, whilst bigger than neighbouring dwellings, would not appear incongruous in the context of an existing school site.

The elevations are proposed to be finished in facing brick work, metal composite cladding panels (with inset coloured spandrel panels) and a metal standing seam roof. Windows and doors are dark grey aluminium. The design has been informed by and reflects the 21st Century school programme to develop buildings which achieve BREEAM Excellent, improving upon the existing school structure. As originally submitted the choice of brick was buff with lighter cladding panels. This has since been amended to a darker brick and darker cladding panels which is considered more acceptable. However, to ensure appropriate materials, a condition requiring samples of all materials to be agreed is recommended (see **Condition 15**).

Whilst some trees and hedgerows will be removed to accommodate the development (discussed in more detail later in the report) the existing line of dense vegetation along the western and eastern boundaries will be retained with additional planting proposed, which helps to soften some aspects of the development.

In summary, whilst the proposed building is larger than the existing building on the site and has a more contemporary design, it is considered to be of an appropriate size, siting and design for its setting and function. The setback from the site frontage helps to mitigate the size of the building and it would sit comfortably in this context and would not appear as an overly prominent building in accordance with policies SP10 and MD2 of the LDP.

Historic Environment

The planning application has been accompanied by a Heritage Impact Assessment (HIA), an updated Heritage Impact Assessment (to address concerns raised by Cadw) and an Historic Environment Desk-Based Assessment.

The application site is part within the St Nicholas Conservation Area. The existing school building lies within the St Nicholas CA, however, the playing fields which relate to the school are excluded from the designation. The St Nicholas Conservation Area Appraisal and Management Plan (CAAMP) identifies qualities of the conservation area. Whilst the conservation area is an area of special architectural and/or historic interest, the character or appearance of which it is desirable to preserve or enhance, this does not mean that it is automatically of high sensitivity to all forms or scales of development or that parts of it are uniformly of the same value and sensitivity. The CAAMP is not prescriptive in which areas may be suitable for development but is guidance on general principles.

The proposal includes the demolition of the building which is located within the conservation area; the demolition requires conservation area consent and is considered under application 2020/00954/CAC, also on this committee agenda.

The existing school building is not identified in the CAAMP as making a positive contribution. It is understood that the building dates from the late 1960s. The Council's Conservation and Design officer considers that the existing building does not make a positive contribution to the character or appearance of the conservation area. As a result, there is no objection to the demolition of the building.

The proposed school building will be located outside, but immediately adjacent to the conservation area. Local planning policy relating to conservation areas is limited to development within conservation areas. National policy, contained in PPW, extends the strong presumption against the granting of planning permission for development which damages the character or appearance of conservation areas to an unacceptable level to their setting. This suggests that an acceptable level of harm exists. PPW further states that the presumption may be overridden in favour of development considered desirable on public interest grounds.

The Conservation and Design officer has raised some concerns regarding the design of the new building and choice of materials commenting that it favours its function as an educational facility over its form and relates poorly to the vernacular architecture. However, notwithstanding the concerns, the impact on the significance of the conservation area must be assessed against the current position. The proposal, it is concluded, will cause no more harm to the setting of the conservation area than the current building.

The accompanying Historic Environment Desk-Based Assessment has concluded that based on the below ground archaeological potential determined by the assessment and from previous impacts caused to the site area from construction of the existing school and associated playing fields, it is considered that the overall archaeological potential of the site is very low to negligible. The study concludes that there should be no requirement for any further archaeological mitigation at the site as regards below ground archaeological remains.

The study has also considered other assets and there is only one Scheduled Ancient Monument within 2km of the site that has clear intervisibility with the proposed school development site, the Cottrell ringwork, a defended medieval castle site. The vast majority of the intervisibility is with the playing fields rather than the school buildings.

There are several listed buildings within the centre of St Nicholas in relatively close proximity to the site. The only one with intervisibility is St Nicholas Church itself, Grade II* Listed.

The assessment identified that of the two Registered Historic Parks and Gardens within 3km of the Site, only that of Coedarhydyglyn has any intervisibility with the general Site area, but that the proposals will not actually be visible from the gardens and thus there will be no change to its significance and therefore no mitigation is proposed.

Cadw were consulted on the application and raised concerns that there was insufficient information to enable a balanced decision on historic assets. Further assessment work was requested from the applicant to consider the relationship of the development with scheduled ancient monument Cottrell Ringwork and the registered Coedarhydyglyn historic park and garden. An updated HIA was submitted to address these specific concerns.

Of the eleven Scheduled Monuments identified within the 3km study area, only five of these were considered that changes to their significance may occur. Following the Stage 3 assessment in the updated HIA, this was reduced to a single site, that of Cottrell Ringwork (GM096) located north of the Site. This relates to changes in its setting and therefore mitigation is proposed, as discussed below.

In lieu of the fact that mitigation in the form of screening will not be possible, offsetting, and compensatory measures are suggested for any slight harm to the significance of the Cottrell Ringwork that may occur from the development. It has been discussed with the 21st Century Schools Programme Manager that information can be provided on the Ringwork for users of the footpaths, perhaps in the form of information panels located adjacent to the end of the path at the northern end of the school grounds. Education materials on the monument and medieval St Nicholas can also be prepared for pupils at the school, which could also include information on St Nicholas Church. A condition to secure the details of the information panel(s) has been included (see **Condition 20**).

Subject to the above condition securing appropriate mitigation it is considered that the development would not adversely affect the identified historic assets, in accordance with Policies SP10 and MD8 of the LDP and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Impact on residential amenity

The school site has existing residential development to the west, east and south; it sits close to the heart of the village. Directly adjoining the school boundary to the west is a detached property 'Tregwyn' with direct access to a front drive from School Lane. Directly adjoining the PROW which runs along the eastern school boundary to the east is 'Twyn Bach' a detached property. To the south of the site, on the opposite side of School Lane, are 'Orchard Cottage' and 'Ty-to-Gwellt' Orchard Cottage is detached property fronting onto School Lane, but well set back and Ty-to-Gwellt backs onto School Lane.

As discussed in the section above, the proposed school building although single storey with a double height element, will be higher and have a larger footprint than the existing school building. However, the new school building has been set back from the street frontage by approximately 36m (moving it further into the site away from adjacent properties) and it is set 14.5m from the nearest residential boundary to the west (Tregwyn) and 31m from the east (Twyn Bach). In this context it is also relevant to consider that the existing vegetation along the eastern and western boundaries is proposed to be retained. The position of the new school building also takes the built form of the school further away from the outlook from Orchard Cottage.

Consequently, it is considered that the new positioning of the school building and the retention of existing vegetation ensures that the new building would not appear overbearing or unneighbourly although undeniably it will change the relationship for neighbours with the school site.

The proposed plant machinery/tanks and bin stores have been positioned to allow for easy access by service vehicles within the site and are located on the western side of the site. The plant machinery area will house the PV batteries and air source heat pumps which serve the new school building. The PV batteries generate limited noise, and the air source heat pumps create between 40 to 60db. This type of noise generation is comparable to a normal conversation which typically results in 60db. The plant compound would be located approximately 14m from the nearest residential boundary (with Tregwyn) and there is dense vegetation on the boundary, which would further reduce noise created by the plant machinery to acceptable levels.

