

REFERENCE: P/22/756/FUL

APPLICANT: Bridgend College

LOCATION: Land at Bridgend Police Station & former Cheapside multi storey car park, Cheapside, Bridgend CF31 1BZ

PROPOSAL: Demolition of existing buildings and construction of a further and higher education facility (Use Class D1), theatre (Use Class Sui Generis), café (Use Class A3) including sprinkler tank, refuse store, cycle store, roof plant and associated public realm, landscaping, highways and engineering works

RECEIVED: 7 November 2022

APPLICATION/SITE DESCRIPTION

The proposed development involves the redevelopment of two adjacent brownfield sites - the former Bridgend Police Station (vacated in Nov/Dec 2022 and now demolished) and the former multi-storey car park at Cheapside (Brackla 1) to the eastern side of Bridgend Town Centre.

The two areas form an L-shaped site of approximately 0.935Ha and it is defined by the adjacent Aldi store and car park, the one-way road system on Cheapside, the railway, the Asda store and car park, Brackla Street Shopping Centre and Brackla Street.

The proposal revolves around the provision of an educational facility for Bridgend College to replace its existing campus on Cowbridge Road. The existing campus is suffering from sink holes, would require an extensive refurbishment and is likely to be demolished to remove inefficient and high maintenance buildings from its estate. The 32-bedroom hostel at the corner of the Cowbridge Road campus (Weston House) will remain, however, the remainder of the site will be the subject of a disposal strategy. The Queens Road campus on Bridgend Industrial Estate will also be relocated to the Cheapside site. The relocation of the campus to the town centre forms part of the wider “Town Centre First” initiative and regeneration proposals for the town centre.

It is expected that the development will provide a long-term facility for the wider community and Bridgend town centre in conjunction with funding from the Welsh Government as a carbon net zero project. It offers an opportunity to modernise and rationalise college teaching facilities within a “fit for purpose” campus environment with students benefitting from the greater learning and employment opportunities available from a town centre location.



Fig. 1 – Site Location Plan

The accommodation requirements for the two buildings are expected to support the following departments with ancillary social hub, auditorium, reception, break out areas and meeting rooms:

- Performing Arts
- Visual Arts
- Skills
- Catering and Hospitality
- Wellbeing Centre
- Care and Childhood Studies
- Partnerships
- Health and Beauty
- Step Up
- Independent Living Skills
- Business
- HE

It will include circa 13,100 sq. m. of accommodation across the two sites to provide teaching and learning premises such as standard classrooms, IT suites, multi-purpose studios, catering kitchens, hair and beauty salons, recording and dance studios, design workshops and performance areas. In addition, general facilities such as a learning centre, café/bar, conference rooms and social hubs will be provided for use by the community.

The buildings will range between 3 and 6 storeys with a central courtyard. The new campus will be within easy walking distance of the town, bus station and train station and is therefore considered to be in a highly sustainable location.

It is intended to introduce areas of public realm through the creation of plazas to the northern and southern ends of the main building (Block 01), to strengthen the links and legibility between the two blocks and to promote a strong sense of arrival, particularly at the main entrance off Brackla Street.

The development will include a 200-seat auditorium/theatre and a performing arts centre separate from the purely educational elements of the college that will provide some community uses/classes in the evenings.

The 39 on-site car parking spaces (including 8 disabled parking bays and 5 electric charging spaces) will be managed by the College.

The roof spaces will be largely utilised for plant, PV's and green/blue roofs.

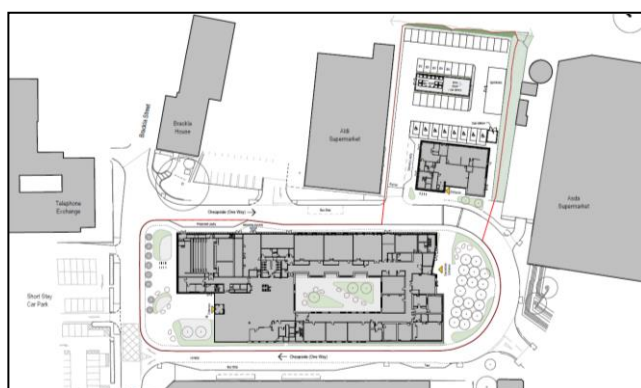


Fig. 2 - Proposed Layout

No Tree Preservation Orders exist on site; however, trees form the site boundary and will be accommodated where possible and in line with the Arboricultural Survey and Report as part of the development. The development is not within a Conservation Area but is close to, and can be seen from, the Bridgend Town and Merthyr Mawr Road Conservation Areas. The site is not at risk of river and/or surface water flooding and it is in Zone A, defined in Technical Advice Note 15: Flooding (2004) as an area that is considered to be at little or no risk of fluvial or tidal/coastal flooding. This situation does not change with the impending adoption of the Flood Map for Planning and a new TAN15. No rights of way are affected by the development.

The application has been supported by the following documents/reports:

- Planning Statement
- Design and Access Statement
- Pre-Application Consultation (PAC) Report
- Phase One Ecology Report Police Station
- Phase One Ecology Report MSCP
- Bat Survey Report Police Station
- Bat Survey Report MSCP
- Tree Report
- Outline Drainage Strategy
- Transport Assessment
- Travel Plan
- Geo-technical and Geo-environmental Reports
- Noise Assessment
- Energy Statement
- Sustainability Statement

During the consideration of the application, amended plans were received along with an updated PAC Report (as it was identified that there were additional responses to the PAC which needed to be included i.e. comments from the Theatre Trust and public comments 'comment neither in objection/support'), a Hibernation Survey of the Brackla 1 Multi Storey Car Park, a Stage 1 Road Safety Audit, a Staff and Student Travel Survey and Summary and updated Site Investigation Reports (Combined GI Report and Geo-Environmental Desk Top Study Report).

RELEVANT HISTORY

For the Multi-Storey car park site (Brackla 1), the following planning history is of relevance:

P/05/1320/BCB Use of the car park as car boot sale on Sundays (remain car park Mon-Sat) - Unconditional Consent - 29/11/2005.

P/03/340/BCB Use of car park for car boot sales on Sundays only – Conditional Consent - 13/05/2003

For the former Bridgend Police Station part of the site, the following planning history is of relevance:

P/22/802/DPN Prior notification to demolish Bridgend Police Station – Prior Approval not required 23/02/2023.

A/05/8/ADV 3 x spot lit bilingual corporate signs - Conditional Consent
24/03/2005.

A/05/2/ADV External amber led display sign, intermittently illuminated
(internally) – Refused 16/02/2005.

P/98/1067/FUL Disabled ramp entrance to main pedestrian - Conditional Consent
26/01/1999

For the semi-circular public realm area at the southern end of Cheapside, the following planning is of relevance:

P/12/427/BCB Installation of two pieces of public artwork - Unconditional Consent
20/07/2012

PUBLICITY

Neighbours have been notified of the receipt of the application and the scheme has been the subject of site and press notices and re-consultations due to amended plans and documents.

NEGOTIATIONS

The application has been the subject of detailed pre-application discussions, a Pre-Application Consultation (PAC) process and exhibitions.

The scheme has been revised to take into account highway related requirements and Block A has been moved 900mm to the north to avoid an area of unregistered land.

