



## **PLANNING & DEVELOPMENT COMMITTEE**

**15 AUGUST 2019**

### **REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

#### **PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 19/0685/08  
**(CHJ)**  
**APPLICANT:** Rhondda Cynon Taf County Borough Council  
**Corporate Estates**  
**DEVELOPMENT:** Construction of a new primary school (Amended plans received 12/07/2019)  
**LOCATION:** **HIRWAUN INFANTS AND NURSERY SCHOOL,  
GLANANT STREET, HIRWAUN, ABERDARE, CF44  
9NF**  
**DATE REGISTERED:** 12/07/2019  
**ELECTORAL DIVISION:** Hirwaun

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**RECOMMENDATION: APPROVE**

#### **REASONS:**

The application proposes a replacement school on the site of the existing infants and nursery school and, as such, the principle of the development is entirely acceptable.

The new building and its associated development will bring a state of the art facility to Hirwaun which will be of significant benefit to the pupils of that catchment area. The applicant also proposes a wider community use to the facilities which, if properly managed, will be an asset to the village.

The buildings will also bring a significant visual improvement to the area with its clean, modern design. The objections that have been received relate, predominantly, to the inevitable car parking issues that arise in any school location (at certain times of the day). While the application only proposes (largely like-for-like) replacement parking, a condition is included with a view to improving the parking situation prior to its opening which should help alleviate some of the congestion at peak hours as well as providing facilities for out of hours activities.

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**REASON THE APPLICATION IS REPORTED TO COMMITTEE:** The type and scale of the proposed development is not able to be determined under the Council's Scheme of Delegation.

## **APPLICATION DETAIL**

This is a detailed (full) planning application for a new combined junior and infant primary school facility (with associated development comprising access arrangements, a secure boundary, two Multi-Use Games Area (MUGA), a Flying Start facility, car parking, ecological habitat area, a grass pitch and external pupil spaces) to replace the existing Hirwaun School buildings which are situated off Long Meadow Close in Hirwaun.

The proposal also includes the phased demolition of the existing teaching blocks, and the erection of temporary classrooms to accommodate pupils in the meantime (it is being made as an inherent part of this application rather than as a free-standing separate application).

Hirwaun Primary School currently has a pupil capacity of 265. The new school building's capacity will increase to 450 pupils (60 pre-school pupils and 390 primary school pupils).

A total of 72 separate plans and documents have been submitted in conjunction with the application, including:

- Design and Access Statement,
- Geo-Environmental and Geotechnical Assessment,
- Flood Risk Assessment and Drainage Strategy
- Landscaping Plans,
- Transport Statement,
- Travel Plan,
- Noise Impact Assessment,
- Detailed site plans, floor plans and elevations of the proposed building,
- Ecological Assessment.

In simple design terms, the new school is a single storey L-shaped building, orientated so that the north-western elevation acts as the frontage of the school, overlooking the car park, access road, play areas and grass pitch.

The footprint of the new school is 2,737m<sup>2</sup>, measuring approximately 70.9m by 69.2m. The maximum height of the building is 7.97m from floor level, while the heights of the eaves are approximately 3.5m and 6.9m respectively.

Proposed materials include a 'through render' and brickwork cladding with thermally efficient metal roofing and metal composite panels. The render finish and brickwork is proposed to match the residential properties opposite the site. These materials are intended to sustain long-term value and durability in an effort to reduce maintenance costs. The school aims to be a sustainable low carbon building, achieving an overall 'excellent' rating under the BREEAM assessment. The construction method of the new school is based on a Standard Model School in order to reduce costs and construction time.

