

## **PLANNING & DEVELOPMENT COMMITTEE**

**24 MARCH 2022**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 22/0028/08 (GH)  
**APPLICANT:** Rhondda Cynon Taff County Borough Council  
**DEVELOPMENT:** Proposed gym and 6th form buildings, demolition of 4 existing buildings, new car park, and associated infrastructure and landscape works.  
**LOCATION:** BRYNCELYNNOG COMPREHENSIVE SCHOOL, PENYCOEDCAE ROAD, BEDDAU, PONTYPRIDD, CF38 2AE  
**DATE REGISTERED:** 12/01/2022  
**ELECTORAL DIVISION:** Beddau

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

**REASONS:** The development would result in contemporary, fit-for-purpose sixth form provision, as part of the Council's 21<sup>st</sup> Century Schools Programme, together with modern and updated gym and sporting facilities to benefit all student groups.

In addition, the site landscaping scheme and removal of redundant structures would greatly enhance the environment in and around the school, whilst the revisions to parking and school bus bays would improve traffic management both within the site and on the local road network.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

The application has been submitted on behalf of the Council on land within its ownership and where the Council's interest is of more than a minor nature.

#### **APPLICATION DETAILS**

Full planning consent is sought for the construction of a gym, 6<sup>th</sup> Form block and various other works, at Bryn Celynnog Comprehensive School, Beddau,

The proposed development is part of the Council's 21<sup>st</sup> Century Schools programme and includes the following key elements:

6<sup>th</sup> Form building

This two and three storey L-shaped block would be located close to the eastern boundary of the site, on land which currently forms part of the periphery of the playing field.

There is already a vehicular access from Penycoedcae Road at this point, which leads to the field and running track. This access is proposed to be upgraded so that it is fit for purpose and 23 staff and student spaces, together with a storage area for 42 bikes and sprinkler tank, would be provided at this location. The existing caretaker's building would be demolished.

The maximum width and depth of the block would be 50.8m and 40.3m respectively, and tallest part of the block, to its parapet, would reach a height of 13.5m. The internal accommodation would be accessed from two main corridors, and in addition to designated teaching rooms, social space is allocated for students and staff, alongside other ancillary provision for catering, plant and storage etc.

The external finishes are proposed to be black face-brickwork with prominent sections of metal rainscreen cladding of turquoise shades. Fenestration would be dark-framed aluminium, incorporating ventilation louvres.

#### Replacement sports pitch

The incursion of the 6<sup>th</sup> Form onto the edge of the playing fields has resulted in the requirement for the provision to be realigned.

A small degree of cut and fill would be required to the western and north-western corner of the pitch, close to the boundary of the site and where the land is currently a little higher. Not including the land around the pitch, the playing area could be used as a single 130m x 80m senior pitch, or two separate 80m x 53m junior pitches.

#### Gym / multi-use space

The two-storey gym is proposed to be of a similar appearance to the new 6<sup>th</sup> Form and would be constructed on land in the centre of the site currently occupied by two of the School's six tennis courts. This simpler cuboid building would have a width and depth of 30.1m and 23.4m respectively, and a height of 10.3m.

Around half of the ground floor space would be allocated to the hall area, with the rest used mainly for changing rooms and storage. The first floor would be smaller, accounting for a void over the hall, but would enable the provision of a multi-gym and activity studio.

#### Communal landscaped area

The demolition of the more modern building to the rear of the Grade II listed Block 2 would enable the creation of an area for students to congregate, using a mixture of soft and hard landscaping.

In this case the submitted landscape masterplan identifies the use of pedestrian modal paving, stretcher bond, of mixed sizes and colours, grass sections, ornamental planting and several trees.

These materials would replicate those other landscaping features in and around the other external circulation spaces at the School and include, as part of the sustainable drainage strategy, the frequent use of rain gardens and a surface water attenuation pond.

#### Extended southern car park

The lower half of this site area is already a car park and benefits from a vehicular and pedestrian access onto Castellau Road, whereas the top half is occupied by a two storey building of non-descript mid to late 20<sup>th</sup> century design.

The building is proposed to be demolished and the whole area laid out as a barrier controlled staff car park, realigned 2m wide footpath to either side, with a strip for minibus and taxi drop off. There would be a second access from Castellau Road to enable the car park to be used as a one-way loop.

#### Reconfigured Eastern Car Park

The eastern car park is currently laid out with car parking spaces and bus bays in tandem. It is proposed to remodel this, particularly the lower half, to create 13 bus bays and some staff parking.

The top half of the car park would be retained for general parking and parent drop-off and the three accesses from Penycodcae Road, not including the aforementioned separate 6<sup>th</sup> Form access, would be retained in the same location. However, the middle one of the accesses would need to be widened.

In addition to the plans and elevation drawings accompanying the application, the following supporting documents have been submitted:

- Heritage Statement
- Pre Application Consultation (PAC) Report
- Planning Statement
- Sustainability Statement
- Design and Access Statement (DAS)
- Tree Survey Report
- Ground Investigation Report
- Preliminary ecological Appraisal (including Bat Survey)
- Travel Plan
- Geo-environmental and Geotechnical Report
- Transport Assessment
- Audit of Walking and Cycling Routes

## **SITE APPRAISAL**

The application site comprises the Bryn Celynnog Comprehensive School Campus, which is located at Penycoedcae Road to the north of Beddau.

The main school complex, which includes the cluster of teaching blocks, facilities and hard-surfaced areas, such as the tennis courts, parking and internal routes, occupies around a third of the 8 hectare site, both towards the south-eastern side of the site and parallel with Penycoedcae Road.

A small part of the School extends southwards towards Castellau Road, from where there is an additional vehicular and pedestrian access leading to a car park and detached teaching block. The rest of the school campus can also be accessed from here.

The remainder of the land includes a section of dense woodland and scrub to the west, whilst that across the whole of the northern part of the site, accommodates a running track, sports pitch and playing fields. The northern and western boundaries, which are defined by a combination of fence, tree line and hedge, mark the extent of the settlement boundary.

Neighbouring properties are located all alongside the eastern and southern boundaries of the site, from the Beddau Caravan Site at Penycoedcae Road to Cwrt Castellau at Castellau Road. Most of these are residential but include a few retail and other uses.

It should be noted that the site intersects with land designated by The Coal Authority as High Risk to Development from coal mining legacy. In addition, the oldest part of the School, namely the single storey red brick block 2 opened in 1928, is Grade II listed.

## **PLANNING HISTORY**

The most recent or relevant applications on record associated with this site are:

- 18/0930/08:** New floodlighting for a proposed artificial turf pitch on land within the grounds of Bryn Celynnog Comprehensive School. Decision: 25/06/2019, Grant.
- 15/1137/08:** The existing canopy at Y Pant Comprehensive School is to be disassembled and removed from site due to re-development of the school. It is proposed to relocate the canopy to Bryncelynnog Comprehensive School. Decision: 28/09/2015, Grant.
- 13/0314/11:** It is proposed (for structural reasons) to remove the later addition of the covered walkway between the Listed teaching block (red brick building) and the Sports block (CLASP building). It is also proposed to replace all of the flat roof coverings attached to the red brick building. Decision: 31/05/2013, Grant.
- 13/0313/08:** It is proposed (for structural reasons) to remove the later addition of the covered walkway between the Listed teaching block (red brick

building) and the Sports block (CLASP building). It is also proposed to replace all of the flat roof coverings attached to the red brick building. Decision: 31/05/2013, Grant.

