PLANNING & DEVELOPMENT COMMITTEE

7 JULY 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO:	**22/0425/08 (GD)**
APPLICANT:	**Director of Education (Rhondda Cynon Taf CBC)**
DEVELOPMENT:	Provision of a new 3-16 'all through' school, demolition of some buildings and replacement, refurbishment of others, new staff car park, coach car park and pupil drop off, associated works.
LOCATION:	**HAWTHORN HIGH SCHOOL, SCHOOL LANE, RHYDYFELIN, PONTYPRIDD, CF37 5AL**
DATE REGISTERED:	**11/04/2022**
ELECTORAL DIVISION:	**Hawthorn**

RECOMMENDATION: Approve

REASONS: The principle of the proposed development is compliant with planning policy and all material planning considerations in the case. It is also consistent with the broader Council objective for renewal and redefining education provision across the County Borough in accordance with Welsh Government's 21st Century Schools Programme.

REASON APPLICATION REPORTED TO COMMITTEE

- Three or more letters of objection have been received;
- The application has been submitted by, or on behalf of the Council or involving land owned by the Council, where the Council's interest is of more than a minor nature.

APPLICATION DETAILS

This application seeks planning permission for the provision of a 3 – 16 "all through" school which will include the demolition of some buildings on site and their replacement, the refurbishment of others, and the siting of a new staff car park, coach park, pupil drop off area and all associated works. The works will utilise elements of both the existing primary and secondary schools.

To facilitate the proposed changes three existing buildings on the site are to be demolished the first of which is the former caretakers house, a stone built property sitting to the west of the school entrance. The second building to be demolished is described as block 2, a Victorian building with gabled roof and dormer openings which is one of the original buildings on the site. The third building to be demolished, block 4, is the main school building which is a CLASP system building that is approximately 50 years old. It consists of one single story square shaped structure and a second 2 storey L shaped structure both following the same design concept with glass and burgundy panels with white uPVC windows.

A new two storey broadly wedge shaped building will be built in the north west part of the site directly south of the existing primary school. The building will have maximum dimensions of 106m x 41m narrowing to 16m. The building will stand 12.85m high at the ridge of the mono pitch roof on the south west facing long elevation falling to 8.3m at the eaves. The remainder of the building behind the long elevation will have a flat roof at approximately 9m height. Fume cupboard flues from the laboratory would project a further 90cm above the ridge. The ground floor of the building would comprise 11no. classrooms, circulation space, staff room, heads office, general office, meeting room, reception area, lobby, stairwells, staff and pupil toilets, reprographics, stock room, secure exam room, catering facilities and dining area, PE store, main hall, comms room, therapy room, water storage and booster room, and a library. The first floor will comprise 16no. classrooms (including art, music and science facilities and their associated preparation and storage areas), ICT suite (as part of the school heartspace), hygiene room, multi-use room, staff and pupil toilets, junior class base, offices, comms room, meeting room, circulation space and pump room. The school hall is a double height element of the design and as such there is a void at first floor level over it.

The building would be finished in a combination of fair faced buff brick, vertical metal panels (copper colour), light grey vertical metal panels, reclaimed stone from the buildings to be demolished for the walls, with a metal standing seem roof in light grey. The entrance canopy will be in powder coated aluminium light grey, with doors and window frames in powder coated aluminium dark grey where appropriate windows will be fitted with shading fins. The south west facing mono pitch roof will also have photovoltaic cells installed on it.

Access will be provided as existing from School Lane, though will require some reconfiguration. This will service access and parking across the site. 35no. visitor parking / pick up / drop off spaces will be provided to the north of block 10 on the eastern side of School Lane. 17no. community parking spaces will be provided adjacent to the swimming pool with 84no. staff parking spaces provided east of block 13. 6no. bus bays will be provided west of block 13.

The site currently has one Multi Use Games Area (MUGA) and two new MUGA’s will be provided on site. The existing all weather pitch will remain with a maintenance route provided between the new school building and all weather pitch. A new plaza will be

created south and south east of the new building. A number of informal covered teaching spaces will be provided across the site along with hard and soft social spaces.

The application is accompanied by the following in addition to the standard application forms and drawings.:

- Planning Statement;
- Design and Access Statement
- Car Park Management Plan
- PAC Report
- Construction Traffic Method Statement
- Environmental Management Plan
- Ecological Impact Assessment
- Environmental Noise Assessment
- Flood Consequences Assessment
- Transport Assessment
- Travel Plan, and
- Tree Survey and Arboricultural Impact Assessment

SITE APPRAISAL

The application site in this instance comprises some 7.75 hectares formed by the curtilages of Hawthorn Primary and Secondary Schools. The site is relatively flat and comprises a number of educational and recreational buildings, playing fields and yards, along with car park and bus areas. The School is located within the residential area of Hawthorn with residential properties to the north, east and south of the site.

The existing school buildings are a mix of single and two storey structures of varying age appearance, design and mass. Vehicular access to the site is achieved via Cardiff Road and School lane towards a central point on the eastern boundary of the school.

PLANNING HISTORY

05/1287	Storage building	Approved 11th November 2005
15/0959	Roof replacement over swimming pool and refurbishment	Approved 26th August 2015
16/0483	New sports hall	Approved 6th July 2016

PUBLICITY

The planning application has been advertised by way of press notices, site notices and neighbour notification letters and this has resulted in 15 submissions expressing the following concerns and objections with regard to the proposed development.

Procedural Issues

- The Pre Application Consultation (PAC) has failed in that it has not addressed concerns expressed in respect of parking.
- The Hawthorn Community can rightly feel let down if as part of the planning application process the assessments promised in the 21st Century Schools Consultation process are omitted.

Planning Application Matters

- New fencing is to be added alongside Hawthorn Villas, and no such changes are proposed where the road accessing those car parking spaces will run. Could the road be moved away from these fences and additional fencing or planting be added to help reduce noise and improve amenity?
- Will Planning be placing a condition on the height of the fencing near the MUGA in the area of the orchard?
- The PAC does not address issues raised in respect of trees where the question was asked if the trees to be lost will be replaced on a two for one basis. The trees were also a valuable ecological habitat prior to their removal providing safe hibernation and nesting environment.
- Are the Education Authority considering the development of a walkway canopy?
- Will Planning put a condition on any permission that plans be updated so that the swept path track for the bus bays are changed as suggested by Highways?
- Other new builds have had issues with the amount of glass used and the effects of the sun leading to overheating of young people inside. Has this been considered in this design? Is the glass special in some way?
- Consultation responses are not loading on the Planning website.
- On the planning application form why does the applicant say that the site cannot be seen from the road when quite clearly it can?
- Section 3.2 of the Environmental Management Plan lists statutory requirements and the relevant enforcing authorities but is not clear on whether this is required or not.
- The proposed building should be built attached to the new build connecting to the sports hall and the park could then be where the present school is sited. The site takes parking from the all-weather pitch and green space is also lost.
- The date of the noise assessment was not an appropriate date or time, School Lane was identified as the nearest noise sensitive receiver so why should residents have to put up with more noise through demolition and redevelopment?
- The school has increased in size markedly since some residents moved in and the noise associated with pupils has grown with it, yet no account is taken of it

– residents have not been considered and what noise reduction methods will be offered to them?

- Some residents work from home and will be unable to work if there is noise pollution. One is disabled and will not be able to bring any disruption up with a liaison officer if it impedes their work time – what is being offered to residents to alleviate any nose or vibration in their home?
- Residents already encounter light pollution and strongly object to any further use of floodlights. What will be offered to residents in the form of solution/compensation?
- A resident points out that the home has recently been repainted and that the dust and dirt that development will bring will leave the property grimy and they expect compensation to have the home repainted when the work is completed. There is also an expectation of gates being erected to prevent the ingress of dust and rubble into the property.
- There is a suggestion that trees will be planted to screen the new parking area which will result in more leaves and debris in autumn/winter – what will be done to alleviate this?
- The content of the Pre Application Consultation (PAC) document is disputed, in that the claim is made that the deadline for comments was not extended, questions about rubbish and pollution have not been addressed, and the claim that capacity is reducing rather than increasing is challenged.
- Speed restriction have been introduced on the A470 to limit pollution so why should residents of School Lane be subjected to increased pollution from additional vehicles attending the school – what will be offered to alleviate pollution and will it be monitored?
- With increased footfall and vehicles using School Lane and residential properties not being screened from the road privacy is reduced for some on up to three elevations. What is being offered as a solution/compensation?

Highways & Transportation

- There is general concern that student safety, particularly at the start and end of the school day has not been fully addressed as it is the view of objectors that the design as proposed does not demonstrate that the proposals are safe for children, young people or the community.
- The issue of buses and other large vehicles reversing was raised as a concern at the Pre Application Consultation (PAC) stage and the Council's own supplementary planning guidance on access circulation and parking indicates that parking facilities should include a facility for vehicles to turn without reversing – the PAC fails to address this point.
- The developers have also failed to demonstrate why they feel the parking area/drop off zone which involves cars reversing is deemed acceptable and safe for the development. The safety and safeguarding principles applied to the coach parking area has not been applied here. As the 21st Century Schools Programme is designed to create safe learning environments for schools and communities then the safety of everyone visiting the site should be paramount

and this arrangement does not work in the interests of safety. Some residents believe that there is insufficient parking at the site and that a safe traffic management plan is essential to avoid tragic incidents such as that at Maesteg School in 2018 where concerns over traffic management were not acted upon.