Internally, the proposed building is arranged around a central core area, or 'heart space', that serves as the main circulation hub within the school. The heart space also serves as the library and ICT area with adjoining storage areas, while classrooms are arranged linearly around the heart space. The main entrance, administrative areas, 3 classrooms and the Flying Start facility are located on the western elevation, overlooking the car park and access road into the site. The main hall is located adjacent to the 'breakout space' through the entrance lobby, and includes storage for PE equipment. The main hall is subdivided from the breakout space, allowing the hall to be used by community groups while maintaining the security of the administration and teaching accommodation. Two separate entrances are located to the northern elevation to allow catering staff and the public to access catering and community facilities respectively outside of the pupil secure boundary. Each classroom would include an adjoining cloakroom and bathroom, in addition to a view over the external hard play areas. The Flying Start facility will be franchised out, not forming part of the school's demised premises and will only be accessed externally.

In order for Committee to better understand what the proposed building will look like a plan of the principal elevations is included as **APPENDIX 1**. Members are also advised that, as always, there will be more plans and illustrative material included as part of the Committee presentation.

## **SITE APPRAISAL**

Hirwaun is located approximately 3 miles northwest of Aberdare and 16 miles north of Pontypridd.

The current school is accommodated between two main buildings, with the eastern most of the two being occupied by the infant and nursery school.

To the south and east of the school is a surfaced children's playground, beyond this is a landscape area, which separates the school from the adjacent A465.

To the north east, the school grounds are bounded by the adjacent residential street of Longfield Court.

The schoolyard and buildings are separated from the rear of properties on Longfield Court by a grassed verge.

The schoolyard itself, which is set at a slightly elevated position, is defined and screened from the adjacent properties to the north east by a timber close board fence.

The site is accessed off Long Meadow Close, with the nearest bus stop located approximately 320 metres (0.2 miles) away on Brecon Road, which is served by frequent bus journeys providing routes to Merthyr Tydfil and Aberdare. The site is adjacent to the A465, which can be joined approximately 965 metres (0.6 miles) from the application site.

The application site as a whole measures approximately 2.43 hectares (6 acres), although the school site is 1.62 hectares (4 acres) and the footprint of the proposed school building itself is 0.27 hectares (0.67 acres).

The vast majority of the surrounding area is residential, though Hirwaun's retail centre and Bryngelli Industrial Estate are nearby, approximately 482 metres (0.3 miles) away. The residential dwellings in the immediate vicinity consist of one and two storey housing. A children's play area, tennis courts, a bowls pitch and floodlit sports pitches exist approximately 0.2 miles from the school, off Caswell Close.

The site, as defined by the Council's LDP, is (1) "unallocated land" (2) "within the settlement boundary".

There is also a lay by and a well-lit footpath along Long Meadow Close, just outside the school site premises.

## PLANNING HISTORY

09/0743/08	Proposed siting of steel storage container.	Granted with conditions 10/03/2010
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Committee will note from the above that there is no planning history of any direct relevance to the determination of this application.

## PUBLICITY

Given that the application involves new development where the created floor space is 1,000 square metres or more and the site area is over 1 hectare, the applicant has undertaken a Pre-Application Consultation (PAC) as required by Article 2 of the Town and Country Planning Order (Development Management Procedure) (Wales) 2012.

In addition to this, the statutory planning application consultation process was carried out with the majority of properties that were consulted as part of the applicant's PAC being notified in addition to a notice being placed in the press (Western Mail), 12 notices being placed within the vicinity of the application site and 60 properties being individually notified of the proposal by letter.

Subsequently, **three letters** were received as a result of this exercise (at the time of writing the report). A precis of the material planning considerations have been included for Committee's information.

- Insufficient parking provision,

- A land ownership dispute regarding the proposed maintenance route to the eastern ecological area,
- There are errors in the information submitted with the application (relating to the transport information provided / suggested impact).

These issues have been addressed in the **REASONS FOR REACHING THE RECOMMENDATION** section of this report.

## **CONSULTATION**

In addition to the publicity exercise, a number of internal / external consultations were undertaken. A brief precis of replies have been included for the committee's information.