- 05/1838/10:** Erection of a conservatory. Decision: 22/11/2005, Grant.
- 05/0962/08:** Skate Park Facility on existing school sports court including access and fencing. Decision: 31/10/2005, Withdrawn by Applicant.
- 04/0406/10:** Proposed conservatory at rear of school house. Decision: 27/04/2004, Grant.
- 02/1251/10:** New two storey 9 classroom block and library for English study. Decision: 30/09/2002, Grant.
- 01/2795/08:** Siting of two mobile classrooms. Decision: 03/10/2001, Grant.
- 99/2367/13:** Proposed public facilities to provide external access to existing swimming pool. Decision: 02/07/1999, Grant.
- 96/0112/13:** Performing Arts Centre together with floodlighting and upgrading of existing sports grounds (amended description 30/10/97)(formerly Multi Purpose Sports Hall). Decision: 23/01/1998, Grant.

## **PUBLICITY**

The application has been advertised by direct notification to fifty-four neighbouring properties and notices were displayed on site.

Furthermore, in accordance with the Development Management Procedure Order (Wales) the relevant press notice was published on 18<sup>th</sup> January 2022 identifying that the proposal constituted major development.

Four letters of objection have been received raising the following summarised concerns:

### Visual considerations

- Why hasn't the new building been designed to fit in with the red brick building which is listed. Surely it would have been wiser to do this so that the new building isn't such an eyesore.

### Traffic

- The existing traffic is already a nightmare, both morning and afternoon, on both sides of the school. The residential area is congested.
- Parents already park on adjoining streets, the development will make that worse.

- Pupils from the Pontypridd Valley can only access Bryncelynnog School on motorised transport. Regardless of distance there are no safe cycling or walking routes.
- A turning count survey conducted on only one day may not be satisfactory.
- There is a lack of clarity about future school bus movements. Currently there are nine collecting students from, predominantly, Church Village and Llantrisant. Where would the additional four buses be travelling from?
- The trip generation detail is based on survey data from current staff and students and cannot be representative of the new student population.
- The Transport Assessment gives figures for the current and future predicted percentage of staff and students travelling to the site by car. If 91% of the predicted staff drive and wish to park at the site, they would require 182 parking places. If 28% of 6th form students drive and wish to park at the site, they would require 112 parking places. Even if only half of those students drive, they would require 56 parking places. Thus, the total number of parking places required would be between 238 and 294, many more than the total of 163 that are being provided.
- Children from Cilfynydd and Ynysybwl etc will have to catch 2 buses if they do not use school transport, as times of classes etc differ in 6th form.

Whether the development is needed at this location

- Potential estimated student numbers are too high and further background and survey work should be done to assess need, and whether pupils will transfer from Pontypridd, Hawthorn or Cardinal Newman Schools.
- Housing development at Cwm Coking Works have not come forward and that proposed for Coed Barwig Isaf was refused.
- Trends show that fewer pupils stay on in school post 16, a higher proportion attend college.
- The location is unsuitable for the location of a 6th form for Pontypridd and should be located in the Geographical centre of Pontypridd not on the outskirts ,such as Beddau.

Ecology/Environment/Sustainability

- Trees should be replaced on a two-for one basis, only 'net gain' has been referenced in supporting documents.
- A calculated BREEAM index figure of 3.46 is provided - there is no explanation of this, or indication as to whether this is a good or a bad figure.

Neighbour and Community Consultation

- It appears that no consultation has taken place. Is this appropriate for a proposal of this size and complexity?

Other

- Noise, disturbance and dust from construction.

- If the gym is not to be available to the general public, upgrades to the existing building would be better.
- The loss of sixth form provision at Pontypridd would damage its principal town status.
- The durability of internal finishes has become an issue at other new build sites.
- It was noted all through the 21st Century Schools consultation period that the proposals were 'interrelated'. This interrelatedness, and the potential impacts of this additional traffic within other local areas appears to have been forgotten now that the proposals have reached the planning stage.
- There are suitable empty premises which are situated at the top of the Treforest Industrial estate owned by the Welsh Government which would save some £12 million in building costs and have better transport links and links to industry.

## **CONSULTATION**

### Highways and Transportation

No objection, subject to conditions relating to off-site highway works, surface water, Construction Method Statement and Travel Plan.

### Flood Risk Management

NRW's flood risk maps have been used to review the site's surface water flood risk, as per Paragraph 8 of TAN 15. The review concluded that the site is not within an area of surface water flood risk.

Given the total construction area is greater than 100 sq. metres, under Schedule 3 of the Flood and Water Management Act 2010, the applicant is required to submit an application to the Sustainable Drainage Systems (SuDS) Approval Body (SAB). The applicant is also required to comply with Part H of the building regulations. It is noted that the applicant has already stated that surface water will be disposed of using SuDS.

Regarding the requirements of the Leal Local Flood Authority, the applicant has provided adequate information to satisfy the requirements of Section 8.3 of Technical Advice Note 15. Consequently, there is no objection to the proposal, or recommendation for condition.

### Public Health and Protection

Concerns have been raised about the potential disruption to existing local residents, during construction, particularly in relation to noise, dust, disposal of waste and lighting.

It is considered that these should be addressed by a condition requiring the submission of a Construction Method Statement.

### Natural Resources Wales

No objection subject to informative notes in respect of the need for an EPS Licence and working practices relating to the Llantrisant Common and Pastures Site of Special Scientific Interest (SSSI).

#### Dwr Cymru Welsh Water

Dwr Cymru Welsh Water has been previously informed of the proposed development and consulted, as a 'Specialist Consultee', in accordance with Schedule 1C Article 2D of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016.

DCWW has reviewed the information submitted as part of this application with particular focus on the Drainage Strategy Drawings No. BRYN-JUB-ZZ-XX-DR-C-0500 revision P8 and BRYN-JUB-ZZ-XX-DR-C-0501 revision P7. It is confirmed that foul water flows can be accommodated in the public sewer system and the intention is to discharge the surface water to the adjacent culvert is acknowledged.

#### Western Power Distribution

A new connection or service alteration will require a separate application to WPD.

#### Countryside, Landscape and Ecology – Ecologist

No objection. However, there is a need to condition any consent for details of all ecological mitigation and enhancement measures outlined in Section 5 of the PEA.

#### The Coal Authority

The Coal Authority considers that further information/clarification is required from the Applicant's geotechnical consultants so that it can be demonstrated to the LPA that the application site as a whole is, or can be made, safe and stable for the development proposed.

This information could be submitted either prior to determination of this application or secured by the imposition of a suitably worded condition post-decision. The Coal Authority has clarified it has no objection to the proposed development subject to the imposition of the condition.

In this case the Applicant's Agent has requested that the matter be addressed post-decision and a such a condition has been included below.

#### South Wales Police

No objection. A list of recommendations, in respect of designing out crime, have been submitted for consideration by the developer.

#### The 20<sup>th</sup> Century Society



The Grade II listed school is a relatively modest, single-storey building. The 3 storey, boldly-designed buildings proposed nearby would therefore have an impact on its setting and it is important that this impact is properly understood and weighed up.

No other consultation responses have been received within the statutory period.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

The application site lies within the settlement boundary for Beddau

**Policy CS2** - In the Southern Strategy Area (SSA) there is an emphasis on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries. Emphasis will also be on protecting the cultural identity of the strategy area by protecting the natural environment.