- The Transport Assessment (TA) indicates that a parking stress survey has not been undertaken and as such there is no statistical evidence as to the scale of the issues being experienced in School Lane, Cardiff Road, Ynyslyn Road, Ynyscorrwg Road and at the Hawthorn Inn. This despite RCT Highways responding to the PAC that there is considerable demand within the vicinity at pick up and drop off leading to unacceptable safety concerns and over minimal provision and the potential for indiscriminate parking as a result increasing hazards to all highway users and increasing the potential reversing movements.
- The Travel Plan states that it can include route improvements to benefit the whole community through measures such as traffic calming any related highway safety measures – would it not be better for the requirements for such route improvements to be assessed prior to the school opening rather than afterwards? E.g. there is no consideration for resident only parking on School Lane.
- School Lane is subject to an Experimental Prohibition of Driving and Speed Limit (IF186) reducing speed and restricting access at certain times of the day to improve road safety and improve active travel so the Council should be well aware of the nature of the issues involved.
- Is it possible to redesign the bus bays including altering the aisle widths (as Highways have suggested) to enable them to be used for pick up/drop off when the bus bays are free of buses? This is also mentioned in the car park management plan but will not be possible if the area has not been made suitable for this to take place.
- Do the community spaces get used during the school day or outside of school hours only? Is there potential for these to be used for pick up/drop off which is also suggested in the car park management plan?
- Has a Safe Routes to Community Assessment been done? The Transport Assessment indicates that it is still to be done, but should this not form part of the planning application as has been done previously for other schools?
- With an additional 300 primary school pupils walking to school it should be noted that there are limited safe crossing opportunities and consideration should be given to the provision of additional crossings and traffic light controlled junctions with safe crossing points at e.g. School Lane/Cardiff Road and Cardiff Road/Fairfield Lane.
- The Travel Plan notes that pedestrian provision in the area is good which is generally true with the exception of the area around the light controlled crossing where the footway is narrow and its improvement should be made a condition of planning permission should consent be grated. Similarly the lack of tactile paving on Ynyslyn Road may need to be considered in the context of a safe route to school.
- Whilst parents and carers will be advised not to park on roads near the school who will do this and how will it be enforced?

- Safe routes to school – why are there no plans included to upgrade the route from Fairfield across the Hawthorn Leisure Centre Fields to Ynyscorrwg? This safe route to school has been omitted from the Travel Plan. There is no safe route to school for children walking from Upper Boat.
- Similarly why are there no plans to upgrade the route under the A470 through the underpass joining Poplar Road and Hawthorn Crescent and then on to RCT IMN W6 which in its current form some consider unsafe as it is open to motorised vehicles.
- The pedestrian/cycle route INW58 Cardiff Road to Upper Boat has been planned but not implemented yet the Travel Plan suggests it already exists.
- Deliveries have coincided in the past how will this be avoided?
- The DAS stats a pull in bay will be provided to the front of the school and that a new refuse area will be provided near the new building – where is this on the plans? How will deliveries be made to the kitchen in the new school building? The commercial vehicle bays visible on plan are near the bus bays and there does not appear to be any roadways near where the kitchens would be. Will this be convenient for delivery drivers or will they try to park closer? Or would they drive across the Piazza and Courtyard where maintenance access is shown?
- In the Transport Assessment it is noted that there is a commercial vehicle bay to the east of the junction and a bay for deliveries and taxis on the west. Is this the same as shown on the plans now or does it conflict with them?
- Will Highways be considering if any TRO's are required?
- There is no drop off for the primary as across the road is impractical with young children.
- It is impractical to have a cycle lane down Cardiff Road.
- Cars are already often parked or dumped around the School causing children to step into the road.
- The single point of entrance remains and people are encouraged not to park in nearby streets, this will not happen and will get worse if walking routes are not improved.
- The school will only exacerbate problems with cars in Hawthorn.
- It is ill advised to place a road to the rear of Hawthorn Villas as they have short gardens and vehicles passing will have an adverse impact on air quality.
- The use of palisade fencing to the boundary with Hawthorn Villas is inadequate and unacceptable and a more substantive solution is required.
- In managing deliveries to the site in the course of construction vehicles will be stopped on School Lane and escorted by a marshal. Why should visitors to other properties be subjected to such constraints and this leads to congestion on School Lane which is not receiving the same consideration as Cardiff Road – this could be alleviated with the creation of an alternative access road.
- Why does access have to be via School Lane? Previous works at the school used an alternative access so why can't it be used again as School Lane is not suitable for large construction vehicles.

- If traffic can be diverted to construct the entrance to the proposed new car park why can't it be moved permanently? How will this diversion affect resident's access?
- Drop off zones will increase traffic through school lane especially with more primary age children in attendance.
- Residents are opposed to traffic lights on School Lane as they will be affected permanently when entering and leaving their property.
- A family has two disabled residents with two adapted wheelchair vehicles, they frequently encounter problems accessing from School Lane often experiencing abuse from other road users and access blocked. What consideration is given to these residents with the proposals and increased volume of traffic?
- The new car park opposite properties in School Lane is regarded as an invasion of privacy and the siting of the entrance is also objected to. This should be moved away from School Lane and residents properties.
- The existing health and safety situation will be exacerbated by reversing on to or three point turns on School Lane.
- The children of residents will be at risk from construction traffic outside of their homes and will not be able to play in the street. What is being offered as a form of compensation?
- A number of residents of School Lane would like residents only parking permits issued as soon as possible.

Flood Defence Drainage & Water Management

- In their response to the PAC Natural Resources Wales expressed concern that maintenance of the River Taff flood defence has become increasingly difficult due to the installation of perimeter fencing and recommended the fence be moved at least 2m away from the flood embankment as part of the construction works. Discussions over better access to the embankment were also requested prior to the submission of any formal planning application. The applicants response to this concern ins requested.
- The Flood Consequences Assessment states that the school is covered by the area Flood Investigation Report 14 which is incorrect as it extends only as far as Alexon Way and no lower. During storm Dennis a number of properties did flood though the school did not. It is concerning that RCT 15 has not yet been published and it is questioned if there is anything in the report that might prove detrimental to the proposals. Could the Planning department obtain a draft copy of the report and verify that there is no risk to the school?

Other Issues

- Is it proposed that secondary school pupils will have access to the breakfast club?
- When will the Community Benefits Strategy be available?
- When will the Construction Phase Plan be available?

- Facilities currently available to pupils at the school do not appear to be carried forward under the new plans, these include but are not necessarily limited to pottery kiln, photography dark room, full theatre lighting rig and control box and sound/music recording booth.
- The subway under the A470 is dark, unobserved and often the source of anti-social behaviour and drug use making it a relatively unsafe route particularly for women and children.
- The dining area should be large enough to accommodate all pupils and should ensure healthy eating options are put before pupils.
- Super schools have not met the criteria of improving education for varied reasons. I have seen that children do not enjoy the setup of a "super school" in the slightest. It will worsen the already failing educational setup.
- The proposal will also create severe traffic issues (e.g. like Blackwood). What power will the site manager have over disputes, will decisions be made on site or will they have to revert back to the Council?

CONSULTATION

Highways & Transportation – no objections subject to conditions

Public Health & Protection – suggest a series of conditions relating to noise dust suppression, pollution and hours of operation but do not object to the proposed development.

Countryside – with the proviso of the NRW comments relating to bats, the ecology impacts are adequately assessed and considered. There is a need to condition all ecological mitigation and enhancement details contained in Section 7 of the Ecological Impact Assessment and to also include an additional biodiversity enhancement component for the provision of swift nesting boxes as part of the proposed development.

Education & Life Long Learning – fully support the proposed development.

Flood Risk Management – no objections or conditions are raised in respect of the proposals.

Structural Engineer – advises generally in terms of the content of the submitted ground investigation and makes no recommendations.

Waste Services – no response received.

Natural Resources Wales – express some concern at the proposed development but are of the view that these concerns can be adequately addressed through the imposition of appropriate planning conditions.

Dwr Cymru Welsh Water – no objections subject to conditions preventing surface water and land drainage from entering the sewer system. They also advise that they do not envisage any problems with wastewater treatment and indicate that a water supply can be made available to serve the development.

Western Power Distribution – the applicant should be made aware that should they require a new connection or a service alteration they will need to make a separate application to WPD.

Wales & West Utilities – raise no objection and provide details of their apparatus in the vicinity of the site and safe working practices to be adopted when working in proximity to it.

South Wales Fire & Rescue Service – offer no objections to the proposed development and advise that the developer should consider the need for the provision of adequate water supplies on site for firefighting purposes and the provision of appropriate access for emergency firefighting appliances.