### External

- Natural Resources Wales – have “significant concerns” over bat potential / mitigation\* - \*awaiting further confirmation of mitigation acceptability.
- Dwr Cymru / Welsh Water – no objection (subject to conditions).
- Electricity – no objection / advise on location of apparatus.
- Gas – no objection / advise on location of apparatus.
- Fire Service – no objection.
- The Police Authority – the School is to be built to Secured by Design standards which will address any security or community safety issues.
- WAG Highways – no objection.
- Sport Wales (formerly Sports Council for Wales) – no objection.
- Hirwaun & Penderyn Community Council – feel that these works are long overdue. Fully support this application as the children and staff deserve a building which is fit for purpose. Are happy that the building will be fully accessible to children of all abilities.

### Internal (RCT)

- Highways – no objection (subject to conditions).
- Drainage Section – no objection (subject to conditions).
- Public Health and Protection Section – no objection (subject to conditions).
- Countryside Section – no objection (subject to conditions).
- Education Section – no objection.
- Public Rights of Way Section – initially queried the impact on a PROW but following clarification offered no objection.

- Corporate Estates – no objection.
- Environmental Services (Leisure) Section – no objection.
- Planning Policy Section – no objection.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf LDP**

#### Proposals Map

The application site is:

- Located within the settlement boundary, and
- Not allocated for a specific purpose.

#### Core Policies

**Policy CS1** – Development in the North - emphasises sustainable growth in the northern strategy area.

#### Area Wide Policies

**Policy AW2** – Sustainable Locations – Promotes development proposals that in sustainable locations. Such locations: 1) are within the settlement boundary; 2) would not unacceptably conflict with surrounding uses; 3) have good accessibility by a range of sustainable transport options; and 5).

**Policy AW5** – New Development – sets out criteria for appropriate amenity and accessibility on new development sites.

**Policy AW6** – Design and Placemaking – supports development proposals where: 1) they are of a high standard of design; 2) they are appropriate to the local context in terms of siting, appearance, scale, height, massing, elevational treatment, materials and detailing; and 16) the design promotes good water management, including sustainable urban drainage.

**Policy AW10** – Environmental Protection and Public Health – requires development to demonstrate that measures can be taken to overcome land contamination issues and any other adverse risks to public health.

#### Strategy Area Policies

**Policy NSA 3** – Development in the Key Settlement of Hirwaun – supports proposals for community development within Hirwaun where the development is of a high standard of design, is accessible by a range of sustainable modes of transport, and makes a positive contribution to the provision and improvement of community and educational facilities.

#### SPG

- Design and Placemaking

- Delivering Design and Placemaking: Access, Circulation and Parking Requirements
- Planning Obligations

### **National Planning Policy**

#### **Planning Policy Wales (Ed.10)**

Paragraph 3.3 promotes good design.

Paragraph 3.46 encourages major generators of travel demand, including community facilities such as schools, to locate within existing urban areas or areas, which can be reached by walking or cycling and well served by public transport.

Paragraph 3.51 promotes the re-use of previously developed (brownfield) land wherever possible, in preference to Greenfield sites.

Paragraph 4.1.26 explains that The Active Travel (Wales) Act 2013 means that walking and cycling is the preferred option for short everyday journeys such as to and from an education establishment.

Paragraph 4.1.39 encourages planning authorities to seek a minimum of 10% of car parking spaces to have ULEV charging points for new non-residential development. The paragraph gives criteria for how many ULEV charging points should be sought.

Paragraph 6.6.17 stipulates that new developments where the area covered by construction work equals or exceeds 100 square metres require approval from the Local Authority's SuDS Approval Body (SAB) before construction can commence.

#### **Technical Advice Note (TAN 12) – Design**

Paragraph 5.10.1 encourages the design of schools to aim to achieve fitness for purpose, value for money over the whole life of the building, and a positive impact on the lives of those who use it and on its surroundings. It also promotes achieving low carbon targets or zero carbon where possible.

Paragraph 5.17.2 advises LPAs to consult Designing Out Crime Officers as early as possible, especially for major developments such as schools.