**Policy AW2** - Development will be supported in sustainable locations which are within the settlement boundary; would not unacceptably conflict with surrounding uses; and have good accessibility by a range of sustainable transport option.

**Policy AW5** – Identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. There should also be no significant impact upon the amenities of neighbouring occupiers and should, where appropriate, retain existing features of natural environmental value. Furthermore, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

**Policy AW6** - Supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness. In addition, proposals must be designed to protect and enhance landscape and biodiversity

**Policy AW7** – Proposals that impact upon sites of architectural and/or historical merit and sites of archaeological importance will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

**Policy AW8** - Seeks to protect and enhance the natural environment from inappropriate development.

**Policy AW10** - Development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

### **Supplementary Planning Guidance**

- Design and Place-making
- Access, Circulation and Parking Requirements
- The Historic Built Environment
- Nature Conservation

### **National Guidance**

In the determination of planning applications regard should also be given to the requirements of national planning policy which are not duplicated in the Local

Development Plan, particularly where national planning policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales Edition 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WG's current position on planning policy at regional and national level.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

It is also considered the proposed development is compliant with the NDF, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow – Employment / Housing / Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability / Placemaking
- Policy 3 – Supporting Urban Growth – Council land / placemaking / developers / regeneration / sustainable communities / exemplar developments.

#### SE Wales Policies

- Policy 33 – National Growth Areas Cardiff Newport & the Valleys – SDP/LDP/large schemes.

Other relevant national policy guidance consulted:

PPW Technical Advice Note 11: Noise;  
PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 16: Sport Recreation and Open Space;  
PPW Technical Advice Note 18: Transport;  
PPW Technical Advice Note 23: Economic Development;  
PPW Technical Advice Note 24: The Historic Environment;

Manual for Streets

### **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.

## **Main Issues:**

### **Principle of the proposed development**

The application site is within the settlement boundary of Beddau, and within the curtilage of the existing school site, where the principle of the land use for education purposes is already well-established.

As the detail and documents accompanying the application explain, Bryn Celynnog High School currently has 1130 secondary school students, 193 sixth formers and 165 members of staff. The planned growth of the School is expected to result in 1200 secondary school students, 400 sixth formers and 200 members of staff.

The development would therefore result in an intensification of use of the site; however, the application submission demonstrates that the site is of a sufficient size to be able to accommodate the development, and being located within the settlement boundary, would comply with Policy CS2.2 and qualify as a sustainable location in terms of the relevant criteria of Policy AW2.

Amongst other concerns, which are considered in other sections of the report, the question of whether the development is necessary in this location has been the subject of detailed submissions from two of the objectors.

Development Control Practice (DCP) advises that whether the need for a development is a material consideration 'can be the subject of some difficulty, mainly due to the abstract nature of the term and the lack of clear ministerial guidance to assist decision makers'.

Nevertheless, in this case, the circumstances leading up to the submission of the application have already been subject to discussion, debate and the democratic decision-making process, as part of the Applicant's 21<sup>st</sup> Century Schools Programme.

Therefore, whilst it is appreciated that not all those who engaged with that process will have agreed with its outcome, the Programme has established an educational requirement for the development as proposed at the Bryn Celynnog site.

Consequently, little material weight is given to the argument that there is no need for the development, and the proposed scheme is considered to be acceptable in principle, subject to the material matters outlined below.

### **Impact on the character and appearance of the area**

The Applicant's DAS neatly describes the existing School campus being one of an *"eclectic mix of buildings ranging from the Grade II listed two storey brick-fronted Block 02 to varying styles and materials utilised on the more recent interventions. These materials ranging from traditional domestic materials such as render and brickwork to*

*more traditionally commercial / industrial material choices such as profiled metal cladding”.*

It is likely that similar descriptions could apply to many other large learning sites, including those providing further or higher education, where an established school has been subject to much modification or enlargement over a long period, to meet the educational changes required of it.

In this case the new 6<sup>th</sup> form building and gym represent the most significant parts of the development and therefore the key consideration in terms of design and appearance, and the dilemma facing any architect, is whether these new elements should try to assimilate or provide a pastiche of the existing site, and if so, which part?

It is noted that one of the objectors suggested that the new buildings should fit in with the listed block. However, there are already intervening structures of great contrast between the listed building and the proposed ones. Furthermore, trying to make two and three storey buildings fit in with an existing single storey one, comprising unique external finishes and ornate details, is easier said than done.

Consequently, it is considered that the contemporary style of the buildings would not be inappropriate and would reflect the evolution of the School over time. In terms of the outward appearance of the site, the gym would be set well away from the boundary such that it would have little impact.

This would not be the case for the 6<sup>th</sup> form building, given its proximity to Penycoedcae Road, however, given the cluster and mass of the School, buildings along the long boundary with this road, and that the disused former caretaker's house would be demolished, it is not considered that any harm would be caused to the street scene.

A further point, relating to the Grade II listed building, is that the dated single and two storey 1960's block to its rear would be demolished and replaced with the landscaped area referred to in the application details further above.

Policy AW7 is supportive of development proposals that preserve or enhance the character and appearance of a listed building site. It is considered that this opening up of space and removal of crowding would indeed enhance the setting of the protected building and give it greater prominence. The resulting landscaping scheme would also be a pleasant space for students to meet in between lessons.

With regard to the other prominent proposals to the north and south of the site; it is acknowledged that the creation of the new sports pitch would involve some cut and fill, so that a level surface would be provided. These areas are modest when set against the great size of the site and would mostly be set away from the boundaries with adjacent land. Therefore, there would be little external visual impact.

Lastly, the demolition of the building at the south of the site, to enable the extension of the car park is welcomed and the removal of its mass would be beneficial to the occupants of the adjoining bungalow.

Therefore, in light of the above, the proposed development is considered to be acceptable in terms of its design, siting, scale, materials and overall visual appearance and the proposals will result in an improvement to the overall character and appearance of the site and surrounding area.

### **Impact on neighbouring occupiers**

It is notable that no objections have been received from neighbouring occupiers of the site, relating to amenity, other than for one concern regarding parking within Cwrt Castellau.

As noted above, the demolition of the building to the south of the site will be an improvement for the residents of Oak Tree Bungalow. Currently, the east facing side elevation of the building faces towards the bungalow, so its demolition will remove the overlooking opportunities from multiple windows, improve outlook and increase natural light.

Conversely, the 6th form building would be constructed on land almost opposite no's 49 and 51 Penycoedcae Road, so this would represent a partial change to outlook. Nonetheless, most of the tree-lined boundary would be retained, according to the submitted soft landscaping plan, and the combination of distance and position should prevent unacceptable harm to privacy or outlook.

As such, the proposed development would not be considered to have a significant overshadowing or overbearing impact and in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

### **Ecology and Environment**

The Council's Ecologist has advised that the January 2022 Soltys Brewster PEA is an appropriate assessment. A small (two bat) non maternity bat roost has been found in Building 6 and an NRW EPS Licence will be needed, although it would appear the bat usage is of a type that will be licensable.

There are no over-riding additional ecology constraints although small scale ecology impacts are predicted. Section 5 of the Report identifies a number of ecological mitigation/enhancement measures to satisfy those additional potential species and small scale habitat impacts, details of which should be sought by a condition.

NRW has noted that the bat report submitted in support of the application has identified that bats are present at the application site and a European protected species (EPS) Licence would be required for this development

NRW does not consider that the development is likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range, and does not object to the proposed development, subject to an informative note relating to the EPS requirement.