The Coal Authority – advise that if the proposal is to be granted planning permission then their standing advice should be included as an informative note on any decision notice.

Glamorgan Gwent Archaeological Trust – indicate that the development requires archaeological mitigation and recommend the inclusion of a condition to secure that.

South Wales Police – no response received.

Sport Wales – no response received.

Pontypridd Town Council – no response received.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Members will be aware that the current LDP's lifespan was 2011 to 2021, that it has been reviewed and is in the process of being replaced. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

Policy CS2 - sets out criteria for achieving sustainable growth in the Southern Strategy Area.
Policy AW2 – supports development in sustainable locations, that includes sites that are within the defined settlement boundaries, are accessible by a range of sustainable transport modes, have good access to key services and facilities, and would not unacceptably conflict with surrounding uses.
Policy AW5 – sets out criteria for new development in relation to amenity and accessibility.
Policy AW6 – requires development to involve a high standard of design and to make a positive contribution to placemaking, including landscaping.
Policy AW8 – sets out the criteria for the protection and enhancement of the natural environment.
Policy AW10 – does not permit proposals where they would cause or result in a risk of unacceptable harm to health and/or local amenity.

Supplementary Planning Guidance

Design and Placemaking
Nature Conservation
Access Circulation and Parking
Employment Skills

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

Other relevant national policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 11: Noise;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 15: Development and Flood Risk;
PPW Technical Advice Note 16: Sport Recreation and Open Space;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 23: Economic Development
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:

Procedural Issues

The purpose of the Pre Application Consultation (PAC) process is to seek out the views of the public on draft proposals and then respond to them making any adjustments to the final details that the applicant deems necessary as a result of that process, or alternatively to justify not including them. The parking issues are dealt with in detail below.

Whatever may or may not have been advised to the residents of Hawthorn under the 21st Century Schools consultation is not a matter for the planning process. The planning application is to be determined on its planning merit having regard to the requirements of planning policy and all other material planning considerations.

There has been some initial concern expressed as to the public availability of consultation responses, this was due to technical issues that have been resolved and where the issue has been raised with officer's copies have been forwarded to the interested parties by email.

Section 3.2 of the environmental management plan lists statutory requirements and enforcing bodies that can be exercised should the need arise. As long as the development takes place in compliance with those requirements there should be no issue.

Some resident's dispute that the deadline for the submission of comments on the Pre Application Consultation was not extended. This is not the case and it also responds to the issue raised in respect of rubbish and pollution figures illustrating that pupil numbers will be reduced overall.

Planning application matters

Whether or not the Pre Application Consultation (PAC) reflects tree replacement on a two for one basis would not of itself be reason for opposing the current planning application which has been supported with a comprehensive landscaping scheme which is acceptable in and of itself.

There is also a suggestion that the trees at the site were and are a valuable ecological habitat. The planning application has also been fully supported with an ecological impact assessment which has been subject to scrutiny by Natural Resources Wales and the Council's Ecologist. The submitted details and recommendations are considered acceptable by both subject to suitable conditioning and being able to exploit opportunities for ecological enhancement.

The plans show a walkway linking the proposed new school building with the primary school, though it would be of benefit it is not considered a critical element of the proposed development.

Conditioning in relation to highway safety and movement will be determined on the basis of the comments received from Highways and Transportation and their requirements in delivering a development that is satisfactory in highway safety terms.

Whether or not the site can be seen from the road is of little importance in the context of the planning application and the truth of the matter is that some of the site can be seen and some can't which depends on where buildings sit on the site and where on the road a view can be taken.

Principle of the proposed development

The proposed development seeks the redevelopment and remodelling of a substantial proportion of the Hawthorn site to create a 3 – 16 through school. Existing buildings will be demolished and replaced along with associated recreational and play area facilities and associated infrastructure, creating a revitalised facility that is compliant with Welsh Governments 21st Century Schools brief.

Development would take place entirely within the grounds of the existing school where the principle of the proposed use is long established. Further, the scheme is supported by the Council's Education and Inclusion Services Section who welcome the development.

The proposal is therefore considered acceptable, in principle and compliant with policies CS2 and AW2 of the Rhondda Cynon Taf Local Development Plan.

Impact on the character and appearance of the area

The proposed works which will all take place within the existing school boundaries would redefine built development on the site with older established buildings being removed and a new building created, along with the creation of the plaza, new Multi Use Games Areas (MUGA's) and outdoor teaching spaces. The new school building will be a substantial two storey institutional building which along with the other proposed changes at the site will impact upon on the character and appearance of the area. However, the new building will be built on the western side of the site south of the existing primary school which will to an extent screen it from existing residential properties and it is otherwise sufficiently distant from other residential properties to be unproblematic in planning terms. The new school building is of a modern design and replaces a number of older buildings of varying design and quality and in this sense would improve the character and appearance of the wider site. The scale and design of the new buildings are institutional and substantial in their nature as any school would be, however in the context of the wider site this is entirely appropriate. The design represents a clear improvement over what currently stands at the site where a series of buildings that are at the end of their usefulness are replaced with a modern purpose built facility which is coherent within itself and what it seeks out to achieve and in the context of the wider site and what is intended to be provided there. The finish materials proposed reflect those already used on site and are appropriate to the area. As such the proposals are considered compliant with Local Development Plan Policies AW5 and AW6 insofar as they relate to this issue

Impact on residential amenity and privacy

Whilst the proposed changes will result in alterations to the character and appearance of the wider site, the proposed changes have the potential to improve the visual and residential amenity of the area.

The redevelopment of the site and the creation of the plaza area new formal and informal outdoor recreation, teaching and activity spaces have the potential to open

up the site giving the school a sense of place. The new school building will be located south of the existing primary school with the nearest dwelling with direct line of site to it being on Cardiff Road some 47m distant. Properties on School Lane will be physically closer though the existing primary school building sits between the two. There is therefore sufficient distance between residential properties and the new school building which demonstrate that any impact on residential properties in this regard would be acceptable.

The buildings and grounds are an established school site and the new building is located and designed in such a way that there is no discernible impact on the privacy of residents in the area.

The buildings to be demolished are of varying ages and design type and varying from traditional 19th century stone built structures to CLASP type buildings from the mid/late 20th Century. The new structure would be two storey but be of a modern design incorporating better quality contemporary external materials that presents a stark contrast to the existing arrangement. This would represent a considerable uplift in the appearance and quality of public buildings and an improvement in local amenity to residents round about. The new building would form an attractive and high-quality development that will significantly enhance the visual amenities of the site and surrounding area. Additionally, appropriate landscaping will be located throughout the site helping to soften the development and ensure it sits well within the context of the more open areas round about the site.

The school will need to continue to function while the redevelopment works take place. In that context the placing of the proposed buildings and general rearrangement of the proposed site represents the optimum viable arrangement in terms of its impact on amenity and privacy. The new school building due to its size massing and bulk would undoubtedly be a prominent building however, it would be a school building located amongst other such buildings within established school grounds. The positives in the design of the new building and general rearrangement of the school represent a marked improvement in the general amenity of the area over and above existing arrangements. Whilst some parking and green space will be lost to the development alternative and more coherent provision is made across the site. The only point of concern in this regard is the provision of pick up and drop off parking spaces adjacent to Hawthorn Villas. In this regard officers agree with the view of residents that the provision of palisade fencing is an inadequate response to that particular change in circumstances and as such a condition is recommended requiring the developer to agree an alternative and acceptable boundary treatment at this location. It has been suggested that the road could be moved further away though this would require the reconfiguration of much of the site.

It has been suggested that the planting scheme around the proposed parking areas will lead to more leaves and tree debris in autumn/winter. Notwithstanding the amenity benefits of such planting clearly outweighs the inconvenience described it is a maintenance rather than a planning issue.

With respect to noise and disturbance, given the very nature of a school and its associated outdoor spaces, it is inevitable that surrounding residents would experience a degree of impact. The new school arrangement would result in an increase for the primary from 240 pupils to 540 pupils including 60 nursery spaces. It is proposed to decrease the secondary school provision from its current capacity of 1098 pupils to 720 pupils with a proposed overall capacity of 1260 pupils. The proposals will result in overall capacity reduced by 78 spaces. However, with no change of use at the site it is not considered the nature of any impact experienced by neighbours would be readily noticeable. Furthermore, the site has been occupied as a primary and secondary school with a sixth form for a considerable period and therefore surrounding residents would have become accustomed to the general noise/disturbance associated with such a use; and this existing impact would continue to occur even if the proposed development were not implemented. It is also noted that following assessment, the Public Health and Protection team have no concerns. Neighbours have suggested the development will result in increased footfall and vehicles that privacy would reduce, Members should note the comments on overall pupil numbers in this regard. At present, there is no intention that the school and its associated facilities would be used for community related uses outside of school hours, at the weekend or during school holidays, though the pool would continue to function for the benefit of the wider community as it currently does. In light of the above, the proposals are considered compliant with Local Development Plan Policies AW5 and AW6 insofar as they relate to residential and visual amenity requirements.