### **REASONS FOR REACHING THE RECOMMENDATION**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

This application seeks the redevelopment of the existing school facility replacing it with a new, modern facility. The principle of education development at this site is therefore firmly established. In light of this, the principal issues in the determination of this application are considered to be traffic and highway safety, visual amenity, residential amenity and ecology (specifically bats).

There are, effectively, three stages to consider (in Planning terms) in this process. The first stage will be the **erection** of the temporary accommodation **and demolition** of the existing school. The second stage will be the **construction** of the new school and its associated facilities and the final stage will be the **operation** of the new school and its facilities. It is inevitable that there will be a potential for significant disturbance within the area for the first two phases, some of this can (and will be) mitigated through the imposition of a Construction Management Plan. This type of disturbance is inherent to Committee's deliberations but it is acknowledged that it is not possible to carry out a development of this kind without it giving rise to some problems. While the report will consider all aspects of the development, it is the operational phase of the development to which the principal planning considerations predominantly refer.

### Traffic and Highway Safety

Full Planning Permission is sought for demolition of existing school with construction of a new school. The proposal is to replace the current Hirwaun Primary School buildings with a newly constructed "21st Century Schools" standard building.

Hirwaun Primary School currently has a pupil capacity of 265. The new school building's capacity will increase to 450 pupils (including nursery).

The catchment area of the new Hirwaun Primary School will extend to incorporate the current catchment area of the English medium stream of Penderyn Community Primary School. Pupils attending the English medium stream of Penderyn Community Primary School will transfer to the new school building in Hirwaun when it opens in September 2021. Pupils from Penderyn will be eligible for free home to school transport.

### Submitted Transportation Documents

- Transport Statement (July 2019).
- Travel Plan (July 2019).
- Design & Access Statement (May 2019)
- Proposed Site Plan – (drawing No. 26W008 BRA XX DR A 0003).
- Proposed Floor Plan Proposed Site Plan – (drawing No. 26W008 BRA XX XX DR A 0004).
- External Works Layout – (drawing No. 26W008-BAC-00-00-DR-C-002-S2-P01)
- Swept Path Analysis – (drawing No. 001 REV A).

Committee will note from the **PUBLICITY** section that one objection was raised in respect of insufficient/wrong information in respect of vehicular movements, however



the Council's Transportation Section are satisfied with the information received and have made the following observations:

### Access

The proposed is served off the existing access point onto Long Meadow Close which has a carriageway width of 5.5m narrowing to 4.1m at the site access and 1.8m wide footways, which is considered acceptable. However, the local highway network leading to the site is generally sub-standard in terms of junction radii, vision splays and carriageway widths and further exacerbated by on-street parking. Therefore, any significant increase in traffic, without mitigation measures, would increase potential harm to all highway users.

The proposed development will retain the existing access arrangement to the school and prevent drop-off and pick-up by parents within the school grounds. It is stated in the Transport Statement (TS) that this is due to the site entry constraint for two-way traffic flow. In order to facilitate two-way traffic flow, the footways would have to be narrowed, which would increase risk to pupils walking to the school and, as such, it would not be considered acceptable.

### Internal Circulation

The proposal provides a satisfactory access and circulation for vehicles *except* Home to School Transport, which can be overcome by minor revisions to the proposed layout and covered by a suitably worded planning condition.

### Transport Statement (TS)

It is stated in TS that the primary school currently has a capacity of 265 pupils (excluding nursery). Currently there are 217 pupils on the school roll (excluding nursery). Some 39 children attend the nursery, which increases the number of children attending the school to 256.

All but one of the school's 256 pupils provided details of their main mode of travel to school. Of these, 42% walk to school, 4% cycle to school and 1% travel by bus. The remaining 53% of school pupils travel by car.

A sample of 23 members of staff also responded to the survey. The vast majority of staff (87%) drive to school and the remaining 13% walk.

The TRICS database has been used for trip generation. The typical trip generation rates of primary schools of between 200 and 300 pupils has been investigated and the data indicated that there would be an increase of 103 two-way trips during the morning and 69 trips during the afternoon, which is not significant to warrant further assessment of highway capacity, and is therefore considered acceptable.