It will also be the subject of a separate “stopping up order” process for certain areas of adopted highway (layby and vehicular entrance into the car park of the former Police Station) fronting Cheapside via the Welsh Government, post decision.

CONSULTATION RESPONSES

Bridgend Town Council – “Bridgend Town Council wish to support the application in principle but provide the following comments:

1) On the external design and fabrics to be used, we raise concerns on the architectural merit of such a prestigious long-term building and question whether the proposed design is too stark in our Town Centre and needs further consideration. We are also concerned at the amount of glass and metal fabrics being utilised and wonder how durable and resistant they will be long term without major costs of refurbishment on a regular basis.

2) Connectivity of the two buildings is mentioned several times in the submission and we wonder why no mention is made of a connecting bridge across Cheapside between the two buildings. This would appear to add to connectivity of operation and is a major opportunity which appears to have been missed.

3) Staff and student numbers estimated on site are noted; but we need to question the thinking behind the parking of transportation vehicles of site users. Some 42 specialised parking spaces are quoted, together with 116 cycle stands. We cannot see any evidence that so many cycle stands are needed; what surveys have been undertaken; and is the project being solely reliant on the use of existing public and private car parks? Have any car parking surveys within Bridgend Town been undertaken? We cannot determine any results to date.

4) It is quite clear – and council accepts – that this will be a full 3-year project and during that time, the heart of Bridgend Town will become a building site with major disruption to the life of the Town Centre. What steps will be taken to mitigate the effects on everyday life?

5) This is a £50 million project and clearly the most important to impact on Bridgend Town centre for several decades. That being so, Council believes that the project should be given the widest publicity with the Bridgend area residents; and to that end, the project is surely worthy of a full-scale exhibition to be staged prior to any final planning permission submission for input of views from the public. Bridgend Town Council is therefore happy to offer the use of our current Council building free of charge – Carnegie House, Wyndham Street, Bridgend Town Centre.

6) In conclusion, Council is fully in support of the general concept of Bridgend College moving into our Town Centre; but the foregoing concerns need to be fully considered.”

BTC reserve their right to speak at future developmental control meetings.

Highways Officer - No objections subject to conditions.

Dwr Cymru/Welsh Water Developer Services - No objection subject to conditions.

Natural Resources Wales – Concerns but no objection subject to conditions relating to biodiversity, land contamination and drainage and, in particular, the submission of the document: ‘Bridgend Further Education College – Block 2 Winter Internal Inspection File Note’ by AECOM, dated February 2023.

Land Drainage Officer - No objection subject to conditions and advisory notes.

Shared Regulatory Services - Public Protection (Noise) - No objection subject to conditions.

Shared Regulatory Services – Environment Team (Ground Contamination) - No objection subject to conditions.

Network Rail - No objection subject to informatives.

Building Conservation Officer – No objections subject to conditions.

The South Wales Police Designing Out Crime Officer – No objections. A set of recommendations have been made towards achieving the Secured by Design (SBD) Gold Award.

REPRESENTATIONS RECEIVED

None

COMMENTS ON REPRESENTATIONS RECEIVED

With regard to BTCs comments, the majority of the points were raised at the PAC stage and have been addressed in the applicant’s PAC Report.

More specifically, the scheme has been designed to balance aesthetics, robustness and functionality with a view to achieving a BREEAM Excellent rating and a carbon net zero development. It is considered that the existing/original buildings (Police Station and Brackla 1 Multi Storey Car park) have come to the end of their useful life and have very little architectural merit. The proposed external materials in the new building will be durable in nature and in common use in modern building construction.

A connecting bridge between Blocks A and B has been considered and discounted on the basis of the cost and potential impact on the highway network.

Safe and secure cycle stands are needed to cater for Bridgend based students and to encourage a modal shift from the private car. There is sufficient capacity in town centre car parks but it is expected that staff and students (and some visitors) will be able to reach the college via sustainable means of travel including private bus services subsidised by the college. In terms of the transport hierarchy priority must be first given to active travel options i.e. cycling and walking followed by public transport. Car based travel is seen as a least favourable option particularly in a town centre setting, which is well served by a range of public transport options.

The Police Station has now been demolished and it is expected that the project will take at least 2 years to complete. A Construction Method Statement will be required by condition to limit the impact of the demolition of the multi storey car park and development on the surrounding area and users.

POLICY CONTEXT

The site is located within the primary key settlement of Bridgend as defined by Policy PLA1 Settlement Hierarchy and Urban Management of the Bridgend Local Development Plan (LDP) adopted in 2013. Policy PLA1 states that development in the County Borough will be permitted where it provides the maximum benefits to regeneration at a scale that reflects the role and function of the settlement.

The proposed site is also located in the Bridgend Strategic Regeneration Growth Area as defined by Policy SP1 of the LDP, which states that development will be permitted where it provides the maximum benefits to regeneration at a scale that reflects the role and function of settlements as set out in the settlement hierarchy.

The site is also subject to Policy SP10 Retail and Commercial Hierarchy of the LDP which defines the site as part of the Bridgend Sub Regional District Centre. Policy SP10 states that all new developments within retailing and commercial centres should provide retail, community or commercial floor space on the ground floor.

The site is currently designated for retail, office, other commercial, leisure and complementary uses and is a key development site in a retailing and commercial centre under LDP Policy REG9(1) – ‘Southside’ – Land at the Brackla Centre, Cheapside, Police Station and the Surface Car Park, Bridgend.

It is also in close proximity to a housing allocation (with an estimated number of 19 units) under Policy COM1(12) – Brackla Street, although that consent (P/06/1127/FUL - Part Demolition of Existing Shopping Centre & Construct New Retail & Residential Accommodation (19 No Units)) was not implemented.

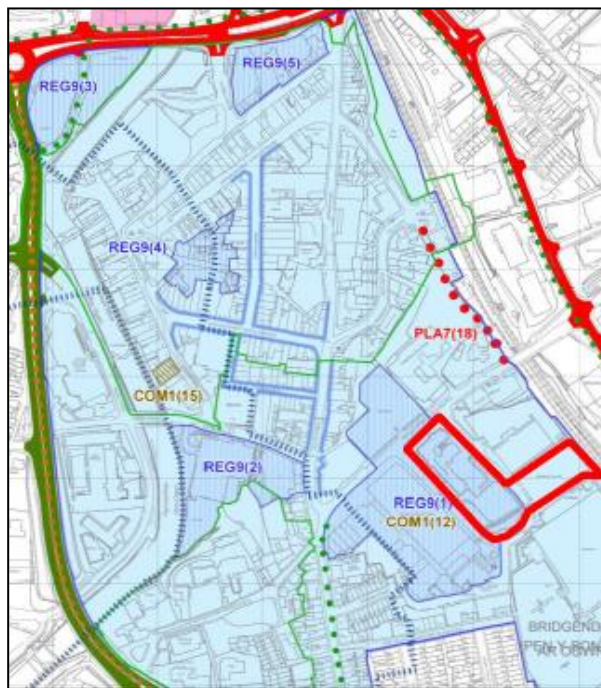


Fig. 3 – LDP Proposals Map Extract (with the site outlined in red)

The proposed use of land would come under Use Class D1 as a Non-residential Educational Institution. In such circumstances, Policy REG9 of the LDP allows the redevelopment or refurbishment of this key regeneration site for complementary uses and such establishments are appropriate in a town centre or close to public transport nodes.

