

REFERENCE: P/25/98/BCB

APPLICANT: Bridgend CBC - Education Dept Civic Offices, Angel Street, Bridgend, CF31 4WB

LOCATION: Corneli Primary School Greenfield Terrace North Cornelly CF33 4LW

PROPOSAL: Demolition of the two existing primary schools, construct a new Welsh Medium Primary School building with associated infrastructure and landscape works (amended plans showing revised coach drop off and pick up from hall drive and removal of the coach drop off and pick up from Greenfield Terrace and additional noise details)

RECEIVED: 19 February 2025

Addendum Report P/25/98/BCB

At the Special Development Control Committee meeting held on 31 July 2025, Members resolved to approve Application P/25/98/BCB (which relates to the construction of a new Welsh Medium Primary school) subject to no new or further material objections being received during the re-consultation period (that period was still ongoing at the time of the Special Planning Committee meeting due to the receipt of amended plans for a relocated coach 'pick up/drop off' area) which period expired at midnight on 13 August 2025.

Since the date of the above Special Planning Committee meeting, 1 letter of support and 8 letters of objection have been received which include concerns from Cornelly Community Council. These are '*material objections*' that were not considered at the previous Special Planning Committee meeting.

As such, and in accordance with the resolution agreed at that Special Planning Committee meeting, the Application is being brought back for Members to consider the new *material* objections that have been received.

These new *material* objections have been summarised as follows (together with the Local Planning Authority's response). It should be noted that whilst the new objections have been summarised below, two of the new objections comprise comprehensive documents which are attached as Appendix A and Appendix B so that Members are able to see the entire documents.

Summary of New Material Objections:

Highways issues

The area already experiences heavy traffic and frequent lorry movements. The addition of school buses will significantly increase congestion by a busy junction.

The proposed location poses a safety risk for children travelling from Broadlands and the Cornelly side, as they will be required to cross busy roads to reach the school.

Delivery lorries regularly visit local shops, including Filco supermarket, further contributing to traffic issues.

Increased parking by parents during drop-off and pick-up times is expected to worsen the already congested area.

There is insufficient parking provision for school staff, which will likely result in on-street parking and additional pressure on surrounding roads.

Hall Drive is the centre of the shopping in Cornelly. It's an extremely busy already as it's a village with shops, the GP surgery, 2 supermarkets having their lorry deliveries. There is no room for additional parking. Presently during these extremely busy times, cars are parked everywhere, double parking. Greenfield terrace would be a far better location.

It appears that the relocation of the entrance was forced upon the applicant by the Highways Department.

Pedestrian safety compromised by vehicles turning in across the main pedestrian entrance to the school.

An objection in relation to the Road Traffic Regulation Act 1984 and the TRO, noted in Section 122: requires Councils to balance the safe and convenient movement of traffic with other considerations, such as environmental impacts or community needs. The objector's concern is that under this section the bus entrance conflicts with the Council's duty under Section 122 to ensure safe and expedient traffic movement, especially if it increases congestion or risks to pupils and residents. Any more large vehicles on Hall Drive will increase conflict with illegally parked vehicles or other vehicles as this is the main shopping hub in Cornelly. This bus entrance is less than 40 metres from a major junction in Cornelly. An overriding concern will be for pedestrian safety being potentially compromised by turning in vehicles across the main pedestrian entrance to the school.

The plans show that the redline boundary includes the access to a shared drive, the driveway has been a part of the houses since it was built in 1918 and is in constant use so should not be included on the plans.

The proposal Contravenes principles of safe highway design as implied or explicitly stated in the Highways Act 1980 and associated Welsh Government guidance (like TAN 18: Transport, which draws heavily on highway engineering best practice derived from the Act).

The development will lead to unacceptable highway safety risks for all users, including pedestrians (especially children), cyclists, and other vehicles, which is contrary to the duties imposed on the Council by the Highways Act.

The proposal will cause severe congestion or obstruction on the public highway, thereby interfering with the free flow of traffic, which runs counter to the general purpose of the Highways Act to maintain efficient road networks.

The current situation, is absolutely appalling (see appendix 2 for a full copy of the extensive neighbours response to this application) having a Welsh School built, housing more children and coming from further afield, it will cause even more chaos than what we have already. At present, we have no coaches to the current Primary School, but with the catchment area greatly enlarged, with school coaches at least twice a day, plus parents dropping off and collecting, it is a recipe for disaster, and so far, thankfully it has not happened, but with the increase in traffic, what is already a horrendous issue, will only compound the situation further.

Apparently, the LPA have had Law Enforcement Officers, but the object, nor any of their neighbours have seen any. The objector their neighbours, we are unable to get in or out of the Close, including Hall Drive because of the parking by parents or carers collecting or dropping off the children.

Although the application states there will be no congestion on Greenfield Terrace because the main entrance will be elsewhere, in practice parents are still likely to use this entrance for drop-off and pick-up. This will add to existing traffic pressures, especially at peak times. With another new school planned for the top of the street, vehicle movements in the area will inevitably increase. Without specific traffic calming or parking management measures, there is a risk to pedestrian safety for pupils and residents.

People come to drop their kids off or pick them up and park on the double yellows, on the zig zag lines , on the grass and pavements and even blocking driveways and my neighbour even had someone park actually in her drive . They seem to have a complete disregard to residents or how they impact This causes a huge problem also for us as residents getting to our homes or getting out as there is massive congestion on school house close and getting out onto hall drive and the bottom of hall drive to the junction by the community centre and park. More so than this is the deliveries and frequency on heavy traffic to the filco store which has increased massively recent years. There is only one loading bay to the shop but it's never used as always full of delivery cages and their snappy shopper delivery vehicle . There is 4 very small tight parking spaces in front of the shop where even small cars park they stick out into the road causing partial obstruction . Then there are probably at least 20 or more delivery and collections by Ebro, Amazon prime, DPD and other courier firms as the shop is now a parcel pick up and dispatch point . Additionally there is 10-20 deliveries to the store every day from 6am till 7pm most or which are huge articulated Lorrie's which park in middle of the road often blocking the junction of the school gates or the junction of school house close stopping residents being able to exit safely .

I cannot believe you are proposing to add additional congestion of coaches coming into the school and exiting in the exact location where we already have a huge problem with traffic flow and Parking especially as the pedestrian exit is also at same location and kids will be trying to cross and get to parents vehicles etc This is a disaster waiting tomorrow happen as you have created a melting pot for a child to be knocked down or fatally injured.

- The Highways Officer has commented as follows:

'In response to the above highway safety concerns the following comments should be read together with the Highway Authority's previous observations dated 19th July 2025.

The Highway Authority acknowledges the concerns raised by residents during the consultation stages regarding existing congestion, HGV deliveries to the Filco store and inappropriate parking behaviour on Hall Drive, the adjacent retail area and the surrounding streets. We recognise that these issues are not new and occur independently of this planning application, due to the presence of the existing schools, often at the times referenced in the objections.

Without the proposed redevelopment, these problems will continue for as long as both schools are on this site, with no formal mechanism for the Highway Authority to address them. The school proposal gives us a rare opportunity to introduce new physical and legal measures that have previously not been available, thereby directly tackling the behaviours and conflicts that the objectors have described.

Through this scheme, we will be able to implement new "No Waiting/No Loading" restrictions specifically timed to coincide with school drop-off and pick-up periods, enabling camera enforcement vehicles to issue penalty notices where contraventions occur. This is a significant improvement over the current position, where enforcement against stopping on double yellow lines during these peak times is not always legally possible (as vehicles can briefly stop to allow drop off or picking up of passengers). In addition, the development allows us to amend the local highway arrangement to better manage vehicle movements associated with the supermarket next door, providing safer pedestrian access and reducing obstruction points.

These works, secured through planning conditions and Traffic Regulation Orders (**TROs**), represent an opportunity to achieve a highway betterment in an area that has suffered from unmanaged conflict between different road users and residents. In addition, the works proposed in front of the lane access servicing houses on Hall drive is all highway land. the access to the lane will remain and not be restricted.

The proposed TROs will be robust, enforceable, and targeted at the critical times and locations where inappropriate or obstructive parking has the greatest impact. Combined with the redesigned access arrangements, dedicated coach and taxi bays within the school, and visibility improvements recommended in the Road Safety Audit, which raised no other concerns with Hall Drive coach access, these measures are necessary to ensure the safe and efficient operation of the school within the context of existing traffic patterns.

Following further consultation, site observations, and technical input from colleagues in Traffic Management and Road Safety, additional safeguards have been secured through planning conditions including the closure of conflict points at the access to the retail area, provision of a new pedestrian crossing, and enhanced enforcement powers. This reflects the normal progression of the planning process, where community feedback and updated technical evidence

are used to strengthen a scheme. In this way, the development not only mitigates its own impact but also delivers wider operational and safety benefits for pupils, residents, and all users of the village centre.'

The Highway Authority continues to have no objection to the proposal which includes a relocated coach 'pick up/drop off' area subject to the original condition 12 being replaced by conditions 47 and 48, and the Highway Authority's further requested conditions numbered 46 and 49 to 53.

Residential Amenity

A 3-metre-high wall is being erected as part of the development, which will have a negative impact on local residents and the character of the area.

- In response to the above objection:

The Application was originally designed with a 3m high acoustic barrier along the section of the access road to provide the best protection to residents in relation to any noise from vehicles. However, due to the objections raised, the Applicant has been in discussions with the Council's Environmental Health Officer and Local Planning Authority and has undertaken a further noise assessment resulting in a reduction in the height of the acoustic barrier to 2.4m. This would be consistent with the perimeter fencing around the school. The Council's Environmental Health Officer has advised that reducing the height of the acoustic barrier from 3m to 2.4m results in a 2dB increase in noise levels which, within the context of the scheme, is negligible. Environmental Health therefore have no objection to the reduction in the height of the acoustic barrier subject to all other noise conditions remaining the same. As such it is considered that condition 42 shall be reworded so that the height of the barrier reads 2.4m. Consideration will be given to see whether the visual appearance of the acoustic wall can be broken up, either using a variety of materials and colours and/or softened with landscaping or climbing plants. Condition 42 will be reworded so that this can be considered.

Concerns over noise, vibration and air pollution from traffic:

- The amendments to the scheme relate to the relocation of the bus 'pick up and drop off' area to Hall Drive - the staff car park and pedestrian entrances all remain as originally planned. It is considered that 2 coaches parked within the bus 'pick up/ drop off' area at any one time would not give rise to any unacceptable levels of noise, vibration or air quality issues and there are several conditions attached to the recommendation to ensure there would be no unacceptable impacts upon adjoining residents.

Other

Neighbours feel strongly that the position of the proposed school is a poor choice and should be reviewed:

- The Local Planning Authority can only consider the Application as submitted and the existing school needs to be operational whilst the new school is being constructed.

A neighbour considers that the item should not have been considered before the re-consultation period had elapsed:

- While the Application was considered at the Special Development Control Committee held on 31 July 2025, the Committee's Recommendation clearly sought a resolution to grant permission subject to and provided that no new or further *material* objections are received during the re-consultation period which ended on 13 August 2025. As *material* objections have been received, the Application has been duly referred back to Members of the Development Control Committee to consider the new objections raised. No decision was made at the Development Control Committee site visit which was merely a fact-finding opportunity to allow Members to familiarise themselves with the physical site context in relation to the development proposals.

I object to these current plans and believe the council has amended with almost no consultation whatsoever Hoping to push them through without people noticing

- The Application has been correctly advertised in accordance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, which has given any persons affected by the proposal the opportunity to any make comments or observations they may have.

A copy of the original Officer's Report presented to Members at the previous Development Control Committee meeting on 31 July 2025, is reproduced below (with condition 12 deleted and replaced by conditions 47 and 48, and the addition of conditions numbered 46 and 49 to 53, as requested by the Highway Authority) :

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APPLICATION/SITE DESCRIPTION

The proposed development for a new Welsh Medium school is a vital part of the Local Authority's 'Bridgend West' school modernisation scheme. A new English Medium primary school is proposed on the site to the North access off Heol Y Parc; a separate planning application has been submitted for this proposal (P/25/96/BCB)

The site is approximately 3.2 hectares of brownfield land and is located in North Cornelly. The site is relatively flat and currently occupied by two Primary Schools and a Children's Centre. The two schools are Corneli Primary in the south of the site and Ysgol Y Ferch O'r Sgêr in the north; the Children's Centre is in the centre of the site. The remainder of the site is green amenity space for the existing education uses or parking and hardstanding areas associated with the education use. The school site is surrounded by residential properties, on each of its boundaries (Greenfield Terrace to the north, Heol Y Parc to the east, Hall Drive to the south and Heol Fach to the west). The southeastern boundary has mature woodland that separates the site from residential properties; there are also a series of other mature trees located across the site. The Site Location is shown below in figure 1

Figure 1 – Site Location Plan:



The development proposes the demolition of the two existing primary schools, to construct a new Welsh Medium Primary School building. The school would accommodate students from the existing Welsh school 'Ysgol y Ferch o'r Sger' and the wider community. The Children's Centre would be retained and would remain in operation during the development operations and construction, continuing to provide a facility for the local area.

The existing facilities of the two Primary Schools would be demolished and replaced with higher quality provision of education support. This demolition and construction would be phased, to deliver the new school while those two schools continue to operate. There would be a small demolition of part of one school, during school holidays, to enable the new school construction to be completed.

Breakdown of the proposal

- Capacity: The school will accommodate approximately 420 primary school places, 60 nursery places
- Staffing: It will house around 45 teaching staff (45 full-time,) and 29 ancillary staff (3 full-time, 26 part-time).
- Building: The proposed two-storey building will have a gross internal floorspace of 2,899 sq m.
 - The ground floor will house 2 Nursery classrooms, 2 Reception classrooms, 4 Infant classrooms, WC, main Hall, staff room, offices, kitchen and external play space etc.
 - The upper floor will contain 8 Junior classrooms.
- **Access and Parking:**
 - Pedestrian and Bus vehicle access will be from Hall Drive, leading to a new entrance plaza. With staff parking accessed from Greenfield Terrace
 - The car park will provide 46 spaces (39 standard, 2 visitors, 2 motorcycle, 2 blue badge, there are also 3 taxi drop off spaces).
 - A total of 20 spaces will be retained for the Children's Centre including 2 disabled blue badge spaces
 - Electric vehicle charging will include 10% active and 90% passive provision.
 - 30 covered cycle storage
- **External Facilities:** A **Multi-Use Games Area (MUGA)** and a playing field will be provided, along with extensive landscaping, external compound, sprinkler enclosure, bin storage area and perimeter security fencing.
- **Community Use:** The new school facilities, such as the MUGA, will be available for community use on a bookable basis.

Members should Note that, during the course of the planning Application, the Local Authority Highways Officer raised a fundamental objection to the use of Greenfield Terrace for access to and egress of the proposed 'coach' drop-off and pick-up area

This objection is due to conflict between large vehicles and other vehicles on Greenfield Terrace during school start and finish times which is exacerbated with the adjacent proposed Marlas School. The Local Authorities Highways Officer advised that the school 'coach' drop-off and pick-up vehicle-access would need to be moved from

Greenfield Terrace; as such, the plans have been amended to show the coach drop-off and pick-up located off the Hall drive access instead, adjacent to the main school entrance. The original bus drop-off area has been removed from the proposal and will be landscaped. The amended plans detailing this change have recently been received and are currently still out to consultation with the consultation period ending on the 13th August 2025; however due to the tight timescale within which the Local Authority Education Department has to deliver the school, the Application is being presented to planning committee to make a resolution subject to no material objection be received before the consultation period end date.

The proposed masterplan/site layout and computer-generated images (CGI) can be seen below in **figures 2 and 3**.