There would be a level of noise emanating from the site when operational, particularly as a consequence of break times and outdoor sport and the increase in pupil numbers as a result of these proposals. It is noted that the Multi-Use Games Area (MUGA) has been positioned near the eastern boundary adjacent to the garden of Twyn Bach. There is planning permission for a detached dwelling in the rear garden of Twyn Bach (2016/00717/FUL) granted on 31 August 2016 but this permission has not been implemented or any of the pre-commencement conditions submitted to date. Whilst this will be very close to the proposed MUGA it is recognised that the site has a long established use as a school. It is not considered that the noise generated will be to a level which would unacceptably impact upon residential amenity given the nature/level of the noise, the operational daytime hours of the school and the retained vegetation along the boundary with the PROW. As a rule primary schools are generally located within residential neighbourhoods and do not give rise to unreasonable noise levels to such an extent as to harm residential amenity of nearby dwellings.

Due to the proximity to neighbouring residents and as recommended by the Council's Pollution Team, a Construction Environmental Management Plan (CEMP), shall be submitted, to be secured by condition (see **Condition 4**) to ensure that all aspect of the construction phase minimise impacts on neighbouring residents

Subject to the above condition, it is considered that the development would not adversely impact upon residential amenity, in accordance with Policies MD2 and MD7 of the LDP.

Traffic and Access Issues

The school site is located on the western side of the village of St Nicholas and is accessed via School Lane, which is directly linked to the A48. School Lane feeds into Well Lane to the northeast of the site and Church Row which runs through the middle of the village. The existing vehicular access to the school via School Lane leads to a school car park accommodating 15 parking spaces, which is only used by staff and visitors and not parent drop off / pick up. Pedestrian access is via the school gates at the south western boundary of the school. There are currently no formal facilities for drop-off or collection of pupils on site. The school operates a mini-bus service to collect/drop off pupils from near to their home locations.

The existing school caters for Reception through to Year 6 pupils. The school currently has a consented capacity of 126 pupils with 21.5 Full Time Equivalent (FTE) staff based on-site and no pre-school / nursery provision. The proposal seeks the expansion of the existing school to enable an increase in pupil intake to a total of 234 pupils, including 24 FTE in a new nursery (an increase in 108 pupils in total). The number of staff will increase from 21.5 FTE to 24 FTE members of staff (an increase of 2.5 staff FTE). The proposed expansion of the school is partly driven by committed residential developments in the local area.

The application has been supported by a Transport Assessment (TA) & Addendum, Technical Notes, Swept Path Analysis, and a Transport Implementation Plan. An interim Travel Plan has also been submitted.

The TA provides an assessment of the existing situation at the site. The existing traffic conditions have been informed by traffic surveys which were undertaken at 6 locations within the settlement of St Nicholas. In addition, the applicant supplied the Transport Consultants undertaking the TA with pupil home postcode data to understand pupil generation. The findings of the TA are that the school's expansion would have the greatest impact upon School Lane, the road which circulates through the settlement of St Nicholas, allowing access to the A48 and wider highway network. The existing school figures have been multiplied by a growth factor to predict the growth of the existing school to the year 2021 when the proposed development is considered likely to come forward. This method assesses the impact the existing school would have in 2021 to give a fair comparison to the proposed development.

The TA anticipates that the proposed development would result in a 200% or greater increase in traffic during the AM peak hour period (07:45-8:45) and over a 350% increase during the school PM peak hour period (15:00-16:00) on School Lane. (The AM and PM peak hour periods have been assessed around the school using traffic counts). These high percentage increases are a result of the comparatively low baseline traffic as existing on School Lane compared to the anticipated increase in traffic cause by the proposed development. The maximum increase cause by the proposed development would be approximately 71 two-way movements during the AM peak hour equating to just over one movement per minute, and 68 two-way movements during the PM peak hour also equating to just over one movement per minute.

It should be noted that the TA assessment did not account for pupils who would arrive / depart outside of the assessed time periods to attend before and after school clubs and the impact on traffic generation. It was considered to be a more robust approach to plan for the worst-case scenario to ensure appropriate mitigations were put in place to alleviate the impact the proposed development could have on the local highway network.

Technical Note 1 outlines the before school provision for the expansion to the school which would include a breakfast club, as a continuation of the existing provision. The club commences at 07:50 and runs for one-hour until school starting time. The breakfast club is provided Monday – Friday. Following the school expansion, the maximum capacity of the breakfast club will be increased to 105 pupils, equating to 45% of the maximum pupil population of the site (234 including nursery provision). It is likely, based on experience of the existing provision, that a significant proportion of breakfast club pupils will be dropped-off for 07:50, effectively shifting a proportional amount of traffic movements to before, and therefore out of, the AM peak hour (referring to taking the traffic out of the peak arrival time). The remaining breakfast club pupils are likely to be dropped off in the earlier part of the AM peak hour (for example, between 08:00 and 08:30). Whilst this does not mean that there will be less traffic generation in the AM peak hour, it will spread out the traffic over a longer period of time, resulting in less significant impacts overall.

The after-school provision currently includes various clubs which will continue to operate following the school expansion. Clubs can include sports clubs, arts and crafts clubs, reading clubs and cooking clubs. Whilst not as popular as the breakfast club, after school clubs are decided on a term-by-term basis depending on interest. There are currently three school clubs which run from the end of the school period 15:30hrs, each with a capacity for 10 pupils (up to a total of 30 pupils per day) and these run Monday to Wednesday. It has not been possible to determine exact uptake of the after-school clubs because the clubs change based upon pupil uptake and interest, however the school is committed to running after-school clubs as part of the proposed school. The TA considered the uptake of after-school clubs by 30 pupils which would reduce the trip generation of the school during the PM peak hour by up to 39 two-way movements, rather than the 68 two-way movements during the PM peak hour. This results in just over 160% increase in traffic during the PM peak hour on days when the after-school clubs take place at maximum capacity. Of course the worst case scenario for after school provision is little or no interest, but the experience to date would suggest there is interest and with an increase in the pupil numbers it is likely there will be more interest. Even assuming the same levels as the three after school clubs, with 10 in each club, this would represent a reduction on the percentage impact during the PM peak. It should be noted however that although the TA concluded that there would be a material change in traffic this would be an acceptable impact from the proposed development without consideration of the after-school provision.

Comments have been raised regarding trip generation methodology and the reasoning for the school expansion. The submitted TA derived the trip generation from the existing pupil home postcode data. This data was analysed to understand where pupils are travelling to / from school and the likely transport modes used to complete the journey. The vast majority of existing pupils reside in the residential areas at the western fringe of Cardiff and would travel by private car. This analysis was reflected in the TA traffic impact assessment and traffic assignment for the proposed school development. However, the main driving force behind the need to expand the school is recent residential developments in the area, which, in the case of St. Nicholas, the allocated housing site has already been fully built out and the allocated housing site in Bonvilston is under construction.