### Pedestrian and Cycle Links

The school is accessible to pedestrians via its main access from Long Meadow Close or a pedestrian access from Longfield Court.

There is a Zebra Crossing on Brecon Road (near its junction with Harris Street) and this caters for those walking between the school and the north eastern parts of the town. However, the crossing is not convenient for walking between the school and the Town Centre and the residential areas served via Penyard Road and Station Road. It is suggested, in the TS, that a controlled pedestrian crossing should be provided to cross Brecon Road near it's junction with Cross Street, adjacent to the Co-op food store. This is considered necessary and can be secured by a suitably worded planning condition.

### Home to School and Public Transport

The site has satisfactory links to public transport and is within walking distance of pupils attending school - with the exception of those from Penderyn who will be provided with a "home to school" transport. This is considered acceptable.

### Travel Plan

The school will introduce a Travel Plan (submitted with the application) with the aim of reducing single car occupancy trips to and from the proposed school to promote sustainable modes of travel. This is also considered to be necessary and is acceptable.

### Parking

In accordance with the Council's SPG: Access, Circulation & Parking 2011, the proposed development of a 16 classroom school requires up-to a maximum of 32 spaces for staff and 3 visitor spaces (35) with 37 provided which is considered acceptable for staff and visitors to the school and its day-to-day school related activities. However, there is potential for the three Multi Use Game Area (MUGA) pitches to be used by others which would require additional parking provision. Therefore, approximately 15 additional spaces (for 30 users) would be required with none being proposed as part of the development nor would there appear to be space within the site to provide this additional parking. This is further exacerbated by the need for pupils to be dropped off and picked up in the morning and afternoon, which currently is taking place on substandard local highway network and entails indiscriminate parking and reversing to the detriment of the safety of all highway users.

It is stated in the applicant's TS that 53% of pupils are dropped-off and picked up by cars, resulting in a 136 space short term parking requirement, which is currently taking place on the local highway network in the vicinity of the site. The proposed development would increase the school capacity to 450 pupils, which would increase short term parking demand to 239 spaces - an increase of 76%. The proposal does not provide any mitigation measures, which gives cause for concern, in particular due to sub-standard nature of the local highway network in the vicinity of that site and existing on-street parking demand.

However, there is a potential to provide limited parking/pick up – drop off arrangements within land in control of the applicant adjacent to the school which can be secured via a suitably worded planning condition.

### Cycle Parking

The Transport Statement indicates that 35 secure cycle stands will be provided, which is considered acceptable.

### Transportation Conclusion

The proposal provides satisfactory access and circulation which, coupled with suitably worded planning conditions for detail design and implementation prior to beneficial occupation, would be acceptable.

However, there is concern with regard to the inadequate parking provision for the MUGA as well as for dropping off and picking up of the pupils. It is considered that the applicant has control over land (currently outside of the planning application site boundary) to deliver additional parking spaces, which can be secured via a suitably worded planning condition.

The TS also indicates an additional crossing is to be provided on Brecon Road to facilitate safe pedestrian crossing. The provision of controlled pedestrian crossing can also be conditioned by a suitably worded planning condition.

Issues regarding the movement of buses within the site can also be resolved by minor revisions to the alignment of the circulation area and secured by condition.

Taking the above assessment into consideration no highway objection is raised subject to the inclusion of conditions.

### Visual amenity,

The outlook for residents living near the new school will be noticeably different to that currently experienced. Where two buildings currently exist, they will be replaced with one larger building however the overall scale, while being higher, longer and wider is not considered to have any significant impact on residents. The school is still of a "human scale" and will not have an overbearing impact and actually sits further away from the residential properties than currently (more so towards the eastern boundary rather than the northern one where it is very similar to that which exists).

While the design of the existing school is typical of many education establishments throughout the length and breadth of the country, the design looks somewhat dated and its replacement with a new building using modern materials and construction methods will be far more aesthetically interesting and a focal point within the community and it is considered that it will enhance the visual amenities of the area.

