



Proposal for the re-location and enlargement of Mynydd Cynffig Primary to a remodelled school building and new provision on the Cynffig Comprehensive School site

Consideration of Counter Proposal as part of a petition submitted by the community during the consultation process

Counter proposal suggestion	BCBC Comment
<p>We are currently investigating the ownership of the land for both the Junior and Infant sites – we have been led to believe that both sites were donated by Mr Talbot of Margam Estate for Educational purposes and therefore neither belong to the Council</p>	<p>The sites were purchased from the Margam Estate in various parcels, not donated. Both the infant and junior school sites are in the ownership of and registered to BCBC with freehold titles with the exception of the lane running between the school field and buildings on the junior school site which is still in the ownership of BCBC but registered with Possessory Title.</p>
<p>There is enough room on the Junior site to house a 2 storey L shaped building</p>	<p>Following the 2011 Feasibility report, which explored in detail the land area requirements, the Junior School site with additional land (allotments & park) could accommodate the new Mynydd Cynffig Primary School. Based on recent schemes it would be expected that the ATC area may also be required in order to accommodate parent drop off and parking.</p> <p>From an engineering perspective, there does not appear to be any reason why a new primary school could not be constructed at the existing Junior School site, but further studies will have to be undertaken to confirm this.</p>

	<p>The allotment site is leased to the Pwlllygarth Allotment Association by virtue of a long standing lease granted by Mid Glamorgan CC in 1976.</p> <p>The land on which the Kenfig Hill ATC hut is situated is currently leased to the Reserve Forces & Cadets Association for Wales by virtue of a 20 year lease from 25 January 2003 which does expire until February 2023. There are no breaks in the lease which is not outside of the Landlord & Tenant Act.</p> <p>There is a small strip of land on the Junior site which used to be an access to housing which has since been demolished. In order to stop up a Highway within a proposed development, developers must do so under Section 247 of the Town and Country planning Act 1990 whereby developers deal with the procedure direct with the Welsh Government.</p>
<p>We propose that the allotments and park be relocated to the Infants site – this allowing us to utilise the space for the new school (as per your original document 2011)</p>	<p>The relevant LDP policies (SP13 and COM7) relating to community facilities, which includes children’s outdoor recreation and allotments, and their relocation are set out below:-</p> <p>SP13 Social and Community Facilities</p> <p>In order to maintain and improve the quality of life of residents the following social and community uses and/or facilities will be retained or enhanced:</p> <p>Educational and training facilities; Health and well being facilities; Libraries; Outdoor recreation; Indoor leisure facilities;</p>

	<p>Community buildings; Allotments; and Cemeteries.</p> <p>In the interest of improved service provision, all proposals for new or replacement social and community facilities should demonstrate that every reasonable attempt has been made to consider the co-location with another social and community facility before a stand alone facility is considered.</p> <p><i>Policy COM7</i></p> <p><i>Protection of Social and Community Facilities</i></p> <p>Proposals which result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:</p> <ol style="list-style-type: none"> 1. A suitable alternative location is available and a facility of equivalent community benefit is provided by the developer on or off the site; or 2. In the view of the local planning authority the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.
<p>The space that has been freed up from the allotments, walkway to the allotments and the park will be where the new school will be built; an L shaped school nearing the back of what is currently the allotments, up to the park entrance and as far down as the vegetable patch on the school – we have been advised that the gradients in this area are gently sloping and would need minimal landscaping</p>	<p>Agreed, the higher (allotment area) has the lesser gradient. However, the remaining site has a significant slope; and would therefore be the location for the sports pitch. N.B. The sports pitch is to be the largest flattest single area on the site and as such would require significant augmentation and cost to level to current standards. This, unless the existing sloping grassed pitch is deemed to be appropriate.</p>

<p>Health and Safety allowing, the junior school will remain working until the build nears completion. The only adjustment to their current site would be fencing surrounding the yard to prevent children crossing into the building site and the loss of their grassed area (but they will maintain their school field)</p>	<p>Health and Safety would be a concern whilst building adjacent to an operational school, however this is possible.</p>
<p>A new road will be put in for access from the entrance to Caer Wetral cul de sac, allowing site access while the development goes ahead, once completed it will allow for staff parking behind the new building</p>	<p>Disparate car parking for staff can logistically be accommodated but at a cost. A single rationalised and minimal parking strategy off the main access/drop off would be economically better and environmentally friendlier.</p> <p>There is restricted frontage on Caer Wetral in the vicinity of the junction to provide any such access without it being in too close a proximity to the Croft Goch Road junction. Therefore on highway safety grounds, the Highway Authority would not support such a proposal.</p>
<p>Once the new build is completed, the fence surrounding the yard will be removed and placed around the old school – meaning the yard continues to be the yard for the new school</p>	<p>The extent and type of physical segregation between school and the construction site would be dependent on design/layout, but is possible.</p>
<p>Due to the difference in gradients, steps will be added to so that the site of the old school allows for access down to the yard (should they be needed) but the main walk way to the school yard would be from the gently sloping gradient located near the allotments</p>	<p>Any ramps/steps/retaining structures (should they be needed) to accommodate changes in external levels have a cost implication to the development budget.</p>
<p>Regarding the lane access behind Pwlllygath Street that is currently used to drop off children; a portion of the school field will be taken away, allowing for a two lane road access and pedestrian walkway</p>	<p>The Highway Authority would be in favour of making the highway wider at this location with a pedestrian footway on its south western side (school side) to improve Road safety for children walking to school. There will also be a requirement to provide enhancements to facilitate access for pedestrians as part of enabling works for the new school site from the surrounding residential streets. The extent and nature of these improvements will need to meet relevant standards to ensure they are suitable for use. In addition, a form of improvement for</p>