The following residential applications were considered when calculating the projected need for education places in the local area:

- Land to the east of Bonvilston – allocated in the LDP for 120 dwellings (reference MG2 (40)). A planning application for 120 dwellings was granted in October 2015 (2015/00960/FUL)
- Land to the east of St Nicholas – part of the allocation in the LDP for 117 dwellings (reference MG2 (46)). A planning application for 100 dwellings was granted in December 2016 (2015/00249/FUL)
- Land to the east of Mink Hollow – part of the allocation in the LDP for 117 dwellings (reference MG2 (46)). A planning application for 17 dwellings was granted in November 2016 (2015/00662/FUL)

In total, the permissions result in 237 new dwellings local to the existing school location. The total number of committed dwellings has been considered against the yield factors published in the 'Planning Obligations' Supplementary Planning Guidance. The submitted addendum to the TA considered how local residential development would impact the potential home location and the impact upon anticipated mode share.

Out of the 108 additional pupils predicted to attend the proposed school, the TA Addendum anticipates that 72 pupils (67%) would travel to the school using sustainable modes of transport. This would have a beneficial impact upon the traffic impact within the local area further reducing the impact of the proposed school on the local highway network. It is acknowledged that following enrolment to the expanded school that there may well be differences in mode share compared to that report, however, the TA and the Addendum to the TA set out a series of measures that will be fundamental in encouraging active travel to the school including an informal one way system; active travel route, pedestrian improvements to the school site, walking bus, bicycle parking and travel plan. These are discussed in more detail below.

On Site parking / drop off provision

The proposed site layout has identified and provided an increased area / allocation for on-site car parking to take place off the road network, to assist with staff parking and additional provision for drop off / pick up. The layout identifies:

- 20 parking spaces proposed for staff
- 3 separate visitor spaces
- one disabled space
- space for mini-bus drop offs
- laybys for parent drop off / pick up.

In addition, within the proposed parking layout the commercial vehicle space is provided within a service lay-by which will also form part of the on-site provision for pupil drop off / pick up. There is also a space provided for the school minibus which is an operational requirement and therefore separate from the parking standards calculation.

The Council's parking standards require a maximum of 1 parking space per member of staff and 3 visitor spaces. The 20 staff spaces would represent almost 1:1 provision for staff and this is considered an appropriate level, which recognises a balance between the need to ensure adequate provision, and the need not to 'over provide' and promote more sustainable modes of travel, e.g. bus, cycling, walking, or car sharing, and given that the Parking Standards SPG prescribes maximum standards for parking.

The principal issues of concern that have been raised in the objections received from residents of St Nicholas relate to the exacerbation of an already difficult situation within St Nicholas as a result of school drop off and pick up and in particular because of the proposed increase in the school's capacity with the likely increase in traffic. Objectors have raised concerns about ad hoc parking around the village which given the narrow road network poses a risk to highway and pedestrian safety. Objectors have stated that the morning and evening drop off and collection already causes congestion so with the additional capacity and no seemingly reasonable solution, objectors consider that the situation will only get worse.

The concerns raised by objectors have been highlighted to the Local Highway Authority (LHA) and indeed many of the objectors have been in direct contact with the LHA with their concerns.

The accompanying TA and addendum have identified a series of measures and responses which have been considered by the applicant.

The applicant has proposed a range of measures that will work together to address the concerns that have been raised and will likely result in no detriment and potentially an overall improvement compared to the existing situation. The suggested measures have been outlined in the TA and addendum and have been considered by the highway authority and are discussed in detail below.



Proposed school site layout with parent drop off / pick up

The internal layout has been designed to include the introduction of an area for the drop off and pick up of pupils. This will also benefit from a separate entry and exit, to allow for one-way movement of traffic through the site, working to reduce the likelihood of vehicular conflict. Specific drop off spaces and minibus parking spaces have been formally allocated, along with additional road space in a layby allocated for commercial vehicles and refuse vehicles. These vehicles will be accessing the school outside of school opening and closing times, therefore this layby will also be made available during school start and finish (including breakfast club and after-school clubs) for additional parent drop off / pick up.

The provision of on-site drop off / pick up locations is considered an improvement to the existing conditions at the school where all escorting adult parking is currently accommodated off-site within the local highway network. It is considered that this on site provision will reduce on-street parking impact, however it acknowledged that during the drop off and pick up School Lane is congested as a result of an increase in vehicle trips where there is potential for traffic exiting the village to be delayed, creating queuing traffic. As stated above, the provision of before and after school clubs should act to spread out the timing of trips to and from the school which would reduce congestion in and around the village.

The Local Highway Authority raised some concern regarding the afternoon pick up. To mitigate the impact they have requested a condition that requires submission of a scheme for the management of staggered start and finish times across the school. Staggering the school start and finish times allows for further spreading of traffic thereby managing the capacity on the road network around the school. The trigger point for the implementation of the details approved by this condition is when the capacity of the school reaches more than the existing pupil numbers (see **Condition 12**).

The proposed works to improve the existing provision of drop off / pick up by making space within the school site are welcomed. However once capacity is reached (whilst accepting that there will be a frequent turnover of vehicles within the pick up and drop off areas), it is recognised that additional drop off / pick up traffic will likely take place along School Lane and within the surrounding village of St Nicholas where objectors have identified inappropriate parking by parents. Of greatest concern in the early arrival of parents in the afternoon for pick up, so in addition to the required staggered start and finish times to spread out the traffic, the highway authority has also requested a condition to secure a Traffic Regulations Order (TRO) to control parking along School Lane and other areas within the village where it is appropriate, to reduce indiscriminate parking and maintain the free flow of traffic and maintain pedestrian safety. The TRO scheme will include the school keep clear markings outside the school. The trigger point for this implementation of the details approved by this condition is when the capacity of the school reaches more than the existing pupil numbers (see **Condition 11**).

The pathway that has been provided to the school frontage as shown on the submitted site layout drawing as approx. 2m wide. Manual for Streets (6.3.22) states in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m. However additional width should be considered adjacent to gathering places such as schools. Considering this requirement the Local Highway Authority has requested that the footway outside the school frontage is widened to greater than 2m in width and a condition has been attached to secure this (see **Condition 8**).

Off-site Highway considerations

The TA and Addendum to the TA set out a series of measures that will be fundamental in encouraging active travel to the school.

- Proposed 'informal' one-way system

The original TA proposed an informal one-way system for school traffic, during AM and PM peak periods. This plan below demonstrates how such a system could be implemented. Further details of a revised one-way system were included in the Addendum, which accommodates the proposed pedestrianisation of School Lane / A48 junction as part of the Active Travel route (discussed below).



The principles of the informal one-way system have been outlined as:

- East-bound only movements past the school. Two-way movements along this link are known to result in difficult traffic conditions for vehicles and for pedestrians. All vehicles moving in the same way will significantly reduce conflicts.