Access and highway safety

It is clear that the greatest weight of objection to the proposed development relate to access and highway safety issues and as such the response of Highways Development Control to the application is repeated in full below with further commentary where appropriate.

<u>Access</u>

The site is located off School Lane which adjoins Cardiff Road (A4054). Cardiff Road is accessed from the A470 which itself runs along the northern boundary of the settlement.

School Lane is in effect a cul-de-sac with a number of dwellings and the existing Hawthorn School at the southern end. There is a parking bay located adjacent to the dwellings with two-way traffic maintained on School Lane.

Pedestrian and vehicular access is via School Lane with turning facilities within the school grounds for access / egress by all types of vehicle including Home to School Transport.

The existing school boundary gate is to be brought forward in line with the primary school and to be included within the overall design and planning application. This proposal will require formation of a new turning facility for use by vehicles at School Lane and the existing publicly maintained highway will need to be legally stopped up under Section 247 Town & Country Planning Act.

Traffic Regulation Order.

There is an existing TRO in place for school keep clear markings and double yellow lines. The developer will be responsible for the cost of any amendments to the existing or proposed TRO as part of the application to amend and stop up School Lane and provision of any crossing points as a result of the safe route to school assessment which can be secured by means of a suitably worded condition.

Vision Splays

In accordance with TAN 18 the vision splay requirement for a 20mph speed limit from School Lane onto Cardiff Road should be a minimum of 2.4m x 22m. The existing visibility splays are in excess of this requirement and therefore acceptable.

Parking

The existing car parking provided on the site consists of 120 car parking spaces with 6 disabled spaces currently provided at the secondary school which caters for school staff and community use parking with no provision for drop-off / pick-up.

Parking requirements and provision as indicated within the submitted Transport Assessment are summarised in Tables 1-3 below:-

Table 1 SPG Parking Standards.

Type of Development	RCT SPG Car Parking Standards	
	Operational	Non-Operational
Nursery/Infants/Primary School	1 commercial vehicle space	2 spaces per classroom & 3 visitor spaces
Secondary School	1 commercial vehicle space	1.5 spaces per classroom, 1 space per 20 students of age 17 and 3 visitor spaces. Bus parking as required

Table 2 SPG Parking Requirement.

Type of Development	No. of Classrooms	RCT SPG Car Parking Standards			
		Staff	Visitors	Commercial	Total
Nursery/Infants/Primary School	19	38	3	1	42
Secondary School	38	57	3	1	61
Total		**95**	**6**	**2**	**103**

Table 3 Car Parking Provision.

Proposed Development Car Parking Provision				
Staff	Visitors/Drop Off	Commercial	Community	Total
104	35	2	17	158

Pick Up Drop Off

Access to the drop off car park is gained off School Lane, onward access to the staff car park. Access to the parking facilities provided would be controlled and managed by the school and secured when not in use by the school or community.

The number of drop off and pick-up parking spaces has been increased to from the 17 spaces indicated in the pre-application to a total of 35 spaces located in an area segregated from the main pedestrian access.

This magnitude of provision seeks to balance the desire to not simply predict and provide unsustainable amounts of on-site parking with the requirements of the RCT SPG which states :-

“Appropriate provision must be provided for parental drop off/pick up of children as dictated by local circumstances and any School Travel Plan.”

The 35 drop off spaces are located on the northern sector of the application site and accessed from a single priority access junction on School Lane. This site access junction also serves an additional 82 staff car parking spaces.

As has been detailed the school operates a pre-school breakfast club that currently accommodates approximately 70 pupils. These 70 pupils are likely to be the first to be dropped off in the morning during the period 08:10 – 08:30.

The Parking Management Plan considers a 7-minute dwell period for parents or guardians dropping off children at the breakfast club which would allow 105 vehicle arrivals to utilise the drop off spaces in the period 08:10 – 08:30. It is considered reasonable that breakfast club arrivals may occur in the period 08:10 – 08:30 and would not all occur as the club opens.

As noted, the current breakfast club accommodates 70 pupils and the TA considers that the 35 spaces would comfortably accommodate this level of demand in the period 08:10-08:30, and in fact could accommodate a greater level of demand assuming a conservative 7-minute dwell time.

It should also be noted that not all children would arrive at the breakfast club by car.

The period 08:30 – 09:00 will accommodate parental drop-offs of both lower and upper school age children with drop-off of pupils of upper school age at a much faster rate.

The submitted Parking Management Plan considers that if 15 spaces were theoretically used by upper school drop-offs, where dwell time in the spaces was 2 minutes this would allow 225 pupils to be dropped off in the period 0830 – 0900. (a rate of 15 drop-offs every 2 minutes in a 30-minute period).

It is acknowledged that drop off parking associated with younger pupils may require longer dwell times as the children are often escorted onto the school site.

Many parents/guardians often remain on site until the pupils enter the school at 09:00 however some parents will leave older children within the school's demise, particularly if the playgrounds are supervised.

As such 20 spaces could be occupied by parents dropping off pupils of lower school age and these may be occupied for the period 08:50 – 09:00.

Based on this analysis the 35 drop off spaces could accommodate 70 breakfast club arrivals, 210 arrivals of upper school age pupils and be utilised by 40 arrivals associated with lower school pupils who escorted onto the site during the period 0830 -0900.

Car Park Management Plan

The submitted Car Park Management Plan outlines on-site parking provision and parking strategy within the school to alleviate the existing high on-street car parking demand at pick up and drop off times. The proposed provides for off-street car parking in accordance with Table 3 above 104 staff, 35 visitor / drop off, 2 commercials, 17 community giving a total of 158 not including the home to school transport provision.

The Transport Assessment indicates that the 35 pickup and drop off spaces will accommodate up-to 70 breakfast club arrivals, 210 arrivals of upper school age pupils and be utilised by 40 arrivals associated with lower school pupils who are escorted onto the site during the period 08:30 -09:00.

The car park management plan indicates that subject to on-site conditions and at the discretion of the site supervisor parents / carers of the primary school would be permitted to utilise the coach drop off area should the spaces be available with school starting and finishing times staggered between the comprehensive and junior school and a further 17 community spaces available in the location of the swimming pool which are only used outside of the school opening hours and could therefore be made available as additional school pickup drop off facilities at the discretion off the school supervisor.

Buses / Swept Path.

An internal area to accommodate home to school travel will provide for 5 no. coach/bus and occasional mini bus. The coach park has been designed to ensure access and egress in forward gear only with no reversing manoeuvres required on site to ensure safety and has been located as close to the site entrance as possible, to minimise the presence of coaches within the school grounds.

A compact roundabout is proposed within the site to provide access to a school bus drop-off/pick-up facility located on the eastern side of School Lane. The facility will have capacity to accommodate six 12m long coaches allowing pupils to board and alight from raised islands. Swept path analysis of school buses accessing the proposed facility noted that the site layout needs to be amended slightly to accommodate the busses when exiting the bays, however, this can be addressed as part of the detailed design process.

A pedestrian barrier or guarding at the edge of the pavement segregates the coach park from the wider school grounds. Designated crossings on site ensure pupils cross the roads in a controlled and managed manner.

Cycle Parking SPG Access, Circulation & Parking 2011.

Table 4 SPG Cycle Standards

(Educational Establishments		
Day Nurseries & Crèches	Incl. in short term	1 stand/ 50 children
Nursery, Infants & Primary Schools	1 stand per 5 staff and 1 stand per 20 children	1 stand/ 100 children
Secondary Schools & Colleges of Further Education	1 stand per 5 staff and 1 stand per 6 students aged 12 and above	1 stand per 100 students

There are 68 Cycle Stands proposed within the school grounds to promote sustainable modes of transport to the school which is acceptable. There is potential should expected travel patterns change to provide additional cycle stands within the school grounds as and when required.

Travel Plan

A travel plan has been submitted to promote sustainable modes of transport with less reliance placed on the private motor vehicle as the primary mode of transport to the proposed / existing school.

Measures and initiatives (outlined below) will be promoted as part of the redevelopment of the school to enhance the attractiveness of sustainable means of travel and educate and inform pupils, parents and staff of the alternatives available to private occupancy car use. The measures proposed to minimise the impact of the proposed Primary, Secondary and associated facilities will include the following:

- Cycle training (for staff and pupils)
- Walking initiatives

- Promotion of public transport infrastructure/services
- Promoting car-sharing
- Commitment to participate in events such as Bike to School Week and Walk Wednesday.

The travel plan is an evolving document and makes provision for consultation and monitoring that will be managed by a TPC. It commits to continued liaison with Rhondda Cynon Taff County Borough Council during the lifetime of the Travel Plan.

The details submitted within the Travel Plan are acceptable in principle and aim to achieve a 10% shift away from car trips within five years of the initial travel survey to be undertaken in the first teaching term of the new school.

Taking the above into consideration and the requirement to report the findings and to reach the targets set above a condition has been suggested accordingly.

Accident Data

Collision data has been obtained from Welsh Government for the purposes of undertaking this Transport Assessment. Collisions that have occurred within the study area during the latest 6-year period, for which data is available, have been summarised below.