Lastly, NRW has advised that the Llantrisant Common and Pastures Site of Special Scientific Interest (SSSI) is some 475m away and is hydraulically linked to the site via

a watercourse. Best practice construction methods should be adopted, and particular attention is paid to ensuring adequate pollution prevention measures to ensure the SSSI will not be affected by the works. A further informative note is recommended in this respect.

### **Access and highway safety**

The proposed application site encompasses the existing Bryn Celynnog Comprehensive School, Beddau, and the adjacent playing fields/ outdoor space. The site comprises a total area of over 8ha and is located to the north-west of Beddau town centre. The school utilises several accesses from Penycoedcae Road to the east of the site, and also benefits from an access from Castellau Road to the south of the site serving a staff carpark with 31 spaces.

The primary existing access (one-way entrance and exit) to the drop-off and bus parking area, off Penycoedcae Road, would be retained. There would be a provision of 13 bus drop-off bays and a further 14 car parking spaces at this access for staff.

The existing internal access road leading to the running track is proposed to be upgraded and would incorporate 20 standard parking spaces for sixth form students, three visitor spaces, and two taxi bays. There would also be a 7m wide turning facility and two pedestrian crossing points.

There is also an existing access to a car park on the north side of Castellau Road at the southern site boundary. This access would be retained as an egress only. A new vehicular ingress, equipped with an automatic gate, is proposed approximately 20 metres to the west of the existing access. The building on the north side of the existing car park would be demolished, and the car park extended to provide 75 spaces plus additional spaces for EV parking and two minibuses.

There are currently 1,323 pupils in total and 165 members of staff. The proposal would accommodate 1,600 pupils; of which 1,200 would be secondary school pupils and 400 would be Sixth Formers. Therefore, there will be an increase of 70 secondary school pupils, 207 sixth form pupils and 35 staff members as a result of the redevelopment and new sixth form facilities.

### Access

The main vehicular access to the site is from the west side of Penycoedcae Road, this access serves as an ingress only since the egress onto Penycoedcae Road is located approximately 50m to the north. There are 'School Keep Clear' road markings and yellow zigzag lines on the west side of Penycoedcae Road across both the entrance and exit. These will be retained to provide access for staff and buses into the site. Staff vehicles and buses will exit the site at the exit point located to the south of the mini-roundabout.

A second vehicular access is located to the north at the Penycoedcae Road/Heol-Y-Beddau mini-roundabout. This access serves as an ingress only and leads to the staff car park adjacent to Block 05 (i.e., north car park). Vehicles would exit via the internal one-way system to the exit from the bus and staff parking located at the main entrance.

There is a third access located within the 30-mph zone on Penycoedcae Road, approximately 40 metres north of the Heol- Y-Beddau mini-roundabout which provides access to the athletics facilities. This access is to be retained and improved to serve the new sixth form building, new gymnasium and athletic facilities.

Penycoedcae Road is a single carriageway road subject to a 20mph speed limit and is approximately 8m wide between the mini roundabout with Heol-Y-Beddau (north) and the main Penycoedcae Road/Gwaunmiskin Road /Llantrisant Road/Castellau Road roundabout (south). This road provides access to the village of Pen-y-coedcae, located approximately 2.4km north of the site.

An additional car park access is proposed off Castellau Road which is subject to a 20mph speed limit in the vicinity of the site with physical speed control measures in the form of speed cushions. There is an existing access on Castellau Road to Bryn Celynnog's M Block car park which is to be improved to incorporate separate access and egress points.

Castellau Road also provides access to Beddau RFC and Ysgol Gymraeg Castellau Primary School in close vicinity of the site.

#### Vehicular Access for Buses

Submitted drawing no. BRYN-JUB-ZZ-XX-DR-C-0112 Rev P04 indicates that the existing parking and pick up drop n-off area adjacent to the main entrance is to be reconfigured to provide 14 staff car parking spaces and 13 bus parking spaces to accommodate home to school travel.

The arrangement of the bus bays gives cause for concern as the swept paths indicate that operation is reliant of the order of arrival and departure of individual buses and appear to require multiple reversing manoeuvres and tight clearances for buses at both the access and egress, however, the Applicant has confirmed that the School can put in place adequate measures to manage the busses and traffic within the site curtilage to allow the necessary order of departing vehicles and contend that the swept vehicle paths indicate that skilled bus drivers will be able to undertake the manoeuvres without difficulty.

The parking adjacent to the bus drop off area also gave cause for concern due to potential conflict with reversing vehicles, however, the Applicant has confirmed that the parking would be allocated to school staff only which are envisaged to arrive before the buses and leave after the buses.

The Applicant in consultation with the School has indicated that no bus reversing movements would be undertaken when pupils are mounting/de-mounting the buses, together with a proposal to have a parking marshal to monitor and control bus movements.

No swept path analysis has been undertaken with a bus turning left out of the site or into the site from the North with an additional 2 buses proposed to access/egress from the North along Pencoedcae Road. Consequently, a condition is suggested to require

a swept path to be provided and any improvements to be identified before any works commence on site.

Therefore, on the basis that the proposal accommodates home to school travel by bus within the curtilage of the site, with no adverse impact on the highway, the proposals with regard to the changes to the bus facilities at the main entrance are considered acceptable; subject to the suggested condition requiring swept paths for vehicles turning left to be considered.

#### Penycoedcae Road Staff Car Parking

The carpark accessed from the mini- roundabout is to be modified to allow provision of an internal footway link with the remaining area retained to provide 24 spaces ( including 2 disabled spaces) to cater for pupil drop-off/pick-up with egress via the staff and bus parking egress to the south. The Applicant has confirmed that a barrier/gate will be installed and controlled by a marshall/supervisor appointed within the School management procedures to be closed to facilitate departure of school buses, and with no exit permitted when the buses are accessing or egressing the site.

There are 14 staff car parking spaces also located within the bus pick up and drop off area which are to be accessed prior to the buses entering the site and are for staff use only.

#### Sixth Form Access point

The existing access to the athletics facilities is to be upgraded with 8m junction radii and vision splays of 2.4m x 43m to serve the proposed sixth form facilities. Taking into account speeds at this location are of the order of 30 mph the 43m vision splays available are deemed acceptable.

The requirement for no planting or obstruction to be permitted within the vision splay area can be secured by condition, as can the swept path analysis should indicate access / egress from the North into the proposed sixth form access point.

Refuse would be collected from within the site, by the Council's Waste Department. Refuse vehicles would use the north site access (i.e., sixth form access), circulate using the vehicle turning head, and exit the site in a forward gear. There is concern regarding reversing movements in close proximity of the new junction, however, taking into account the low frequency, (once a week) and timing outside the school peak period, this would not warrant an objection.

#### Castellau Road Car Park Access

The proposal provides for a new access point into the site and egress point served off the existing egress point onto Castellau Road. The car park is intended for staff car parking, with pick-up and drop-off with space available for taxis and minibuses to drop off.

There is concern that the proposed entrance is close to the school crossing patrol point for the Castellau Primary school and would remove footway space for pupils and



parents waiting to cross Castellau Road. No road safety audit has been undertaken to assess the impact of the proposal on the existing highway network and school crossing patrol and therefore a condition has been suggested accordingly.