Figure 2 – Site Masterplan/Layout



Figure 3 – Indicative Computer Generated Images of the School



The following documents has been submitted in support of the Application:

- Planning Statement (February 2025) by prepared by The Urbanist;
- Design and access Statement (February 2025) prepared by Sheppard Robson;
- Pre Application Report (PAC) (February 2025) prepared by the Urbanist;
- Phase I Geo-Environmental Desk Study Report (September 2020) prepared by HSP Consulting;
- Phase II Geo-Environmental Desk Study Report (September 2020) prepared by HSP Consulting;
- Transport Assessment (February 2025) prepared by TTP Consulting
- School Travel Plan (February 2025) prepared by TTP Consulting;
- Drainage Maintenance Report (January 2025) prepared by Hydrock;
- Soakaway Technical Note (December 2024) prepared by HSP Consulting
- AGP & MUGA Noise Assessment (May 2025) prepared by Hydrock;
- Stage 3 Acoustic Design Report (September 2023) prepared by Hydrock;
- Noise Planning Report (October 2024) by Hydrock;
- Detailed Unexploded Ordnance Risk Assessment (September 2020) prepared by Safelane Global;
- Landscape Management and Maintenance Plan (February 2025) prepared by Ares Landscape Architects;

- Green Infrastructure Statement (February 2025) prepared by Ares Landscape Architects;
- Habitat Regulation Screening Assessment (October 2023) prepared by CSA Environmental;
- Net benefit for biodiversity Report (October 2024) prepared by CSA Environmental;
- Preliminary Roost Assessment (March 2025 prepared by TACP
- Ecological Impact Assessment (November 2023) prepared by CSA Environmental;
- Arboricultural Impact Assessment (October 2023) prepared by CSA Environmental;
- Arboricultural Survey Report (September 2023) prepared by CSA Environmental;
- Preliminary Ecology Appraisal (August 2020) prepared by CSA Environmental;
- Flood Consequences Assessment (August 2020) prepared by HSP Consulting;
- Energy Masterplan Technical Note (November 2024) prepared by Hydrock.
- Demolition Technical Note *December 2024) prepared by Hydrock
- BR101-HYD-XX-XX-RP-Y-0006 - Bus and Deliveries Noise Assessment

PRE-APPLICATION CONSULTATION

The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended 2016) requires all applicants proposing 'major' development to consult landowners adjacent to the application site and key stakeholders prior to submitting the planning application, and to demonstrate how consultation responses received have been considered and managed.

In line with the above Pre application consultation was carried out between 11th October 2023 to 10th November 2023 by the Urbanist.

The issues raised by local residents were as follows.

1. *Why has the siting within the school been chosen?*
2. *How will the demolition of the existing school be managed, to ensure the safety of the pupils?*
3. *How will we ensure noise, vibration, dust be managed to have no effect on the learners?*
4. *What will the construction traffic impacts be from building two schools consecutively?*
5. *How will traffic be managed?*
6. *Where will the access/drop off locations be during construction?*
7. *Would the school have an impact on trees and hedgerows?*
8. *How does the location of proposed trees compare with the location of proposed soakaways?*
9. *How will the smell from school catering be managed?*
10. *How will the noise generated from the new school be managed?*
11. *How will residents' privacy be retained?*
12. *Views from existing dwellings / open aspect character change*
13. *Local health and wellbeing impact for neighbouring residents*

14. Why is it necessary for there to be loss of daylight and the close proximity of the proposed school to existing residences at the Corneli (Welsh) Primary School site?

15. What are the proposed pupil numbers for the new school?

16. Toilet provision

The comments above that were made as part of the Statutory Pre- application Consultation Process have been considered by the Applicant and addressed by the Applicant within the PAC report Comments and the final design of the school derived in part from these comments. Observation was also made from statutory consultees which has also been considered and addressed within the PAC Report.

It is considered the Applicant has complied with the PAC requirement as set out in The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended 2016)

EIA SCREENING

The application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment (Wales) Regulations 2017. As such the Application has not been EIA screened.

The proposed development is located within a zone of influence of the following Special Area of Conservation (**SAC**) sites:

- Kenfig SAC (c. 1.2km west)
- Cefn Cribwr Grasslands SAC (c. 1.9km east)

As such a Habitat Regulations Assessment (preliminary screening) as set down within the Conservation of Habitats and Species Regulations 2017 (as amended) was undertaken. This concluded that the proposed development would by itself, or in combination with any other development/project be unlikely have any likely significant effect on Kenfig SAC or Cefn Cribwr Grasslands SAC. As such, an 'Appropriate Assessment' is not required.

RELEVANT HISTORY

P/22/325/FUL: Proposal: Siting of container for use as shop (Pay as you feel), container for storage and raised beds approved 19/07/22

P/14/683/FUL: Two bicycle storage facilities, each accommodating 20 bicycles on the school grounds- Approved 19/11/2014.

P/13/585/BCB: Mobile classroom unit with boys/girl's toilet facilities, lobby and cloak area/ store- Reg 3 Deemed consent 09/09/2013.

P/12/642/FUL: Canopy to main infant entrance- Approved 22/11/2012.

P/10/925/BCB: Installation of an outdoor sun canopy on a soft play area- Reg 3 Deemed consent 27/01/2011.

P/05/1402/BCB: To provide an all-weather play area with boundary fencing- Reg 3 Deemed consent 29/11/2005.

P/03/1183/BCB: Early Years Centre including classrooms, creche, kitchen, toilets, stores, play area & parking- Reg 3 Deemed consent 28/01/2004.

PUBLICITY

The Application was advertised on site (27th March 2025) and in the Press (Glamorgan Start on 3rd April 2025)

Neighbours have been notified of the receipt of the Application and of the proposed amendment to move the main coach drop off.

The period allowed for response to consultations/publicity **expires on 13th August 2025**

CONSULTATION RESPONSES

Cornelly Community Council: have raised concerns for the traffic management with heavy plant going in and out of the area when the school is being built, and the current school still open, with the safety of the children. Recent accident on Heol y Parc, which shows the traffic conditions on this road. They have also requested that swift bricks or swift boxes are fitted while the schools are being built, as these birds come to this area to breed during summer months.

Transportation Officer (Highways) – No objection subject to conditions

Land Drainage Officer: No Objection

Natural Resource Wales (NRW): have concerns however are satisfied the concerns can be overcome by attaching condition requesting a Construction Environmental Management Plan and relating to unforeseen contamination.

Fire and Rescue Service: No objection

Welsh Water: No objection

Destination and Countryside Manager (Ecology): No objection subject to conditions

Shared Regulatory Services (Environment): No objection subject to conditions

Shared Regulatory Services (Environmental Health): No objection subject to conditions

Education: Supports the proposal

Heneb (Formerly Glamorgan Gwent Archaeology): No objection

REPRESENTATIONS RECEIVED

3 objections summarised as follows:

Residential Amenity

- a) the siting of a bicycle storage rack close to my boundary wall as there have been numerous incidents of antisocial behaviour where Police have attended. The proposed bicycle rack would be a target for antisocial behaviour and act as a shelter. Given the proximity to my boundary wall it would present a security and nuisance risk to my property.
- b) Loss of light to existing neighbours.

Highways

- a) The volume of traffic in Greenfield Terrace will be increased considerably as parents access the new English language primary at the top of the street and as they drop children to the Welsh primary school.
- b) There is no provision for speed reduction measures and no serious consideration of the effects of increased traffic flow for residents. I've shared my concerns with Cllr Winstanley, who supports my objection.
- c) Greenfield Terrace is too Narrow for the school, parent dropping children off park across private drives blocking in residents, cars parked make it impossible to drive down causing jams.
- d) Parent will also drop children off the other proposed school across the road which is not appropriate as Greenfield Drive will be used to access 3 schools.

Other

- e) Excess rubbish from children walking to school who currently litter the area.
- f) The school should be built on an industrial estate
- g) Uninterrupted views would be lost
- h) Building a new school whilst the other still operates is a risk to children's safety
- i) Building on the footprint of the existing school would make more sense
- j) Devaluation of property as the school is too close to the houses

COMMENTS ON REPRESENTATIONS RECEIVED

Residential Amenity

- a) The Bicycle Rack is within a secure school compound for children to use when travelling to school, this area would be under control of the school. Furthermore, the Bicycle rack is not immediate adjacent to the boundary and is on the opposite side of the access path.
- b) Issues of residential amenity have been addressed in the report

Highways

Highways issues have been addressed in the highways section of the report

Other

- e) People littering is not a material planning consideration, this should be taken up with the school to manage if pupils are seen doing this
- f) Each application is determined on its own merits and it's for the planning department to consider the application submitted, furthermore the proposed school is on a site that is currently a school site.
- g) The loss of uninterrupted views is not a material planning consideration
- h) Many school construction projects take place when the school is still operating and can be appropriately managed by the school and the Education Authority.
- i) The planning department must consider the application submitted, the existing school needs to operate whilst the new school is being constructed
- j) Devaluation of property is not a material planning consideration.

RELEVANT POLICIES

National Planning Policy:

Planning Policy Wales (PPW Edition 12) was revised and restructured in February 2024 to coincide with publication of, and take into account the policies, themes and approaches set out in, **Future Wales - the National Plan 2040** and to deliver the vision for Wales that is set out therein.

Future Wales now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the development plan need to accord with Future Wales.

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 and the Well-being of Future Generations (Wales) Act 2015.

PPW12 takes the seven *Well-being Goals* and the five *Ways of Working* as overarching themes and embodies a placemaking approach throughout, with the aim of delivering *Active and Social Places*, *Productive and Enterprising Places* and *Distinctive and Natural Places*. It also identifies the planning system as one of the main tools to create sustainable places, and that placemaking principles are a tool to achieving this through both plan making and the decision-making process.

Planning Policy Wales (PPW Edition 12) para 4.4.1 states “*Community buildings and spaces provide an important focus for sustaining communities and their well-being. They cover a broad range of activities and services that can be delivered by the public, private and third sectors. 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. They can include schools, cultural facilities, health services, libraries, allotments and places of worship.*”

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven sustainable development (or wellbeing) goals/objectives. This report has been prepared in consideration of the Council’s duty and the “sustainable development principle” as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

The Socio Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came in to 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.

Technical Advice Notes, the Welsh Government has provided additional guidance in the form of Technical Advice Notes (TAN):

- Technical Advice Note (TAN) 5 Nature Conservation and Planning
- Technical Advice Note (TAN) 11 Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 18 Transport
- Technical Advice Note (TAN) 23 Economic Development

Local Planning Policy and Guidance:

The Development Plan for the area comprises of the Bridgend Replacement Local Development Plan (RLDP) 2018-2033 which was formally adopted by the Council in March 2024 and within which the following policies are of relevance:

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP9: Social and Community Infrastructure
- Policy SP13: Renewable and Low Carbon Energy Development
- Policy SP15: Sustainable Waste Management
- Policy SP17: Conservation and Enhancement of the Natural Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA8: Transport Proposals
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy ENT10: Low Carbon Heating Technologies for new Development
- Policy ENT15: Waste Movement in new development
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural Resource and Public Health

Supplementary Planning Guidance

In addition to the adopted Replacement Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG) the following are of relevance:

- SPG12 – Sustainable Energy
- SPG17 - Parking Standards
- SPG19 – Biodiversity

APPRAISAL

The Application is reported to the Council's Development Control Committee due to the Application being made by the Council and due to the level of public interest in the

development.

Issues

Having regard to the above, the main issues for consideration in the assessment of this Application are the principle of the development, visual impact regarding proposed scale, design and materials, impact on neighbouring properties, ecology, drainage, and highway safety.

Principle of Development

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. PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).

The proposal is located within the Settlement of North Cornelly as defined by **Policy SF1** Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (RLDP). It is also located within the Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP.

Policy SP9: Social and Community Infrastructure of the RLDP states that in order to maintain and improve the quality of life of residents, existing educational and training facilities will be retained or enhanced. The proposal comprises a new Welsh Medium Primary School. This includes the construction of a new school building, external playing field and Multi Use Games Area (MUGA), access, parking, landscape works, as well as perimeter security fencing. The proposed development marks a significant investment into local education provision and will future proof the delivery of education in the local area for current and future generations. The supporting Planning Statement indicates that the proposed school will provide co-location benefits, as the proposed external MUGA will be made available to the local community. Therefore, the proposed development accords with Policy SP9.

The proposal would see the loss of an existing English Medium Primary School facility.

Policy COM9: Protection of Social and Community Facilities of the RLDP states that proposal which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:

- 1) A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off-site within the community; or
- 2) Where it can be demonstrated that 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.

The existing English Medium Primary School is to be relocated to a different part of the settlement as referred in paragraph 1 of this report (application ref P/25/96/BCB), which forms a key part of a targeted programme to invest in primary education provision in West Bridgend. As such, the loss is justified and accords with Policy COM9.

Policy SP3: Good Design and Sustainable Placemaking of the RLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

1. Demonstrating alignment with the principles of Good Design; and
2. Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

As such the principle of development is acceptable subject to further design, residential amenity, highways, drainage and ecology considerations addressed within this report.

Impact on Visual Amenity and Character.

Planning Policy Wales (PPW Edition 12) 2024 at paragraph 4.11.9 stipulates the following: *“The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.”*

Strategic Policy SP2 *Design and Sustainable Place Making* seeks to conserve and enhance the built environment and states *“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.”* Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The proposed school building's location within the site has been refined from its initial concept, directly addressing discussions with the Local Planning Authority, the proximity of existing residential properties and Welsh water apparatus. This revised layout establishes a distinctive main entrance from Hall Drive, enhanced by the inclusion of a 'plaza' pedestrian area. This design significantly improves the street scene along this key route while ensuring sensitive integration with the surrounding environment and residential properties seen below in figure 4.

Figure 4 – Computer Generated Image of the School



The school building has been developed comprising two structures angled to each other: one single-storey and one two-storey, to minimise the overall footprint and height. The building's appearance is purposefully designed to be bright and vibrant, creating a welcoming atmosphere for pupils and visitors, and adding significant visual interest and colour to the local streetscape. The use of a light brickwork on the ground floor with a dark standing seam metal cladding on the upper floors, and roof with windows on the ground floor having a contrasting accent colour, provides an inviting and well-balanced appearance. A condition can be imposed to ensure samples and detail for the final material choices are provided.

This aesthetic, coupled with a well-considered building form and size, delivers a facility capable of fully meeting modern educational needs while also reflecting its status as a valuable community destination. The entrance elevations are particularly critical in achieving these objectives, further aiding legibility and ease of navigation for all users, which can be seen below in figure 5. (please note this image will be slightly different due to the relocated bus/coach drop off/pick up)

Figure 5 – Computer Generated indicative Images of the School Entrance



Externally, the site's landscape design will feature high-quality modern outdoor play facilities and distinctive outdoor teaching spaces, complementing the internal learning environment. The primary approach to the site from Hall Drive will be transformed through new hard landscape treatments and strategic tree planting, creating clear, high-quality pedestrian entrance points. This design works cohesively with the architectural elements of the building to foster a strong sense of place and arrival. The bus drop-off area sited adjacent to the entrance plaza has been designed to ensure it would not be a dominant feature. Staff car parking will be located to the North, off Greenfield Terrace, which will be surrounded by complementary landscaping features which enhance the visual interest of the site. It is further considered that the proposed school building and wider landscaping would be a significant improvement over the existing school site, which are considered to be in need of modernisation.

With regards to the new sports facilities (AGP and MUGA), it is considered that these would provide an acceptable addition within the street-scene, given the proposed educational context of the site. These facilities will also be accessible to the public outside of school hours. Turning to the proposed servicing area and bin/sprinkler enclosure, it is noted that they are located to the Northwest corner of the site adjacent to the MUGAs and at the end of the bus/coach drop-off/pick-up area. However, given they would be appropriately screened, it is considered that they would not detract from overall character and appearance of the surrounding area.

It should also be noted that the proposal will also be designed to be compliant with 'secure by design' principles and, as such, the safety of the users has been carefully considered. The proposal also includes secure boundary treatments and gateways at boundaries alongside ensuring a high level of natural surveillance with well-lit areas.