Policy SP2 Design and Sustainable Place Making of the LDP states that all development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.

The proposal complies with REG9(1) of the LDP and the principle of development is accepted subject to compliance with the 15 criteria listed in LDP Policy SP2. The supporting text to this policy advises that Policy SP2 demands a high quality of design incorporating equality of access in all development proposals and seeks to ensure that new development is sensitive to its surrounding environment.

The relevant policies relating to the proposed development from the adopted Bridgend County Borough Council Local Development Plan (2013) are:

- Strategic Policy SP1 – Strategic Regeneration Growth Area
- Strategic Policy SP2 – Design and Sustainable Place Making
- Strategic Policy SP4 – Conservation and Enhancement of the Natural Environment
- Strategic Policy SP5 – Conservation of the Built and Historic Environment
- Strategic Policy SP8 – Renewable Energy
- Strategic Policy SP10 - Retail and Commercial Hierarchy
- Strategic Policy SP13 – Social and Community Facilities
- Strategic Policy SP14 – Infrastructure
- Policy ENV5 – Green Infrastructure
- Policy ENV6 – Nature Conservation
- Policy ENV7 – Natural Resource Protection and Public Health
- Policy ENV15 – Waste Management in New Development
- Policy ENV17 – Renewable Energy and Low/Zero Carbon Technology
- Policy PLA1 – Settlement Hierarchy and Urban Management

Policy PLA2 – Implementation of Regeneration Strategies
Policy PLA3 – Regeneration and Mixed-Use Development Schemes
Policy PLA4 – Climate Change and Peak Oil
Policy PLA11 – Parking Standards

Whilst the current LDP technically expired in 2021, it remains in force as the development plan for the purpose of determining planning applications and is material to this proposal. It is not considered that the application conflicts with policies in the emerging Replacement Local Development Plan (RLDP).

Supplementary Planning Guidance (SPG):

SPG07: Trees and Development

SPG17: Parking Standards

SPG19: Biodiversity and Development: A Green Infrastructure Report

In the determination of a planning application, regard should also be given to the requirements of National Planning Policy which are not duplicated within the Local Development Plan.

The following Welsh Government Planning Policy is relevant to the determination of this planning application:

Planning Policy Wales 11 (Feb. 2021)

Planning Policy Wales TAN 5: Nature Conservation and Planning

Planning Policy Wales TAN 12: Design

Planning Policy Wales TAN 15: Flooding

Planning Policy Wales TAN 18: Transport

Planning Policy Wales TAN 24: The Historic Environment

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental, and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation.

The planning system and plan-led approach is central to achieving sustainable development in Wales. Up-to-date development plans set the context for rational and consistent decision making and all planning applications must be determined in accordance with the adopted plan, unless material considerations indicate otherwise, (Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers).

Collaborative working with those proposing developments and other stakeholders including the local community in a spirit of partnership and inclusiveness should enable the delivery of development outcomes that contribute to improving the social, economic, environmental, and cultural well-being of the residents of the County Borough.

Everyone engaged within the planning system in Wales must embrace the concept of placemaking in development management decisions to achieve the creation of sustainable places and improve the well-being of communities. The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.

More specifically to this scheme, paragraph 4.4.1 of PPW11 states that community facilities contribute to a sense of place which is important to the health, well-being and amenity of local communities and their existence is often a key element in creating viable and sustainable places.

Active and sustainable travel are key tenets of PPW11 and Paragraphs 4.1.31 and 4.1.32 state that planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling. The design of development proposals should, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

Policy 6 of the National Development Framework Wales 2040 (NDF) places a high emphasis on the importance of the Town Centre First principle. The Town Centre First principle stipulates that significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres. They should have good access by public transport to and from the whole town and, where appropriate, the wider region.

The development will form part of the Town Centre First agenda in Bridgend and is considered as a complementary use in the town centre which will benefit other commercial businesses and the wider regeneration of this part of the Sub-Regional Retail and Commercial Centre. The emerging RLDP will strengthen the position for this scheme.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). The well-being goals identified in the act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of the proposed development.

THE SOCIO-ECONOMIC DUTY

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this application.

APPRAISAL

The scheme is reported to the Development Control Committee as an application which should be presented to Committee due to its significant public interest.

Beneficiaries of the development would include the students themselves, benefitting from state-of-the-art educational facilities; local businesses and large employers; and the local community which would benefit from the regeneration of the town centre through job creation, raised levels of skills and qualifications in the area and the use of facilities on its doorstep.

DESIGN

All development is required to create high quality, attractive, sustainable places and Policy SP2 of the Bridgend Local Development Plan identifies 15 criteria which are the starting point for the assessment of all applications.

Having a design of the highest quality possible, whilst respecting and enhancing local character and distinctiveness and landscape character; being of an appropriate scale, size and prominence; using land efficiently; providing an appropriate mix of land uses; having good pedestrian, cycling, public transport and road connections within and outside the site; avoiding or minimising noise, soil and water pollution; safeguarding and enhancing biodiversity and green infrastructure; ensuring equality of access by all; ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected; incorporating appropriate arrangements for the disposal of foul sewage and surface water and contributing towards local, physical, social and community infrastructure which is affected by the development are the relevant criteria for the purposes of this application.

The surrounding architecture and finishes/materials are of relatively poor quality with the use of brick, concrete and stone cladding prominent in the streetscene. However, some modern refurbishments have utilised other materials such as metal cladding panels and large areas of glazing. The immediate area is characterised by large, low-lying buildings set within expanses of parking. There are individual pockets of soft landscaping in the form of wide verges and planted street trees.

The Design and Access Statement advises that various massing studies were explored with an initial focus on:

- Main entrance/strong sense of arrival,
- Circulation/department engagement,
- Courtyard/private, high quality external space,
- Orientation/response to sunlight, and,
- Creating opportunities to engage with future town centre masterplan.

As stated above, the scheme has been the subject of pre-application discussions with the LPA. The key observations related to the physical massing of the proposed structure, materiality, architectural styling (sense of entrance and arrival), importance of the site and its location within the Town Centre and the need for design to reflect the more positive built fabric not the later adjacent constructions; lack of permeability at ground floor level, use of flat roof construction in areas of high rainfall and limited landscaping.



Fig. 4 – Initial Concept Design (Block 01)



Fig. 5 – Revised Scheme (Block 01)

The main building (Block 01) has been set back very slightly from Brackla Street, concentrating the bulk of its mass towards the centre of the site. This lessens the impact on the street scene and provides an opportunity for more public realm onto Brackla Street. The building is also “stepped” in height away from Brackla Street to reduce its immediate visual impact and to ensure that it assimilates into the surrounding built environment. Additionally, utilising a stepped form of massing removes an overwhelming physical sense of built dominance and creates a more organic response to the topography of the site.

The proposed palette of materials has improved following consultation leading to a proposal that is generally lighter and less industrial in tone. The scheme utilises aluminium cladding, partial artificial stone cladding, glass, and brick and cementitious cladding. Whilst the use of cementitious cladding is not supported by the Council’s Building Conservation and Design Officers, the final details will be agreed via condition.