The total increase in trip distribution for Castellau Road appears to be low, being stated as 18 two way morning trips and 12 two-way afternoon trips, considering the staff car park capacity would increase from 13 spaces to 75 spaces with taxi and mini bus drop off points.

Vision splays of 2.4m x 22m would be required for the egress point onto Castellau Road, to be in compliance with TAN18 for a 20mph speed limit.

### Safe Route in School Assessment.

The proposed development is an extension to the existing school where the pedestrian and cycle routes surrounding the school and within the catchment area are either the subject of an existing audit or trips are provided by home to school transport. The addition of the 6<sup>th</sup> form expansion is likely to draw pupils from the wider area who would travel by motor vehicle/bus.

The safety audit concludes that the existing infrastructure on all key routes within the vicinity of Bryn Celynnog is conducive to encouraging active modes of travel (i.e., walking and cycling). The proposed Active Travel routes would also offer a significant improvement to the cycling infrastructure surrounding the site. Therefore, no additional improvements to the existing infrastructure are necessary as part of this planning application.

### Parking

Existing on site facilities:

*Castellau Road (M Block Car Park):* 17 spaces used by staff and sixth form students.

*Main Car Park:* Served by nine school buses, 37 spaces for staff plus two disabled bays and parking for three minibuses owned by the school. Also serves as the main drop-off/collection area for students travelling to school by car.

*North Car Park:* 64 spaces for staff and a drop-off area for minibuses and taxis providing specialised ALN transport. Also serves as drop-off/collection area for students travelling to school by car.

Total of 118 spaces.

Proposed Parking Facilities:

*Castellau Road (M Block Car Park):* 73 spaces, split as 61 standard bays, 8 electric vehicle (EV) charging spaces, and 4 disabled bays (including two with EV charging provision).

*Main Car Park:* To be served by 13 school buses plus 14 car parking spaces for staff. Drop-off/collection area for students travelling to school by car will be retained as per the existing situation

*North Car Park Section 1 (Drop-off/Collection Area):* 24 spaces and formalised area for parents/guardians to drop-off and collect students. Once this car park clears (i.e., outside of drop-off/collection hours) the spaces will be available for visitors.

*North Car Park Section 2:* 29 spaces allocated to non-teaching staff or staff that would arrive outside of peak hours. Outside of school hours these spaces would be available for community use.

*Sixth Form Car Park:* 23 spaces for sixth form students only (including two disabled bays), and a vehicle drop-off area.

Total of 163 car and 13 bus spaces.

No information with regards existing facilities within the school has been submitted to assess the overall car parking demand in accordance with the Councils SPG. However, taking into account the proposed provides for an additional 45 car parking spaces and 13 bus spaces compared to the existing school provision, the numbers proposed are acceptable to serve the proposed 6<sup>th</sup> form school expansion.

### Accident Data

A review of the most recent five-year period (2016 – 2020 inclusive) was undertaken to assess the collision situation in the vicinity of the site. The data shows that two accidents of slight severity have occurred on Penycoedcae Road.

Taking into account there are no clusters of accidents within the vicinity of the site with accidents being slight vehicle collisions, with none involving pedestrians or sub-standard highway geometry, the proposal is acceptable.

### Traffic Generation

A Transport Assessment, (TA), has been compiled by ADL Traffic (Dated December 2021), to assess the impact of the proposed development on the highway network.

Section 1 of the TA summarises the increase in staff and pupils which are summarised in the table below:

	<u>Secondary School Pupils</u>	<u>Sixth Form Pupils</u>	<u>Staff</u>
<u>Existing</u>	1130	193	165
<u>Proposed</u>	1200 (+70)	400 (+207)	200 (+35)

The staff figures include part- time and ancillary staff and the TA indicates that the total teaching staff would be 89.

### Baseline Traffic

Baseline Traffic Counts were undertaken at the junctions of:

- i) Junction 1 : Pencoedcae Road / Llantrisant Road/ Castellau Road
- ii) Junction 2 : Gwaunmiskin Road /Tynanat Road/ Common Approach / Llwynocrwn Road
- iii) Junction 3 Llantrisant Road / Llwynocrwn Road

Turning Counts of Traffic were undertaken on Thursday 9<sup>th</sup> December between 08:00 and 09:00 and 15:00 to 16:00 to correspond with the anticipated school peak.

Whilst there is concern that the traffic counts were undertaken during the Covid pandemic, no recent pre-pandemic data was available and at the time of the survey the school was open as usual. Although the traffic volumes would be expected to be slightly lower the proportion of vehicle turning manoeuvres at the junctions would be unchanged in percentage terms.

TEMPRO growth factors were applied to derive traffic flows for 2026 which is normal practice.

#### AM-PM Peak Trip Analysis

The assessment of the impact of trips arising from the proposed development gives some cause for concern due to the complexity of the methodology and the inclusion of estimations of staff numbers and pupils. These should be based on exact information furnished by the Applicant and the derivation of future trips as a percentage based on existing modes of travel and trips.

This approach results in the additional trips associated with the improved car park at Castellau Road not being accurately accounted to reflect the additional spaces to be provided. However, considering the variability of school traffic, the analysis is considered to provide an indication of potential trips associated with the school and distribution within the local highway network.

#### Existing Situation:

The TA indicates that the existing school has the potential to generate up to 825 vehicular trips (two-way) during the AM peak hour, up to 756 trips (two-way) during the student PM peak hour, and up to 69 trips (two-way) during the teaching staff PM peak hour as shown in tables 6B-6F which are reproduced below:-

**Table 6B Existing Sixth Form Trip Distributions (193 Students)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	3	12	15	12	3	15
Heol-Y-Beddau (E)	0	0	0	0	0	0
Castellau Road (W)	2	1	3	1	2	3
Tynant Road/B4595 (E)	46	40	86	40	46	86
Gwaunmiskin Road via Common Approach (SE)	21	10	31	10	21	31
Llantrisant Road (SW)	14	16	30	16	14	30
<b>Total</b>	<b>86</b>	<b>79</b>	<b>165</b>	<b>79</b>	<b>86</b>	<b>165</b>

**Table 6C Existing Secondary School Trip Distributions (1,083 Students)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	9	43	52	43	9	52
Heol-Y-Beddau (E)	0	3	3	3	0	3
Castellau Road (W)	6	3	9	3	6	9
Tynant Road/B4595 (E)	162	147	309	147	162	309
Gwaunmiskin Road via Common Approach (SE)	73	37	110	37	73	110
Llantrisant Road (SW)	50	58	108	58	50	108
<b>Total</b>	<b>300</b>	<b>291</b>	<b>591</b>	<b>291</b>	<b>300</b>	<b>591</b>

**Table 6D Existing Staff Travel Survey Trip Distributions (45 Staff)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (16:00 – 17:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	10	0	10	0	10	10
Heol-Y-Beddau (E)	0	0	0	0	0	0
Castellau Road (W)	3	0	0	0	3	3
Tynant Road/B4595 (E)	5	0	5	0	5	5
Gwaunmiskin Road via Common Approach (SE)	14	1	15	1	14	15
Llantrisant Road (SW)	10	0	10	0	10	10
<b>Total</b>	<b>42</b>	<b>1</b>	<b>43</b>	<b>1</b>	<b>42</b>	<b>43</b>

**Table 6F Total Existing Trip Distributions (1,323 Students & 74 Teaching Staff)**

Route	AM Peak Hour (08:00 – 09:00) Table 5B + Table 5C + Table 5E			PM Peak Hour Students (15:00 – 16:00) Table 5B + Table 5C			PM Peak Hour Staff (16:00 – 17:00) Table 5E		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	28	55	83	55	12	67	0	16	16
Heol-Y-Beddau (E)	0	3	3	3	0	3	0	0	0
Castellau Road (W)	13	4	17	4	8	12	0	5	5
Tynant Road/B4595 (E)	216	187	403	187	208	395	0	8	8
Gwaunmiskin Road via Common Approach (SE)	116	49	165	47	94	141	2	22	24
Llantrisant Road (SW)	80	74	154	74	64	138	0	16	16
<b>Total</b>	<b>453</b>	<b>372</b>	<b>825</b>	<b>370</b>	<b>386</b>	<b>756</b>	<b>2</b>	<b>67</b>	<b>69</b>

There is some concern regarding the use of postcode data to model the distribution and routes to school, as this may not reflect the future distribution of students, however, in the absence of more precise information it is considered an acceptable approach and should future needs dictate home to school transport would be able to compensate accordingly.