The data-set received from Welsh Government includes collisions recorded as having occurred in the period 2015 – 2020.

A total of 18 collisions were recorded within the study area, resulting in 22 casualties. Of the 18 collisions, 1 resulted in casualties sustaining serious injuries and 17 collisions resulted in casualties receiving slight injuries. No fatalities have been recorded within the vicinity of the site.

Table 5 Accident Data.

Year	Collision Severity			Casualties	Vehicles
	Fatal	Serious	Slight		
2015	0	1	6	8	12
2016	0	0	2	2	3
2017	0	0	2	2	3
2018	0	0	2	2	3
2019	0	0	2	3	4
2020	0	0	3	5	6
Total	**0**	**1**	**17**	**22**	**31**

From the data received, it is evident that 9 of the 18 collisions involved non-motorised users (NMUs). One serious collision and 4 slight collisions have involved cyclists, whilst 4 slight collisions have involved pedestrians.

There is no evidence that any of the collisions that have occurred within the study area within the time frame investigated are due to issues with the road layout or inadequate

or masked road signage or markings. It is considered that the majority of collisions which have occurred have been down to poor judgement and driver or rider error.

Trip Generation.

The forecast trip generation and distribution of vehicular traffic for the proposed new Hawthorn School empirical data collected at the site will be
used.

This empirical data used to provide robust base data consists of a number of classified traffic counts at a number of junctions in the vicinity of the school, the survey was undertaken on Thursday 9th September 2021.

The forecast trip generation and distribution of vehicular traffic for the School has been calculated using the empirical data collected at the site. The peak flow periods for the AM and PM peak periods at the school are 08:00-09:00 and 15:00-16:00 respectively.

The observed vehicular arrival and departure profiles are shown in Table 6.
This data shows an existing 2-way traffic flow on a weekday of 410 during the AM peak and 140 during the PM peak.

Table 6 Observed Trip Generation Hawthorn School.

Period	Arrival	Departure	2 Way
AM (08:00-09:00)	207	203	410
PM (15:00-16:00)	44	96	140

The AM observed traffic includes all vehicle arrivals associated with the preschool breakfast club and departures that occurred in the PM. peak hour associated with the after-school club.

It is understood that the new school will also provide breakfast and after-school clubs which will spread the profile of arrivals and departures in the a.m. and p.m. peak hours.

The current pupil numbers at Hawthorn School are:

- Primary: 231
- Secondary: 701
- **Total: 932**

With an existing capacity of 1,318, that is an occupancy of 71% at the existing facility, the spare capacity being for the Secondary School.

The proposed school capacity is:

- Primary: 540
- Secondary: 720
- **Total: 1260**

For the purposes of this analysis, it is assumed that the proposed school will be at full capacity, which would be a 29% increase in the existing pupil numbers at the school.

Table 7 Total Forecast Trips + 29%

Period	Arrival	Departure	2 Way
AM (08:00-09:00)	280	274	554
PM (15:00-16:00)	59	130	189

The additional forecast trip generation for the proposed school is shown in table 8 below.

Period	Arrival	Departure	2 Way
AM (08:00-09:00)	73	71	144
PM (15:00-16:00)	15	34	49

Breakfast & After School Club and Primary School Drop Off/Pick Up

The trip generation calculations above are based upon the existing observed demand at the school and will have included the existing breakfast and after school club movements as well as the drop off/pick up movements.

Breakfast clubs and after school clubs will to an extent flatten the arrival and departure profiles at the start and end of the school day and reduce the peak period demand, which for schools does tend to be intense and short lived.

Thus, a sensitivity test could be undertaken with say a 10% reduction in peak demand could be reasonable, but in this case the likely impact on junction and drop off/pick up movements to be marginal. This decrease could also be balanced out by the proposed change in age profile at the school.

The assumption is that primary school age children are more likely to make use of the breakfast club and be dropped off and picked up than secondary school children, while the average dwell time will be greater for the vehicles associated with the primary school children, who need to be accompanied to
school.

As stated above the proposed new school will have an increase in the proportion of primary school pupils as opposed to the existing situation. The existing school has a primary/secondary split of 25%/75%, with the proposed
school having a split of 43%/57%.

Again, a sensitivity test could be undertaken with say a 10% increase in peak demand would be reasonable, but in this case the likely impact on junction and drop off/pick up movements will be marginal. As stated above this potential increase could also be balanced out by the reduction in peak demand through the attendance at breakfast and after school clubs.

The various issues discussed here and in section 5.4 are likely to balance each other out and have at worst a marginal impact upon the safe and efficient operation of the school access junction, lane and parking areas.

The initial trip generation analysis also did not include any reductions due to potential Travel Plan initiatives and associated changes in mode share and travel behaviour.

Trip Distribution

With regards to trip distribution the existing turning proportions at thefollowing surveyed junctions have been used to distribute the additional forecast development traffic generated by the school proposals around the surrounding road network:

- School Lane/Cardiff Road/Ynyslyn Road
- Dynea Road/Cardiff Road/Gwaelod Y Gath Road
- A470/A4054/
- Fairfield Lane/Cardiff Road
- Dyffryn Road/Cardiff Road
- A470/Cardiff Road/Broadway/Pentrebach Road

The junctions assessed are acceptable.

The increase in primary school pupils from 240 to 540 will be primarily made up of English medium pupils moving from the existing Heol Y Celyn School located to the north of Hawthorn School, which currently has 344 pupils.

The trip generation of the pupils from the English medium stream at the existing Heol Y Celyn is included in the TA forecast and the change in distribution of trips considered within the junction assessments.

The Heol Y Celyn School pupils will access the proposed new school at Hawthorn via three roads across the A470, Dyffryn Road, Fairfield Lane and Dynea Road, all of which have junctions with the A4054 Cardiff Road in close proximity to the Hawthorn School site. Trip distribution adjustments have been applied to the junctions of these roads with Cardiff Road which is acceptable.

Impact Assessment

Future year assessments have been carried out at the anticipated year of opening 2024 and forecast future year of 2034.

Growth rates to allow for background growth on the local highway network have been calculated using Tempro v72 which extrapolates data from the National Trip End Model (NTEM) dataset.

This includes allocated sites contained within the Rhondda Cynon Taf LDP (2011 – 2024) and therefore it is considered that it will both capture any surrounding developments which are likely to have a material impact on the operation of the surrounding local highway network as well as generalised background growth, which will capture smaller developments within the local vicinity of the site.

The factors to be applied to the 2021 baseline surveyed flows are shown in Table 9.

Table 9 Growth Factors

Period	NTM growth factors		
	Ward	AM	PM
2021 – 2024	W02000227:	1.0248	1.0246
2021 – 2034	Rhondda Cynon Taf 026	1.1036	1.1033

Percentage Impact Assessment

The future year base + development traffic flows have been obtained by combining the forecast development flows with the 2024 and 2034 base traffic flows.

A percentage impact assessment has been carried out at the individual junctions within the study area. The results are contained in Table 10 below.

The percentage impact assessment therefore demonstrates that the movements associated with the proposed development have over a 5% impact on a minimum of one arm at three junctions within the study area. This 5% threshold is an industry standard following which further additional capacity analysis is generally required to be undertaken.

Therefore, the junctions listed below have been subject to operational capacity Analysis: -

- Cardiff Road/Dyffryn Road;
- Cardiff Road/Fairfield Lane;
- School Lane/Cardiff Road/Ynyslyn Road; and
- Cardiff Rd/Dynea Road.

Table 10 Percentage Impact 2024.

Junction	Base		Hawthorn School Development			
			Junction Total		Arm Total	
	Junction Total	Arm Total	Flow	% Increase	Flow	% Increase
	2024					
	AM					
A470/CardiffRd/Broadway/Pentrebach Rd	1647	705	1666	1%	715	1%
Cardiff Rd/Dyffryn Rd	1025	331	1101	7%	369	11%
Cardiff Rd/Fairfield Lane	891	348	976	10%	391	12%
School Lane/Cardiff Rd/Ynyslyn Rd	1055	208	1199	14%	279	34%
Cardiff Rd/Dynea Rd	1113	476	1168	5%	503	6%
A470 Upper Boat Junction	4207	571	4214	0%	578	1%
	PM					
A470/CardiffRd/Broadway/Pentrebach Rd	1655	751	1659	0%	754	0%
Cardiff Rd/Dyffryn Rd	902	373	920	2%	386	3%
Cardiff Rd/Fairfield Lane	741	448	762	3%	463	3%
School Lane/Cardiff Rd/Ynyslyn Rd	845	98	895	6%	132	34%
Cardiff Rd/Dynea Rd	1024	309	1046	2%	326	5%
A470 Upper Boat Junction	4295	523	4299	0%	527	1%

Table 11 Percentage Impact 2034

Junction	Base		Hawthorn School Development			
			Junction Total		Arm Total	
	Junction Total	Arm Total	Flow	% Increase	Flow	% Increase
	2034					
	AM					
A470/CardiffRd/Broadway/Pentrebach Rd	1773	759	1792	1%	769	1%
Cardiff Rd/Dyffryn Rd	1025	356	1179	15%	394	11%
Cardiff Rd/Fairfield Lane	959	375	1045	9%	417	11%
School Lane/Cardiff Rd/Ynyslyn Rd	1135	224	1280	13%	295	32%
Cardiff Rd/Dynea Rd	1198	512	1253	5%	540	5%
A470 Upper Boat Junction	4529	615	4536	0%	621	1%
	PM					
A470/CardiffRd/Broadway/Pentrebach Rd	1782	809	1786	0%	812	0%
Cardiff Rd/Dyffryn Rd	971	402	989	2%	414	3%
Cardiff Rd/Fairfield Lane	798	482	819	3%	497	3%
School Lane/Cardiff Rd/Ynyslyn Rd	910	106	959	5%	140	32%
Cardiff Rd/Dynea Rd	1102	333	1125	2%	349	5%
A470 Upper Boat Junction	4625	563	4629	0%	567	1%

Capacity Assessment

Modelling for all junctions has been undertaken using passenger car units (PCUs) with a value of two PCU's being applied to all bus and HGV movements. All other movements, including motorcycles have been assumed as one PCU.