The design tries to draw people into the main building by creating a focal entrance beneath the central block. This allows the building entrance to be read and understood in a more meaningful way, creating a greater sense of setting and entrance. However, the entrance could be more obvious and legible for users (students and the wider community) and will be the subject of a condition along with the condition requiring the submission of specifications for the proposed materials and finishes.



Fig. 6 – Proposed Streetscene fronting Brackla Street

The inclusion of projecting architraves is welcomed as is the single square picture window facing Brackla Street. However, this feature could be more pronounced to make a greater statement as a building of its time and function. There is also possible scope to incorporate a green wall feature within the building fabric although it is accepted that they can cause significant maintenance implications and are less successful on north facing facades (with the Block 01 entrance facing north).

One of the main design considerations for this development relates to its potential impact on the setting of Conservation Areas. The nearest Conservation Areas to this site are the Bridgend Town Centre Conservation Area to the north-west and Merthyr Mawr Road Conservation Area to the south-west.



Fig. 7 – Conservation Areas

Paragraph 1.25 of the TAN24 are of particular relevance to this scheme and states:

“1.25 The setting of an historic asset includes the surroundings in which it is understood, experienced and appreciated, embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. Setting is not a historic asset in its own right but has value derived from how different elements may contribute to the significance of a historic asset.”

Given the height of the proposed building (Block 01) and its prominence in the streetscene, it was necessary to undertake an exercise to assess its impact on views from the relevant Conservation Areas. The two main views from the west and the view of the building from the closest point of Bridgend Town Conservation Area to the north (see below) suggest that it will not have a significant detrimental effect on the setting of the respective Conservation Areas and will not result in excessive additions to the streetscene. At the same time, the building will have a positive visual presence in the town centre to help students with wayfinding.



Fig. 8 – Impact on Views from the west



Fig. 9 – Impact of views from the north

Conditions are attached to the recommendation requiring additional detailed specifications of the materials and finishes proposed for the buildings and a revised design for the main entrance into Block 01.

In conclusion, it is considered that the proposed development complies with Policies SP2 and SP5 of the LDP and advice contained within Planning Policy Wales and TAN12 and TAN24.

HIGHWAY IMPACTS AND ACCESSIBILITY

In terms of the highway implications of the development, the scheme, Transport Assessment, Travel Plan, Stage 1 Road Safety Audit and Recommendations and the Staff and Student Travel Survey, have been considered in detail by the Highways Officer.

The college campus will effectively replace a Police Station and Multi Storey car park and their associated levels of traffic. The primary pedestrian approach to the building will be from the west via the town centre. The main entrance to the building will be directly linked to the public space, set back from Brackla Street.

The existing vehicular one-way system around Cheapside will lead to the Block 02 car park access which will also be the main servicing point for the buildings; where deliveries will come to the college and be distributed to other parts of the campus.

Deliveries for productions within the auditorium will arrive at the layby to the east of Block 01. The parking to the rear of Block 02 will be for vehicles (accessible, minibuses and charging points) and bicycles (to meet the college's functional requirement) and will be under 24-hour surveillance. Secure bicycle parking in this location will be supplemented by visitor 'Sheffield hoops' at both building main entrances.

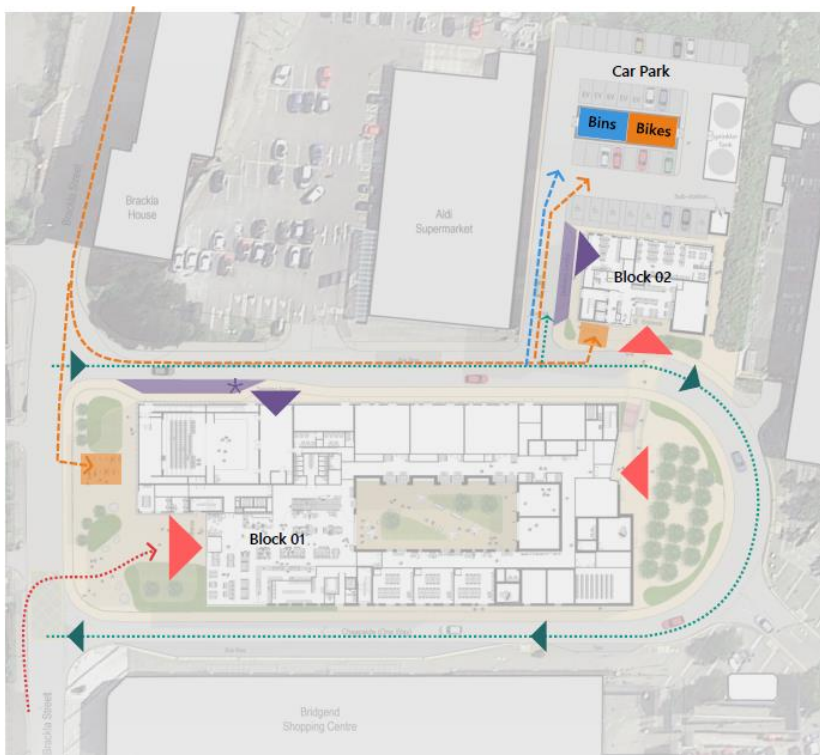


Fig. 10 – Access Proposals

The connection between the two buildings is critical to the success of the campus. Block 02 will house support functions (IT, Estates, Marketing) and it is anticipated that there will be significant interaction between the two buildings. Given the college is split over the two sites it is considered that it will not be able to operate without both parcels being developed out, particularly given the parking, refuse and servicing arrangements. To ensure that this eventuality does not occur, a planning condition is attached to the recommendation.

Refuse collection will need to take place on a twice weekly basis. The refuse store will be within an enclosed secure storage space at the rear of Block 02 with louvred doors for ventilation purposes.

All teaching spaces will be wheelchair accessible where practicably possible. Accessible WC and Shower provision will be included as required to encourage sustainable means of travel to the facility. Interior finishes will be selected in consideration of the visually impaired. A hygiene and sluice room with hoist will be provided in addition to the standard accessible washroom facilities provided elsewhere in the building.

Measures will be adopted to tackle security and community safety issues covering design, layout and management issues including:

- Staffed reception desk 24/7 in Block 01 and Staffed Ground Floor presence in Block 02.
- Suitable CCTV to communal internal areas and external areas, including full coverage of building perimeter and entrance points.
- Suitable lightning scheme to external areas, including the courtyard and internal communal areas.
- All external access points to be provided with appropriate access control.
- Access control to main entrance to be only activated during certain hours. visitors can gain access to the building.
- Reception desk placed with clear coverage to main entrance and main circulation routes between the building entrance and lift core.
- Fire prevention and evacuation, including a sprinkler system as required by building regulations.

Highway safety concerns were raised with regard the proposed delivery layby on Cheapside, in the vicinity of its junction with Brackla Street and close to the entrance to Aldi car park.

In order to address these concerns, a Stage 1 Road Safety Audit has been undertaken and submitted to support the proposed layby as well as the general layout of the site. This has raised the need for some minor modifications which have been demonstrated can be achieved. The independent auditor has also confirmed that they considered the location and suitability of the layby and reached the conclusion that this is unlikely to pose a road safety issue on the basis that the arrangement is not atypical with delivery drivers that would use the layby likely to be familiar with such arrangements; the forward visibility to the layby for drivers accessing Cheapside from Brackla Street is sufficient; and the use of the layby is likely to be relatively low, further reducing any potential conflict with its use.