- This ties into the school access strategy for the drop-off / collection areas, which requires access via the eastern vehicle access and exit via the western access. This removes the need for complex two-way movements past the school gates and site frontage which will improve road safety and improve pedestrian amenity.
- Once past the school, vehicles will be permitted to circulate the centre of St Nicholas via School Lane and Church Row. This will allow vehicles unable to use the formal drop-off areas within the school to find a parking space. Currently, school vehicles regularly park along Church Row.
- Egress back to the A48 is proposed via Unnamed Road only. The School Lane connection is proposed to be pedestrianised and therefore vehicle egress via this connection will not be permitted.
- Circulation routes mean that if parking is unavailable on the first loop around the village, it will not be debilitating to loop around again to find a parking space. The one-way loop is also not large enough as to be tortuous or time consuming for drivers and contribute to non-compliance.
- The duration of circulation around St Nicholas is as presented to remove complex manoeuvres / vehicle queues at the school frontage. Vehicles will only have one direction of travel at the School Lane / Church Row junction which will eliminate confusion and inefficiencies in vehicle movement.
- The one way system is also designed to work with the active travel corridor (discussed below) so that the flow of traffic is predictable at pedestrian crossings and that footways can be provided by narrowing the carriage at certain locations.

The applicant has suggested that the one-way system will be implemented from the opening of the expanded school and will be promoted as an informal system only.

However the highway authority has given this due consideration and whilst it is recognised that a one-way system would alleviate concerns regarding the conflict of vehicles and result congestion, it is the case that informal one-way systems rely heavily on parent / guardian and other motorists and road users fully complying with the informal one-way systems to work effectively and cannot be enforced. The highway authority has therefore requested a condition for the design and implementation of a formal one-way system supported by a Traffic Regulation Order (TRO). The trigger point for the TRO to be in place is when the capacity of the school reaches more than the existing pupil numbers (see **Condition 10**).

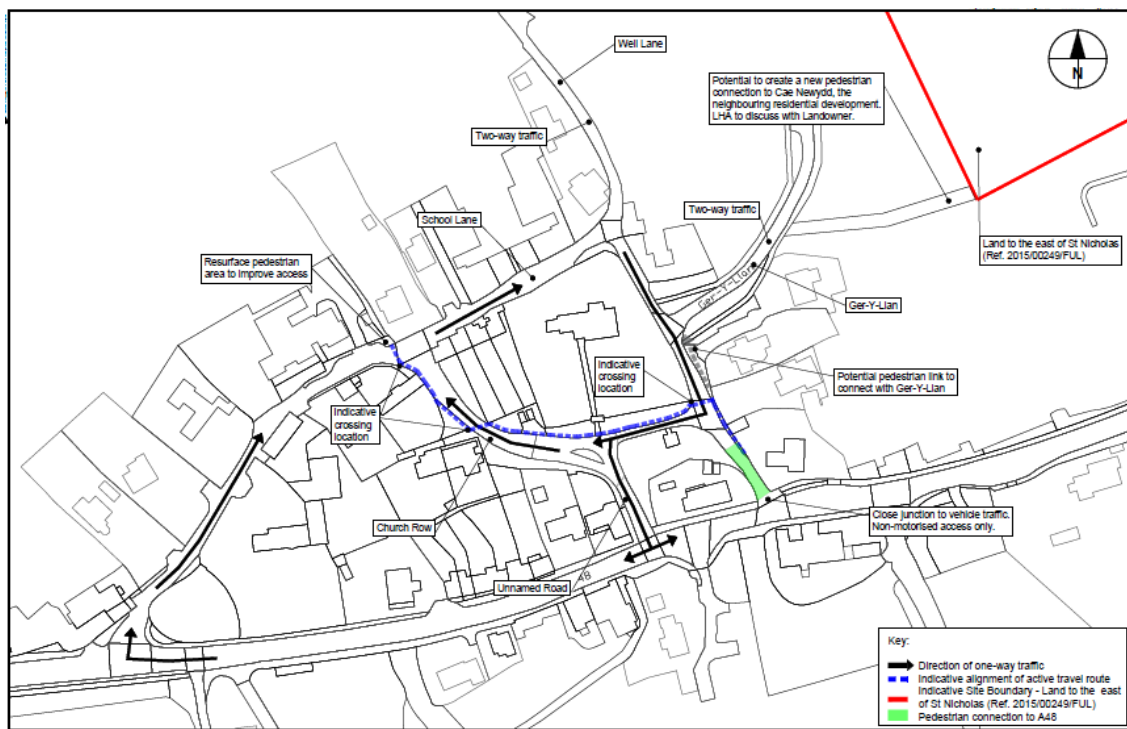
In relation to the proposed one-way system it is recognised that there is a lack visibility for vehicles exiting School Lane onto the A48, the exit point being promoted as part of the one-way system. However, this is an historic situation although an increase in vehicles using this junction could exacerbate the potential issue of congestion through the village and the potential for conflict with vehicles traveling along the A48. In light of this the highway authority has requested a condition for the submission of a scheme for warning signage to mitigate for the intensification of the existing access onto the A48. The trigger point for this implementation of the details approved by this condition is when the capacity of the school reaches more than the existing pupil numbers and the TRO to be in place (see **Condition 7**).

Active Travel Route

The current school site lacks Active Travel provision to allow pupils to walk or cycle to school. There are policies and legislation which sets out objectives of a modal shift away from the private car. These are included in PPW 10 (Section 4) and the Active Travel Act 2013. There is a footway along the A48 but from this footway pupils are expected to walk in the carriageway to enable access to and from the school, which could increase the likelihood of conflict between the two.

The applicant has provided information for possible improvements to the existing situation.

It is proposed that an active travel route is installed through the village between the A48 and St Nicholas School. This will involve the creation of footways and pedestrian crossings to facilitate pedestrian movements for pupils who are walking to / from school, walking as part of the proposed walking bus, and also walking from parked vehicles within the village.



St Nicholas Church in Wales Primary School, Vale of Glamorgan

Transport Assessment Addendum
Indicative Active Travel Route

AECOM

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The potential alignment of the active travel route is shown above (and presented in Appendix D of the TA Addendum). The route is summarised as follows:

- Access from the A48 at the newly pedestrianised section of School Lane
- A footway along the eastern side of School Lane to a point north of its junction with Church Row
- A crossing over School Lane north of Church Row. This will be a dropped kerb crossing with tactile paving
- A footway along the northern side of Church Row
- A crossing over Church Row to the south of School Lane. The exact placement of the crossing will be confirmed following investigation of land ownership in this area