Proposed Situation:

The assessment of the proposed trips is outlined within the TA through tables 6G to 6M which are reproduced below:-

**Table 6G Proposed Sixth Form Trip Distributions (400 Students)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	5	24	29	24	5	29
Heol-Y-Beddau (E)	0	2	2	2	0	2
Castellau Road (W)	4	2	6	2	4	6
Tynant Road/B4595 (E)	97	83	180	83	97	180
Gwaunmiskin Road via Common Approach (SE)	44	21	65	21	44	65
Llantrisant Road (SW)	30	33	63	33	30	63
<b>Total</b>	<b>180</b>	<b>165</b>	<b>345</b>	<b>165</b>	<b>180</b>	<b>345</b>

**Table 6H Proposed Secondary School Trip Distributions (1,102 Students)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	10	43	53	43	10	53
Heol-Y-Beddau (E)	0	3	3	3	0	3
Castellau Road (W)	6	4	10	4	6	10
Tynant Road/B4595 (E)	165	150	315	150	165	315
Gwaunmiskin Road via Common Approach (SE)	74	37	111	37	74	111
Llantrisant Road (SW)	50	59	109	59	50	109
<b>Total</b>	<b>305</b>	<b>296</b>	<b>601</b>	<b>296</b>	<b>305</b>	<b>601</b>

**Table 6I Proposed Teaching Staff Trip Distributions (89 Teaching Staff)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (16:00 – 17:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	20	0	20	0	20	20
Heol-Y-Beddau (E)	0	0	0	0	0	0
Castellau Road (W)	6	0	6	0	6	6
Tynant Road/B4595 (E)	10	0	10	0	10	10
Gwaunmiskin Road via Common Approach (SE)	28	2	30	2	28	30
Llantrisant Road (SW)	20	0	20	0	20	20
<b>Total</b>	<b>84</b>	<b>2</b>	<b>86</b>	<b>2</b>	<b>84</b>	<b>86</b>

The TA at paragraph 6.4.2 considers the increase in bus provision for pupils would result in a greater proportion of students traveling to school by bus and considers it appropriate to apply correction factors to account for a 22% reduction in vehicular trips as set out in Table 6J below:

**Table 6J Proposed Mode Split – Bryn Celynnog**

	Walk (%)	Car (driver or passenger) (%)	Bus (%)	Other (%)
Students	22	28	(School Bus) 48	2
Staff	2	91	5	2

**Table 6K Proposed Sixth Form Trip Distributions with Reduction (400 Students)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	4	19	23	19	4	23
Heol-Y-Beddau (E)	0	1	1	1	0	1
Castellau Road (W)	3	2	5	2	3	5
Tynant Road/B4595 (E)	76	65	141	65	76	141
Gwaunmiskin Road via Common Approach (SE)	34	16	50	16	34	50
Llantrisant Road (SW)	24	26	50	26	24	50
<b>Total</b>	<b>141</b>	<b>129</b>	<b>270</b>	<b>129</b>	<b>141</b>	<b>270</b>

**Table 6L Proposed Sec. School Trip Distributions with Reduction (1,102 Students)**

Route	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (15:00 – 16:00)		
	In	Out	Two-Way	In	Out	Two-Way
Penycoedcae Road (N)	8	33	41	33	8	41
Heol-Y-Beddau (E)	0	2	2	2	0	2
Castellau Road (W)	4	3	7	3	4	7
Tynant Road/B4595 (E)	129	116	245	116	129	245
Gwaunmiskin Road via Common Approach (SE)	58	29	87	29	58	87
Llantrisant Road (SW)	39	46	85	46	39	85
<b>Total</b>	<b>238</b>	<b>229</b>	<b>467</b>	<b>229</b>	<b>238</b>	<b>467</b>

**Table 6M Total Proposed Trip Distributions (1,600 Students & 89 Teaching Staff)**

Route	AM Peak Hour (08:00 – 09:00) Table 5I + Table 5K + Table 5L			PM Peak Hour Students (15:00 – 16:00) Table 5K + 5L			PM Peak Hour Staff (16:00 – 17:00) Table 5I		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	32	52	84	52	12	64	0	20	20
Heol-Y-Beddau (E)	0	3	3	3	0	3	0	0	0
Castellau Road (W)	13	5	18	5	7	12	0	6	6
Tynant Road/B4595 (E)	215	181	396	181	205	386	0	10	10
Gwaunmiskin Road via Common Approach (SE)	120	47	167	45	92	137	2	28	30
Llantrisant Road (SW)	83	72	155	72	63	135	0	20	20
<b>Total</b>	<b>463</b>	<b>360</b>	<b>823</b>	<b>358</b>	<b>379</b>	<b>737</b>	<b>2</b>	<b>84</b>	<b>86</b>

Based on the proposed numbers of staff and pupils accommodated by the proposed school improvements the site could generate up to 823 vehicular trips (two-way) during

the AM peak hour, up to 737 trips (two-way) during the student PM peak hour, and up to 86 trips (two-way) during the staff PM peak hour.

The proposed development represents a net decrease of two vehicular trips (two-way) during the AM peak hour compared to the existing situation which is a direct result of the positive mode-shift towards school bus travel.

A direct reduction in the trips associated due to the provision of 4 additional buses is shown, with the potential for 236 students to travel by bus representing a 22% reduction on trips from the existing situation which has provision for 9 buses.

There is concern with regards some elements of the assessment in that estimated staff and pupil numbers have been utilised. The school has been considered as a point location and no account of which access would be utilised results in some anomalies such as the assessment of vehicular trips at Castellau Road, which do not accord with the improved parking provision. However, on balance the TA is considered to provide a reasonable indication of trip generation.