A draft scheme is shown below indicating bollards and footpath realignment. However, this more detailed modified scheme will require a supporting Stage 2 Road Safety Audit and consequently a “scheme” condition is requested for the layby.

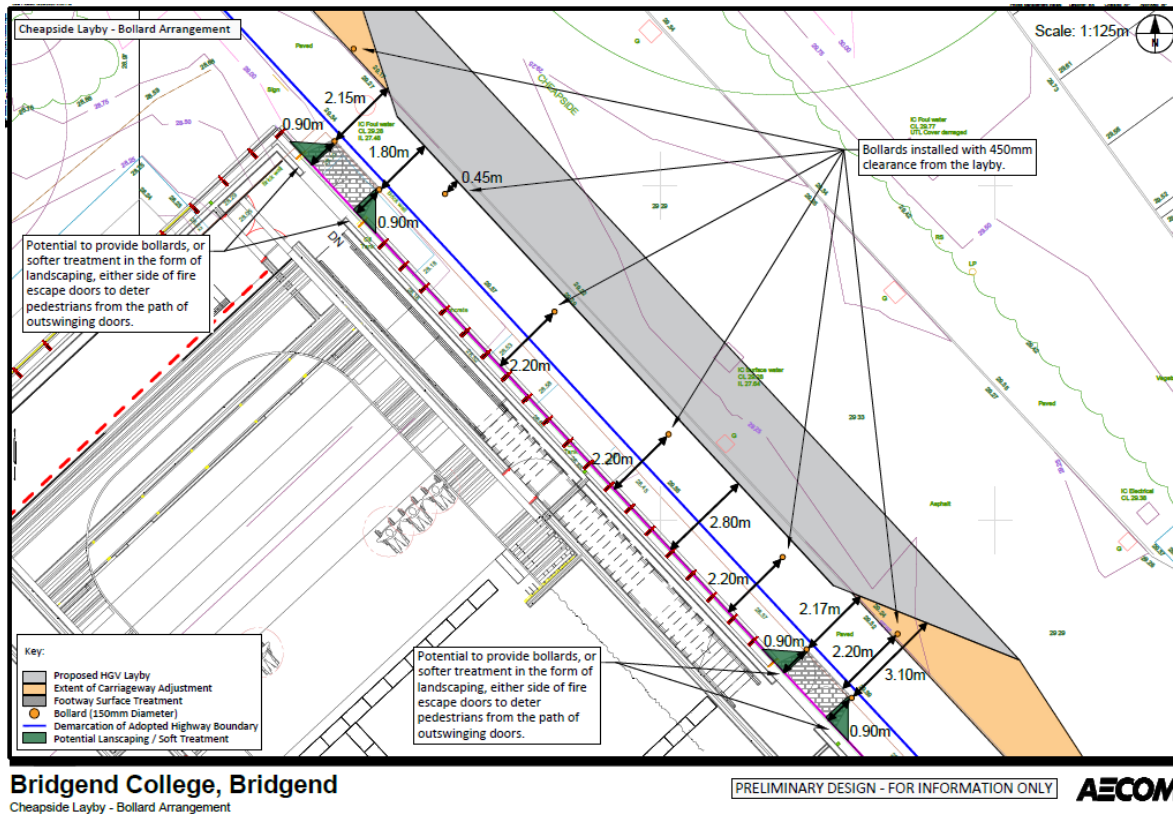


Fig. 11 – Draft Scheme with Road Safety Audit Recommendations

The applicant is aware that a fee of £8,000 will be necessary in relation to the discharging of a requested condition relating to a revised scheme of waiting and loading restrictions along Cheapside as required by the Highway Authority. This will be secured by separate legislation and processes.

It is also noted that the scheme proposes modifications to areas which are currently adopted highway (i.e. the layby and current vehicular entrance into the former Police Station car park) and a “stopping up order” will be required. This process will need to be undertaken under the appropriate Section of the Town and Country Planning Act 1990 following the granting of consent.

This process is completely separate from the planning process and is administered by the Welsh Government. However, the Highway Authority will be a statutory consultee in the legal consultation process associated with the stopping up order. The applicant has already prepared a Combined Incoming Services Layout which confirms the extent of services that currently exist within the highway and their connection to the former Police Station premises. Diversions will be required in order to accommodate the proposed development. More specifically, a LV cable and communication cable have been identified to be diverted from the footway area nearest the former police station reception to the existing highway area further south.

The site is located within the town centre and accordingly the minimal quantum of parking proposed (39 spaces including 5 electric charging spaces and 8 disabled parking spaces) is considered to be in accordance with the aims of Planning Policy Wales 11.

The close proximity of the site to more sustainable means of transport (bus stops, bus station, train station etc.) will further encourage a modal shift away from the private car in line with the measures contained within the submitted Travel Plan. The surrounding

streets are the subject of parking restrictions and there is sufficient capacity within the town's public car parks to accommodate staff or students who insist on driving to the college or do not have easy access to any other means of travel.

However, it should be noted that the vast majority of the circa 1200 students using the site (of which only around 800 will be at the campus at any one time) are not of driving age and there are existing free contracted school bus services from Pontypridd, Hirwaun/Aberdare, Treherbert/Treorchy, Maerdy, Pontyclun, Llanharry and St. Athan in the Vale of Glamorgan.

It is to be expected that this development which will attract a lot of users both students, staff and visiting members of the public will require significant supporting infrastructure including active travel and public transport options. This may not be fully realised until the facility has been in operation for a period of time. As such the travel plan will be monitored annually and the current bus services will eventually utilise the stops on Cheapside rather than the ones currently in use on Coychurch Road on the proviso that the college bus services do not affect the public bus services emanating from these bus stops.

The staff and student travel survey has also identified the more popular/heavily used pedestrian routes to the new site i.e. the routes that locally based students are likely to utilise. This in turn will inform an active travel survey and audit of the routes by the developer with a scheme of improvements to be submitted to and agreed by the LPA in conjunction with the Highway Authority and subsequently implemented by the applicant prior to the beneficial occupation of the new college campus.

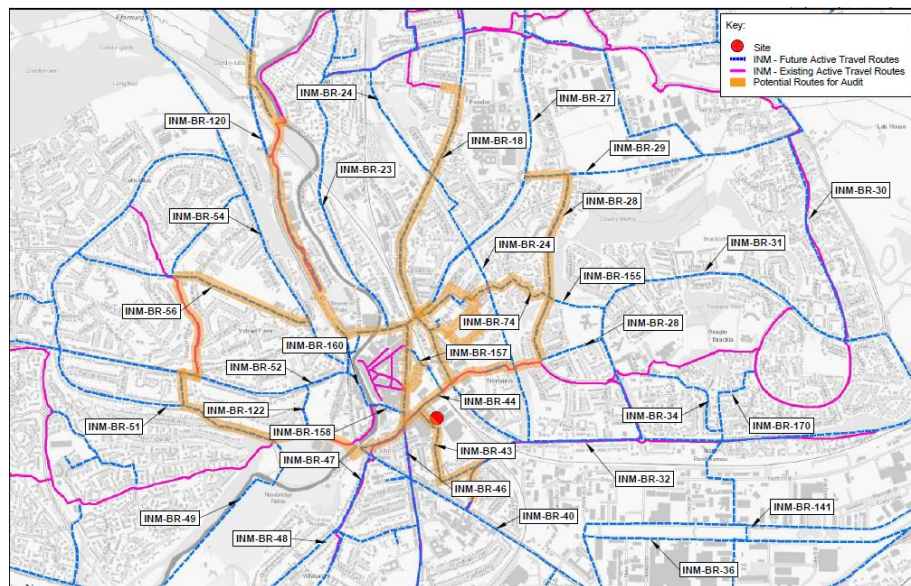


Fig. 12 – Identified Active Travel Routes

Having regard to the above and the implementation of the proposed measures and active travel improvements, the highway safety, accessibility, servicing and parking implications of the development have been addressed and the scheme therefore accords with Policies SP2, SP14 and PLA11 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within SPG17, Planning Policy Wales 11 (February 2021) and TAN18.