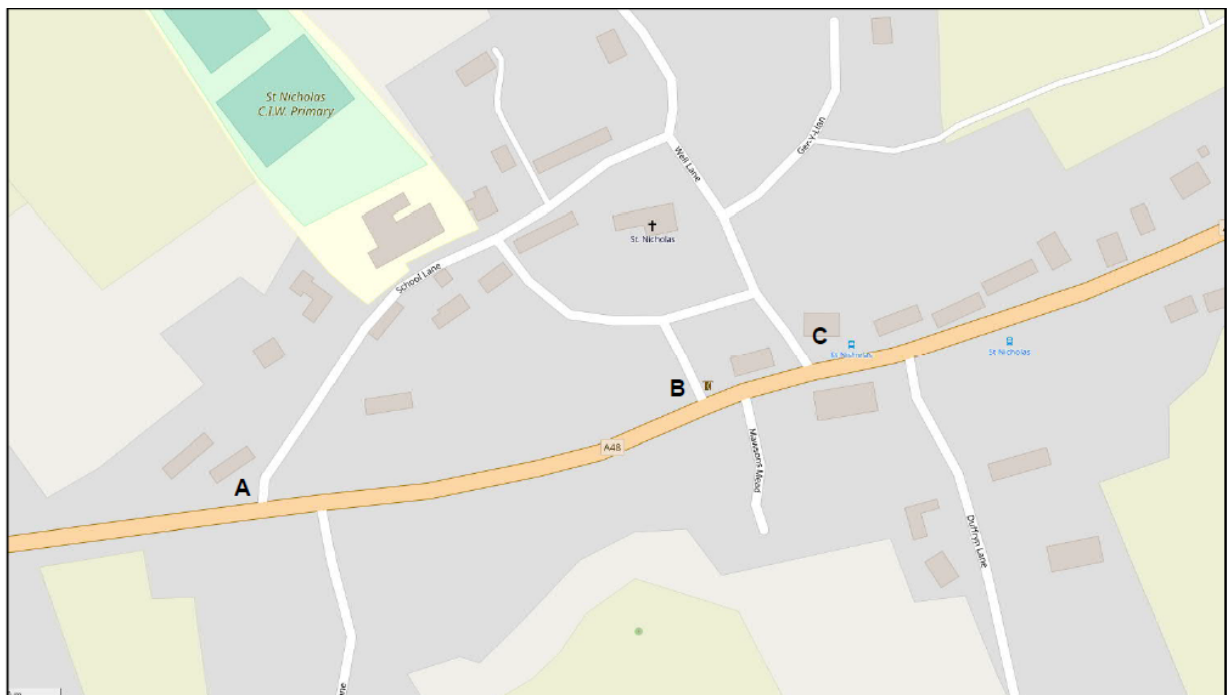
- A footway on the western side of Church Row and extending to the junction with School Lane and
- A crossing over School Lane to tie into the footway proposed along the school frontage.

Further measures also discussed as part of the Active Travel Route, but that have not been fully developed, include a potential connection to Cae Newydd (the new housing development) via Ger-Y-Lan, pedestrian improvements at the school site and a walking bus, operating from Cae Newydd. A further proposed measure as part of the active travel provision is outlined below.

Pedestrianisation of A48/School Lane Junction

There are three existing vehicle connections to the A48 at St Nicholas.

- A: School Lane West, a priority junction
- B: Unnamed Road, an undefined junction type with only give-way markings provided on Unnamed Road despite this being available for two-way traffic movements. Unnamed Road is approximately 5.3m wide at the junction
- C: School Lane East, an undefined junction type similar to Unnamed Road. School Lane is approximately 3.8m wide at the junction.



There are limited opportunities to widen School Lane at the eastern connection to the A48 (C) to improve vehicle or active travel routes to the village. The emerging visibility for vehicles is also constrained by the walls of either side of School Lane, with visibility limited. This junction in its current operation, is also not ideal for active travel movements to St Nicholas.

It is proposed that School Lane connection at point C is closed to vehicle traffic and retained for non-motorised vehicles only. This will allow for improved access to St Nicholas for pedestrians travelling along the existing footway network on the A48 and improve the active travel environment.

The highway authority has considered the measures that have been put forward in relation to Active Travel provision. The active travel improvements as outlined above, includes closing off one of the exits from the school to allow pedestrians only, coupled with improvements to provide a pedestrian route through the village between the A48 and the school. These measures would likely reduce the potential conflict between vehicles and pedestrians during the AM and PM peak and would allow a Travel Plan to encourage a modal shift to a more sustainable mode of transport which could reduce vehicle trips. It is assumed that using yield calculations that in time 92 new pupils could come from neighbouring developments and a large proportion would walk; therefore it is imperative that pedestrian provision through the village is provided as outlined above.

The provisional Travel Plan, which has been submitted as part of the application, has identified a 'walking bus' in which parents can drop off their children in the Cae Newydd development and then be walked to the school by school staff.

There is broad support for the mitigation measures outlined and the encouragement for Active Travel provision and measures to secure a modal shift. However a condition is necessary to fully detail each of the measures and to allow further discussions with the highway authority. A condition has been recommended which secures the provision of a Travel Plan, including details of the Active Travel route in order that the measures outlined can be given further consideration and to secure their implementation and review their effectiveness. The trigger point for the implementation of the details approved by this condition is prior to the beneficial use of the new school (see **Condition 9**). It should be noted that the Condition will include a requirement for a timetable for monitoring and review of the Travel Plan for a period of not less than 5 years from the date of occupation in order to ensure that the measures proposed are effective and a requirement to include any new measures as a result of monitoring.

Construction Traffic

Many of the objections have referred to concerns regarding construction traffic, during the development of the new school. A condition has been suggested for the submission of a Construction Traffic Management Plan (CTMP) which outlines the detail that is expected to be submitted and agreed prior to any construction works commencing on site so that all potential impacts can be addressed and adequately mitigated. The applicant has already indicated that construction vehicles will not be undertaking key deliveries to/from the site during the AM and PM peaks, to ensure congestion and conflicts between construction vehicles and pedestrians during these are times are avoided (see **Condition 3**).

Members will be aware of the weight of objections that relate to concerns regarding highways and will have been able to read the objections from local residents in full. The impact that a school can have on local residents is an emotive one. There are also acknowledged existing concerns, but these do relate to the existing lawful operation of the school.

All of the submitted information and the objections from local residents have been considered and there has been extensive ongoing dialogue with the applicants recognising that the highway impacts of the development need to be carefully considered and balanced.

In summary, it is considered that the proposed development to accommodate the growth in the school whilst resulting in more daily movements compared to the established school, is acceptable in planning terms. The combination of the proposed mitigation measures to be secured by conditions and a commitment from the school through these measures to improve the existing provision for drop off and pick up, to provide a Travel Plan (subject to monitoring and review) to encourage modal shift away from the car including provision of Active Travel routes through the village with improvements to the pedestrian environment, the securing of Traffic Regulation Orders for parking management and a one way system and a scheme to stagger the start and finish times to spread out trips to and from the school will provide benefits to the existing problems as well as mitigating the impacts of the additional pupils. The development is therefore considered acceptable in terms of the traffic and highway impacts subject to conditions and would comply with policies SP1 and MD2 of the LDP.

Drainage

An FCA and Drainage Strategy has been prepared to inform the proposed development.

SAB approval will be required for the development. The submitted conceptual design indicates that due to anticipated poor infiltration rates surface water runoff from the development will be discharged to combined sewer. Additional SuDS features have been proposed to provide both interception and biodiversity benefits. It is indicated that the conceptual drainage system has been designed to cater for storm events up to the 1 in 100-year return period plus 40% climate change.

It is noted that the site is not located within a DAM zone at risk of tidal or fluvial flooding and NRW maps indicate that there is a very low - low risk of surface water flooding to the site.

In respect of foul sewerage, Dwr Cymru Welsh Waters (DCWW) response states that there is a capacity in the public system to accept the foul flows.