The capacity assessments of the three roundabout junctions have been carried out using TRL software package, 'Junctions 9'.

The modelling has been based on geometric measurements using OS map data supplemented with on-site measurements, where feasible.

The outputs of Junctions 9 provide a number of measurements to ascertain information of a junction's operation. The key measurements which are considered in this assessment are:

- 'Ratio of Flow to Capacity' (RFC),
- Maximum queue length in PCUs,
- Delay in seconds per vehicle
- Level of Service indicated by a letter between A (well within capacity) and F (at or over capacity)

The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1.

Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. Changes in queue lengths provide a useful indicator as to a development's impact on the operation of a junction.

Assessment Results Summary

Cardiff Road / Dyffryn Road

Table 12 2021 Baseline.

Movement	2021 Baseline			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Dyffryn Rd left to A4054 South	0.4	9.02	0.31	A
Dyffryn Rd right to A4054 North	0.6	13.07	0.36	B
A4054 South ahead to A4054 North	0.4	5.54	0.16	A
A4054 South right to Dyffryn Rd	0.2	0.16	0.29	A
PM Peak (15:00-16:00)				
Dyffryn Rd left to A4054 South	0.2	7.29	0.17	A
Dyffryn Rd right to A4054 North	0.5	11.49	0.33	B
A4054 South ahead to A4054 North	0.4	5.75	0.17	A
A4054 South right to Dyffryn Rd	0.3	7.15	0.64	A

The validation of the model has been sought through a comparison of the modelled queues and the observed queues during the AM and PM school peak periods from on-site observations and survey video footage.

The queue validation exercise demonstrates that the observed and modelled delays are broadly similar. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2024 and 2034 are shown in Table 12.

Table 13 2024-2034 Future Years

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dyffryn Rd left to A4054 South	0.5	9.26	0.32	A	0.6	10.23	0.38	B
Dyffryn Rd right to A4054 North	0.6	13.49	0.37	B	0.6	14.89	0.39	B
A4054 South ahead to A4054 North	0.4	5.55	0.17	A	0.4	5.84	0.18	A
A4054 South right to Dyffryn Rd	0.2	6.56	0.29	A	0.3	7.38	0.34	A
PM Peak (15:00-16:00)								
Dyffryn Rd left to A4054 South	0.2	7.39	0.18	A	0.2	7.47	0.18	A
Dyffryn Rd right to A4054 North	0.5	11.77	0.34	B	0.5	12.00	0.34	B
A4054 South ahead to A4054 North	0.4	5.80	0.18	A	0.4	5.87	0.18	A
A4054 South right to Dyffryn Rd	0.3	7.28	0.35	A	0.4	7.53	0.36	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dyffryn Rd left to A4054 South	0.6	10.23	0.36	B	0.7	11.53	0.42	B
Dyffryn Rd right to A4054 North	0.7	15.15	0.41	C	0.8	17.06	0.44	C
A4054 South ahead to A4054 North	0.4	5.67	0.18	A	0.4	5.98	0.19	A
A4054 South right to Dyffryn Rd	0.3	6.86	0.31	A	0.4	7.77	0.37	A
PM Peak (15:00-16:00)								
Dyffryn Rd left to A4054 South	0.2	7.81	0.20	A	0.3	7.90	0.21	A
Dyffryn Rd right to A4054 North	0.6	12.82	0.38	B	0.6	13.11	0.38	B
A4054 South ahead to A4054 North	0.4	5.92	0.19	A	0.4	6.05	0.20	A
A4054 South right to Dyffryn Rd	0.4	7.67	0.37	A	0.4	7.99	0.39	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 where action would be required.

Cardiff Road/Fairfield Lane

Capacity assessments of the existing priority junction have been carried out using Junctions 9 software. The results of the analysis for 2021 baseline scenario is shown in Table 14:

Table 14 2021 Base.

Movement	2021 Baseline			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Fairfield Lane left to A4054 South	0.2	7.82	0.14	A
Fairfield Lane right to A4054 North	0.0	10.54	0.02	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.69	0.07	A
PM Peak (15:00-16:00)				
Fairfield Lane left to A4054 South	0.1	6.62	0.08	A
Fairfield Lane right to A4054 North	0.1	9.95	0.07	A
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.07	0.11	A

The validation of the model has been sought through a comparison of the modelled queues and the observed queues during the AM and PM school peak periods from on-site observations and survey video footage.

2024 & 2034 Future Years

The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2024 and 2034 are shown in Table 15:

Table 15 2024-2034.

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Fairfield Lane left to A4054 South	0.2	7.91	0.14	A	0.3	8.63	0.21	A
Fairfield Lane right to A4054 North	0.0	10.68	0.03	B	0.0	11.29	0.03	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.73	0.07	A	0.2	7.00	0.13	A
PM Peak (15:00-16:00)								
Fairfield Lane left to A4054 South	0.1	6.66	0.08	A	0.1	6.73	0.09	A
Fairfield Lane right to A4054 North	0.1	10.07	0.08	B	0.1	10.23	0.08	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.08	0.11	A	0.2	6.16	0.13	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Fairfield Lane left to A4054 South	0.2	8.19	0.16	A	0.3	8.98	0.23	A
Fairfield Lane right to A4054 North	0.0	11.19	0.03	B	0.0	11.85	0.03	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.85	0.08	A	0.2	7.10	0.14	A
PM Peak (15:00-16:00)								
Fairfield Lane left to A4054 South	0.1	6.77	0.08	A	0.1	6.85	0.09	A
Fairfield Lane right to A4054 North	0.1	10.45	0.08	B	0.1	10.61	0.09	B
A4054 South ahead to A4054 North & right to Fairfield Lane	0.1	6.12	0.12	A	0.2	6.19	0.14	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 which is the accepted indicator of maximum capacity.

School Lane/Cardiff Road/Ynyslyn Road

Capacity assessments of the existing priority crossroad junction have been carried out using Junctions 9 software. The results of the analysis for 2021 baseline scenario are shown in table 16:

Table 16 2021 Baseline

Movement	2021 Baseline							
	AM Peak				PM Peak			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.4	9.78	0.27	A	0.1	9.07	0.11	A
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.4	15.76	0.28	C	0.2	12.83	0.16	B
Cardiff Rd East All Movements	0.0	6.74	0.03	A	0.0	6.10	0.04	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	7.12	0.06	A	0.1	6.36	0.05	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.19	0.06	B	0.1	10.43	0.11	B
Cardiff Rd West All Movements	0.3	7.23	0.22	A	0.0	6.35	0.04	A

The validation of the model has been sought through a comparison of the modelled queues and the observed queues during the AM and PM school peak periods from on-site observations and survey video footage.

2024 & 2034 Future Years

The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2024 and 2034 are shown in Table 17.