BIODIVERSITY AND LANDSCAPING

In terms of biodiversity, Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21st March, 2016.

Section 6(1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires LPAs to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are: 1. That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment," 2. That there is "no satisfactory alternative," and 3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range."

The application has been supported by a Bat Report and Preliminary Ecological Assessments for both parts of the site (former Police Station and Brackla 1 MSCP), an Arboricultural Report and a Winter Hibernation Survey of the Brackla 1 Multi Storey Car Park.

To meet the Low Zero Carbon requirements for the development and to reflect the contemporary architecture, sedum flat roofs are to be utilised. The roof will be low maintenance, provide ecological enhancements to the area and will incorporate the sustainable urban drainage of the site.

The local ecosystem will be further enhanced through the introduction of planting within the central courtyard and in the areas of public realm to the front of Block 01 and between Blocks 01 and 02. Planting will be easy to maintain and will improve and enhance the ecological value of the area. Tree planters are proposed fronting Brackla Street due to the presence of significant below ground services in this area.

Although no evidence of bats has been found within the buildings, there is potential for hibernating bats to utilise the exterior aspect of the voids in the MSCP and the cavity between the exterior and interior walls on the northeast (rear) face. As these features could not be fully inspected at the time due to accessibility issues and the poor condition of the MSCP, the demolition will proceed under the recommended methods.

NRW welcomes the submission of the Hibernation Survey and notes that although hibernating bats were not found to be using the building during the winter inspection, the report notes constraints to the survey and indicates that the presence of hibernating

bats could not be conclusively ruled out. The survey report proceeds to make recommendations for pre-demolition inspection, methods and timing.

NRW as a statutory consultee supports the recommendations in the accompanying ecological reports subject to a condition requiring adherence to the measures stipulated.

The supporting tree report concludes that the site has the potential to accommodate development whilst retaining the trees of value. If the health and stability of the trees are maintained, and the suggested strategies are implemented (i.e. a suitable development design; tree protection methods; Arboricultural site supervision and tree after care), the development could be conducted with no adverse impact on the important trees in or around the site.



Fig. 13 – Landscaping Proposals

In conclusion, and subject to conditions, it is considered that the scheme complies with Policy ENV6 of the LDP and will satisfy the Council’s “biodiversity and resilience of ecosystems duty” under Section 6 of the Environment (Wales) Act 2016 and guidance contained within TAN5: Nature Conservation and Planning (2009). Therefore, it is considered that, overall, there will be no significant adverse residual impacts on biodiversity.

DRAINAGE, GROUND CONTAMINATION AND NOISE

The Council's Land Drainage Engineer and Dwr Cymru/Welsh Water have not objected to the development and recommend the imposition of conditions requiring the agreement of a comprehensive drainage scheme dealing with both the disposal of foul and surface water. Any future drainage scheme for this site will ensure that there are no adverse impacts on third party land.

The application form states the proposed development is not located within a flood risk zone, is not located within 20m of a watercourse and does not increase flood risk elsewhere. The application form also states that foul water will be disposed via the main sewer. A foul drainage layout has been provided. The applicant shall contact DCWW to discuss the proposed connection to the public sewer.

The application form states surface water will be disposed via SUDs. A surface water drainage strategy has been provided, which identifies that surface water will be disposed to the main sewer via a green roof and geocellular attenuation. The applicant shall contact DCWW to discuss the proposed connection to the public sewer.

The plans suggest the development is over 100 sq. m. in area and therefore a SAB application is required and a SAB pre-application has been submitted to the SAB Officer for comment.

The Shared Regulatory Services (Ground Contamination) Officer and NRW have reviewed the reports including the update SI report from December 2022.

The report is based on a detailed desk study of the site, followed by site investigations on accessible parts of the site; at the time limited to open ground/parking areas adjacent the police station.

Investigations have confirmed significant thicknesses of made ground associated with infilling of former quarries on site. Assessments undertaken to date have identified hydrocarbon contamination and the presence of asbestos fibres in the shallow soils. Monitoring has identified a risk from ground gas, classifying the ground gas regime as 'CS2', although there is the potential for variations in the made ground across the site with the need for further monitoring.

Post demolition site-based investigations, including geoenvironmental sampling, are required in previously inaccessible areas; depending on the ground conditions encountered this may include the need for additional ground gas monitoring.

Should there be any importation of soils to develop the landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

SRS and NRW suggest the imposition of modified conditions to ensure that the recommendations set out within the report are completed in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy ENV7 of the Bridgend Local Development Plan (2013).

The Shared Regulatory Services (Noise) Officer has reviewed the application proposals and noise report entitled "Bridgend College - Town Centre Project - Stage 2 Acoustic Report" dated 8th April 2022 and, based on the recommendations of the survey, it is advised conditions are attached to the recommendation.

Network Rail has no objection in principle to the proposal but due to it being next to Network Rail land and their infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway they have included asset protection comments which the applicant is strongly recommended to action. The informative notes are attached to the recommendation.

CONCLUSION

Having regard to the above, on balance, this application is recommended for approval because the development complies with Council and National policies.

The new campus is a vital component of the College's plans for the future by providing a modern and fit for purpose educational facility for the wider benefit of the County Borough, that will be a catalyst for the "Town Centre First" initiative and wider regeneration proposals for the town centre.

It will successfully assimilate into the context of the site without having any detrimental impacts on surrounding neighbouring amenities, visual amenities, the setting of adjacent Conservation Areas, biodiversity, highway networks and will contribute towards Active Travel provision to and from the campus.