It is considered that the proposed design, scale and massing of the development and mix of landscaping areas is acceptable and will not have a detrimental impact upon the visual amenity of the area. Accordingly, it is concluded that the proposals accords with Policy SP3 of the Bridgend Replacement Local Development Plan, and reflects the aspirations for design quality within Planning Policy Wales and Technical Advice Note 12: Design (2016)

Residential Amenity

Policy SP3 of the RLDP, criterion (k), states a development must ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected; which have been addressed as follows:

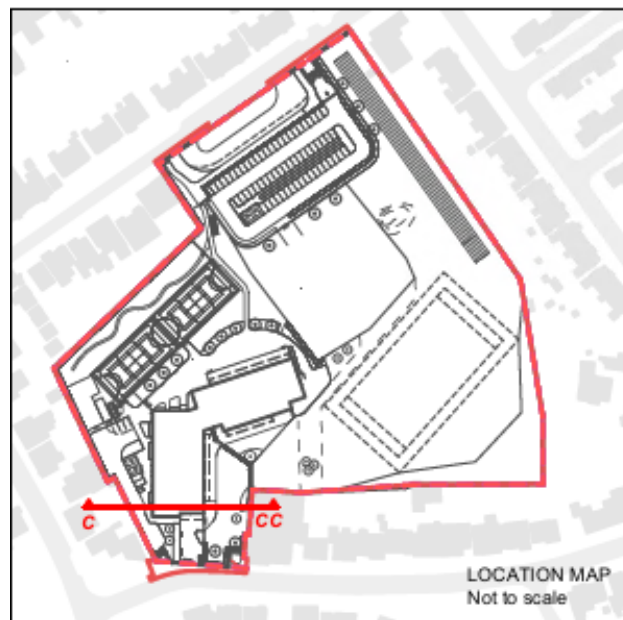
The site is surrounded by residential properties: to the Northwest are properties off Greenfield Terrace; to the Northeast off Heol Y Parc; to the Southeast off Hall Drive and off Heol Y Fach to the South and Southwest. The properties nearest to the proposed school building are numbers 1 to 17 Heol y Fach and the Filco Supermarket on Hall Drive. The staff parking area is located on the Northwest part of the site accessed off Greenfield Terrace, the nearest houses to the car parking area are off Greenfield Terrace and Heol Y Park. The houses nearest to the Multi Use Games Area (MUGA) in the Northwest of the site are numbers 2 to 16 Greenfield Terrace. The nearest dwelling to the All-weather pitch in the Southwest of the site is off Hall drive.

Overbearing/Overshadowing

The school building is the only element of the proposal that could have the potential to overbear or overshadow any existing adjoining property, as all the other works along the boundaries and within the site are relatively low level and unlikely to have any unacceptable impacts. These works include car parking areas, access roads and paths, landscaping, sprinkler compound and bin store, sport pitches, cycle shelters, some ground works which include level changes and weld mesh security fencing.

The proposed school building is part single- storey and part 2- storey; the single- storey element measures approximately 47m long by 22m wide and has a height of 7.5m to the ridge level 6.5m/5m to the eaves. The two- storey element measures 47m long by 22m wide and has a height of 10.2 to the ridge level, 8.5m at the eaves. The position of the proposed school buildings is shown below in figure 6, which also show a section line (in red) which have been requested to show the relationship the proposed school has to the nearest residential properties.

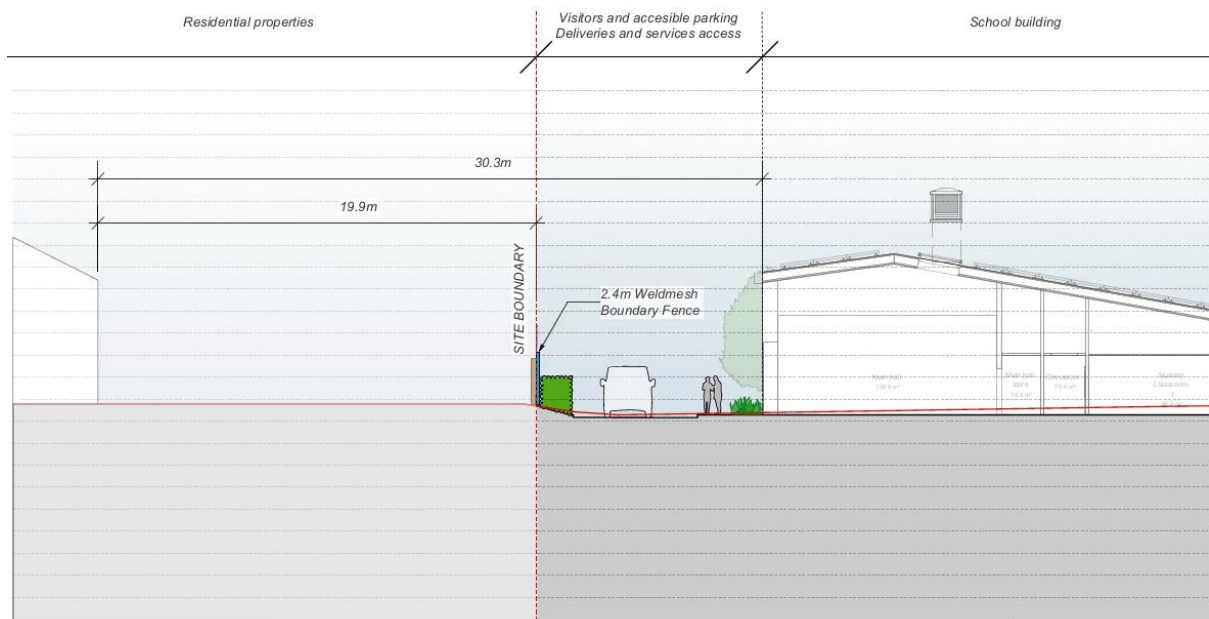
Figure 6 - Site plan showing sections to nearest residential properties



The properties nearest to the proposed school building are 1 to 17 Heol Y Fach and the Filco supermarket on Hall Drive

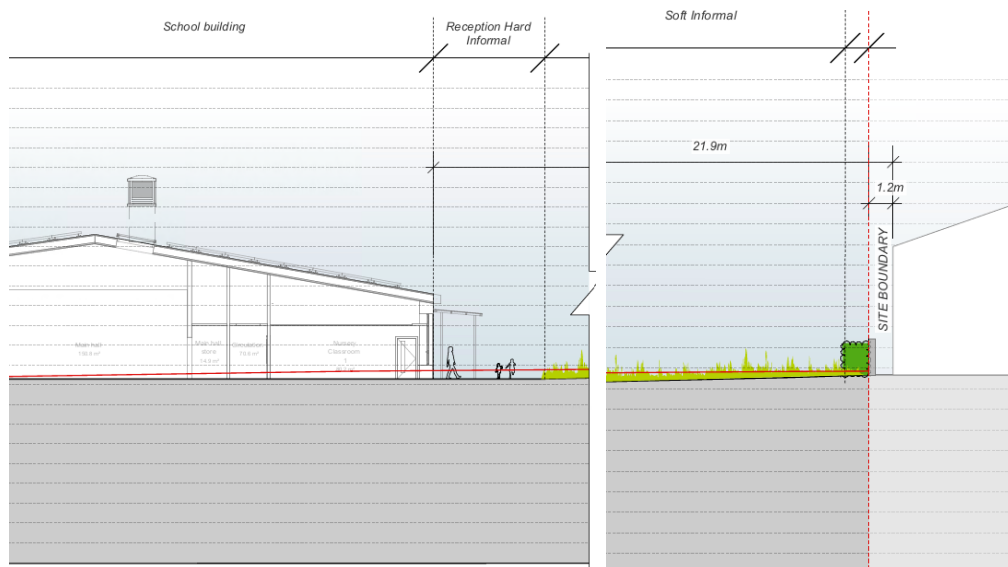
Figure 7 below shows the relationship of the proposed school and 1 to 17 Heol Y Fach which are the properties closest to the school on the western boundary. This shows there is a separation distance between the proposed school building and the rear boundaries of the residential properties of 10.4m with a further 19.9m to the rear elevation of the properties. It is considered that whilst the school building is similar in height, the separation distances are sufficient to ensure there is no unacceptable overshadowing or overbearing caused by the development upon the existing houses and their garden areas. North Cornelly Methodist Church is on the boundary to the school and has no rear garden area however this is still 21m from the school building. 1a Heol Y Fach is approximately 11 m away from the school building; other properties on Heol Y Fach are further away.

Figure 7 - Relationship between Proposed School and Heol Y Fach



Similarly, Figure 8 below shows the relationship of the proposed school and Filco supermarket on Hall Drive which is the closest property on the Southwest boundary. This shows there is a separation distance between the proposed building and the rear of the residential properties of 21.9m; the school building is also lower than the supermarket. The separation distances are sufficient to ensure there is no unacceptable overshadowing or overbearing caused by the development.

Figure 8 - Relationship between Proposed School Filco Supermarket (Hall Drive)



All other properties are further away from any structures as such; it is concluded that the proposal would have no unacceptable overshadowing or overbearing impact to surrounding properties.

Overlooking

In term of overlooking, the Application is for a school and is not considered to be habitable; as such there would be no issues with any distances between habitable room windows, however the school could have the potential to overlook properties which is assessed as follows.

The majority of the school is single-storey with windows at ground level; it is considered that these windows due to the location, the distances from boundaries and the intervening boundaries and landscaping would not cause any issues with overlooking or loss of privacy. The two-storey element shown below in Figure 9 (outlined in red) is at a considerable distance from any boundary of the school: approximately 30m to the south (rear of Hall Drive); 55m to the Northwest (rear of Greenfield Terrace); 50m to the South West (rear of Heol Y Fach) and 104m to the North East, Heol Y Parc. It is considered that whilst there are school classroom windows in the first-floor element the separation distances between any adjoining property is sufficient to ensure there is no unacceptable impact in terms of overlooking or loss of privacy.

Figure 9 - Plan showing two storey element of the school



In terms of any of the other features such as the playing fields and MUGA, these are far enough away from any residential property and at ground level, and would be screened by boundary treatments and landscaping, and so unlikely to have any unacceptable impacts with regards to overlooking and loss of privacy. It should be noted that the site is already a school. As such it is concluded that the proposal would have no unacceptable impacts on overlooking or loss of privacy to any residential or adjoining property.

Noise

Policy SP3 Criterion (g) RLDP states: “*Development should Avoid or minimise noise, air, soil and water pollution*”. As part of the proposal the Applicant has submitted three reports: AGP & MUGA Noise Assessment (May 2025), Noise Planning Report (October 2024) and Stage 3 Acoustic Design Report (September 2023), all prepared by Hydrock.

These three reports detail and demonstrate that the school has been designed to meet specific criteria with a low level ambient indoor noise level, incorporating acoustic absorption methods and ensuring plant and machinery do not adversely affect any nearby noise sensitive receptors. The AGP and MUGA Noise Assessment also proposed several mitigation measures to ensure the AGP and MUGA do not adversely affect nearby residents.

Shared Regulatory Services **SRS** (Environmental Health) have considered the submission and have no objections subject to several recommendations to protect the amenity of nearby residents. These relate to maximum noise level ratings from plant and machinery, schemes to be submitted prior to any plant and machinery being installed to ensure it meets rating levels, restricting the hours of use of the Multi use Games Area (**MUGA**) and mitigation measure to minimise noise. It is considered that these recommendations can be imposed via suitably worded conditions. As such it is considered the noise generated within the school and its grounds, which include the parking areas, MUGA playing fields, would not have any unacceptable impact in relation to noise and disturbance.

In terms of the car park it is not considered that this would generate a level of noise that would disturb any nearby residents due to the limited use and the separation distances in excess of 13m.

In relation to the revised Coach/Bus drop-off/ pick-up area, as part of the revision the Applicant has provided a “Bus/delivery Noise Assessment” to assess the potential noise impact of the proposed new bus access on nearby receptors. This report shows that an acoustic barrier is to be incorporated along the southwestern boundary of the site. For modelling purposes of the report, the barrier is assumed to be 3 metres high, with a minimum surface mass of 10 kg/m², and is considered to be solid and continuous, without any gaps or openings that could compromise its acoustic performance (e.g. close-boarded fencing).

The report concludes that Noise modelling for bus transport and deliveries indicates that the highest predicted façade noise levels at the nearest noise-sensitive receptors may be up to 3 dB above the typical daytime background sound level (07:00–23:00). However, these levels remain within the range of ambient noise (LAeq,30mins) recorded at monitoring location LT1, and are therefore considered to have a low impact on nearby receptors. To maintain this low impact, bus drivers must be instructed not to idle the school bus for more than one minute upon arrival or prior to departure. Idling beyond this limit could elevate noise levels and increase the risk of adverse effects on sensitive receptors.

SRS have considered the acoustic technical addendum note provided for the additional entrance to the above school. The noise levels are not predicted to be unreasonable. However, a number of assumptions were made in the modelling (as per section 2 of the report) as well as the provision of an acoustic fence. SRS therefore have no objections, subject to restricting the use of the access, providing detail of an acoustic barrier, placing restrictions on school buses, providing a service delivery management plan and a quiet delivery scheme. As such it is considered that the Coach/Bus drop-off/pick-up parking area would not cause any unacceptable impacts in terms of noise.

In terms of noise from construction it is generally accepted that during construction there would be some disturbance from this development, however this would be transient in nature. A condition can be imposed to show how this can be managed as part of a Construction Environmental Management Plan. As such subject to conditions there are no concerns in relation to noise

Air Quality

Coaches and buses entering and leaving the school could have the potential to impact Air Quality but, given that there would only be a maximum of 1.30 buses at a time between 2hrs hour in the morning and 1.30hrs in the afternoon and they will not idle when parked within the site for more than one minute, it is considered that this would not give rise to any unacceptable air quality issues over and above what would already exist in the area

Lighting

In terms of external lighting, the Applicant has provided a plan detail the lighting overspill from the development this shows overspill to surrounding properties to be within 0.5 and 2.5 lux which is low. As such the lighting in terms of residential amenity is considered acceptable

However, the Local Authority Ecologist has requested a sensitive lighting strategy to ensure dark corridors are protected and vegetation not illuminated and minimised where possible as such a condition can be imposed to ensure a lighting strategy is provided to ensure there is no unacceptable lighting to and adjoining property and to ensure dark corridors are retained.

Construction lighting may also cause a nuisance, as such the Construction Environmental Management Plan condition will also consider construction lighting. As such subject to the above-mentioned conditions there are no concerns in relation to lighting.

Highway and Pedestrian Safety

Policy PLA11 of the adopted Bridgend Replacement Local Development Plan (2024) (RLDP), stipulates that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Note 9 of SPG02 states that “*off-street parking should be available to meet the County Borough Council’s guidelines for a dwelling of the size after extension*” and stipulates that the parking requirement for houses equates to 1 space per bedroom up to a

maximum of 3 spaces. Each space must be 4.8m x 2.6m to accommodate a car parking space unless it is within a garage. Supplementary Planning Guidance Note 17 Parking Standards (SPG17) stipulates that “*garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m*”.

The development seeks planning permission for the redevelopment of the existing Corneli school site to provide a new Welsh Medium primary school for 480 pupils, including a 60-place nursery. The proposals form part of a wider investment in primary education in the area and will replace the existing ‘Ysgol y Ferch o’r Sger’ and Corneli Primary School, which currently operate from the same site.

The Local Authority Highways Officer has advised the Application is supported by a Transport Assessment (TTP Consulting, February 2025), a School Travel Plan Framework, Road Safety Audit, and a detailed set of architectural and access drawings. These recently submitted revised documents provide the basis for assessing the highway and transport impacts of the scheme.

Currently, the site includes a small minibus/single coach turning facility accessed from Greenfield Terrace, which is used only occasionally for school day trips. However, the original access proposal for the Welsh Medium School sought to significantly expand this facility to accommodate 3–4 full-size coaches, on a daily basis, accessed from Greenfield Terrace. This was not considered a like-for-like intensification by the Highway Authority and raised significant concerns regarding highway and pedestrian safety and highway network constraints.