Subject to the site being drained in accordance with an approved SAB design, the proposed development is considered acceptable in respect of drainage, as required by policies MD2 and MD7 of the LDP.

Biodiversity

Policy MD9 of the LDP states:

New development proposals will be required to conserve and where appropriate enhance biodiversity interests unless it can be demonstrated that:

1. The need for the development clearly outweighs the biodiversity value of the site; and
2. The impacts of the development can be satisfactorily mitigated and acceptably managed through appropriate future management regimes.

A Preliminary Ecological Appraisal (PEA) & BREEAM Ecology Report and a Bat Report have been submitted as part of the planning application. The PEA was commissioned to identify whether there are known or potential ecological receptors (nature conservation designations and protected and notable habitats and species) that may constrain or influence the design and implementation of the proposed development. In order to deliver a PEA, a desk study and an extended Phase 1 Habitat Survey were undertaken. The BREEAM assessment is focussed towards specific BREEAM Land use and Ecology Issues.

The Bat Report confirms that emergence/re-entry roost surveys were undertaken in June and July 2019. No bats were recorded emerging or re-entering any buildings on site. Moderate to Low levels of foraging and commuting were recorded at the site. The proposed demolition of the buildings will have no impact on roosting bats. As an enhancement, the Bat Report recommends bat boxes should be incorporated into the building design or erected in suitable trees.

The Council's Ecological Officer has reviewed the submitted details and is satisfied that the application process has highlighted the impacts on biodiversity and has also identified opportunities for their remediation and potential enhancement e.g. for bats and invertebrates.

The officer has made a number of suggestions to the applicant and requested that details such as a lighting plan and 5-year Landscape and Ecology Management Plan, which is part of the PEA, should be conditioned ahead of commencement of work on site for approval. **Condition 14** is recommended to secure development in accordance with the recommendations of the PEA. **Condition 19** relates to the requirement for a lighting strategy and **Condition 13** relates to the requirement for a scheme of landscape and ecological management.

Subject to compliance with the recommendations in the PEA and the Bat Report and the provision of details as required by conditions, it is considered that the development would comply with Policy MD9 and the Council's Supplementary Planning Guidance on Biodiversity and Development.

Trees

An Arboricultural Report including Tree Survey Data and Tree Constraints Plan (TCP) has informed the proposed development. The application is also accompanied by a Soft Landscape Plan.

Four trees would be removed as part of the development – two on the southern boundary (fronting School Lane) to make way for the parking area (field maple) and two to the rear of the existing school building (north eastern corner) to make way for the proposed MUGA (silver birch and hawthorn). The two-field maple and the hawthorn have been assessed as category B (moderate quality and desirable for retention) and the silver birch as category c (low quality and optional for retention). A section of hedgerow to the front of the site would also be removed to accommodate the enhanced provision of a drop off/pick up area and additional access. The hedge is in three parts including hawthorn & holly: hawthorn and hawthorn, hazel & elder. These hedges are identified as category C (low, optional for retention)

A number of trees, hedges and vegetation are also marked for retention on the accompanying soft landscape plan. Existing vegetation along the eastern and western boundaries is to be retained, as well as several the existing trees. These include a silver maple (category B) in a prominent location on the southern boundary (close the south eastern corner of the site and entrance to the PROW) which is covered by a TPO and an Ash (category B) on the western boundary which is covered by a TPO. However, it is acknowledged that since the trees were surveyed, Ash dieback disease has become widespread and it is likely to affect the Ash tree which if infected is likely to have to be removed.

The site's location within the St Nicholas Conservation Area is of course an important consideration and trees are afforded an additional level of protection because of this. However, the quality of the trees and hedgerow that are to be removed has been assessed as category B (moderate quality) and C (low quality). Whilst the loss of the field maple trees to the front the site and the existing hedge along the school frontage is unfortunate, they are not of the highest quality and their loss needs to be weighed against a fundamental redesign of the existing schools layout. The proposed soft landscaping plan includes a total of 8no. new trees which accords with the Councils SPG (2:1 ratio for replacements) and shows a replacement hedge along the southern boundary. Whilst the general principles of the soft landscaping plan are supported, it is considered appropriate to attach a condition requiring a greater level of detail and confirmation of appropriate species and management of the landscaping along with details for the protection of retained trees (see **Condition 16**).

On balance, having regard to the above including retention of trees and vegetation and proposed replacements subject to the detail required by condition, the proposal is considered acceptable in respect of impact on trees and would accord with policy MD2 of the LDP and the Council's Trees, Woodlands, Hedgerows and Development SPG.

Open Space/Provision of Play Space

The siting of the proposed school will result in the loss of 0.24ha of open space, but 0.69ha of school playing fields would remain which would consist of 0.39ha of sports field, 0.31ha of play space and 0.07ha of Multi Use Games Area (MUGA). This would reduce the size of the existing school playing fields which currently provides 1.01ha of open space to 0.77ha of open space.

The Councils' Open Space Background Paper (2013) identifies school playing fields as outdoor sports provision. Within the Wenvoe Ward there is an over provision of outdoor sports space of 1.89ha. The proposal would result in reduction of outdoor sports space of 0.24ha meaning 1.65ha of over provision would remain at ward level. However, concerns have been raised regarding the loss of open space at the local level in St Nicholas. Whilst at ward level there is over provision, some further work has been done to calculate this at the local level. Within the LDP settlement boundary of St Nicholas there are 267 residential properties which if multiplied by the average household size (persons) in Vale of Glamorgan of 2.26 (from Stats Wales, 2019) equals a population of 603.42. The Council's Open Space Background Paper (2013) benchmark for provision of open space is 1.6ha per head of population which equals a provision of 0.97ha for St Nicholas. The proposal will therefore result in local under provision of 0.2ha of open space. However, it is considered this minor reduction is considered acceptable when balanced against the wider overprovision and the improvements in the quality of the onsite provision proposed.

Several objectors have also raised concerns regarding the provision of the play space for the new school. A representation was received from Play Wales, national charity for children's play (their full letter is available online under the application reference). Play Wales strongly advised that the developer is instructed to engage with the play development team at the Vale of Glamorgan Council to ensure that any play interventions to address the loss of open space support the play needs of the widest range of people.

The applicants have provided some additional information following a request for clarification on comments received in representations and from Play Wales. They have stated that the outdoor sports space 'Guidance for Outdoor Sport and Play Beyond the Six Acre Standard Wales' produced by Fields in Trust (FiT) is relevant to this proposal. This guidance has been endorsed by the Welsh Government and sets out guidelines for the size of outdoor spaces. The proposal includes sports playing fields and would meet the formal size thresholds for the some of the pitches outlined in the guidance. A primary school does not need to supply all the outdoor facilities in the guidance. However, the Education (School Premises) Regulations 1999 Schedule 2 sets out the minimum required for team game playing fields where they are supplied which is 2500sq m in total; this is exceed on the grassed playing fields (excluding habitat area) proposed which is 3437sq.m.