RECOMMENDATION

(R02) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans and reports:-

Site Location Plan – Drwg. No. 90002 Rev. 1

Site Plan – Drwg. No. 90001 – P02

Ground Floor Plan – Drwg. No. 01000 – P02

1st Floor Plan – Drwg. No. 01001 – P02

2nd Floor Plan – Drwg. No. 01002 – P02

3rd Floor Plan – Drwg. No. 01003 – P02

4th Floor Plan – Drwg. No. 01004 – P02

5th Floor Plan – Drwg. No. 01005 – P02

6th Floor Plan – Drwg. No. 01006 – P02

GA Plan Block 02 – Drwg. No. 01301 Rev. 1

Elevations Sheet 01 - Drwg. No. 02103 Rev. 1

Elevations Sheet 02 - Drwg. No. 02104 Rev. P01

Planning Elevations – Drwg. No. 02202 Rev. P01

Planning Sections – Drwg. No. 03100 Rev. P01

Planning Sections – Drwg. No. 03200 Rev. P01

Developed Soft Landscape Plan – Drwg. No. 006(PL03)

Developed Hard Landscape Plan – Drwg. No. 007(PL02)

Indicative Soft Landscape Palette Sheet

Indicative Hard Landscape Palette Sheet

Below Ground General Arrangement – Drwg. No. 0422-ACM-XX-XX-DR-C-10001 P05

Drainage Strategy Technical Report by AECOM

Winter Hibernation Report by AECOM

Preliminary Ecological Appraisal (Police Station) by AECOM

Preliminary Ecological Appraisal (MSCP) by AECOM

Bat Survey Report Summer Surveys (Police Station) by AECOM

Bat Survey Report Summer Surveys (MSCP) by AECOM

Arboricultural Report by ArbTS - Arboricultural Technician Services Ltd.

Transport Assessment by AECOM

Travel Plan by AECOM

Updated GEO-ENVIRONMENTAL DESK STUDY REPORT by Red Rock Geo (Dec. 2022)

Stage 2 Acoustic Report by AECOM

Noise and Vibration Survey by AECOM

Energy Statement by AECOM

Sustainability Statement by AECOM

Stage 1 Road Safety Audit and Recommendations by AECOM

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and to satisfy the Local Planning Authority's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016.

2. Notwithstanding the plans hereby approved, a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the building hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority prior to their use on site. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenities of the area.

3. Prior to their implementation on site, a plan indicating the positions, design, materials and type of boundary treatment to be erected and a timetable for its implementation shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed plan and timetable.

Reason: To ensure that the general amenities of the area are protected and the campus is secure.

4. Notwithstanding the plans hereby approved, a revised design for the main entrance into the main building (Block 01) from Brackla Street shall be submitted to and agreed in writing by the Local Planning Authority prior to the construction of Block 01. Development shall be carried out in accordance with the agreed details prior to the building being brought into beneficial use.

Reason: To ensure that the main entrance is legible to future users of the campus and community facilities.

5. No development shall commence on site, apart from site clearance and demolition, until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme must be implemented prior to beneficial use.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

6. The two campus buildings (Blocks 01 and 02) hereby approved shall not be brought into beneficial occupation independently of one another.

Reason: For the avoidance of doubt as to the scope of the consent and to ensure a satisfactory form of development and a cohesive college facility as both buildings are co-dependent on each other in terms of facilities and services

7. No development shall take place, apart from site clearance and demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. The routing of HGV construction traffic to/from the site
- ii. the parking of vehicles of site operatives and visitors
- iii. loading and unloading of plant and materials

- iv. storage of plant and materials used in constructing the development
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. the provision of temporary traffic and pedestrian management along Brackla Street and Cheapside

Reason: In the interests of highway safety.

8. Notwithstanding the submitted travel plan, a revised College travel plan shall be submitted to and approved in writing by the local Planning Authority and implemented within 6 months of the beneficial use of the development. Such a plan shall contain updated targets, measures and initiatives relating to the encouragement and promotion of the use of sustainable transport for journeys to and from the college. The plan shall also include options for the migration of dedicated college bus services from Coychurch Road to facilities on Cheapside, Nolton Street and/or a new facility on Brackla Street within 12 months of beneficial use of the proposed buildings. The plan shall be subject to periodic review and monitoring, with annual reports prepared by the college and submitted to the Local Planning Authority.

Reason: In the interests of promoting sustainable modes of transport to and from the college.

9. Notwithstanding the submitted drawings, within 12 months of the date of this consent, a scheme for the provision of 40 long stay staff cycle parking stands, 133 long stay student cycle parking stands and 8 short stay cycle parking stands shall be submitted to the Local Planning Authority. The agreed scheme shall implemented before the development is brought into beneficial use and retained as such in perpetuity.

Reason: In the interests of promoting sustainable means of travel to/from the site.

10. Notwithstanding the submitted drawings no development shall commence on Block 02, apart from site clearance and demolition, until a revised scheme for the provision of 39 off-street parking spaces has been submitted to and agreed in writing by the Local Planning Authority. The parking area shall be completed in permanent materials with the individual spaces clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for parking purposes in perpetuity.

Reason: In the interests of highway safety.

11. Within 12 months of the date of this consent, a revised scheme of waiting and loading restrictions along Cheapside shall be submitted to and approved in writing by the Local Planning Authority and the necessary traffic order shall be confirmed. The required signage and roadmarkings shall be provided and clearly demarcated in permanent materials in accordance with the approved scheme prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

12. No buildings shall be brought into use until such time as the Potential Routes for Audit identified in orange on Plan Nos. 60672360-AR-001 and 60672360-AR-002 have been surveyed/audited and a scheme for active travel improvements along those routes has been submitted to and approved in writing by the Local Planning Authority. Such a scheme of improvements shall be implemented as approved within 6 months of the development being brought into beneficial use.

Reason: In the interests of promoting sustainable travel and Highway Safety.

13. Prior to the beneficial use of the new facilities, a scheme of pedestrian/cycle direction signage, including a timetable for implementation shall be submitted to and agreed in writing by the Local Planning Authority. Such scheme shall include for the revision and removal of existing direction signs to the current Cowbridge Road Campus and shall be implemented in accordance with the approved scheme.

Reason: In the interests of promoting sustainable means of travel to/from the site.

14. Within 12 months of the date of this consent, a Delivery and Servicing Management Plan shall be submitted to the Local Planning Authority. Such scheme shall cover deliveries to both blocks 01 and 02 by use of the proposed layby and the rear yard/car park and include for maximum vehicle sizes and swept path analysis. All servicing and delivery vehicles movements to the college shall be made in accordance with the approved delivery management plan once the development is brought into beneficial use and retained thereafter.

Reason: In the interests of highway safety.

15. Prior to the beneficial occupation of the college campus, a student college transport management plan shall be submitted to and agreed in writing by the Local Planning Authority. Such scheme shall cover college operated buses and mini-buses and include for pick up/ drop off locations and timings. All college buses and mini-buses shall be operated in accordance with the approved college transport management plan once the development is brought into beneficial use and retained thereafter in perpetuity.

Reason: In the interests of highway safety.

16. Within 12 months of the date of this consent a scheme for the provision of an uncontrolled pedestrian crossing point between blocks 01 and 02 shall be submitted the Local Planning Authority. The scheme shall include for appropriate signage and roadmarkings. The crossing, signage and roadmarkings shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained in perpetuity.

Reason: In the interests of highway safety.

17. Notwithstanding the submitted drawings, within 12 months of the date of this consent a detailed scheme for the proposed delivery layby and revised footway arrangements to the North East of Block 01 shall be submitted to the Local Planning Authority. The scheme shall include for appropriate signage, roadmarkings and street furniture and be supported by a stage 2 and 3 road safety audit. The scheme shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for delivery purposes in perpetuity.

Reason: In the interests of highway safety.

18. Within 12 months of the date of this consent a detailed scheme for the removal of the existing police station access and layby and replacement with new footway arrangements shall be submitted to the Local Planning Authority. The scheme shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such in perpetuity.