As a result, all coach and bus access to the site is now proposed via Hall Drive, which will become the principal access point for school transport (bus and coach), and deliveries. Greenfield Terrace will be retained solely for walking and cycling pupils, limited staff and Children’s Centre access. This change is strongly welcomed and directly addresses concerns raised by the Council’s Traffic Management and Road Safety Team regarding the narrow carriageway, constrained geometry, and unsafe parking conditions along Greenfield Terrace. Supporting swept path analysis (ref. drawing 02854-03 submitted 8th July 2025), confirms that coaches can now enter and exit the site from Hall Drive in forward gear under the revised layout.

The proposed development provides 46 parking spaces (39 standard, 5 visitor, and 2 blue badge bays), along with 20 retained spaces for the Integrated Children’s Centre. Provision includes 10% active EV charging, with infrastructure in place for easy future expansion. The level of provision complies with BCBC’s adopted standards for schools in Zones 2–4 which would allow a maximum of 48 parking spaces. Covered cycle and scooter storage is provided for pupils and staff, along with internal staff changing facilities, consistent with Active Travel expectations.

The internal layout facilitates access for emergency vehicles, refuse, and deliveries, with no servicing to occur on the public highway. Pedestrian access is available from multiple points including Hall Drive (main entrance), Greenfield Terrace (Active Travel, staff and Children’s Centre). The layout promotes permeability and aligns with the wider Active Travel aspirations.

The Local Authority's Highways Officer has advised that whilst the submitted Transport Assessment and Travel Plan references Active Travel audits and the future delivery of improvements through the Council's Integrated Network Map (INM), this is not an appropriate or reliable mechanism for securing mitigation. The identification and implementation of critical off-site pedestrian and cycle improvements such as dropped kerbs, tactile paving, footway resurfacing, and new or upgraded crossing points cannot be left to the discretion of the Highway Authority, through grant funding at a later stage. These are infrastructure elements necessary to make the development acceptable in Active Travel terms.

The WRAT audit submitted with the Application identifies a number of "potential fail" and "fail" pedestrian links in the vicinity of the site, which, if left unaddressed, will undermine the accessibility and sustainability credentials of the proposal. In this context, a planning condition is necessary to require the Applicant to build upon the initial audit findings, assess key desire lines in consultation with the school, and deliver appropriate Active Travel enhancements prior to beneficial use. Without this commitment, the development risks increasing car dependency and failing to comply with LDP Policy PLA12 and the Active Travel (Wales) Act 2013.

It is further noted that the submitted Active Travel audit appears to focus exclusively on pedestrian infrastructure through use of the WRAT methodology. In line with the Active Travel (Wales) Act 2013, and accompanying Design Guidance, a comprehensive Active Travel assessment must also consider cycling infrastructure and barriers to uptake. This includes the condition, connectivity, and safety of key cycling desire lines within the catchment. Any revised assessment should be used to inform appropriate off-site improvements, to be secured via condition.

The Transport Assessment forecasts a marginal reduction in overall vehicle movements when compared with the existing use of the site. This conclusion may appear to be incorrect given the uplift from approximately 240 to 480 pupils. However, the forecast is based on several assumptions that require additional analysis.

Firstly, the majority of additional pupils are expected to qualify for free home-to-school transport under the Council's Welsh-medium policy, meaning they will travel by dedicated school transport rather than private car. These journeys are consolidated into a small number of coach trips rather than generating individual car movements.

Secondly, the assessment assumes that the existing schools already generate high levels of short-distance car trips due to the lack of Active Travel links and school travel plan. The new school layout, combined with a dedicated Travel Plan and improved permeability, is intended to reduce this dependency and shift more trips toward walking, cycling, and bus for those living within the catchment.

However, the Highway Authority acknowledges that these assumptions are dependent on robust implementation and behavioural change. Nonetheless, the reliance on on-street parent parking reinforces the need for ongoing monitoring of parking behaviour and the introduction or revision of existing waiting restrictions on Hall Drive and Greenfield Terrace.

The submitted Transport Assessment and Travel Plan outline a range of 'soft' behavioural and promotional measures to encourage sustainable travel, including before and after school clubs, active travel campaigns, and travel information packs. While these measures are welcomed in principle, it is noted that the suggestion of staggered start and finish times is not supported by any detailed timetable, operational rationale, or governance commitment specific to the Welsh-medium school. Given the reliance on local authority-arranged coach transport across multiple year groups, it is highly unlikely that staggered timings could be delivered in practice. As such, the effectiveness of the Travel Plan will depend heavily on robust implementation, active engagement with pupils and annual monitoring.

In conclusion, the transportation implications of the proposal have been assessed and subject to the imposition of appropriate conditions relating to a Construction Method Statement; Construction and Phasing Plan; engineering details of the Hall Drive vehicular access; the redesign and reconfiguration of the Greenfield Terrace parking and access; off-site Active Travel infrastructure improvements; a pedestrian crossing on Heol-Y-Parc; Traffic Regulation Orders; a Final School Travel Plan, parking and vision splays being provided and maximising the total number of pupils at the school, the Local Authority highways officer has no objection

Accordingly, it is considered that the proposed development is acceptable in highway terms and accords with Policy SP3, PLA11 and PLA12 of the RBLDP 2024 and the Council's Supplementary Planning Guidance SPG17: Parking Standards.

Drainage

The application form states that the proposed development is within a flood risk zone, is not within 20m of a watercourse and does not propose to increase flood risk elsewhere. The Council's Land Drainage Officer has advised a review of the OS database confirms the development is not located within a flood risk zone nor within 20 m of a watercourse and does not propose to increase flood risk.

Foul Sewerage

The Council's Land Drainage Officer has advised the application form states foul water will be disposed of via the main sewer. The applicant shall contact DCWW should any new connections be required to the public sewer.

Dwr Cymru/Welsh Water acknowledge that the development proposes to discharge foul and surface water flows to a public sewer and 'Sustainable Drainage Systems' respectively. The proposed development site is located in the catchment of a public sewerage system which drains to Afan Wastewater Treatment Works (WwTW). Welsh Water have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

Surface water

The application form states surface water will be disposed via SUDS in the form of a soakaway. The Council's Land Drainage Officer has advised Given the development site is over 100m² a sustainable drainage application will be required. A sustainable drainage application is currently being reviewed and will be approved shortly as such has no objection the have requested a condition to prevent surface water entering the public highway and a condition preventing land drainage to discharge directly or indirectly into the public sewerage system, this can be imposed via a condition

Welsh Water have advised, as of 7th January 2019, that this proposed development may be subject to Schedule 3 of the Flood and Water Management Act 2010. In the event this proposed development amounts to a total impermeable area of 100sqm or more, approval of Sustainable Drainage Systems (**SuDS**) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. In this instance, Welsh Water offer no objection to proposals for disposal of surface water flows into a soakaway, in principle, subject to consultation and agreement with the regulatory body or riparian owner of this system.

Sewer Protection

Welsh Water advised that this site is crossed by a public sewer. Originally, they advised the protection zone of the public asset was measured 5 metres either side of the centreline and that the school building was in the protection zone and offered a holding objection. However further consultation and technical information was provided to Welsh Water by the Applicant which Welsh Water reviewed. They noted that the asset ranges from 450mm to 525mm in diameter and 0.9m to 1.4m in depth and therefore, based on the information provided, Welsh Water confirmed that the protection zone should in fact be measured 3 metres either side of the centreline. Accordingly, with respect to the 'Site Wide Masterplan' (BR0201-SRA-01-RF-DR-A-02003), Welsh Water have advised they are satisfied that the proposed development will be suitably set back from the protection zone of the asset and Welsh Water have confirmed that they withdraw their holding objection subject to inclusion of a condition to prevent surface water and land drainage into the public sewerage networks and a standard Advisory Notes; both these can be added.

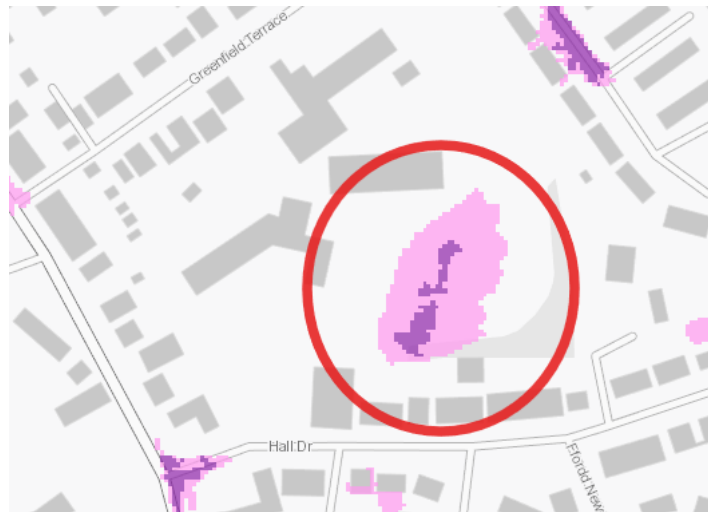
Water Supply

Welsh Water has no objection to the proposed development.

Flood Risk

The site is not located with any Tidal/river flood risk zones however there is a very small, isolated area within Zone 2/3 surface water flooding as defined by the Flood Maps for Planning (shown below in figure 11 below). This is considered negligible and Natural Resource Wales (NRW) and the Local Authority Drainage Officer have not required any further investigation; it is considered that this area would be remedied by the wider surface water drainage scheme and 'Sab' approval related to this development and is located where the exiting playing field is located where there is a depression.

Figure 11 – Plan showing zone 2/3 surface water flooding (light purple)



Biodiversity

In assessing a planning application, the Local Planning 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, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *“It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals.”* PPW12 further goes on to state that: *“All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission.”*

Technical Advice Note 5: Nature Conservation and Planning states that: *“Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife.”*

Policy SP3 of the adopted Replacement Local Development Plan (2024) (**RLDP**) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 RLDP states: *“All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the*

connectivity of ecological networks which enable the dispersal and functioning of protected and priority species”

Policy DNP7 of the RLDP states: *“development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted”*. Policy DNP8 RLDP requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network.

To support the application the Applicant submitted the following documents:

- Landscape Management and Maintenance Plan (February 2025) prepared by Ares Landscape Architects;
- Green Infrastructure Statement (February 2025) prepared by Ares Landscape Architects;
- Habitat Regulation Screening Assessment (October 2023) prepared by CSA Environmental;
- Net benefit for biodiversity Report (October 2024) prepared by CSA Environmental;
- Preliminary Roost Assessment (March 2025 prepared by TACP
- Ecological Impact Assessment (November 2023) prepared by CSA Environmental;
- Arboricultural impact Assessment (October 2023) prepared by CSA Environmental;
- Arboricultural Survey Report (September 2023) prepared by CSA Environmental;]
- Preliminary Ecology Appraisal (August 2020) prepared by CSA Environmental;

The above reports identify that Habitats within the Site are generally common and widespread, with the features of most ecological value comprising woodland, trees and hedgerows around the periphery of the Site. The scheme seeks to retain hedgerows and other habitat wherever practicable, with compensatory planting provided within retained open space areas.

The proposed development of a new school with associated landscaping offers an opportunity to deliver a betterment to what is currently present. The landscaping plans show the provision of new green infrastructure such as the proposed tree planting and delivery of new hedgerow features and meadow planting, the provision of new bat and bird roosting/nesting opportunities within the fabric of the new building, together with bug hotels and log piles and a Hedgehog hotel, will provide new opportunities for protected species and contribute towards a net gain in biodiversity

The Local Authority’s Ecologist has reviewed the Preliminary Roost Assessment (**PRA**) prepared by TACP (March 2025), and note the buildings have low to negligible roost potential for bats and one tree was identified as having a single minor roost feature. They have recommended that Section 4.3 *Recommendations* of PRA Report be included in the conditions of approval. This can be imposed via a suitably worded condition.

They have also recommended that swift bird and bat boxes are included and that the mitigation and enhancement measures, the precautionary method of works, Net Benefit for Biodiversity proposals and landscaping management and planting plans. are conditioned. These can also be added as suitably worded conditions.

The Ecological Impact assessment prepared by CSA Environmental (Nov 2023), also refers to specific mitigation and enhancement measures and requires a Construction environmental management plan, a Landscape and Ecology management plan and a lighting strategy; these can be secured via conditions.

Natural Resources Wales (**NRW**) have noted that the Kenfig Special Area of Conservation (**SAC**) is approximately 1.2km west and that Cefn Cribwr Grasslands SAC is approximately 1.8km east from the development site. NRW have advised, from the information provided, that the proposal is not likely to have a significant effect on the Cefn Cribwr Grasslands SAC site as there are no potential pathway(s) to the protected site. However, (NRW) have identified a hydrological link via the Afon Fach as a potential impact pathway to features of the Kenfig SAC. Whilst the site is not in immediate proximity of a watercourse, due to topography and road drainage adjacent to the proposal site it is likely there is hydrological link to the Afon Fach, which is located to the north of the development site.

As such, NRW have advised that high rainfall events during the construction phase of the proposal could cause wash off to enter the road drainage system, which discharges to the Afon Fach and potentially cause a pollution incident. Therefore, in the absence of additional information or a comprehensive Construction Environmental Management Plan being provided in support of this proposal, they would advise that sufficient control of pollution prevention for the watercourses could be achieved by requesting a site wide Construction Environmental Management Plan. Prior to the commencement of any works. This can be imposed via a suitably worded condition.

On Balance the proposed development is considered to be compliant with Policy SP3 DNP6,7 and 8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

Land Quality

As part of the Application the Applicant has the following information has been submitted a "Phase I Geo-Environmental Desk Study Report Document Ref: C3341/PI" and "Phase II Geo-Environmental Assessment Report Document Ref: C3342/PII" by HSP.

Shared Regulatory Services (**SRS**) Environment Team have advised the above assessments have not identified any significant contamination or ground gas concerns, however the potential for this cannot be ruled out and the '*unforeseen contamination*' condition is requested. They have also advised should there be any materials imported as part of the construction of the development and site won material, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction 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. Conditions and an informative can be added in relation to the above

Archaeology

Heneb (formerly Glamorgan Gwent Archaeology) have advised the information in the Historic Environment Record (**HER**) curated by them, shows that, whilst the area itself is of Medieval origin, there are no known archaeological assets within the Application area, additionally it is situated outside of any Archaeologically Sensitive Area. Additionally, a review of historic Ordnance Survey mapping indicates no archaeologically significant features or structures in the area.

The proposed development involves the demolition of the two existing primary schools, construct a new Welsh Medium Primary School building with associated infrastructure and landscape works. The proposed works are in an area of low archaeological potential. Furthermore, the ground intrusion works associated with the construction of the existing structures (which are of limited significance), as well as landscaping, will likely have had an adverse effect on any potential archaeological remains. As a result, it is unlikely that significant remains will be encountered during the course of the proposal. As a result, it is unlikely that significant remains will be encountered during the course of the proposal. Consequently, Heneb have no objections to the positive determination of this Application.

Renewable and Low Carbon Energy

The proposed school building has been designed to achieve BREEAM Excellent and be Net Zero Carbon. It would therefore be highly efficient and fully in line with national commitments to address carbon emission levels and instil climate resilience in the development. The proposals have been undertaken in accordance with the energy hierarchy of reduce (use less energy); efficiency (supply energy efficiently); renewables (use renewable energy); and manage (manage energy efficiently). The development is supported by an Energy Masterplan, as is required by Policy ENT10, Low Carbon Heating Technologies for New Development.

The Energy Masterplan has considered the use of a number of Low Zero Carbon technologies as part of the overall energy strategy for the proposed Primary School. In each case the feasibility has been assessed in terms of energy and as a result will incorporate photovoltaic panels to reduce imported electrical power and hence reduce carbon emissions and also utilise air source heat pumps to provide heat to the development. It is considered that the proposal would comply with the requirements set out within Policy ENT10 a condition can be imposed to ensure these technologies are implemented.

Waste Management

Policy ENT15 – Waste Management in Development – requires all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel. No details have been provided; however, a condition can be imposed to address such requirements.

Unexploded ordnance

The Applicant has undertaken an Unexploded Ordnance Risk Assessment

(September 2020), prepared by Safe Lane Global, this concludes that the site has been assessed as Low Risk; however as risk of encountering Unexploded Ordnance (**UXO**) during the proposed works cannot be completely ruled out therefore a condition can be imposed to ensure minimum risk mitigation measures be deployed to support the proposed ground works at the site.