The FiT guidelines also sets out the recommended size for Multi Use Games Area (MUGA) at 40m x 20m. The proposed MUGA would measure 37m x 18.5m and would allow for the following sports: tennis, mini-tennis, netball, basketball and five-a-side football. Whilst the proposed MUGA is smaller than the guidelines, it is considered appropriate for the proposed primary school and the age range within the school. The MUGA can be used for all the sports listed above, depending on the equipment that the school chooses to purchase. As the MUGA can be used for multiple activities it can be counted twice when considering how much recreational space is available, once for hard surface PE and again for Hard Surface informal recreation. The applicant has also confirmed that the pupils of the school have been included within the design of the proposal as part of the engagement process to help inform the design and facilities available.

The design of the proposal has been informed by the Welsh Government endorsed Building Bulletin 99. This is not planning policy or guidance but is relevant to school developments which are being brought forward as part of the 21st Century School Programme. The proposal meets the minimum area requirements for internal and external areas. In regards to assessing a MUGA's contribution to outdoor facilities, it can be counted twice when considering how much recreational space is available. Once for hard surface PE and again for Hard Surface informal recreation due to a MUGA being able to accommodate multiple different activities. The applicant has also confirmed that the pupils of the school have been included within the design of the proposal as part of the engagement process to help inform the design and facilities available.

The applicant was also asked to clarify the use of the school and its facilities by the community. They have confirmed that the open space will be managed by the local school governors, which is the current situation at the existing school. It will be up to the school governing body as to how the school is accessed by the local community and whether facilities require booking, or they remain open to the general public outside of school hours.

While the loss of a small amount of open space on the site is regrettable, this is considered to be justified and acceptable when balanced against the significant improvements in the on-site facilities provided by the new school, including outdoor play space enhancements.

Other issues

A number of objections have referred to the expansion of the school and have said it is not necessary, in particular because it is not to serve children who live in the village or surrounding areas of the Vale of Glamorgan.

There is a requirement for a Local Authority to provide sufficient school places under the Education Act (1996). The governing body of St Nicholas CIW Primary School consulted on a proposal to increase the capacity of the school from 126 places to 210 places to meet additional demand because of recent and proposed housing developments within the school's catchment. This includes developments in St Nicholas and Bonvilston area which are projected to yield an additional 66 primary aged learners. The existing school does not currently have sufficient capacity to meet this project demand.

Furthermore, the education catchment due to this being a faith school, does not follow local authority boundaries which would be used for a state school. State schools generally stay within local authority boundaries whereas faith schools follow parish boundaries but can also take pupils from further afield.

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, SP7, SP10, MG6, MD2, MD5, MD7, MD8 and MD9 of the Vale of Glamorgan Adopted Development Plan 2011-2026, PPW 10, TANs 11, 12, 16 and 18 and the Councils SPG on Biodiversity and Development, Parking Standards, Sustainable Development – A Developers Guide and Travel Plans, the proposed development, subject to compliance with conditions, is considered acceptable in principle and in respect of design, residential amenity, highway safety, parking, historic assets, ecology and drainage.

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.

The appropriate marine policy documents have been considered in the determination of this application in accordance with Section 59 of the Marine and Coastal Access Act 2009.

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 and documents:

- SNPS-STL-XX-XX-DR-A-0001 PL_PL03 – Site Location Plan
- SNPS-STL-XX-XX-DR-L-9001S4_P03 - General Arrangement Plan
- SNPS-STL-XX-00-DR-A-0101 PL_PL03 – Proposed floor plan
- SNPS-STL-XX-01-DR-A-0102 PL_PL03 – Proposed roof plan
- SNPS-STL-XX-XX-DR-A-0201 PL_PL08 - Elevations
- SNPS-STL-XX-XX-DR-L-9401 PL_PL04 – Cycle Shelter and Stands
- SNPS-STL-XX-XX-DR-L-9402 PL_PL04 Bin Enclosure, Sprinkler Tank Enclosure, Substation and Plant Store

- Aecom - Preliminary Ecological Appraisal August 2019
- Aecom - Building Bat Roost August 2019
- ArbTS - Arboricultural Report Including: Tree Survey Data & Tree Constraints Plan (TCP) Report July 2019
- HCUK Group Heritage Impact Assessment November 2020

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. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The plan/statement shall provide for:
 - A construction/demolition programme including phasing of works
 - 24-hour emergency contact number
 - Hours of construction / demolition / delivery activity
 - Expected number and types of vehicles accessing the site
 - Deliveries, waste, equipment, plant, works, visitors
 - Size of construction vehicles
 - The use of a consolidation operation or scheme for the delivery of materials and goods
 - Phasing of works
 - Details of any temporary Traffic Regulations required during the construction/demolition period
 - Means by which a reduction in the number of movements and parking can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction)
 - Programming
 - Waste management
 - Construction/demolition methodology
 - Shared deliveries
 - Car sharing
 - Travel planning
 - Local workforce
 - Parking facilities for staff and visitors
 - On site facilities
 - A scheme to encourage the use of public transport and cycling
 - Routes for construction traffic together with warning signage which includes proposals to restrict HGV movements to the site to avoid the AM/PM peak travel and school drop off/pick up times for the existing school site
 - Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site
 - Locations for storage of plant/waste/construction materials (not to be deposited or stored within the limits of the public highway)
 - Arrangements for the turning of vehicles, to be within the site unless completely unavoidable
 - Arrangements to receive abnormal loads on unusually large vehicles (although this should be avoided)
 - Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available
 - Any necessary temporary traffic management measures

- Measures to protect vulnerable road users (pedestrians and cyclists)
- Method of preventing mud being carried onto the highway
- Methods of communicating the Construction Traffic Management Plan to staff, contractors, visitors and neighbouring residents
- The approved plan/statement shall be adhered to throughout the demolition/construction period.

Reason:

To ensure that the construction of the development is undertaken in a neighbourly manner and in the interests of highway/public safety and the free flow of traffic along the adopted highway network and to ensure compliance with policy MD2 (Design of New Development) and MD7 (Environmental Protection) of the Local Development Plan.

4. No development shall take place until a site-specific Construction Environment Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan shall include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation, and liaison
- Arrangements for liaison with the Council's Pollution Control Team
- Hours of operation for all works and ancillary operations in relation to construction / demolition / delivery activity
- Management, control and mitigation of dust, noise, and vibration
- Odour management and mitigation
- Measures for controlling the use of site lighting whether required for safe working or for security purposes
- How the developer proposes to accord with the Considerate Constructors Scheme (www.considerateconstructorscheme.org.uk) during the course of the construction of the development
- Procedures for emergency deviation of the agreed working hours
- The approved plan shall be adhered to throughout the demolition/construction period.

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.

5. No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a Condition Survey of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed with the Local Highways Authority prior to the survey being undertaken. The survey must consist of:

- A plan to an appropriate scale showing the location of all defects identified within the routes for construction traffic as agreed in the Construction Management Plan under condition xx
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey
- No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason:

To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer in accordance with Policy MD2 (Design of New Developments) of the Local Development Plan.