**Traffic Impact:**

The TA assessment of the traffic impact are shown in table 7A , 7B and 7C which are reproduced below:-

**Table 7A Traffic Impact: AM Peak Hour**

Route	Existing AM Peak Hour (08:00 – 09:00) Table 5F			Proposed AM Peak Hour (08:00 – 09:00) Table 5M			Net Change		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	28	55	83	32	52	84	+4	-3	+1
Heol-Y-Beddau (E)	0	3	3	0	3	3	0	0	0
Castellau Road (W)	13	4	17	13	5	18	0	+1	+1
Tynant Road/ B4595 (E)	216	187	403	215	181	396	-1	-6	-7
Gwaunmiskin Road via Common Approach (SE)	116	49	165	120	47	167	+4	-2	+2
Llantrisant Road (SW)	80	74	154	83	72	155	+3	-2	+1
<b>Total</b>	<b>453</b>	<b>372</b>	<b>825</b>	<b>463</b>	<b>360</b>	<b>823</b>	<b>+10</b>	<b>-12</b>	<b>-2</b>

**Table 7B Traffic Impact: PM Peak Hour (Students)**

Route	Existing PM Peak Hour (15:00 – 16:00) Table 5F			Proposed PM Peak Hour (15:00 – 16:00) Table 5M			Net Change		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	55	12	67	52	12	64	-3	0	-3
Heol-Y-Beddau (E)	3	0	3	3	0	3	0	0	0
Castellau Road (W)	4	8	12	5	7	12	+1	-1	0
Tynant Road/ B4595 (E)	187	208	395	181	205	386	-6	-3	-9
Gwaunmiskin Road via Common Approach (SE)	47	94	141	45	92	137	-2	-2	-4
Llantrisant Road (SW)	74	64	138	72	63	135	-2	-1	-3
<b>Total</b>	<b>370</b>	<b>386</b>	<b>756</b>	<b>358</b>	<b>379</b>	<b>737</b>	<b>-12</b>	<b>-7</b>	<b>-19</b>

**Table 7C Traffic Impact: PM Peak Hour (Teaching Staff)**

Route	Existing PM Peak Hour (16:00 – 17:00) Table 5F			Proposed PM Peak Hour (16:00 – 17:00) Table 5M			Net Change		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Penycoedcae Road (N)	0	16	16	0	20	20	0	+4	+4
Heol-Y-Beddau (E)	0	0	0	0	0	0	0	0	0
Castellau Road (W)	0	5	5	0	6	6	0	+1	+1
Tynant Road/ B4595 (E)	0	8	8	0	10	10	0	+2	+2
Gwaunmiskin Road via Common Approach (SE)	2	22	24	2	28	30	0	+6	+6
Llantrisant Road (SW)	0	16	16	0	20	20	0	+4	+4
<b>Total</b>	<b>2</b>	<b>67</b>	<b>69</b>	<b>2</b>	<b>84</b>	<b>86</b>	<b>0</b>	<b>+17</b>	<b>+17</b>

The data indicates that as a result of the increase in school bus provision from outside the walking catchment there would be an overall reduction in peak hour vehicle trips for students.

There is a direct reduction in the trips associated due to the provision of 4 additional buses with potential for 236 students to travel by bus representing a 22% reduction in trips from the existing situation which has provision for 9 buses.

Table 7C indicates an increase in staff trips of 17 trips during the staff peak hour which is later than the school peak and would accord with the expected network traffic peak period, however, 17 movements within this hour period would not be significant.

Junction Impact

The TA considers the percentage impact on the proposed junctions below:-

- J1: Penycoedcae Road / Heol-Y-Beddau / North Car Park Access



- J2: Castellau Road / Llantrisant Road / Gwaunmiskin Road / Penycoedcae Road
- J3: Llwynocrwn Road / Gwaunmiskin Road / Tynant Road / Common Approach
- J4: Llantrisant Road / Llwynocrwn Road
- J5: Llantrisant Road / Cadwal Court / Woodlands

The assessment was based on traffic surveys on a single day between the hours of 07:00-10:00 and 14:00-18:00. There is concern that the proposed survey duration gives a very small indication of the school trips.

The proposed development represents a net decrease in total vehicular trips (two-way) during peak hours, the local distribution of these trips at Junction 1 (i.e., Penycoedcae Road/Gwaunmiskin Road/Llantrisant Road/Castellau Road) would be subject to change compared to the existing situation.

The difference in the existing vs. proposed arrangements would change the distribution of vehicle turning counts at Junction 1 (but not at Junction 2 or Junction 3). Therefore, for the purpose of a robust assessment, analysis of vehicular flows at Junction 1 was completed.

The TA assessment of the junction J1 (Penycoedcae Road / Heol-Y-Beddau / North Car Park Access) was undertaken utilising Transport Research Laboratory, (TRL), Junction's 9 Software. The results are shown in table 7D of the TA reproduced below:-

**Table 7D      ARCADY Outputs: Junction 1**

		2026 Base		2026 Proposed		Diff. In Queues
		RFC	Queue	RFC	Queue	
<b>AM Peak Hour</b>	Penycoedcae Road	0.93	9.4	0.94	10.2	+ 0.8
	Gwaunmiskin Road	0.76	3.0	0.77	3.2	+ 0.2
	Llantrisant Road	0.34	0.5	0.35	0.5	0
	Castellau Road	0.39	0.6	0.37	0.6	0
<b>PM Peak Hour</b>	Penycoedcae Road	1.03	24.6	1.03	23.3	- 1.3
	Gwaunmiskin Road	0.72	2.5	0.71	2.3	- 0.2
	Llantrisant Road	0.34	0.5	0.33	0.5	0
	Castellau Road	0.38	0.6	0.36	0.6	0

RFC = Ratio of flow to capacity  
Queue = Measured in vehicles

The analysis indicates that for the 2026 baseline traffic (without the development), the junction would operate with Ratio of Flow to Capacity (RFC) in excess of the normally accepted level of 0.85. The RFC values are increased when the proposed school traffic is considered, however the impact of the development is moderate with an increase in queue length of 0.8 during the AM peak and a reduction in queue length of 1.3 during the PM peak.

Clearly, the analysis indicates that the junction is expected to have capacity issues in future, which is also evidenced by current observation at peak times. Guidance provided by TRL acknowledges the traditional maximum capacity values of RFC should not be the only requirement of analysis as the RFC figures would vary throughout the peak period and consequences would depend on the traffic flow.

The analysis emphasises that the proposed development would have negligible adverse impact in terms of junction capacity.

The proposed additional staff and pupil's numbers would have limited impact on the existing highway network which is compensated by the proposed 4 additional buses reducing the requirement for individual trips and is therefore considered acceptable.

### Travel Plan/ Transport Implementation Strategy (TIS)

The school proposes to introduce a Travel Plan and Transport Implementation Strategy in order to reduce the single occupancy trips and promote sustainable modes of transport to reduce potential vehicular trips associated with the school and encourage adoption of sustainable modes of travel.

Based on the mode-split for staff and students at Bryn Celynnog, the target would be to reduce the 'car (driver or passenger)' mode share for students and staff by 6% (from 28% to 22% for pupils, from 91% to 85% for staff) over five years, consistent with Smarter Choices' report 'Changing the way we travel' (2004).

The Travel Plan/TIS will reduce the existing trip generation to and from the school to that which has already been assessed and can be secured by condition.

### Conclusion

There is concern with regard to the number of access/egress points onto Penycoedcae Road with no swept path analysis from the north. However, taking into account a condition is recommended requiring relevant safety audits and swept path analysis to be undertaken, this would be acceptable.

The new access point from Castellau Road to the staff car park and taxi drop off area is in close proximity to the existing junior school crossing point which raises cause for concern. No mitigation measures have been proposed and therefore a safety audit has been included within the proposed condition to assess its impact.

Also highlighted above is that the Transport Assessment considers the school as a point location with no consideration of which access would be utilised. As a result, it does not reflect the true likely increase in traffic at Castellau Road from the car park increasing from 17 spaces to 73 spaces. However, the additional traffic would not have a significant impact in terms of capacity.