CONCLUSION

The decision to recommend planning permission be approved has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan (2024).

The proposed school is a vital part of the Local Authority's 'Bridgend West' school modernisation scheme which will provide a new modern Welsh Medium primary school and external sport facilities that can be used by the wider community of North Cornelly. On balance and having regards to the objection raised It is considered that the proposal represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5 SP9, SP11, SP13, SP15, SP17, SF1, PLA11, PLA8, PLA12, COM9, COM10, ENT1, ENT2, ENT3, ENT15, DNP6, DNP7, DNP8 and DP9 of the Bridgend Replacement Local Development Plan (2024)

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

(R02) That permission be GRANTED subject to the following condition(s) and a decision notice issued after the consultation period ends on the 13th August 2025, subject to and provided that no new or further material objections are received:-

1. Approved Plans

The development shall be carried out in accordance with the following approved plans and documents:

BR0201-ALA-00-ZZ-DR-L-20011 S4 P02 Site Location Plan

BR0201-SRA-00-RF-DR-A-02000 P05 Site location Plan existing school

BR0201-ALA-00-ZZ-DR-L-20004 S4 P02 Site Sections

BR0201 - SRA- 00 - RF- DR - A - 02001 P05 Existing Site Plan

BR0201 - SRA- 01 - ZZ- DR - A - 02200 P04 Proposal long Elevations

BR0201 - SRA - XX - ZZ - DR - A - 02201 P04 Gable End Elevations

BR0201-HYD-XX-XX-DR-C-0200 P02 Existing site layout and services

BR0201-HYD-00-XX-DR-M-90005 C01 Existing external mechanical services

BR0201 - SRA - 00 -XX- DR - A - 02002 P06 Demolition Plan

BR0201 - SRA - 01 - 00 - DR - A - 02100 P06 Proposal Ground Floor Plan

BR0201 - SRA - 01 - 01 - DR - A - 02101 P05 proposal first floor plan
 BR0201 - SRA - 01 -RF- DR - A - 02103 P05 proposal Roof Plan
 BR0201 - SRA - 01 - ZZ - DR - A - 00900 P04 Area plans and schedules GEA and GIA
 BR0201-HYD-XX-XX-DR-C-1200 P04 Cut and Fill Plan
 BR0201-HYD-XX-XX-DR-C-1003 P01 Proposed levels Sheet 1
 BR0201-HYD-XX-XX-DR-C-1004 P01 Proposed levels Sheet 2
 BR0201-HYD-XX-XX-DR-C-3000 P01 Proposed Surface Water Drainage Sheet 1
 BR0201-HYD-XX-XX-DR-C-3002 P01 Proposed Surface Water Drainage Sheet 2
 BR0201-ALA-00-ZZ-DR-L-20001 P06 Landscape Illustrative Master Plan
 BR0201-ALA-00-ZZ-DR-L-20002 P02 Landscape General Arrangement
 BR0201-ALA-00-ZZ-DR-L-20003 P06 Fencing General Arrangement
 BR0201-ALA-00-ZZ-DR-L-20006 P02 Secure Line
 BR0201-ALA-00-ZZ-DR-L-20005 P06 Access and Circulation
 BR0201-ALA-00-ZZ-DR-L-20015 P02 Planting Plan
 BR0201-HYD-00-XX-DR-E-90007 C01 Proposed External Lighting
 BR0201-HYD-00-XX-DR-N-90006 C01 Proposed External Services
 BR0201-HYD-XX-XX-DR-C-0400 P02 Site Enabling works
 BR0201-HYD-XX-XX-DR-C-1400 P01 External Finishes
 BR0201 - SRA - 01 - ZZ - DR - A - 20110 P03 General Arrangements
 BR0201-ALA-00-ZZ-DR-L-21002 P01 Typical Weld mesh Fencing
 BR0201-ALA-00-ZZ-DR-L-21003 P01 External Compound Detail
 BR0201-ALA-00-ZZ-DR-L-21004 P01 Typical Tree Pit Detail
 BR0201-ALA-00-ZZ-DR-L-21005 P01 Typical Soft Landscape Detail
 BR0201-ALA-00-ZZ-DR-L-21006 P01 Cycle Shelter Detail
 BR0201-ALA-00-ZZ-DR-L-20017 P02 Views 1 of 2
 BR0201-ALA-00-ZZ-DR-L-20018 P02 Views 2 of 2
 BR0201-ALA-00-ZZ-DR-L-20007 P01Detail section
 BR0201 - SRA- 01 - ZZ- DR - A - 02202 P01 Proposed elevations
 211315-01 swept path analysis
 211315-02 pedestrian vision splays

Planning Statement (February 2025) by prepared by The Urbanist;
 Design and access Statement (February 2025) prepared by Sheppard Robson;
 Addendum to DAS (July 2025) prepared by Sheppard Robson;
 Pre Application Report (PAC) (February 2025) prepared by the Urbanist;
 Phase I Geo-Environmental Desk Study Report (September 2020) prepared by HSP Consulting;
 Phase II Geo-Environmental Desk Study Report (September 2020) prepared by HSP Consulting;
 Transport Assessment (February 2025) prepared by TTP Consulting
 School Travel Plan (February 2025) prepared by TTP Consulting;
 Drainage Maintenance report (January 2025) prepared by Hydrock;
 Soakaway Technical Note (December 2024) prepared by HSP Consulting
 AGP & MUGA Noise Assessment (May 2025) prepared by Hydrock;
 Stage 3 Acoustic Design Report (September 2023) prepared by Hydrock;
 Noise Planning Report (October 2024) by Hydrock;
 Detailed Unexploded ordnance risk assessment (September 2020) prepared by Safelane Global;
 Landscape management and Maintenance plan (February 2025) prepared by Ares Landscape Architects;

Green Infrastructure Statement (February 2025) prepared by Ares Landscape Architects;
 Habitat Regulation Screening Assessment (October 2023) prepared by CSA Environmental;
 Net benefit for biodiversity Report (October 2024) prepared by CSA Environmental;
 Preliminary Roost Assessment (March 2025 prepared by TACP
 Ecological Impact assessment (November 2023) prepared by CSA Environmental;
 Preliminary Ecology Appraisal (August 2020) prepared by CSA Environmental;
 Arboricultural impact Assessment (October 2023) prepared by CSA Environmental;
 Arboricultural Survey report (September 2023) prepared by CSA Environmental;
 Flood Consequences Assessment (August 2020) prepared by HSP Consulting;
 Energy Masterplan Technical Note (November 2024) prepared by Hydrock.
 Demolition Technical Note *December 2024) prepared by Hydrock
 BR101-HYD-XX-XX-RP-Y-0006 - Bus and Deliveries Noise Assessment

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. Before beginning any development at the site, you must do the following: -
 - a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and
 - b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason: To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

3. Notwithstanding the submitted plans, prior to their use in the construction of the development hereby permitted, details and samples of the materials to be used in the construction of the external surfaces of the development including details of the windows, doors shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interest of the visual amenity of the area and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

4. No development, including demolition and site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- a) General Site Management: details of the construction programme including timetable, details of site clearance; details of any potential drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain
- b) Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- c) Construction methods: details of materials, how waste generated will be managed.
- d) Soil Management: details of topsoil strip, storage and amelioration for re-use.
- e) Resource Management: details of fuel and chemical storage and containment.
- f) Traffic Management: details of wheel wash facilities
- g) Biodiversity: avoidance measures with respect to nesting birds, badger and hedgehogs.
- h) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: In the interest of the Environment, Biodiversity highway and pedestrian safety, and to ensure accordance with Policies accord with Policies SP3, SP17 and DNP5, DNP6, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

5. No development shall commence until, a Waste Management Plan for the proper design, location, storage and management, of any waste material generated during the demolition, construction and operation of the development shall be submitted to and approved in writing by the Local Planning Authority. All waste shall be treated in accordance with the agreed waste plan. The plan shall be implemented as approved.

Reason: To ensure the appropriate disposal of any waste arising from the development in terms of protection of the environment and to ensure the sustainability principles are adopted during development and complies with Policy ENT15 of the Bridgend Replacement Local Development Plan (2024).

6. No development shall take place, including any works of demolition/site clearance, 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:
 - a. The routeing and timing of HGV construction traffic to/from the site in order to avoid school drop off and pick up times and the narrow railway bridge on Marlas Road
 - b. the parking of vehicles of site operatives and visitors
 - c. loading and unloading of plant and materials
 - d. storage of plant and materials used in constructing the development.
 - e. wheel washing facilities.
 - f. measures to control the emission of dust and dirt during construction.
 - g. the provision of temporary traffic and pedestrian management along Hall Drive and Greenfield Terrace

Reason: In the interests of highway safety and to comply with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

7. No development shall commence on the Corneli site until a detailed Construction and Phasing Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The Plan shall include:
- a. The proposed phasing of development across both the Corneli (Welsh Medium) and Marlas (English Medium) school sites, including the sequence of construction and site occupation.
 - b. Access and haul routes for construction vehicles.
 - c. Details of temporary site access arrangements, including safe pedestrian and cycle routes during works.
 - d. Mitigation to minimise overlapping impacts from concurrent site development.
 - e. Temporary parking and compound locations
 - f. Construction working hours and HGV delivery times.
 - g. Measures to protect public highway safety and minimise disruption to surrounding residents and road users, especially on Greenfield Terrace and Hall Drive.
- The development shall thereafter be carried out in accordance with the approved Construction and Phasing Plan.

Reason: To ensure coordinated delivery of both school sites, safeguard highway and pedestrian safety during construction, and minimise disruption to the local community and to comply with policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

8. Notwithstanding the submitted plans, prior to the commencement of any development above slab level, full engineering details of the Hall Drive vehicular access shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a. Levels, gradients, kerbing, construction materials
 - b. Drainage arrangements and lighting
 - c. Visibility splays and dropped kerbs.
 - d. Vehicle tracking for service and coach access.
 - e. A Stage 2 Road Safety Audit.

The approved access shall be fully implemented prior to beneficial use.

Reason: In the interests of highway safety and to ensure safe and suitable access to the development and to comply with policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

9. Notwithstanding the submitted plans, prior to the commencement of any development above slab level, a scheme for the redesign and reconfiguration of the Greenfield Terrace parking and access forecourt shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:
- a. Reflect the removal of coach access from this location.
 - b. Rationalise parking for staff and Children's Centre users.
 - c. Provide safe pedestrian access and turning arrangements.
 - d. Include swept path tracking for all expected vehicle types.

The approved scheme shall be fully implemented prior to beneficial use.

Reason: To ensure safe and efficient use of the staff parking area and protect the amenity of local residents and free flow of the highway network. and to comply with policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

10. Within 6 months from the date of consent a scheme for the delivery of off-site Active Travel infrastructure improvements identified in the WRAT audit and informed by consultation with the Highway Authority shall be submitted to and approved in writing. The scheme shall include:
- Dropped kerbs, tactile paving, and footway resurfacing.
 - Any necessary crossing points or new links
 - A delivery timetable tied to school opening.

The improvements shall be completed in accordance with the approved scheme and retained thereafter.

Reason: To ensure safe and sustainable pedestrian and cycle access in accordance with the Active Travel (Wales) Act 2013 and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

11. In the event that the Corneli school is constructed and brought into beneficial use prior to the delivery of the Marlas school, the developer shall deliver the proposed pedestrian crossing on Heol-Y-Parc in accordance with the approved plans and in consultation with the Highway Authority. Details and timing of delivery shall be submitted to and approved in writing prior to beneficial use of the Corneli school.

Reason: To ensure continuity of pedestrian safety infrastructure irrespective of delivery sequence and to promote walking and cycling and to comply with policies SP3, SP5, PLA8, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

- ~~12. Prior to the beneficial occupation of the school any Traffic Regulation Orders (TRO) deemed necessary by the Highway Authority to manage on-street parking and access in the vicinity of the site shall be implemented. The TRO shall include, but not be limited to~~
- ~~Waiting restrictions on Hall Drive~~
 - ~~Review and amendment of existing TROs on Greenfield Terrace~~
 - ~~School Keep Clear markings.~~

~~Reason: To mitigate parking and access impacts on surrounding streets and ensure highway safety and the free flow of traffic and to comply with policies SP3, SP5, PLA8, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).~~

12. A Final School Travel Plan shall be submitted to and approved by the Local Planning Authority within 6 months of beneficial occupation of the school. The Plan shall include:
- Baseline travel data and modal split targets
 - Active travel and behavioural measures
 - Annual monitoring and review mechanisms by an Active Travel Champion
 - Triggered interventions where targets are not met.

The Travel Plan shall be implemented in accordance with the approved version and monitored annually for a minimum of five years.

Reason: To promote sustainable travel patterns in accordance with national and local policy and to comply with policies SP3, SP5, PLA8, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

13. No part of the development shall be brought into beneficial use until the approved parking, servicing, and cycle storage areas (including EV charging and blue badge bays,) have been fully implemented and made available for use. These areas shall be retained thereafter for their designated purpose.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to comply with policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

14. As detailed in the submitted Transport Assessment the school shall accommodate no more than 480 pupils, including nursery provision.

Reason: To ensure that parking demand, trip generation, and site infrastructure remain within the assessed capacity envelope and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

15. Prior to beneficial use, the new access from Hall Drive shall be constructed with visibility splays of 2.4m x 25m provided in both directions and maintained thereafter.

Reason: To ensure safe vehicular access and in the interests of highway safety and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

16. No structure, erection or planting exceeding 0.6 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety. and to comply with policies SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

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

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents, to ensure no pollution of or detriment to the environment and prevent water discharging onto the public highway in the interest of highway and pedestrian safety and to comply with accord with Policies SP3 and DNP9 of the Bridgend Local Development Plan (2024).

18. Notwithstanding the submitted details no demolition of existing buildings on site shall take place until a Demolition Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Demolition Method Statement shall be made in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved

Statement shall be adhered to throughout the demolition works. The Statement shall provide for the following: -

- i) the parking of vehicles of site operatives and visitors;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding
- v) wheel washing facilities to prevent deposition of material onto any hard surface road;
- vi) measures to control the emission of dust and dirt during demolition;
- vii) Identification of the significant demolition noise sources, detailing the physical and operational management controls necessary to mitigate emissions from these noise sources, as well as noise complaint investigation procedures;
- viii) Hours of working on site, and specified hours for deliveries and any elements of the demolition that could lead to amenity issues from noise and disturbance to adjoining properties.
- ix) Timetable and Phasing for demolition works.
- x) Measures to protect children, staff and any visitors to the schools during demolition and construction works.
- xi) Methods of demolition and details of any waste storage and disposal

Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents and occupier of the school, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

19. The combined noise rating levels from any mechanical fixed plant and equipment when assessed in accordance with BS4142: 2014 at any residential premises shall not exceed the following limits:

Time Period	Maximum Noise rating level
Day (07:00-23:00)	40 dB LAeq,1 hour
Night (23:00-07:00)	30dB LAeq, 15mins

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

20. Prior to the installation of any fixed mechanical plant and equipment a scheme detailing the location and noise levels of all fixed mechanical plant and equipment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a noise technical report to demonstrate compliance with the noise rating levels in condition 19. The scheme shall be implemented as agreed and retained as such thereafter.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

21. Use of the Multi use Games Area (MUGA) shall be restricted to 08.00-17.00 hours Monday- Friday and 10.00-15.00 hours on Saturdays and Sundays

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

22. Prior to the MUGA courts being brought into beneficial use, a 2m acoustic barrier shall be installed along the northwest boundary of the MUGAs at the location shown in Figure 3 of the AGP & MUGA Noise Impact Assessment by Hydrock dated 29 April 2025 Doc Reference: BR101-HYD-XX-XX-RP-Y-0005 Project Number 24390. The barrier shall be continuous in length with no gaps and shall have a minimum surface mass of 10kg/m². The acoustic barrier shall be built outside the perimeter fence so they are protected from being hit by balls and generating impact sounds. Details of the barrier shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate that the minimum mass will be achieved.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

23. The impact noise impact mitigation measures recommended in section 3.4 of the AGP & MUGA Noise Impact Assessment by Hydrock dated 2nd May 2025 Doc Reference: BR101-HYD-XX-XX-RP-Y-0005 Project Number 24390 shall be implemented, and retained as such thereafter.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

24. Any proposed weld-mesh sports fencing around the sports pitch and MUGA shall be sufficiently stiff/robust to avoid high levels of metal impact noise and resonating fence sections. Any low-level boundary retention system shall be 'padded' to avoid high impact noise in accordance with section 6.2 of the Noise Planning Report by Hydrock dated 3/10/24 Doc Reference: 24390-HYD-ZZ-XX-RP-Y-0001 Project Number 24390-AWAL and retained as such thereafter.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

25. Prior to the first beneficial use of the school the recommended Zero/Low Carbon technologies detailed within section 16.1 of the Low and Zero Carbon Technologies assessment (appendix A of the Energy Master plan (November 2024) by Hydrock) shall be implemented in full and shall be retained in perpetuity.