	<p>visibility (e.g. a 1m buffer zone) would be needed for vehicles using the existing garages to reduce the risk of conflict between the usage of the garages, pedestrians and vehicles using the widened road. There may also be a need to install traffic calming features along this road to ensure slow vehicular speeds as there have been previous complaints from residents and the Community Council regarding speed of vehicles along the lane.</p>
<p>Once the build is completed, the old school will be demolished and a turning circle will be located where the reception/hall of the school is currently located</p> <p>Please bear in mind that the increase in road traffic would not be experienced if the site was located on the Junior site as most parents would continue to walk</p>	<p>The Highway Authority consider that a turning circle is inappropriate at this location due to the nature of the Pwll y Garth Street rear lane and the amount of traffic that would potentially use this lane if the turning circle for dropping off pupils was accessed from this lane. This amount of traffic would conflict with pupils walking and cycling to school and utilising this entrance as well as inconsiderate parking whilst dropping children off at school. This proposal would also be at odds with current WG policy which seeks to restrict car access around schools¹.</p> <p>From a recent survey of parents dropping children off outside both the infants and junior school on a fine day it was noted that 125 vehicles dropped off children outside the Junior School and 88 vehicles dropping off children outside Infant School between 8:10am and 9.00am. It was observed that these vehicles dropping off school children at the 2 sites caused problems for residents and road users with</p>

¹ **Planning Policy Wales, Technical Advice Note 18: Transport – p50 (WG, March 2007)**

D.5 All new schools should be subject to TA. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur. The level of detail should be proportionate to the scale of the development. The objectives of the TIS should as a minimum include the creation or improvement of safe cycling and walking routes, restricting car access around schools, providing adequate cycle storage, and a framework for future school travel planning activity.

	<p>obstruction/inconsiderate parking which in turn caused road safety issues.</p> <p>Therefore as a result of this and a previous Transport Assessment undertaken there would need to be an area to accommodate at least 52 parent drop off spaces to accommodate for the likely parental traffic bringing their children to school. Measures to improve accessibility by non-car modes will also be required in order to contribute to a reduction in the number of cars accessing the school.</p>
<p>The playing field would remain where it is and the additional room made when the old building is removed would allow for external learning spaces</p>	<p>The existing playing field has a significant slope.</p>
<p>Cordon off/bollard the lanes that lead from the school to Pwlygath Street, so that it protects pedestrians and does not allow through traffic</p>	<p>The existing lanes are adopted highway and any such bollards that were placed on the highway to prevent movement of traffic would need a traffic order.</p> <p>If bollards were used to cordon off the lanes then any vehicles using the lane would not be able to turn around and would have to reverse back down the lane. This would be a road safety hazard especially near to a school with the likelihood of pedestrian usage.</p> <p>It has also been noted that residents use these lanes to park their cars in the evening due to lack of available space in the residential streets.</p>
<p>The counter proposal would be more beneficial as:</p> <ul style="list-style-type: none"> - There are multiple road routes leading from the Junior site, dispersing traffic quicker 	<p>Apart from Croft Goch Road, the other accesses away from the school are through residential streets or rear lanes which are not considered appropriate due to the shared use with pedestrians and current congestion due to parked cars. Notwithstanding the above, ultimately all of these routes join on to Commercial Street at 2 locations being at the lights at Croft</p>

- Parents would continue to walk their children to the site and that would prevent further congestion

Goch Road / Commercial Street and at the war memorial at Prince Road / Commercial Street.

The Highway Authority consider that as long as the main access to the school was onto Croft Goch Road then the surrounding access is appropriate.

An extra 88 vehicles dropping children off at the Junior School site on top of the existing 125 vehicles currently dropping off would greatly exacerbate the situation at the site, should it combine with the infants school.

In addition, no evidence has been provided to indicate the current modal split for journeys to the school or to suggest the likely future scenario following amalgamation of the school sites. It is therefore difficult to assess the validity of this statement and to predict the likely future journey patterns. However, in order to maintain the current numbers and encourage more parents to walk their children to school, enhancements for active travel should be provided as part of the school development along key routes to the school.

The displaced allotments (1.6 ac) and play space (0.29 ac) have a total site area of approximately 1.9 acres.

The total site area of the Infants School is 3.8 acres. As such, on a like-for-like replacement basis there is likely to be almost 2 acres of redundant land remaining for alternative development.

- A portion of the Infants site would become available for sale for housing development (once the allotments and park were relocated)

- You could possibly look at selling some of the land that Cynffig Comprehensive School doesn't use as it was said in the proposal meetings there is too much land at this location

- Footfall would continue past local businesses
- The community would be happy

It is difficult to comment on a value per acre as this could vary dramatically depending on the location, size, planning /development constraints and future use.