The proposed development would represent a net decrease vehicular trips (two-way) during the AM peak hour (i.e., 08:00 – 09:00), a decrease of 19 vehicular trips (two-way) during the PM peak hour for students (i.e., 15:00 and 16:00), and an increase of 17 vehicular trips (two-way) during the PM peak hour for teaching staff (i.e., 16:00 – 17:00).

A concern raised by an objector relates to the identified BREEAM Accessibility Index. BREEAM is a sustainability assessment method for use in project master planning. It is not a planning tool but is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest.

Given the location of the site and type of proposal, the Accessibility Index of 3.46 is considered to be acceptable, because majority of the users of the development would be using school buses and not public transport.

Taking into account the TA indicates that there would be a minimal impact on the existing highway network compared to the existing situation, with the increase in student numbers compensated by the provision of an additional 4 buses and additional staff trips having a negligible impact, the development is acceptable subject to the aforementioned conditions.

### **National Sustainable Placemaking Outcomes**

Chapter 2 of PPW11 emphasises that development proposals should demonstrate sustainable placemaking, to ensure that the right development is achieved in the right place, and states that development proposals should be assessed against the national sustainable placemaking outcomes.

PPW acknowledges that not every development proposal will be able to demonstrate that they can meet all of the outcomes, or that it can be proved that an attribute of a proposal will necessarily result in a particular outcome.

It is also recognised that the interpretation of the relevant criteria will depend upon the detail and context of the proposal and the application site, and in the planning balance, that greater material weight may be given to some attributes rather than others.

Therefore, in addition to consideration of the placemaking merits of the scheme within the sections of the report further above, the proposed development is considered to align particularly well with the following national sustainable placemaking outcomes:

- **Creating and Sustaining Communities:** The development will improve a community facility, incorporates a mix of educational uses, and is of an appropriate density.
- **Facilitating Accessible and Healthy Environments:** The improved space around the school buildings, including the new landscaped area and sports pitch would provide a higher quality green space and promote physical and mental health and well-being. The site is accessible by means of active travel, has good connections, and would support a wider population.
- **Growing Our Economy in a Sustainable Manner:** The development would create construction jobs, enable the site to be adaptive to change, and would embrace modern construction technology to promote efficiency.
- **Maximising Environmental Protection:** The development would include biodiversity and landscape mitigation and enhancement measures and would manage water resources natural via the use of sustainable drainage options, including rain gardens.
- **Making best use of resources:** The development would be located within a previously developed site and would provide a high quality development in and outside of buildings.

In respect of the other national outcomes listed the development would be considered to have a neutral impact.

### **Community Infrastructure Levy (CIL) Liability**

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is not CIL liable under the CIL Regulations 2010 (as amended).

### **Conclusion**

It is considered the proposal would improve the character and appearance of the site and surrounding area. In particular the demolition of the identified unused and unattractive buildings will enhance the setting of the listed structure and improve the outlook for residential properties closest to the School campus.

In addition, the submitted detail has demonstrated that access and travel to the site is acceptable and would not be detrimental to highway safety.

The application is therefore considered to comply with Policies CS2, AW5, AW6, AW8 and AW10 of the Local Development Plan and with the relevant placemaking outcomes and aims of PPW11.

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

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 completed in accordance with the approved drawings:

- BRYN-RIO-03-XX-DR-A-90002 P3-Proposed Site Plan
- BRYN-JUB-ZZ-XX-DR-C-0100(P11) - General Arrangement
- BRYN-RIO-01-00-DR-A-01000 P5\_6F-GA Ground Floor Plan
- BRYN-RIO-01-01-DR-A-01001 P5\_6F-GA First Floor Plan
- BRYN-RIO-01-02-DR-A-01002 P5\_6F-GA Second Floor Plan
- BRYN-RIO-02-00-DR-A-01000 P4\_GYM-GA Ground Floor Plan
- BRYN-RIO-02-01-DR-A-01001 P4\_GYM-GA First Floor Plan
- BRYN-RIO-01-03-DR-A-01003 P4\_6F-GA Roof Plan
- BRYN-RIO-02-02-DR-A-01002 P4\_GYM-GA Roof Plan
- BRYN-RIO-01-ZZ-DR-A-02000 P7\_6F-GA Elevations 1
- BRYN-RIO-01-ZZ-DR-A-02001 P7\_6F-GA Elevations 2
- BRYN-RIO-02-ZZ-DR-A-02000 P5\_GYM-GA Elevations
- BRYN-RIO-01-ZZ-DR-A-03000 P5\_6F-GA Sections

- BRYN-RIO-02-ZZ-DR-A-03000 P3-GYM-GA Sections
- BRYN-RIO-03-ZZ-DR-A-90005 P3-GA Site Sections
- BRYN-JUB-ZZ-XX-DR-C-0610(P4) - Proposed Site Sections - Sheet 1 of 2
- BRYN-JUB-ZZ-XX-DR-C-0611(P3) - Proposed Site Sections - Sheet 2 of 2
- BRYN-JUB-ZZ-XX-DR-C-0600(P7) - Proposed Contour Plan
- BRYN-JUB-ZZ-XX-DR-C-0100(P11) - General Arrangement
- 1971-URB-XX-XX-DR-L-00-1001 Landscape Masterplan REV F
- 1971-URB-XX-XX-DR-L-00-1002 Hard Landscape REV B
- 1971-URB-XX-XX-DR-L-00-1003 Soft Landscape REV B
- 1971-URB-XX-XX-DR-L-00-1005 Tree Removal & Retention REV
- 1971-URB-XX-XX-DR-L-00-1004 Boundary Treatment REV C
- BRYN-TBA-XX-XX-DR-E-60001
- BRYN-TBA-XX-XX-DR-E-63001

and details and documents received on 7<sup>th</sup> January 2022, 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 commence, until details of a scheme for the delivery and implementation of the ecological mitigation and enhancement measures outlined in Section 5 of the report 'Preliminary Ecological Appraisal Including Bat Activity Surveys' (ISG Ltd./Soltys Brewster dated January 2022), has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented, as approved, prior to beneficial use of the new 6<sup>th</sup> Form and gym buildings.

Reason: In the interest of nature conservation and biodiversity in accordance with Section 6 of PPW 11 and Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall commence, including any works of site clearance, until a Construction Method Statement has been submitted to 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 Method Statement 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 in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. No development shall commence until the design and construction details of the proposed off-site works including new access points, swept path analysis, vision splays, pedestrian crossing facilities along with all relevant safety audits, have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the approved details prior to the beneficial use of the new 6th Form and gym buildings.

Reason: In the interests of highway and pedestrian safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to the beneficial use of the new 6th Form and gym buildings, a signed statement or declaration prepared by a suitably competent person, confirming that the site is or has been made safe and stable for the approved development, shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: In the interests of public safety in accordance with Section 6 of PPW 11 and Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. Within six months of the beneficial use of the new 6th Form and gym buildings a Travel Plan, which sets out proposals and targets together with a timescale, to limit or reduce the number of single occupancy journeys to the site and to promote travel by sustainable modes of travel, shall be submitted to and approved in writing by the Local Planning Authority. Annual reports demonstrating progress in promoting sustainable transport measures shall be submitted on each anniversary of the date of the planning consent to the Highway Authority.

Reason: To ensure satisfactory provision for alternative travel modes to and from the site and use of sustainable travel, in accordance with PPW11, Active Travel requirements and Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. Surface water run-off from the proposed development shall not discharge onto the public highway or be connected to any highway drainage system.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