Reason: In the interest of residential amenity, biodiversity and to prevent any unacceptable light spillage, and to ensure compliance with Policies SP13 and ENT10 of the Bridgend Replacement Local Development Plan (2024).

26. Notwithstanding the submitted plans, prior to the first beneficial use of the development details soft landscape works shall be submitted to and approved in writing by the Local

Planning Authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate (the scheme should include species/details of native hedgerow planting) (including phasing of work where relevant). The landscaping works shall be carried out in accordance with the approved details in accordance with the agreed implementation program and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024)

27. Notwithstanding the Submitted Plans, prior to the first occupation of any unit hereby approved, a landscape management plan, including the long-term design objectives, management responsibilities and maintenance schedules, for all hard and soft landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority. This document will also detail the establishment and long-term management of retained and newly created habitats to maximise benefits for wildlife. It will include a graphical Ecological Enhancements Plan setting out the number, type and position of enhancement features, The landscape and ecology management plan shall be implemented and adhered to in accordance with the approved details thereafter.

Reason: In the interest of visual amenity, and to ensure the long-term management and maintenance of all landscaped areas within the site and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Bridgend Local Development Plan (2024).

28. Notwithstanding the submitted Plans, prior to the first beneficial use of the development, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing a minimum of 4 artificial nesting sites for swifts and a minimum of 4 bat tiles/bricks/boxes. The scheme shall include detail and locations of swift nesting boxes (swift boxes should be installed at least 5m above the ground and should be obstruction free for the entire 5m below) and bat tiles/bricks/boxes to new build elements. All approved artificial nesting sites and bat tiles/bricks/boxes shall be implemented in accordance with the approved details prior to the first occupation of the school building and retained as such thereafter.

Reason: In the interest of Biodiversity Enhancement and mitigation for the loss of habitat within the site and to accord with Policy SP3, SP13, DNP6 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

29. The 3x Bug Hotels and 2x Log Piles and 1x Hedgehog house detailed within Sections 4 of the Net benefit for biodiversity Report (October 2024) prepared by CSA Environmental shall be implemented on site prior to the first beneficial use of the school building and retained as such thereafter.

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with policy SP3, SP16 DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

30. The recommendation within Sections 4.3 of the Report on a preliminary roost assessment (March 2025)) prepared by TACP shall be adhered during demolition and construction works.

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with policy SP3, SP16 DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

31. Notwithstanding the submitted plans, prior to the installation of any permanent external lighting on the site, a detailed lighting scheme for the site shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all proposed lights, the specification, intensity of illumination, predicted lighting contours (lux plots), together with proposed hours of operation and any mitigation measures required (including measures to reduce as far as practicable light spillage onto the adjoining properties and incorporate best practice guidance to ensure the retention of dark corridors and minimise lighting to retained and newly created habitat for the movement of wildlife). The approved lighting shall be implemented on site in accordance with the approved scheme only and retained as such thereafter.

Reason: In the interest of residential amenity, biodiversity and to prevent any unacceptable light spillage, and to ensure compliance with Policies SP3, DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

32. The proposed mitigation strategy detailed within section 12 of the Unexploded ordnance risk assessment (September 2020) prepared by Safe Lane Global shall be implemented during all ground works.

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with policy SP3, and DNP8 of the Bridgend Replacement Local Development Plan (2024).

33. The bin storage area hereby approved shall be provided in accordance with the approved scheme prior to the first beneficial use of the development and retained as such thereafter.

Reason: In the interest of visual amenity, residential amenity and to ensure adequate bin storage is provided for future residents and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

34. There shall be no outside storage of bins, equipment, waste, materials etc. except within the designated bin storage areas.

Reason: In the interest of visual amenity and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

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 in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

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 in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

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 in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

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 in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

39. Notwithstanding the submitted plans the site layout and vehicular access shall be as shown on drawing BR0201-ALA-00-ZZ-DR-L-20001 P06 Landscape Illustrative Master Plan.

Reason: The access has changed since the original submission and several plans still show the original access and in the interest of clarity.

40. Prior to the first beneficial use of the school, the means of enclosure shall be erected in accordance with drawing BR0201-ALA-00-ZZ-DR-L-20003 P06 Fencing General Arrangement and retained as such thereafter.

Reason: In the interest of highways and pedestrian safety and Clarity, and to comply with policies SP3, SP5, PLA8 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

41. The new vehicular entrance to the South of the site from Hall Drive shall only be used for the arrival and departure of school buses, emergency services vehicles, refuse vehicles and deliveries/ servicing vehicles.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

42. Notwithstanding the submitted plans, prior to the use of the new vehicular access for the school buses from Hall Drive, a [2.4m](#), solid and continuous acoustic barrier, with a minimum surface mass of 10 kg/m² and no gaps) shall be erected along the south-western boundary of the site and Heol Fach. Details of the acoustic barrier (including any details of the barriers finish and colours and/or any details of landscaping to help break up its visual mass) shall be provided to the Local Planning Authority for approval in writing, and provided thereafter in accordance with the approved details. The acoustic barrier shall be maintained in a good condition so as not to compromise the acoustic integrity of the barrier and be retained for as long as this access arrangement continues.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

43. All school buses shall comply with following restrictions:
- Arrival and departure of buses shall be between the following times: 08.00-9.30am and 14.30-16.00 hours
 - A maximum of 2no. school buses shall arrive and depart the site at any one time i.e. allowing for only one school bus to be parked on the lay-by within the school 'vehicular zone' and one school bus to then pass and park within the turning head
 - When each school bus arrives at the site, the school bus shall not idle for any longer than 1-minute before switching off the engine
 - When each school bus prepares to depart the site, the school bus shall not idle for any longer than 1-minute before driving to the site exit

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

44. Notwithstanding the submitted plans, prior to the first beneficial use of the site a Service Delivery Management Plan which will identify all relevant delivery and servicing vehicles (including refuse collections), timings of deliveries and risk assessment contact details, shall have been submitted to and approved in writing by the Local Planning Authority. The Plan shall ensure that deliveries shall only access or leave the site between the hours of 9.30am-2.30pm and between 4-5pm (when buses are not operating) and only during school term times. Deliveries shall thereafter operate in accordance with the agreed details.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

45. Notwithstanding condition (45) deliveries and servicing shall be undertaken in accordance with the Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Community and Resident Groups, details of which shall be submitted to and agreed in writing by the Local Planning Authority prior to the first beneficial use of the school, or other Quiet Deliveries Scheme which shall on review first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

46. Prior to the beneficial use of the Corneli school, the existing minibus access from Greenfield Terrace shall be permanently closed to all vehicles in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The works shall include the removal of the vehicular crossover and reinstatement of full-height kerbs and footway to adoptable standards. The approved works shall be completed prior to beneficial use and retained thereafter.

Reason: To remove vehicular access for coaches and minibuses from Greenfield Terrace, in the interests of highway safety and residential amenity and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

47. Within 6 months from the date of consent, the developer shall fund and facilitate the statutory process for any Traffic Regulation Orders identified as necessary by the Highway Authority to manage on-street parking and access in the vicinity of the site. The developer shall also implement, at their own expense, all associated signing, lining, and highway works within the public highway required to give effect to any TROs made.

Reason: To mitigate parking and access impacts on surrounding streets and ensure and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

48. Within 3 Months from the date of consent, a scheme for the delivery of peak-period “No Waiting / No Loading” restrictions on Hall Drive, including associated signing, lining, and enforcement camera infrastructure, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include evidence that the applicant has funded and initiated the Traffic Regulation Order process with the Highway Authority. The approved physical works shall be implemented in full prior to beneficial use, subject to the TRO being made, and retained thereafter.

Reason: To ensure enforceable control of on-street parking and loading during critical school operating periods, in the interests of highway safety and the free flow of traffic. and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024)

49. Prior to the beneficial use of the Corneli school, the eastern vehicular access from Hall Drive into the adjacent retail car park (located immediately south of the approved school coach access) shall be permanently closed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the removal of the access crossover, reinstatement of full-height kerbs, and associated footway construction to adoptable standards. The works shall be completed prior to beneficial use of the school and retained thereafter.

Reason: To rationalise access arrangements, improve visibility, and reduce conflict between school traffic, retail traffic, and pedestrians, in the interests of highway safety. and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

50. Prior to the commencement of development above slab level, a scheme for the management of vehicular and pedestrian movements between the Hall Drive school access and adjacent retail premises shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include physical measures to prevent obstruction of the school access and pedestrian desire lines by delivery vehicles and customer parking, loading bay layout adjustments, and associated signing and lining. The approved scheme shall be implemented in full prior to beneficial use and maintained thereafter.

Reason: To reduce potential conflicts between school traffic, retail deliveries, and pedestrian movements, and to maintain safe and efficient operation of the highway network and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

51. Prior to the beneficial use of the Corneli school, the existing vehicular access to the site from Hall Drive that is to be repurposed as the main pedestrian entrance shall be permanently closed to vehicles. The closure shall include the removal of the vehicular crossover, reinstatement of full-height kerbs, and reconstruction of the footway to adoptable standards, in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The works shall be completed prior to beneficial use and retained thereafter.

Reason: To ensure the former vehicle access is safe and convenient for pedestrian use and to prevent unauthorised vehicular access, in the interests of highway safety and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

52. Within 3 months from the date of consent, a scheme for a pedestrian crossing facility on Hall Drive linking the southern footway to the main pedestrian entrance of the school shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall locate the crossing clear of the approved school coach access and shall take into account the closure of the eastern retail vehicle access. The scheme shall include full engineering details of the crossing type, tactile paving, road markings, signing, and any necessary kerb/footway alterations. The approved crossing shall be implemented in full prior to beneficial use of the school and retained thereafter.

Reason: To provide a safe and convenient pedestrian route to the school from the southern side of Hall Drive and to minimise conflict between pedestrians and vehicles. and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

53. Notwithstanding the details shown on the approved plans, no development above slab level shall take place until a scheme of visibility and pedestrian priority measures at the Hall Drive coach access has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include boundary treatments along the site frontage designed to maintain pedestrian inter-visibility and tactile paving to give clear pedestrian priority across the access. The approved scheme shall be implemented prior to beneficial use and retained thereafter.

Reason: To ensure pedestrian safety and adequate visibility between users of the footway and vehicles entering and leaving the site. and to comply with policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

54. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A) The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan (2024)

The proposed school is a vital part of the Local Authority's Bridgend West school modernisation scheme which will provide a new modern Welsh primary school and

external sport facilities that can be used by the wider community of North Cornelly. On balance and having regards to the objection raised It is considered that the proposal represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5 SP9, SP11, SP13, SP15, SP17, SF1, PLA11, PLA8, PLA12, COM9, COM10, ENT1, ENT2, ENT3, ENT15, DNP6, DNP7, DNP8 and DP9 of the Bridgend Replacement Local Development Plan (2024)

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015

B)HIGHWAYS ADVISORY NOTE

Prior to any works commencing on the highway the developer / contractor will be required to enter into a legally binding agreement to secure the proper implementation of the proposed highway works including an appropriate bond. The details supporting the legal agreement to work on the adopted highway shall include all necessary engineering drawings and include a stage 2 safety audit.

The cost of the TRO shall be met by the developer

C)WELSH WATER ADVISORY NOTE

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

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 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. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 11) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

D)DESIGNING OUT CRIME ADVISORY NOTE

(i). Perimeter security.

The whole of the school site, the vehicle parking area, sports pitches etc. must be protected by walls/fencing at least 2.4 metres in height and designed to be difficult to climb. Fencing and gates must meet the standard LPS 1175SR1 and be manufactured of weld mesh, expanded metal or similar. Fencing must be preferably ground on a hard surface or embedded in the ground. There must be nothing adjacent to the walls/fencing to assist criminals in climbing over them and therefore gaining access into the school grounds.

Gates must be of the same height as the adjacent walls/fencing and must be kept locked when the school is unoccupied. Gates, other than the main entrance, must also be kept locked during school time. The gap under gates must be minimal to prevent persons from crawling under.

If padlocks and chains are used to secure the gates they must meet appropriate security standards, e.g., Sold Secure.

Reason – To prevent crime and anti-social behaviour.

(ii). CCTV.

The external elevations of the school buildings, main entrances, public circulation areas, vehicle parking areas, bike and bin stores, and the pupil play areas must be protected by CCTV.

The images produced must be admissible in a court of law and the General Data Protection Regulations (GDPR) must be complied with.

All CCTV cameras must be protected against vandalism and be positioned in elevated positions. During school hours the cameras should be monitored from the reception area.

The CCTV recording equipment should be kept in a locked, secure internal room protected by the alarm system.

Reason – To deter and detect crime.

(iii). Lighting.

Lighting must protect the whole outside of the school buildings, bike stores, bin stores and vehicle parking areas. All fittings shall be vandal resistant and positioned in elevated positions.

The lighting must be controlled by photo electric cells or time switches and must complement and enhance the CCTV coverage on site.

The lighting protecting the car parking area must meet the British Standard 5489.

Reason – To increase public safety and to complement and enhance CCTV.

(iv). Landscaping.

Planting must be of a type that grows to a maximum height of 1 metre. Trees must be sited in locations that do not interfere with CCTV and lighting or provide an assist to climbing over the perimeter security. They must be bare stemmed to 2 metres from the ground and located away from buildings and perimeter security.

Reason – To increase surveillance.

(v). Signage.

Signs from the site entrance through to the school entrance must be clearly displayed and be multi-lingual.

Signs indicating that CCTV is in operation must be in prominent positions on site.

Reason – To deter crime and to comply with GDPR.

(vi). Vehicular parking area and access.

The vehicle parking area must be lit, the lighting meeting the British Standard 5489. It must be protected by CCTV, which should be monitored from reception during school opening hours.

The boundary of the parking area must be clearly defined. Bays must be clearly marked.

Vehicular access must be restricted to those areas necessary i.e., parking and service areas and access must be restricted to the entrance/exit point. Access into the staff car park must be controlled by a barrier system with access control fitted.

Reason – To restrict access and to prevent autocrime.

(vii). Bike stores.

Bike stores must be secure (please visit the SBD website www.securedbydesign.com for further information). They must be overlooked by

rooms in the school and protected by lighting and CCTV.

Reason – To prevent bike theft.

(viii). Refuse and recycling store.

Waste disposal areas must be secure areas and sited away from the main buildings, as they can be a target for arson or provide access to roofs and windows. The refuse and recycling stores should be protected by doors/gates that have access control fitted. They should meet SBD specifications.

Reason – To prevent arson and access to floors above ground floor level.

(ix). External furniture.

External furniture must be located away from buildings and perimeter security. They must be robustly constructed and either fixed in place or of a weight that is difficult to move.

Reason To prevent being climbing aids.

(x). Access to drainage and service areas.

Access to telephone junction points must if possible be prevented and manhole covers should be secured to prevent interference/removal.

Reason – To prevent metal theft.

(xi). Building shell security.