Table 17 2024-2034

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.4	9.92	0.27	A	0.6	12.07	0.38	B
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.4	16.08	0.29	C	0.6	19.43	0.40	C
Cardiff Rd East All Movements	0.0	6.79	0.03	A	0.0	7.00	0.03	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	7.15	0.07	A	0.1	7.39	0.07	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.40	0.06	B	0.1	10.99	0.07	B
Cardiff Rd West All Movements	0.3	7.29	0.22	A	0.5	8.02	0.31	A
PM Peak (15:00-16:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.1	9.14	0.12	A	0.2	9.77	0.16	A
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.2	12.98	0.17	B	0.3	13.90	0.22	B
Cardiff Rd East All Movements	0.0	6.13	0.05	A	0.0	6.16	0.05	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	6.38	0.05	A	0.1	6.44	0.05	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.56	0.11	B	0.1	10.84	0.12	B
Cardiff Rd West All Movements	0.0	6.38	0.04	A	0.1	6.49	0.05	A

Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.4	10.40	0.30	B	0.7	12.87	0.41	B
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.5	17.18	0.32	C	0.7	21.10	0.43	C
Cardiff Rd East All Movements	0.0	6.94	0.03	A	0.0	7.15	0.03	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	7.38	0.07	A	0.1	7.62	0.08	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	10.81	0.07	B	0.1	11.48	0.08	B
Cardiff Rd West All Movements	0.3	7.48	0.24	A	0.5	8.23	0.32	A
PM Peak (15:00-16:00)								
School Lane left to Cardiff Rd West & ahead to Ynyslyn Rd	0.1	9.46	0.13	A	0.2	10.13	0.17	B
School Lane right to Cardiff Rd East & ahead to Ynyslyn Rd	0.2	13.63	0.18	B	0.3	14.61	0.24	B
Cardiff Rd East All Movements	0.1	6.21	0.05	A	0.1	6.23	0.05	A
Ynyslyn Rd left to Cardiff Rd East & ahead to School Rd	0.1	6.56	0.05	A	0.1	6.63	0.06	A
Ynyslyn Rd right to Cardiff Rd West & ahead to School Rd	0.1	11.00	0.13	B	0.2	11.31	0.13	B
Cardiff Rd West All Movements	0.0	6.51	0.04	A	0.1	6.62	0.05	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 where action would be required.

Cardiff Road/Dynea Road

Capacity assessments of the existing priority crossroad junction have been carried out using Junctions 9 software. The results of the analysis for the 2021 baseline scenario is shown in Table 18

Table 18 2021 Baseline

Movement	2021 Baseline			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Dynea Rd left to A4054 South	0.5	9.20	0.32	A
Dynea Rd right to A4054 North	0.3	14.45	0.23	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.5	9.12	0.32	A
PM Peak (15:00-16:00)				
Dynea Rd left to A4054 South	0.4	8.38	0.30	A
Dynea Rd right to A4054 North	0.3	12.97	0.22	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.3	7.45	0.22	A

Table 19 2024-2034.

Movement	2024							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dynea Rd left to A4054 South	0.5	9.47	0.33	A	0.5	9.67	0.33	A
Dynea Rd right to A4054 North	0.3	14.99	0.25	B	0.5	16.70	0.32	C
A4054 South ahead to A4054 North & right to Dynea Rd	0.6	9.24	0.33	A	0.6	9.36	0.33	A
PM Peak (15:00-16:00)								
Dynea Rd left to A4054 South	0.5	8.66	0.32	A	0.5	8.82	0.32	A
Dynea Rd right to A4054 North	0.3	13.36	0.23	B	0.3	13.73	0.24	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.3	7.49	0.23	A	0.3	7.54	0.23	A
Movement	2034							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Dynea Rd left to A4054 South	0.6	10.28	0.36	B	0.6	10.53	0.37	B
Dynea Rd right to A4054 North	0.4	16.54	0.28	C	0.5	18.55	0.35	C
A4054 South ahead to A4054 North & right to Dynea Rd	0.7	9.59	0.36	A	0.7	9.72	0.37	A
PM Peak (15:00-16:00)								
Dynea Rd left to A4054 South	0.5	9.30	0.35	A	0.5	9.49	0.35	A
Dynea Rd right to A4054 North	0.3	14.52	0.25	B	0.4	14.96	0.27	B
A4054 South ahead to A4054 North & right to Dynea Rd	0.4	7.59	0.25	A	0.4	7.65	0.25	A

As the Table above demonstrates there are no capacity issues with the RFC well below 0.85 where action would be required.

From the results of the operational capacity analysis detailed above it is evident that the each of the junctions assessed have no capacity issues in both the 2021 Base Year and 2024 & 2034 Base + Development future year scenarios.

Construction Method Statement

The submitted construction method statement is acceptable in principle. However, a wheel wash facility should be provided to prevent mud and debris being dragged onto the public highway with sweeper provision as a secondary requirement and therefore a condition has been suggested accordingly.

Safe Routes in Community Assessment

Pedestrian Infrastructure

Existing pedestrian provision in the vicinity of the application site is of a good standard and provides access to the school from the surrounding residential areas including Hawthorn and Rhydyfelin.

There is continuous footway provision, surfaces are well-maintained and dropped kerbs and tactile paving are provided at informal crossing points.

Formal crossing provision is provided approximately 130m to the north-west of the school along Cardiff Road in the form of a Pelican crossing. There is pedestrian guard railing present on the eastern side of the crossing.

There is no pedestrian crossing provision on Cardiff Road on the eastern side of its junction with School Lane.

Approximately 350m to the north of the school, a pedestrian route is accessible along Hawthorn Crescent. This pedestrian route travels beneath the A470 dual carriageway and provides access to Dynea Road and Holly Street within Rhydyfelin.

In addition to the existing routes identified in Figure 4.1, there are proposals for improvements to the existing active travel routes in Rhydyfelin /Hawthorn to meet the current standards. Within the vicinity of the site, the routes reserved for improvement are RCT INM W5 and RCT IMN W6 which are indicated in Table 20 Below:

Table 20

Cycling Infrastructure

There are limited off road cycle infrastructure leading to the school with limited scope to provide such facilities.

Conclusion

There are no capacity issues with regards the increase in traffic on the surrounding highway network in the vicinity of the site which is acceptable. There is some concern as with most schools regarding the high on-street car parking demand at pickup and drop off times leading to indiscriminate on-street car parking to the detriment of highway and pedestrian safety.

The existing school does not benefit from any pick-up and drop-off facility, however, the proposed would provide for 35 off-street car parking spaces dedicated for pickup and drop off use for parents / guardians of the pupils. The Parking Management Strategy indicates that the 35 spaces would be sufficient to accommodate the forecast demand. The Parking Management Strategy indicates potential for additional pick-up-drop-off parking within the bus drop off area and community parking spaces which could be utilised for junior's school/nursery pickup and drop off with both schools having staggered start times subject to approval by the school management.

The proposal goes some way to mitigate the impact of the proposal with regards potential for parents and guardians to park off street where there are no such opportunities afforded to the existing school.

No safe route to school/learner travel assessment has been undertaken in accordance with current guidelines and on this basis a condition has been suggested which should also address the potential requirement for an additional crossing point to the eastern side of School Lane on Cardiff Road.

It is noted that the SPG states that car parking should be located away from the main pedestrian access / egress for pupils. However, taking into account the pupils attending the new school will be escorted to the building by parents and the slow speeds of vehicles using the access and car parking area on-balance the proposed is acceptable.

The detail above adequately addresses the substantive concerns raised by residents in respect of access and highway safety considerations however there a few issues that require further comment as follows: -

The Pre Application Consultation might not have fully addressed the point on vehicle and in particular bus reversing movements, however this is considered above and is addressed in the conditions to be applied to any planning permission that might be issued. Similarly reversing in car parking areas is commonplace practice and would form no substantive basis for opposing the planning application.

Matters relating to how parking will be enforced lies outside the scope of planning considerations. Undoubtedly the provision of pick up/drop off parking will alleviate parking stress in the local area. Otherwise enforcement is a matter for either the school when on school grounds or for the Highway Authority elsewhere.

The timing of deliveries to the school is a matter for the management and cannot be a material consideration in the determination of the planning application. Managing deliveries through the construction process is a matter for the developer though Members should also note the application is supported with a Construction Management Plan and that conditions below further restrict delivery operations through the course of development.

Some residents have suggested that alternative access should be provided and has been provided in the past when other developments have been undertaken at the school. Whilst for some this might be a desirable requirement the application falls to be determined on its planning merit and not on what some residents might prefer.

Traffic lights would only be provided if deemed a necessity for the management and free flow of traffic. The adjacent roads are already subject to traffic Regulation Orders (TRO) and the developer will be expected to fund any variation to them that are necessary as a result of the proposed works.

The experiences of disabled residents are noted and the bad behaviour of certain road users towards them is wholly unacceptable and is condemned in the strongest possible terms, however this forms no basis for opposing the planning application.

The new car park on school lane will undoubtedly alter the character of that part of the site, it does not though affect the privacy of residents in a manner that could be regarded as objectionable in planning terms. There is no compensatory element for children playing in the street.

Whether or not a cycle lane along Cardiff Road is an impractical proposition is not critical to the determination of the planning application

Ecology

The current application has been subject to consultation with the Councils Ecologist and Natural Resources Wales. It has been identified that the proposed development will require the benefit of a European Protected Species approval in respect of bats using part of the site as a roost. Apart from the bat issue the ecological mitigation and enhancement set out in the Ecological Impact Assessment should be conditioned and provided as part of any planning permission to ensure that the ecological implications of the proposed development are appropriately addressed

Drainage and Flood Risk

Members should note that the Council's Flood Risk Management officers have raised no objections to the proposed development and have indicated that no conditions of consent would be required. The development will be subject of a separate Sustainable Drainages System (SuDS) application prior to any development commencing on site. Similarly Dwr Cymru Welsh Water have indicated that they too have no issues with

the proposed development and as such the proposed development is considered acceptable in terms of Local Development Plan Policies AW2, AW8 and AW10 in this regard.