A condition relating to both hard and soft landscaping has been proposed to further enhance its appearance.

### Residential amenity

The existing school is split into two separate buildings (the Junior school and the Infants/ Nursery school). They are of "typical" school appearance and probably dates back to the 1960s. It is predominantly single storey in height with some two storey

features. The buildings are considered to have a relatively low impact (in terms of design and appearance) on local residents by virtue of both their low height and separation distance from the houses. There is a “drop-off” area and a staff car park within the existing curtilage although it is likely that the school and surroundings experience similar problems of activity, parking and congestion that most schools of that era experience at certain times of the day.

While the design of the new building and its facilities is considered to improve the visual amenities of the area the increase in capacity and the creation of additional facilities, including the community use of the MUGA, is likely to result in some potential for a loss of amenity over and above the standards that residents of the area currently enjoy. The applicant does not show any floodlighting to the MUGAs. It would therefore seem that any post-school hours activity will be restricted to daylight hours however there is a lack of certainty over their proposed use. Therefore, in order to protect the levels of amenity, a condition is proposed that restricts the use of the MUGAs to use by the school until such time as a scheme is submitted that outlines proposals for their use. A similar condition was used on the new school development at Cwmaman where residents expressed specific concern over the use of the MUGA. While no resident has expressed a specific concern in respect of the proposed MUGAs it is considered reasonable to safeguard the existing levels of amenity until such time as the plans for use of the MUGA have been clarified. At that time the views of local residents can be sought either by the School, the Education Authority or by the Local Planning Authority as part of the discharge / compliance with the relevant condition.

Issues relating to car / vehicle parking and the potential for it to cause a nuisance to residents both during school hours and, if the facilities are open to the local community, outside of school hours are acknowledged. Some disruption is inevitable (as anyone who does or has lived next to a school can testify) but a lack of car dedicated parking is likely to exacerbate the situation. The issue of parking, *per se*, has been addressed in the Traffic and Highway Safety section above and the use of a condition that seeks to regulate the use of the MUGA facilities (outside of school use) and a Grampian condition which will require an additional area of car parking to be provided prior to the first beneficial use of the school is considered both necessary and appropriate to help mitigate the impact on residential amenity.

#### Ecology (specifically bats)

Committee is advised that, as part of the submission, the applicants carried out an Ecological Assessment. The area of land to the east of the site is of known ecological importance (a wildflower meadow). It is undeveloped currently and, as part of the new proposal, will also remain undeveloped and therefore no objection is offered from the Council's Ecologist.

As part of the environmental information, the applicant also carried out a bat survey as there is potential for bat roosts to be present in the existing buildings. NRW expressed “*significant concerns*” in respect of the impact to bats as the applicant's report itself acknowledged that further work was necessary. During the application process, the applicant has submitted further information in respect of mitigation measures. At the time of writing this report a formal response to this submission is

awaited from NRW. This agreement (to the mitigation) must be before the Council (as LPA) can issue the decision notice and before the existing school buildings can be demolished. The applicant will also require a Bat License before works commence. This, of itself, is not a planning consideration, but the issuance of a license may rely on planning consent being granted but this cannot be done until NRW are satisfied with the mitigation being put forward. **If Committee is minded to support the application, it is requested that authorisation is given to issue the consent (and add any relevant conditions) should a favourable response be received from NRW.** This could be several days after Committee has considered the application.