The design of the building must consider the need to prevent features that aid scaling or climbing, and hidden areas must be designed out.

The building must be constructed of materials that are resistant to attack. The first two metres of the external walls must be brickwork or materials of a similar strength.

Outside covered areas can be problematic and therefore must be protected by CCTV and lighting.

Reason -To prevent burglary and anti-social behaviour.

(xii). Access control.

Access from the lobby/reception area into the main school must be controlled by

access control. In addition, entry into all rooms where valuable equipment is sited e.g., offices, must be controlled and these rooms must be kept locked when not in use.

I would like to see an ability to lock down the site securely should there be an increase in threat and that appropriate doors and locking mechanisms are in place to achieve a reasonable delay both externally and internally creating layers of delay.

The doors leading into the event spaces need to be able to be secured and give some resilience and delay from a determined intrusion. This will allow time for escape and a delay to allow a response. There needs to be a means to communicate a threat throughout the buildings to facilitate a lock down of the building, i.e., alarm or tannoy system. In addition, external fire doors should not have an automatic release mechanism off the fire alarm but should be m

(xiii). School entrances and visitor control.

The number of public entrances into the school must be reduced to the minimum practicable.

It should be possible to reduce the number to one during school hours, which must be clearly signed and well illuminated.

All visitors must sign in and out and wear visitor badges.

Reason – To restrict visitors to areas and to identify them.

(xiv). Drainpipes.

Downpipes must be either flush fitting (i.e. square profile) or concealed within the cavities of the building.

Access to the roof of the school must be made difficult.

Reason – To prevent access to upper floors and the roof area.

(xv). Doors.

All external doors must, where possible, meet the SBD standard LPS 1175 SR2. PAS 24 2022 or equivalent and must be third party tested and certificated.

Fire doors must be alarmed so a signal on opening can be transmitted to the reception area. These doors must be signed to warn of alarm alert and have no visible external ironmongery fitted.

Doors that are described as fire doors, or where fire performance is declared or implied, are required to have third-party certification for smoke, security and fire performance.

All glazing to external door panels and adjacent to these door panels must be laminated.

Reason – To prevent burglary and to protect pupils and staff.

(xvi). Windows.

All external vulnerable windows must, where possible, meet SBD standards i.e. LPS 1175 SR2, PAS 24 2022 or equivalent and be third party tested and certificated. Any glazing in vulnerable windows must be laminated glass.

Reason – To prevent burglary.

(xvii). Reception Areas

Reception areas should be designed to allow escape for staff. Counters should be deep enough to reduce the threat from persons lunging at staff to attack them. Alternatively, a laminated screen can be placed on the countertop to protect staff from attack. Ideally there should also be a secured escape room behind the reception desk for staff to take shelter to create a delay from any potential attack.

Reason – To protect staff.

(xviii). Intruder alarm system.

The school must be alarmed with the alarm system linked to a central monitoring station. Any alarm wires must be protected.

All floors and rooms where valuable property e.g., ipads, are located must be protected by the alarm system.

The alarm must be capable of being zoned off, so unoccupied areas of the school are alarmed when other parts of the school, e.g., community areas, are in use and are therefore not alarmed.

Consideration should be given to having a personal attack alarm installed linked to the intruder alarm system and central monitoring station. The panic buttons should be in areas where staff are more vulnerable e.g., head teacher's office, reception area.

Reason – To deter and detect intruders.

Further detailed information can be obtained from the Secured by Design website www.securedbydesign.com.

E) CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

The contamination assessments and the effects 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 licence. 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.

F) FIRE SERVICE ADVISORY NOTICE

The Developer should also consider the need for the provision of

- A adequate water supplies on the site for firefighting purposes; and
- B Access for emergency firefighting appliances

Should the applicant require further information in relation to these matters they should contact the fire service Watch Manager J. Mann firesafety@southwales-fire.gov.uk

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None.

FROM – [REDACTED]
 ADDRESS – [REDACTED]

REF: P/25/98/BCB

I OBJECT to the proposal for the reasons outlined below.

Please confirm by email that you have received this objection.

Under the Road Traffic Regulation Act 1984 and the TRO, the following is to be noted

Section 122: Requires councils to balance the safe and convenient movement of traffic with other considerations, such as environmental impact or community needs.

My concern is that under this section the bus entrance conflicts with the council's duty under Section 122 to ensure safe and expedient traffic movement, especially if it increases congestion or risks to pupils and residents. I can see that any more large vehicles on Hall Drive will increase conflict with illegally parked vehicles or other vehicles as this is the main shopping hub in Cornelly. My overriding concern will be for pedestrian safety being potentially compromised by turning in vehicles across the main pedestrian entrance to the school.

I would also like to point out the following points I disagree with in **The Urbanists**
"Planning Statement Highways Update"

"While, ultimately, a 'coach' may not be used, or indeed any communal transport vehicles for pupils, it is considered to be a reasonable 'worst-case' scenario of the schools use."

This statement is not realistic and far from reality. The existing Welsh school already uses coaches to transport children from the area to the school. In fact the number of transport vehicles is likely to rise as a result of over doubling the school population from its current level. And again evidence of this is in the Urbanists own afore mentioned statement -

"This new proposed 'coach' area would now be required to provide a facility to cater for the potential temporary parking, and turning, of all school-managed vehicles. It would need to facilitate the above for the likely use of minibuses and, at largest, small-coaches for potential school pick-up and drop-off provision. This is considered to be likely required because of the wider catchment, as a Welsh Medium School."

This statement indicates the increase of pupils from further away. So requiring more transport.

The 'coach' or other transport vehicles will need to cross the pedestrian footway, off of Hall Drive"

Again an admission of the danger that coaches will need to cross the pedestrian footway that is heavily used by entering pupils arriving at school and departing. I see every day this stream of parents and children entering school on this very footway. It causes problems for our exit and entrance to our drive.

“In particular, the proposed revision of ‘coach’ access and turning to the south of site will need to be carefully managed by the school to ensure safety in-site”

“increased management of pupil movements needed; to both ensure they move immediately between the main entrance and transport vehicles, and that they don’t try and utilise the road access as a pedestrian route. It is likely that a ‘coach’ area management strategy will be required, irrespective of planning requirement, so the school may operate without an increased risk to pupils in their care

This again confirms the danger of the coaches manouvering on site and the need for staff of some sort to be administrating the movement.

“Overall, the change would naturally bring an increased likelihood of pedestrian and ‘coach’ or other transport vehicles conflict to Hall Drive (not previously present)”

This very statement alone shows the increased danger to pedestrian and other transport with this proposal. There is already at peak times a multitude of vehicle movements and children cycling to school at this key point at the south of the site. So increasing danger even more is unacceptable and dangerous.

“The ability to enter, turn, and move into the ‘layby’ feature within the site, to enable new entering vehicles to pass, is physically limited. Should the capacity be exceeded, vehicles may need to wait on the public highway.”

Again further danger created with the admition that the coach capacity could increase and in doing so stack up coaches on Heol Fach. As the proposed entrance is less than 40 metres from a major junction in Cornelly any stacking up of coaches will cause conjection on the main road through Cornelly, Heol-Fach. So the council would be failing in its duty under the

Town and Country Planning Act 1990: Active Travel (Wales) Act 2013

The bus entrance prioritizes vehicular access over pedestrian or cyclist safety (e.g., by reducing footpath space or increasing traffic near active travel routes) It conflicts with the council’s duties under this act. This is particularly relevant given the emphasis on School Streets and safe active travel routes around schools.

Education Act 2002 and Learner Travel (Wales) Measure 2008

Relevance: These laws govern school transport and safety. The Learner Travel (Wales) Measure 2008 requires councils to assess travel needs for learners under 19, considering **safety, disabilities, and looked-after children**

The proposed entrance cuts across the travel of pedestrians and children going to school. As arriving buses will be required to wait for pedestrians to cross over the entrance, they will cause a blockage on the road. As this bus entrance is less than 40 metres from a major junction in Cornelly.

Traffic Management Act 2004

Relevance: This act gives councils powers to manage traffic and enforce restrictions, including around schools (e.g., School Streets schemes). **It emphasizes minimizing congestion and ensuring safety.**

The bus entrance is less than 40m from a junction that is the major route through Cornelly and insufficient stacking space for buses waiting to enter the site likely to cause potential dangers to pupils, pedestrians, or cyclists, congestion and safety issues. There is inadequate parking provision for shoppers (this is the central hub for shopping in Cornelly, with a Tesco Express and the major road Heol-Fach, and a Spa Morrisons shop next to this entrance, deliveries to the Spa already cause blockages) and parents, leading to on-street parking problems, contrary to the council's duties under this Road Traffic Act.

This will have a detrimental impact on the community and residents such as reduced access and quality of life, **REF Active Travel(Wales) Act 2013 or environmental directive**

My concern is that the design of the new bus entrance, and its impact on the existing highway, will create an unacceptable danger or obstruction to highway users. Buses due to their size, turning circles, and potential for frequent movements at peak times can cause dangers on this road. As the highway authority, you would be failing your duty to ensure the safety and free flow of traffic.

Highways Act 1980

Section 177: Provisions as to use of highway by buildings

Any associated structures or even the sheer scale of the bus entrance works, or the impact of the buses themselves, could constitute an "interference" with the highway that is not properly justified or licensed, and that it significantly impedes the *safe and convenient use* of the highway by other users (pedestrians, cyclists, other vehicles).

Section 130: Duty to assert and protect rights of the public to use and enjoyment of highways:

This is a general duty placed on highway authorities (the council) to protect the rights of the public to use and enjoy highways.

The new bus entrance, by virtue of increased noise, pollution, danger, or congestion, will **deduct from the public's right to safe and peaceful enjoyment of the highway** in this location, especially for pedestrians and local residents.

I have lived at this location [REDACTED] for over 20 years. I believe I have a far better insight to the traffic and pedestrian movements than most. The drive that runs parallel and next to the proposed bus entrance, is a shared drive that is used daily by the 3 houses backing onto the school. We have maintained and used this drive way for over 20 years. This bus entrance proposal will have impact on an already strained highway issue.

In the proposal, there is a recommendation of a 3m wall to run along the south west boundary. This will have a sincerely negative affect on our quality of life, it will be overbearing and depressing. The existing fence height is more than adequate.

So in conclusion my objections to the proposed entrance are:

- **Contravene principles of safe highway design** as implied or explicitly stated in the Highways Act 1980 and associated Welsh Government guidance (like TAN 18: Transport, which draws heavily on highway engineering best practice derived from the Act).

- **Lead to unacceptable highway safety risks** for all users, including pedestrians (especially children), cyclists, and other vehicles, which is contrary to the duties imposed on the council by the Highways Act.

- **Cause severe congestion or obstruction** on the public highway, thereby interfering with the free flow of traffic, which runs counter to the general purpose of the Highways Act to maintain efficient road networks.

- **Result in a loss of amenity** for those using or living near the highway due to noise, vibration, or air pollution from buses, which can be linked to the duty to protect the public's enjoyment of the highway.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

OBJECTION TO THE PROPOSED PLAN FOR REDEVELOPMENT OF CORNELLI PRIMARY SCHOOL, GREENFIELD TERRACE, NORTH CORNELLY, CF33 4LW

CONTENTS

1. Executive Summary
2. Background
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6. Conclusion
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1. EXECUTIVE SUMMARY

The western end of Hall Drive is already a location made hazardous by illegal parking and HGV deliveries with inadequate unloading and reception facilities. School House Close in particular is, for large parts of the working day inaccessible to Emergency Service Vehicles, in particular Fire and Ambulance services. The additional burden of School Buses and an expanded number of private vehicles dropping off and picking up children makes an already hazardous situation positively dangerous for children and local residents. Adequate drop-off and pick up points for both buses and private cars need to be provided within the site curtilage.

2. BACKGROUND

Bridgend County Borough Council has a legitimate need to provide Welsh Medium Primary Education in the West of its territory and proposes to repurpose the site of the existing Cornelli Primary School for that purpose.

The present proposal is an amended one which revises the coach drop off point from Greenfield Terrace to one in Hall Drive.



3. HISTORY

Development at the western end of Hall Drive over the past 30 years or so has changed significantly.

At the beginning of that period, the land now occupied by School House Close comprised the structure and, most notably, the car park of the Ponderosa Social Club.

The present Filco Store (previously NISA, previously Philip Jones) has expanded its operation significantly in the same period. This has been especially true since the added competition from the nearby Tesco Express over recent years. In particular, opening hours and HGV delivery times at Filco have broadened appreciably during the period.

Initially, parking for the store and some delivery traffic made use of the car park of the Ponderosa Club which was largely under-used by the Club in the daytime. Furthermore, parents used it for a drop off and pick up point for their children attending the school.

Traffic congestion consequently increased significantly after the development of School House Close.

4. PRESENT SITUATION

The present Filco store and the nearby shopping precinct are inadequately served by parking facilities. The Filco Store in particular has many HGV deliveries during the daytime, especially in the mornings. Customers visiting the store frequently have nowhere to park without causing obstruction. Complaints have been made to Councillors and South Wales Police about the situation without resolution. School House Close is used as parking space by Filco employees and customers.

Often the parking in the close is chaotic and would certainly restrict access by a Fire appliance or Ambulance. BCBC (or their agency's) recycling and refuse collection vehicles are quite often unable to access the close – giving substance to the assertion that emergency services could not gain access. Representations have been made to Councillors to make School House Close prohibited to motor vehicles except for access. These have been rejected without substantive reasons being given. It is clear that erroneous planning decisions have led to the present situation, most notably the construction of School House Close on the former Ponderosa site without adequate parking and loading facilities for what is presently the Filco store.

Annotated photographic evidence is appended to this document. Photographs are only taken on an occasional basis but are generally representative of the overall situation. The author works full time and does not spend a significant part of their time observing the street scene.



Original larger and uncropped images are available if required. Cropping has only been for space purposes. No significant information has been lost in that process.

5. BASIS OF OBJECTION

This is not an objection to the redevelopment of Cornelli Primary School. It is not a representation in the “Not In My Back Yard” vein. **The objection is to the revised proposed arrangements for picking up and dropping off of children in buses and cars from Hall Drive where there are no facilities and hazardous situations already occur on a daily basis.** Given the fact that the proposed use of the school is for Welsh Medium education, it is inevitable that children will be travelling from further afield than hitherto. Traffic movements will significantly increase. Clearly there is no enforcement of existing restrictions on parking/waiting, nor any perception by perpetrators of such enforcement being likely.

6. CONCLUSION

The present revised plan is clearly in response to objections to the original plan of pick-up and drop-off on Greenfield Terrace. Neither Hall Drive nor Greenfield Terrace would face these issues if the pick-up and drop-off facilities were located within the school site. If those facilities cannot be located on site, then Greenfield Terrace is the less hazardous option.

Allowing Hall Drive to be used would compound and aggravate earlier inexplicable planning errors.

7. PHOTOGRAPHIC EVIDENCE



11 Apr 2024 – 1507

Two Cars parked in, or partly in, the junction between School House Close and Hall Drive. Car on opposite side obstructing parked vehicle(s) from leaving.



12 Apr 2024 – 1015

Delivery Lorry partly on zig zag lines for school entrance. Both of the other vehicles are in breach of no waiting restriction 0800-1800.



12 Apr 2024 – 1018

See previous annotation.



16 Apr 2024 – 1511

Two Cars parked in, or partly in the junction between School House Close and Hall Drive. Red car also in breach of waiting restriction.

Family trying to cross highlights increased hazard.



19 Apr 2024 – 1526

Car on north (far) side parked on zig zags for school entrance – at a particularly inapt time (despite being illegal at all times).

Car on south (near) side parked in breach of waiting restrictions.



19 Apr 2024 – 1526

Slightly later than the previous picture.