Reason: In the interests of highway safety.

19. Notwithstanding the submitted drawings no development shall commence on Block 02, apart from site clearance and demolition, until a scheme for the provision of a car park access barrier at Block 02 has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include for appropriate signage and roadmarkings. The barrier, signage and roadmarkings shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained in perpetuity.

Reason: In the interests of highway safety.

20. No development shall commence on Block 02, apart from site clearance and demolition, until a Car Park Barrier Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The car park barrier at Block 02 shall be operated in accordance with the approved Car Park Barrier Management Plan once the development is brought into beneficial use and retained thereafter.

Reason: In the interests of highway safety.

21. The proposed increased sound insulation performance criteria values for rooms adjacent to any performing arts as detailed in table 3.5 of the acoustic report entitled: Bridgend College - Town Centre Project - Stage 2 Acoustic Report (project number 60672360) dated 8th April 2022 shall be implemented in full.

Reason: To protect neighbouring amenities in accordance with Policy SP2 of the Bridgend Local Development Plan.

22. The rating levels of all fixed and mechanical plant when assessed in accordance with BS4142: 2014 shall not exceed the levels specified in table 1 below at any residential premises.

Table 1

Time	Noise rating level
Day (0700-23.00)	42dB LAeq,1 hour
Night (2300-0700)	28dB LAeq, 15mins

Reason: To protect neighbouring residential amenities in accordance with Policy SP2 of the Bridgend Local Development Plan.

23. Prior to the installation of any fixed and mechanical plant at the development site, a further noise report detailing all plant and noise levels, including any proposed mitigation measures shall be submitted to and agreed by the Local Planning Authority in order to demonstrate that the plant noise limits in Table 1 will be achieved.

Reason: To ensure a satisfactory form of development and to protect neighbouring amenities in accordance with Policy SP2 of the Bridgend Local Development Plan.

24. No development shall take place, apart from demolition and site clearance, until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period. The CEMP shall include:

- a scheme of works detailing the control of noise from construction, details of equipment to be employed and operations to be carried out and best practice in accordance with BS5228 Code of Practice for noise and vibration control on construction and open sites and any mitigation measures that are identified as necessary to control the noise at sensitive receptors.
- Approximate timescales of each operational phase.
- Operational hours which shall not be outside the hours of 08.00-18.00 hours Monday to Friday, 08.00 hours -13.00 Saturdays and no working on Sundays or Bank Holidays.
- A scheme of vibration monitoring for any operations that are indicated to give rise to vibration undertaken at locations to be agreed with by Shared Regulatory Services.
- A scheme for implementing effective liaison with local residents and dealing with complaints.
- Loading and unloading of plant and materials.
- Wheel washing facilities.
- A scheme of works detailing the mitigation and control of dust from the operations during the construction of the development.

Reason: To protect neighbouring amenities in accordance with Policy SP2 of the Bridgend Local Development Plan.

25. Within 12 months of the date of this consent details of existing ground levels and proposed finished ground and floor levels shall be submitted to the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory form of development.

26. Prior to its installation, full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:

- Details of the siting and type of all external lighting to be used.
- Drawings setting out light spillage in key sensitive areas, in particular the retained vegetation by the railway line;
- Details of lighting to be used both during construction and operation;
- Measures to monitor light spillage once development is operational.

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

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species, and their habitats and commuting corridors.

27. Notwithstanding the submitted landscaping scheme, prior to the beneficial occupation of the Block 01, an updated landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority showing additional planting within the wider campus. The development shall be implemented in accordance with the approved scheme and the planting shall be retained and maintained thereafter in perpetuity.

Reason: To ensure a satisfactory form of development and in the interests of biodiversity.

28. The landscaping scheme shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure a satisfactory form of development and to satisfy the Local Planning Authority's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016.

29. A 5-year landscape management plan, including management responsibilities and maintenance schedules for all habitat and landscaped areas shall be submitted to and approved in writing by the local planning authority prior to the beneficial use of Block 01. The landscape management plan shall be carried out as approved.

Reason: To ensure a satisfactory form of development and to satisfy the Local Planning Authority's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016.

30. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To prevent pollution to the water environment.

31. Prior to the commencement of any development works, except clearance works and demolition, a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

- 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that the safety of future occupiers is not prejudiced.

32. Prior to the commencement of the development, except clearance works and demolition, an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site.

The report of the findings shall include:

- (i) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (ii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iii) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017) unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

33. Prior to the commencement of the development, except clearance works and demolition, a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017) unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

34. The remediation scheme approved by condition 33 must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017) unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

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

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

36. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced.

37. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced.

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

Reason: To ensure that the safety of future occupiers is not prejudiced.

* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

In order to satisfy the drainage condition the following supplementary information is required:

- Provide an agreement in principle from DCWW for foul and surface water disposal to the public sewer;
- The applicant shall submit a sustainable drainage application form to the BCBC SAB (SAB@bridgend.gov.uk).

No surface water is allowed to discharge to the public highway.

No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.

As the development is over 100m², SAB approval will be required. From 7 January 2019, new developments of 2 or more properties or greater than 100m² of construction area require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before construction work begins. The applicant shall submit a sustainable drainage application form to the Bridgend County Borough Council SAB. Further information in relation to the new legislation including the sustainable drainage application forms can be obtained from the following link:

<https://www.bridgend.gov.uk/residents/recycling-waste-and-environment/environment/flooding/sustainable-drainage-systems/>

The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:

- i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
- ii) indemnify the County Borough Council against any and all claims arising from such works;
- iii) give not less than one calendar month's notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

It is a requirement under Section 153 of the Highways Act 1980 that any doors must be located and fitted so as not to open out over the highway.

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991).

The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The planning permission hereby granted does not extend any rights to carry out any works to the public sewerage or water supply systems without first having obtained the necessary permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Potable Water Supply

The proposed development is crossed by water mains. Please ensure a 3 metres easement of the 6" UPVC main and a 3 metres easement of the 110mm Profuse main. Please see attached Guidance Notes.

To satisfy the above drainage condition, the applicant must:

- Provide an agreement in principle from DC/WW regarding the proposed foul connection to the public sewer;
- Confirm use of the rainwater harvesting system;
- Provide detailed drawings of the proposed oil separators, pervious paving, rainwater harvesting tank and geocellular soakaway tank;
- Provide final version of maintenance plan once SuDS products are known.

Adequate provision should be made to store all waste material produced and any receptacles to hold it e.g. wheelie bins, fully within the curtilage of the college. The applicant's attention is drawn to the fact that it is an offence under the Highways Act 1980 to obstruct the highway with such objects and that action will be considered to prevent any obstruction.

The standard of illumination shall be such that no undue glare or distraction is occasioned to highway users.

SAFETY

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk.

FENCING

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels – if altered, to be such that water flows away from the railway. Drainage does not show up on Buried service checks.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

PILING

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

EXCAVATIONS/EARTHWORKS

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

DEMOLITION

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings/structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

LIGHTING

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

SAFETY BARRIER

Hard landscaping plans show parking areas are to be situated adjacent to the railway; which is at or below the level of the development. Suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

The contamination assessments and the affects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints;
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;

- Unprocessed / unsorted demolition wastes.
 - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
 - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

**JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES**

Background papers

None