#### Other issues

Committee will note from the **PUBLICITY** section that a concern was raised in respect of a land ownership dispute regarding the proposed maintenance route to the eastern ecological area. Committee is advised what while the issue of land ownership is not a material planning consideration a response has been sought and received from the applicant who has advised:

*“Responding to a resident query on access to the Eastern Boundary to the Wild Flower Meadow we confirm, as Agent on behalf of Rhondda Cynon Taff CBC, that no access is required to this boundary and that the existing Gate to the North boundary, giving access to the lane to the rear of Glanant Street, will be re-used for occasional maintenance access only”.*

#### **CONCLUSION**

The application proposes a new “state of the art” school to replace the existing school(s) in Hirwaun. The building are considered acceptable in respect of their design and impact on neighbouring properties. There is some concern in respect of the amount of car parking that is proposed, not so much in respect of the operation of the school itself but in respect of the available car parking for parents dropping off their children at school or the potential for use of the school facilities outside of normal school hours by the community. In light of such concerns, conditions have been added which help mitigate any potential problems (although it is acknowledged that indiscriminate stopping and parking by parents is a characteristic of modern school life regardless of the amount of parking that is made available). At the time of writing the report NRW are considering the applicants proposals on bat mitigation and an update will be given at Committee however, it is likely that either the current proposals are acceptable or can be made acceptable through further discussions with NRW.

#### **RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:**

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

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the plans and documents listed in the letters from Boyes Rees Architects (dated 05/08/2019) unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. No development shall take place until a Wildlife and Habitat Protection Plan for Construction and Operation has been submitted and approved in writing by the local planning authority.

The plan shall include:

a) An appropriate scale plan showing 'Wildlife and Habitat Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented, and areas of reptile and habitat mitigation;

b) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction

c) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed (such as nesting bird season, hibernating and breeding reptiles, etc.)

d) Details of toolbox talks, any re-surveys and any precautionary measures e.g. bats and nesting birds

e) Details of long-term management of reptile/habitat mitigation area.

f) Details of root zone protection measures of retained boundary trees

g) Details of water pollution control measures.

h) Details of invasive plant control measures

i) Persons responsible for:

(i) Compliance with legal consents relating to nature conservation;

(ii) Compliance with planning conditions relating to nature conservation;

(iii) Installation of physical protection measures during construction;

(iv) Implementation of sensitive working practices during construction;

(v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;

(vi) Provision of training and information about the importance of

the 'Wildlife and habitat Protection Zones' to all construction personnel on site.

All construction activities shall be implemented with the approved details and timing of the plan unless otherwise approved in writing by the local planning authority'

Reason: To safeguard the ecological interest in the site in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. No built development shall take place within the application site until such time as further site investigations are undertaken (as outlined in the Earth Science Partnership report dated May 2019).

Following the results of the site investigations, measures for the detailed remediation of affected areas shall submitted to, and approved in writing by, the local planning authority.

The specified remediation measures shall be fully implemented in accordance with any approved details.

Reason: In the interests of public safety and to comply with the requirements of Planning Policy Wales and Policy AW5 & AW10 of the Rhondda Cynon Taf Local Development Plan.

5. If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the LPA prior to the work recommencing. Any revised contamination investigation and mitigation shall be carried out by a competent person.

Reason: In the interests of the amenities of the area and to accord with Policy AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed by a competent person 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. Subject to approval of the scheme of investigation, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken by a competent person in accordance with a scheme and timescale to be agreed in writing by the LPA. Only material approved by the Local Planning Authority shall be imported.

Reason: In the interests of the amenities of the area and to accord with Policy AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

7. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

8. The construction of the school shall be carried out in accordance with the following submitted documents:

- Quality Management Plan (QMP) – PEP Part 4 (dated April 2018)
- Project Execution Plan (PEP) – Part 1 (dated April 2019)
- Environmental and Sustainability Management Plan (EMP) – PEP Part 3 (April 2018)
- Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2) (April 2019)
- Hirwaun Primary School Traffic Management/Signage

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

9. Notwithstanding the submitted plans, full engineering design and details of access, circulation and parking shall be submitted to and approved in writing by the Local Planning Authority (LPA). The approved scheme shall be implemented to the satisfaction of LPA prior to the beneficial occupation.

Reason: In the interests of highway and pedestrian safety.

10. Notwithstanding the details shown on the submitted plans, full engineering design and details of additional parking to provide pick up and drop off facilities shall be submitted to and approved in writing by the Local Planning Authority (LPA). The approved details must be implemented prior to beneficial use of the new school.