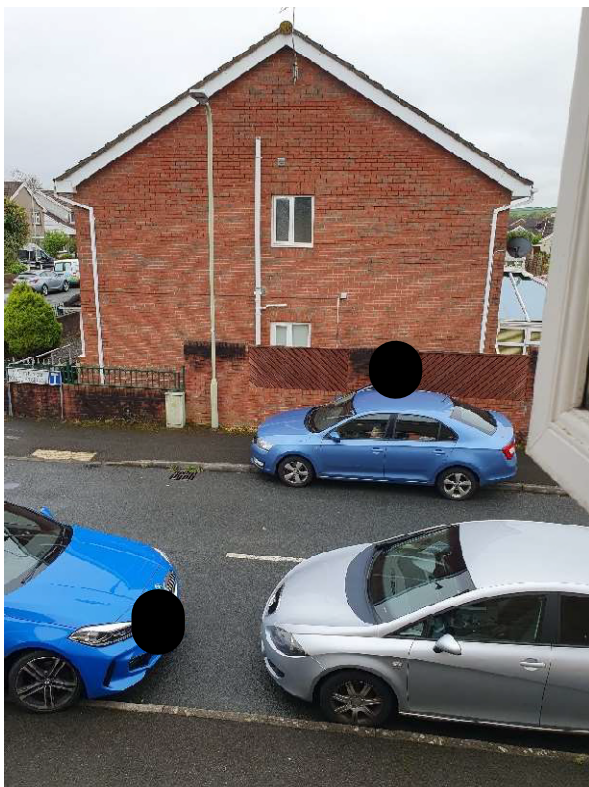




01 May 2024 – 1516

All 5 vehicles in breach of waiting prohibition. Note time of day.

Apology for camera angle.



02 May 2024 – 1528

School House Close. Blue car on eastern (far) side parked on kerb. Blue car on near side parked on kerb and fully obstructing dropped kerb.



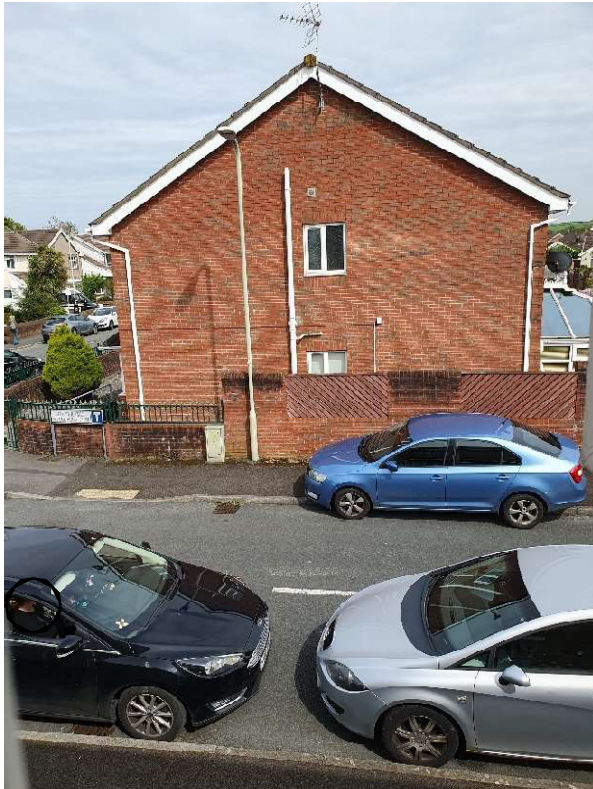
03 May 2024 – 1515

School egress time. Both red cars parking in junction. Blue car breaching waiting prohibition.



06 May 2024 – 1346

Illustration of waiting restriction. The Mon-Fri nature can only relate to the proximity to the school, yet it is never enforced now.



08 May 2024 – 1525

School House Close. Blue car on eastern (far) side parked on kerb. Black car on near side fully obstructing dropped kerb.



08 May 2024 – 1529

Four minutes later than previous image. Clearly related to school drop-off pick up.



23 May 2024 – 1455

Close to school egress time. Parking in junction and breaching waiting prohibition.



24 May 2024 – 1037

Blue/black car parked on corner of junction. Silver car parked totally across the egress from the junction.



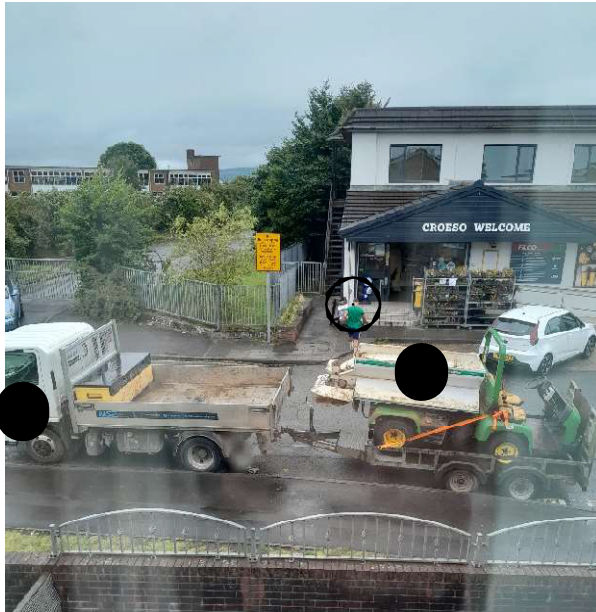
24 May 2024 – 1241

Blue/black car parked on corner of junction. This **may** be the same vehicle there from 1037 (above). Safeway lorry unloading (not in the miniscule bay). White lorry unloading or waiting to unload.



13 Jun 2024 – 1515

Both vehicles closest to the camera are parked, and both illegally.



20 Jul 2024 – 1331

Parked in breach of single line prohibition and overhanging the junction.



30 Aug 2024 – 1219

Unloading lorry parked on kerb in Hall Drive using unregistered fork lift vehicles to unload. Neither fork lift will have Road Traffic Act insurance.



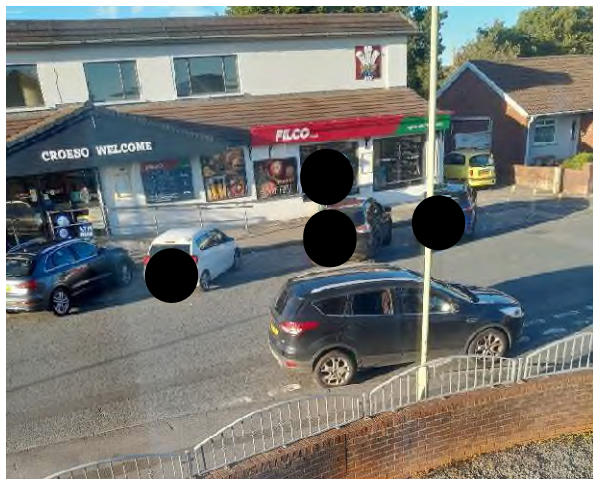
30 Aug 2024 – 1220

Another view of the previous incident.



01 Sep 2024 – 1024

Both nearside vehicles in breach of waiting restriction. Rear vehicle parked over junction egress.



14 Sep 2024 – 1812

Nearside vehicle parked in junction.



16 Sep 2024 – 1134

Using School House Close as a loading/unloading bay.





17 Sep 2024 – 1057

Further illustration of earlier incident. Lorry partly on kerb and completely blocking dropped kerb.



20 Sep 2024 – 0816

Parked across junction.



21 Sep 2024 – 0855

Porthcawl Road, this is not the first time, and I have mentioned it to County Borough Councillors previously. This is a Saturday, but the same occurs during the week. Parked on kerb unloading for Tesco Express.



21 Sep 2024 – 0857

Further illustration of earlier image.



21 Sep 2024 – 0857

Further illustration of 2 earlier images.



27 Sep 2024 – 1109

Illustration of inadequacy of loading facilities at Filco (driver has done his best). The unloading bay is full of rubbish and trolleys and pedestrians have to walk in the middle of the road to get past.





27 Sep 2024 – 1101

Car on far side has parked on zig-zags for School entrance.

Both cars on near side are in breach of prohibition.



27 Sep 2024 – 1116

Further illustration. The situation has subsisted for at least 15 minutes.



30 Sep 2024 – 1511

Van parked i) on a kerb, ii) on a corner, and iii) in a junction. This is at school egress time.



30 Sep 2024 – 1513

Red car parked on zig zags for school entrance (at school egress time).

Three cars closest to the camera are breaching waiting prohibition.



30 Sep 2024 – 1514

Closer view of earlier incident.



04 Oct 2024 – 1128

Vehicle parked in the junction.



07 Oct 2024 – 0757

Unloading across junction.

Waiting prohibition hasn't quite started and would not apply to legitimate loading/unloading.



07 Oct 2024 – 0757

Further illustration of earlier incident.



08 Oct 2024 – 1244

Unloading across junction.

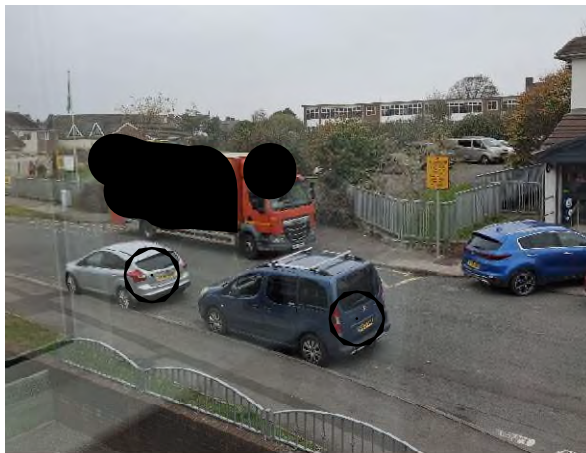




10 Oct 2024 – 0811

Black car on zig zags for school.

Red car (near side) in breach of waiting prohibition.



05 Nov 2024 – 1023

Warburtons lorry not only on zig-zags for school entrance but completely obstructs that entrance.

Two vehicles on nearside are in breach of waiting prohibition.



05 Nov 2024 – 1023

Further illustration of previous incident.





06 Nov 2024 – 1128

Warburtons again using School House
Close as unloading bay



12 Nov 2024 – 1031

And again. Completely obstructing
dropped kerb.





12 Nov 2024 – 1031

Next to no room behind, tail lift might...just clear the parked car.



12 Nov 2024 – 1031

And the cab is right up to the junction.



12 Nov 2024 – 1033

See previous images of the same occasion.



12 Nov 2024 – 1034

See previous images of the same occasion.



13 Nov 2024 – 0809

Obstructing the junction. Any vehicle leaving School House Close would be doing so blind. A left turn would be virtually impossible.



13 Nov 2024 – 0812

See previous images of the same occasion.



13 Dec 2024 – 1307

Almost completely obstructing the pavement ...I had difficulty getting in and out of my front gate.



13 Dec 2024 – 1307

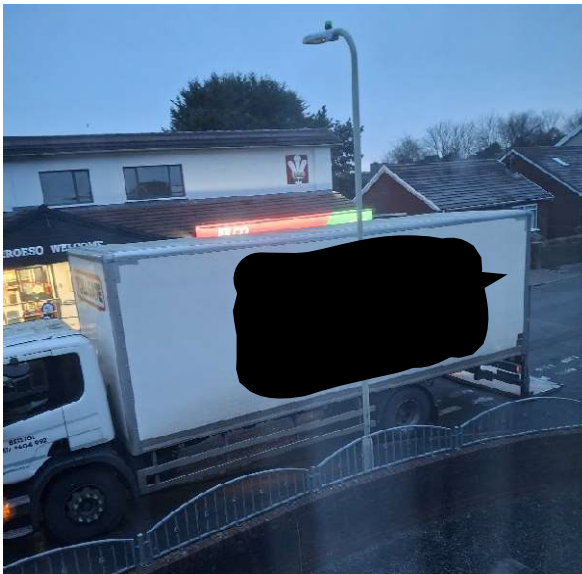
... and partially obstructing the dropped kerb. Not much use to a wheelchair user.



13 Dec 2024 – 1316

Far side ... parked on zig zag lines for the School entrance.

Closest to the camera ... parked in breach of single yellow line prohibition.



08 Jan 2025 – 0805

Obstructing the junction and the vision splay therefrom.





08 Jan 2025 – 0805

See previous image of the same occasion.



14 Jan 2025 – 1349

Far side ... parked on zig zag lines for the School entrance.

Closest to the camera ... parked in breach of single yellow line prohibition.



15 Jan 2025 – 1409

HGV parked on zig zag lines at the School entrance and the school was still active at the time. Note the time of day. If there was an emergency in the school, the emergency vehicle would not have been able to access the drive.



15 Jan 2025 – 1409

See previous image of the same occasion.



21 Jan 2025 – 1456

Far side ... parked on zig zag lines for the School entrance.

Closest to the camera ... both parked in breach of single yellow line prohibition.

Note the time of day.



21 Jan 2025 – 1459

Car in front in breach of waiting prohibition (although probably the same car as in the previous image). Car behind parked fully across the junction.

Note the time of day.



24 Jan 2025 – 1700

Parked, not waiting for the road to clear.



24 Jan 2025 – 1701

See previous image.

Note, the ghostly image of a silver car is probably a reflection in the window glass of a vehicle either waiting or heading towards Porthcawl Road – probably the former.



28 Jan 2025 – 1147

Far side ... parked on zig zag lines for the School entrance.

Closest to the camera ... parked in breach of single yellow line prohibition.



29 Jan 2025 – 1536

Far side ... DPD van parked on zig zag lines for the School entrance.

Closest to the camera ... at least two cars parked in breach of single yellow line prohibition.

Note time of day.



31 Jan 2025 – 1241

Petit Forestier refrigerated vehicle obstructing dropped kerb. White HGV behind trying to find somewhere to unload from.



31 Jan 2025 – 1241

Another view of the same incident.



17 Mar 2025 – 0810

Significant obstruction of the junction between School House Close and Hall Drive.



17 Mar 2025 – 0810

See previous image.



04 Jun 2025 – 1958

Filco staff vehicle parked throughout the day parked inconsiderately.



05 Jun 2025 – 0822

Far side ... parked on zig zag lines for the School entrance.

Closest to the camera ... three vehicles parked in breach of single yellow line prohibition.



12 Jun 2025 – 1745

Filco staff vehicle parked throughout the day parked inconsiderately.



20 Jul 2025 – 1225

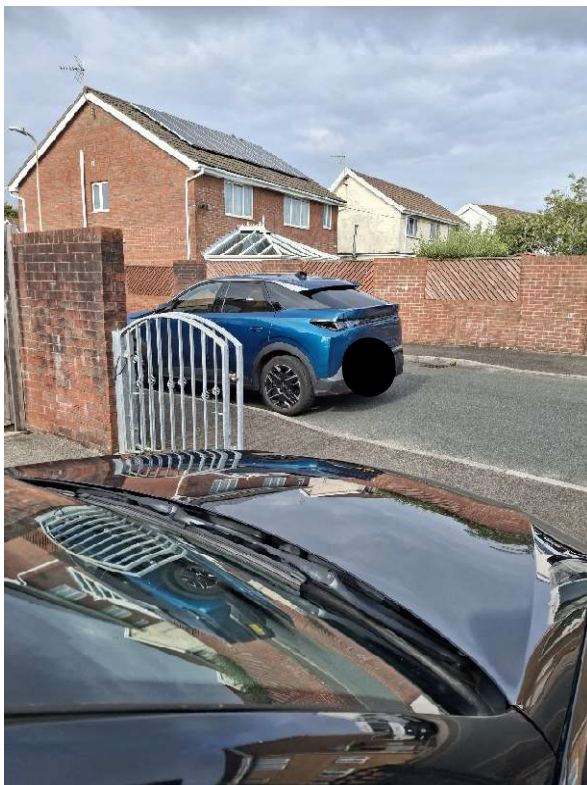
Emergency vehicle access compromised.





20 Jul 2025 – 1225

Waitrose delivery was guided in and out of School House Close, due to double parking.



24 Jul 2025 – 1743

Filco staff vehicle parked throughout the day parked inconsiderately.





24 Jul 2025 – 1745

Filco staff vehicle parked throughout the day parked inconsiderately.



26 Jul 2025 – 1225

Filco staff car park.





26 Jul 2025 – 1225

Vehicles parked on kerb. Makes access by emergency vehicles easier but not an acceptable way to park under the Road Traffic Act.