6. Within 1 month following the completion of the development, a Second Condition Survey along the route agreed under condition 5 shall be submitted to and approved in writing by the Local Planning Authority. The Second Condition Survey shall identify any remedial works to be carried out which are a direct result of the development and shall include the timings of the remedial works. Any agreed remedial works shall thereafter be carried out at the developer's expense in accordance with the agreed timescales.

Reason:

To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer in accordance with Policy MD2 (Design of New Developments) of the Local Development Plan.

7. Prior to the commencement of the construction of the school building a scheme for warning signage to mitigate intensification of the proposed exit from St Nicholas onto the A48 shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be implemented prior to the beneficial occupation of the school by more than 126 pupils.

Reason:

In the interests of ensuring appropriate highway and pedestrian safety and to ensure compliance with Policy MD2 (Design of New Developments) of the Local Development Plan.

8. Prior to the commencement of the construction of the school building, and notwithstanding the submitted plans, details of the footway (which shall be wider than 2m) along the site frontage on School Lane shall be submitted to and approved in writing by the Local Planning Authority. The footway shall be constructed in accordance with the approved details prior to the first beneficial use of the school.

Reason: In the interests of ensuring appropriate highway and pedestrian safety and to ensure compliance with Policy MD2 (Design of New Developments) of the Local Development Plan.

9. Prior to the first beneficial use of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority, which shall include a package of measures tailored to the needs of the site and its future users, which aims to widen travel choices by all modes of transport, encourage sustainable transport and cut unnecessary car use. The Travel Plan shall include measures to:

- Provide a suitable active travel route to the school site through the village
- Restrict school traffic along the designated active travel route to the school site at peak times (except for resident and emergency access)
- Consider options for a walking bus
- Consider options for car sharing
- Ensure appropriate and effective management of pedestrian and vehicular traffic in accessing the site
- A timetable for monitoring and review of the travel plan for a period of not less than 5 years from the date of occupation and shall include any new measures as a result of monitoring

The Travel Plan shall thereafter be completed/implemented in accordance with the approved details.

Reason:

To ensure the development accords with sustainability principles, in the interests of highway and pedestrian and safety and to ensure that the site is accessible by a range of modes of transport in accordance with Policies SP1 (Delivering the Strategy), MD1 (Location of New Development) and MD2 (Design of New Developments) of the Local Development Plan.

10. The school shall not be occupied by more than 126 pupils until a Traffic Regulation Order to secure the design and implementation of a formal one way system through the village is in place. A scheme indicating the extent of the Traffic Regulation Order shall first be agreed with and approved in writing by the Local Planning Authority.

Reason:

In the interests of ensuring appropriate highway and pedestrian safety and to ensure compliance with Policy MD2 (Design of New Developments) of the Local Development Plan.

11. The school shall not be occupied by more than 126 pupils until a Traffic Regulation Order to control parking along School Lane and other areas within the village (where appropriate) to prevent indiscriminate parking to maintain free flow of traffic has been secured. The scheme shall include the 'school keep clear' marking and other restrictions to be agreed. A scheme indicating the extent and full details of the Traffic Regulation Order shall first be agreed with and approved in writing by the Local Planning Authority.

Reason:

In the interests of ensuring appropriate highway and pedestrian safety and to ensure compliance with Policy MD2 (Design of New Developments) of the Local Development Plan.

12. The school shall not be occupied by more than 126 pupils until a scheme for the management of staggered start and finish times for all pupils has been submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be implemented, and the school day operated fully in accordance with the approved details.

Reason:

In the interests of pedestrian and highway safety and the free flow of traffic along the adopted highway network in accordance with MD2 (Design of New Developments) of the Local Development Plan.

13. Prior to the commencement of development, a Landscape and Ecological Management Plan (LEMP) based on the measures set out in the Aecom Preliminary Ecology Appraisal and BREEAM Ecology Report August 2019 shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include a programme and it shall be implanted and delivered in accordance with the approved timescales and retained at all times thereafter.

Reason:

In the interests of ecology and to ensure compliance with policy MD9 (Promoting Biodiversity) of the Local Development Plan.

14. The development shall at all times be carried out in accordance with the recommendations contained within the Aecom Preliminary Ecology Appraisal and BREEAM Ecology Report August 2019.

Reason:

In the interests of ecology and to ensure compliance with Policy MD9 (Promoting Biodiversity) of the Local Development Plan.

15. Prior to their use in the development, samples of the proposed external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented and maintained in accordance with the approved details.

Reason:

To safeguard local visual amenities, as required by Policies SP1 (Delivering the Strategy), MD2 (Design of New Development), SP10 (Built and Natural Environment) and MD8 (Historic Environment) of the Local Development Plan

16. Notwithstanding the submitted plans, prior to the first beneficial use of the development hereby approved a fully detailed scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. 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. A full planting schedule (with species) and details of all materials to be used in landscaping works shall be provided and the development shall thereafter be implemented fully in accordance with the approved details.

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.

17. 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 school 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.

18. Notwithstanding the submitted plans, prior to the first beneficial use of the development hereby approved all means of enclosure associated with the development hereby approved shall be completed in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority. The means of enclosure shall be completed in accordance with the approved details prior to the first beneficial use of the development.

Reason:

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

19. Notwithstanding the submitted plans, 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 neighbouring amenity and to ensure compliance with Policy MD2 (Design of New Developments) and MD9 (Promoting Biodiversity) of the Local Development Plan

20. Prior to the first beneficial use of the development hereby approved, full details including the siting, design, content and size of the proposed information board relating to the Cottrell Ringwork, as described in section 6.9 Mitigation of the Heritage Impact Assessment (HCUK Group, November 2020) shall be submitted to and approved in writing by the Local Planning Authority. The information board shall thereafter be delivered, installed, retained and maintained in accordance with the approved details.

Reason:

In order to mitigate the impact of the works on an identified designated historic asset and to ensure compliance with Policies SP1 (Delivering the Strategy), SP10 (Built and Natural Environment) and MD8 (Historic Environment) of the Local Development Plan.

21. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place until a scheme to deal with the contamination found has been submitted to and approved in writing by the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must 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. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

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 SP1 (Delivering the Strategy) and MD7 (Environmental Protection) of the Local Development Plan.

22. 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 Policy MD7 (Environmental Protection) of the Local Development Plan.

23. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason:

To ensure that the safety of future occupiers is not prejudiced and to ensure compliance with policy MD7 (Environmental Protection) of the Local Development Plan.

24. Notwithstanding the submitted plans detailing cycle parking, prior to the first beneficial use of the development hereby approved details of the provision of scooter parking shall be submitted to and approved in writing by the Local Planning Authority, to include full details of their design and location within the site. The scooter parking shall be provided prior to the beneficial use of the school and shall be retained at all times thereafter.

Reason:

In the interests of ensuring adequate scooter parking to serve the development, and to ensure compliance with policy MD2 (Design of New Developments) of the Local Development Plan.

PLANNING COMMITTEE DECISION

Deemed planning consent be REFUSED

1. The increase in capacity of the school would exacerbate traffic congestion in the vicinity of the school to the detriment of highway safety contrary to LDP Policy MD2 (Design of New Development) criterion 6.