Reason: In the interests of highway and pedestrian safety.

11. Notwithstanding the submitted plans, full engineering design and details of a controlled pedestrian crossing on Brecon Road shall be submitted to and approved in writing by the Local Planning Authority (LPA). The approved scheme shall be implemented to the satisfaction of LPA prior to the beneficial occupation.

Reason: In the interests of highway and pedestrian safety.



12. HGV deliveries during construction shall take place between 8:30 AM and 5:00 PM Monday to Friday and 8:30AM to 13:00PM on Saturday and none on Sunday or Bank Holiday.

Reason: In the interests of the safety and free flow of traffic.

13. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted and approved in writing by the Local Planning Authority to provide for;

- a) the means of access into the site for all construction traffic,
- b) the parking of vehicles of site operatives and visitors,
- c) the management of vehicular and pedestrian traffic,
- d) loading and unloading of plant and materials,
- e) storage of plant and materials used in constructing the development,
- f) wheel cleansing facilities,
- g) the sheeting of lorries leaving the site.

The approved Construction Environmental Management Plan (CEMP) shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority.

Reason: In the interests of the safety and free flow of traffic.

14. The use of the Multi-Use Games Area (MUGA) shall be restricted to use only by the school until such time as a scheme detailing the proposed activities and intended hours of operation have been submitted to, and approved by, the local planning authority. The scheme shall also include details of a public consultation exercise, the scope of which shall be first agreed in writing with the local planning authority, designed to take the views of local residents into account. The subsequent use of the MUGA shall be in strict accordance with any scheme as may be approved.

Reason: To protect the standards of amenity occupiers of residential properties affected can reasonably expect to enjoy and to accord with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development plan.

15. No development, other than demolition and the provision of replacement (temporary) accommodation, shall take place until there has been submitted to, and approved in writing by, the Local Planning Authority, a comprehensive scheme of both hard and soft landscaping.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

16. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

17. Other than the erection of the temporary replacement classrooms the development for which permission is hereby granted shall not be commenced until full details of the surfacing materials proposed to be used on any roadway, footpath, car park, lay-by, play areas or other paved or metalled areas have been submitted to and approved, in writing, by the Local Planning Authority and the development shall not be occupied until the works have been completed in accordance with the approved details.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

18. Other than the erection of the temporary replacement classrooms no development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with a timetable agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the new development will in keeping with the surrounding area and to protect residential amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

19. Other than the erection of the temporary replacement classrooms no development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

20. Other than the erection of the temporary replacement classrooms no development other than demolition and the provision of replacement

(temporary) accommodation shall commence until such time as samples of all external facing materials have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the materials as may be approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

21. During the construction phase of the development the hours of work shall be restricted to the following, unless otherwise agreed in writing with the local planning authority.

Monday to Friday	08.00 to 18.00 hours
Saturday	08.00 to 13.00 hours
Sunday and Bank Holidays	Not At All

Reason: To protect the standards of amenity occupiers of residential properties affected can reasonably expect to enjoy and to accord with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

22. Other than the erection of the temporary teaching accommodation, the development hereby permitted shall not begin until a scheme to deal with contamination has been submitted and approved in writing by the LPA. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing.

1. A site investigation shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a desk-top study has been completed satisfying the requirements of paragraph (1) above.
2. A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the LPA prior to commencement and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA.

**AND**

**B. Validation Condition**

The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the LPA. Any validation report shall be carried out by a competent person.

**AND**

**C. Contamination Found During Development**

If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the LPA prior to the work recommencing. Any revised contamination proposals shall be carried out by a competent person.

**D. Importation of Soils**

Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed by a competent person 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. Subject to approval of the scheme of investigation, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken by a competent person in accordance with a scheme and timescale to be agreed in writing by the LPA. Only material approved by the Local Planning Authority shall be imported.

Reason: To protect the standards of amenity occupiers of residential properties affected can reasonably expect to enjoy and to accord with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

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# Hirwaun Primary School