The application s supported with a Flood Consequences Assessment and this has been subject to consultation with and assessment by Natural Resources Wales (NRW). With regard to flooding at the site NRW recommend that planning permission should only be granted if the flood consequences assessment and the proposed finished floor levels therein are identified in the approved plans and documents condition on a positive decision notice. An appropriate condition is included below. At the Pre Application Consultation Stage NRW made comment in respect of wanting to improve access to the river bank as this has not been reiterated in their comments on the planning application it can only be concluded that they are now satisfied with the proposed arrangements in that regard (Members should note the access and parking provision south west of Block 3). Concern has been expressed that the Flood Consequences Assessment (FCA) relates to RCT14 where the site is covered by RCT15. However the applicant's flooding engineers state that flood history has little or no bearing on the application of Technical Advice Note 15 and is included for information only. Additionally Flood Risk Management have confirmed that the school does not fall within a flood investigation area as it lies between RCT14 and RCT15, neither does it cover the school and it is therefore unlikely that they would contain information that would affect the proposals. As such Local Development Plan Policy AW10 is satisfied with regard to drainage and flood risk issues.

Public Health & Protection

Public Health and Protection have no objection to the scheme but suggest several conditions be attached to any consent in relation to noise/dust/lighting levels through the development process. These matters are though more effectively controlled through other legislation and if residents are concerned about noise or pollution this offers a better solution. An advisory note would be attached to any consent issued should planning permission be granted. Residents have suggested that the noise assessment was not made at an appropriate time but fail to say why they believe this to be the case and it has not been an issue for the relevant consultees. Notwithstanding this point, the position adopted by Public Health & Protection makes the proposals compliant with the Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

Although it is not possible to monitor air quality in every location within Rhondda Cynon Taf, based upon historic monitoring undertaken within the area, current monitoring elsewhere in the locality and understanding of the local influences upon air quality, including the local urban environment, the relevant area of Hawthorn is expected to be compliant with the relevant Air Quality Objectives set in Regulations.

Other Issues:

The following considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Whether or not secondary school pupils would have access to the breakfast club is a matter for the Education Authority and is not a matter that could influence a decision on a planning application.

The provision of a community benefits strategy is not a pre-requisite for the determination of the planning application.

Similarly the presence or not of a construction phase plan is not required to determine the acceptability of the proposals in planning terms, though no doubt it will be a useful tool through the construction process.

The facilities to be provided in the new school are also a matter for the Education Authority and education professionals who will work there and not the panning process.

The safety or otherwise of the subway under the A470 is only relevant in this case in the context of ensuring safe routes to school. Any planning permission will be conditioned such that the developer provides a safe routes to school document. There is clearly a wider issue here but that is beyond the scope of consideration of the current proposals.

There is no evidence to suggest that the dining area would not be big enough to accommodate the proposed school population. Healthy eating options are a matter for the School and Education Authority and not the planning process.

The impact of super schools on education performance and whether they are good for pupils is not a matter for the planning process.

The height of the MUGA fencing will be standard 5m height and does not require an additional planning condition to achieve that outcome.

The design of the new building aims to achieve a heating balance for the users of the building. Overheating might be a problem elsewhere but no such concern exists in this case and where windows are most exposed to the sun shading fins are proposed to lessen the impact.

Suggestions have been made by objectors of preferred locations for the building and what that might deliver, this may or may not be the case but the application falls to be determined on the merit as submitted and not on the individual preference of objectors.

Some residents have in light of the growth of the school over time queried what noise reduction methods will be offered to them. Similarly it has also been suggested that

the redevelopment and operation of the school will prevent them working from home with no recourse to help. This presupposes that the development under construction or when finished would amount to a statutory noise nuisance which cannot be pre-determined in this way. Should such a situation arise other legislation is in place to deal with it.

There is no suggestion that the redevelopment of the site would lead to the increased use of floodlights. That being the case issues relating to compensation or a solution should not arise. In any event this is not a matter of relevance in the consideration of this planning application.

The effect of dust on recently painted property and any resultant compensation is not a planning matter.

How the school will be managed and how disputes over parking (or anything else) will be resolved is a matter for the Education Authority and school management regime and not a planning issue.

National Sustainable Placemaking Outcomes

Chapter 2 of PPW 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 to ensure this is the case.

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, a brief outline of how the proposed development is considered to align particularly well with the national sustainable placemaking outcomes is set out below:

- Creating and Sustaining Communities: The development would provide a state of the art school facility for pupils, and wider community uses for local residents long into the future.
- Growing Our Economy in a Sustainable Manner: The development would have a small but positive effect in terms of construction jobs and employment at the new facility.

- Making Best Use of Resources: The development accords with the aim to prioritise the use of previously developed land and sustainable building practices/materials. Renewable energy sources would be incorporated.
- Maximising Environmental Protection and Limiting Environmental Impact: The development would include suitable tree/landscape planting and biodiversity enhancement measures.
- Facilitating Accessible and Healthy Environments: The application site is in a highly sustainable location, directly adjacent to the centre of Rhydyfelin, with many transport links and services/facilities located within walking distance.

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 liable for a charge under the CIL Regulations 2010 (as amended), however, the CIL rate for this type of development as set out in the Charging Schedule is £nil. Therefore, no CIL would be payable.

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan and in respect of the wider policy considerations set down in Planning Policy Wales 11 and Future Wales 2040. The proposals are also acceptable in terms of all other applicable material planning considerations including highway considerations as demonstrated above and subject to a limited number of conditions. The redevelopment of the site will facilitate a step change in the provision of schooling in the locality and the redevelopment and redefinition of the site representing a substantial improvement over the existing arrangements not only in the provision of new school buildings but also in in the creation of legible external space both informal and educational, thereby improving the learning experience for all pupils.

RECOMMENDATION: Approve

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

   Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2. The development herby approved shall be carried out in accordance with the approved plans Ref: -

   - Boundary treatment (1205-PDA-ZA-00-GA-A-20-(20)003 a)
   - Demolition plan (1205-PDA-ZA-00-GA-(20)002 A)
   - First floor plan (HAW-PDA-A-01-GA-A-(20)201 K)

- Ground floor plan (HAW-PDA-A-00-GA-A-(20)200 K)
- GA proposed elevations (HAW-PDA-01-ZZ-D-A-200110 P02)
- Roof plan (HAW-PDA-A-RF-GA-(20)202 A)
- Site location plan (1205-PDA-ZA-00-GA-A-20-(20)001 B)
- Landscape general arrangement (HAW_TACP_00_XX_D_L_000001_S3_P15)

and documents received by the Local Planning Authority 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. The development hereby approved shall be carried out in accordance with the recommendations and mitigation/enhancement measures set out in: -

- Car Park Management Plan
- Construction Traffic Method Statement (10/06/2022)
- Environmental Management Plan
- Ecological Impact Assessment
- Environmental Noise Assessment.
- Flood Consequences Assessment
- Transport Assessment
- Travel Plan, and:
- Tree Survey and Arboricultural Impact Assessment

Unless otherwise agreed in writing by the Local Planning Authority or 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.

4. Prior to works of construction on the superstructure of the new school building, details of all external facing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials thereafter.

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

5. A safe routes in communities assessment shall be carried out in accordance with the relevant Local Authority Road Safety Officers' Association (LARSOA) guidelines to be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures required shall be implemented in full prior to beneficial occupation of the new school building, unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure reduction in road traffic and promotion of sustainable modes of travel in accordance with Policy AW2 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales 11.

6. Notwithstanding the approved plans no development other than site set up, enabling works and mobilisation activities, shall commence until full engineering design and details of the new access on School Lane (with swept path analysis, demonstrating the turning facilities when the school gates are closed) including sections, any necessary street lighting details and surface water drainage details have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

   Reason: To ensure the adequacy of the proposed development in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

7. The submitted 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 within six months of beneficial occupation. 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 Policy AW2 of the Rhondda Cynon Taf Local Development Plan.

8. Prior to the commencement of development details of wheel washing facilities shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained throughout the construction period unless otherwise agreed in writing with the Local Planning Authority.

   Reason: To ensure that mud and debris are not deposited from the construction site on to the public highway in the interests of highway safety and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. No HGV movements shall take place to and from the site between the hours of 7:45hrs – 09:30hrs and 15:00hrs – 16:00hrs weekdays during the course of site preparation and construction works.

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.

10. Prior to its installation full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The lighting plan shall include: -

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

The lighting shall be installed and retained as approved during construction and operation.

Reason: To reduce the impacts of lighting in the interests of protected species and commuting corridors in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

11. No works of demolition to the caretaker house or block 2 which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: As the building is of architectural and cultural significance the specified record is required to mitigate impact in accordance with policy AW7 of the Rhondda Cynon Taf local Development Plan.

12. No surface water 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 in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

13. The approved development shall not be brought into use until an adequate grease trap has been fitted in accordance with details to be submitted to and approved in writing by the Local planning Authority. Thereafter the grease trap shall be maintained so as to prevent grease entering the public sewerage system.

Reason:To protect the integrity of the public sewerage system and ensure the free flow of sewage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.