

REFERENCE: P/24/719/BCB

APPLICANT: BCBC - Education & Family Support Civic Offices, Angel Street, Bridgend, CF31 4WB

LOCATION: Mynydd Cynffig Junior School Pwllgyath Street Kenfig Hill CF33 6ET

PROPOSAL: Demolition of Mynydd Cynffig Junior School, Air Training Corps facility, play area and loss of allotment gardens and construction of a new primary school, 2no. all weather sports pitches, solar panels, replacement allotment provision, play areas, open space, access & highways arrangements, parking, landscaping, drainage, off-site ecological mitigation at Bedford Park and Tondy Woodlands and all other associated works.

RECEIVED: 15 November 2024

DESCRIPTION OF PROPOSED DEVELOPMENT

This Application relates to the proposed demolition of Mynydd Cynffig Junior School, Air Training Corps facility, play area and loss of existing allotment gardens and the construction of a new primary school along with two all-weather sports pitches, solar panels, replacement allotment provision, play areas, open space, access & highways arrangements, parking, landscaping, drainage and all other associated works.

The proposal includes a 420-space replacement primary school which would include a 75-place nursery (full time equivalent).

The existing allotments to the rear of the school site are to be relocated to the rear of the new development.

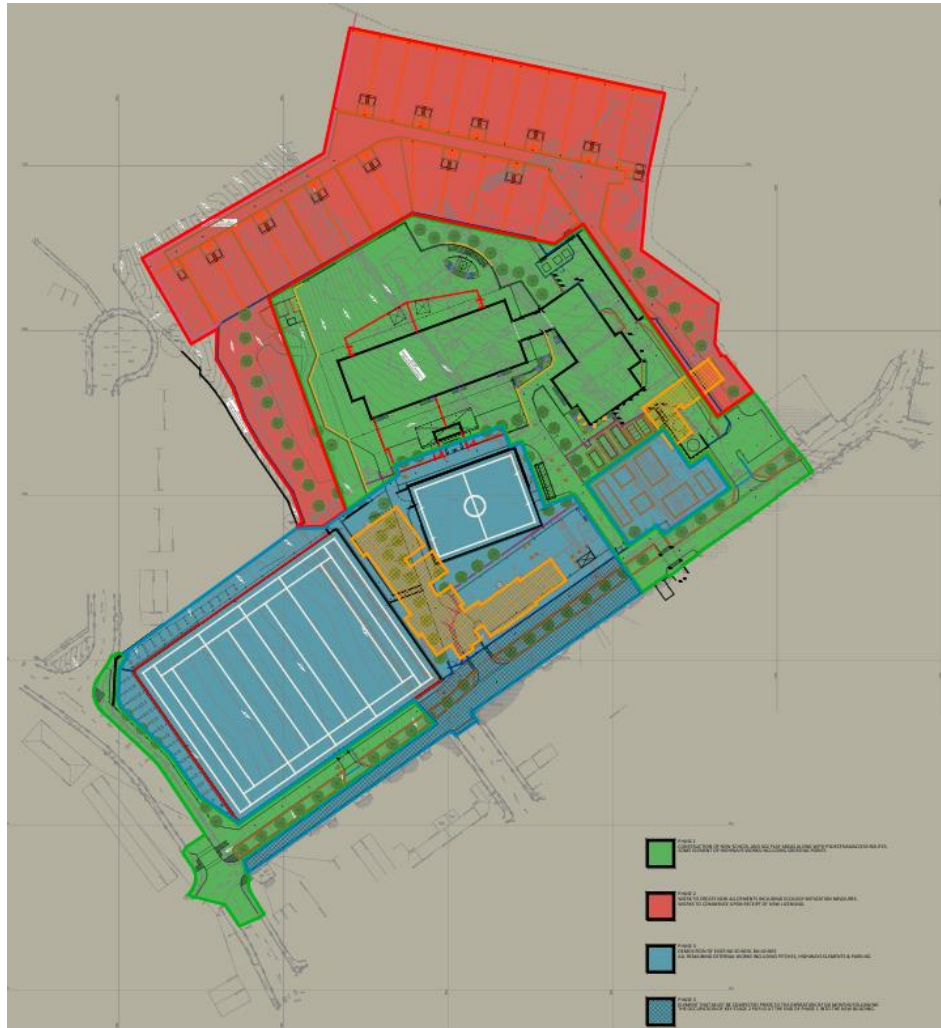
The new buildings and associated facilities have been designed for community use.

The proposal will be developed across three phases. The first phase (coloured green on Figure 1 below), will involve the development of the new school buildings and rear play yards along with some highways and active travel route improvements.

Phase two (coloured red on Figure 1 below), will involve the creation of new allotments at the northern section of the site, where a total of 26no. allotment plots are proposed to be developed to replace the existing 26no. allotments and the development of a bio-retention area to the west of the new classroom building.

The third phase of development, (coloured blue on Figure 1 below) will involve the demolition of the existing school buildings, the construction of the parking facilities for staff and visitors, the formation of an all-weather sports pitch and community park. A further element of Phase 3 will include the final stage of the upgrade of the adjacent highway which is to be completed within 6 months of the occupation of the new school buildings.

Figure 1 – Development Phasing and Location of Proposed and Existing Buildings



Access and Movement. Vehicle, cycle and pedestrian access to the site will be provided from the lane that runs parallel to Pwyllygath Street at the site's southern boundary, with a further pedestrian access from Croft Coch Road. The proposed staff access is located at the same location as the current southernmost vehicle access to the junior school.

A further vehicle access will be located further east along Pwyllygath Street and will provide delivery and maintenance access along with a connection to the private allotment parking spaces. A pedestrian access to the allotments will also be available at this location. An internal access route links from the site's southeastern access point to serve the allotments in the north of the site.

In respect of internal movement, the site proposes a network of footpaths which link the various elements of the scheme to enable pedestrian movement on foot. Additionally, an active travel route is proposed in the west of the site which links to existing active travel routes in the locality.

Layout. The proposed development will see the larger of the two all-weather sports pitches occupy the south-western section of the site, roughly in place of the existing school playing field. The second, smaller, all-weather sports pitch is situated to the south of the proposed school building, roughly in the place where the existing school yard currently lies.

The school administration and community buildings are situated broadly in the middle of the site, set back from the road to create a 'campus' style development, with the main built elements sitting at the heart of the site, surrounded by the associated sports pitches, school yard, soft play area and playground.

The allotments are located in the north of the site, creating an area of open space between the built structures of the school buildings and the woodlands to the north.

Appearance. The proposed school will be two storeys in height. Building height has been selected to respond to the site's surroundings, along with siting of the building in the centre of the site away from the site boundaries.

Landscape and Biodiversity. The proposed development adopts a comprehensive approach towards landscape planting and green infrastructure. Examples of landscaping details include new hedgerow planting, highway bio-retention areas, wildflower meadow seeding and turfed grass areas.

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

Figure 2 – Site Layout

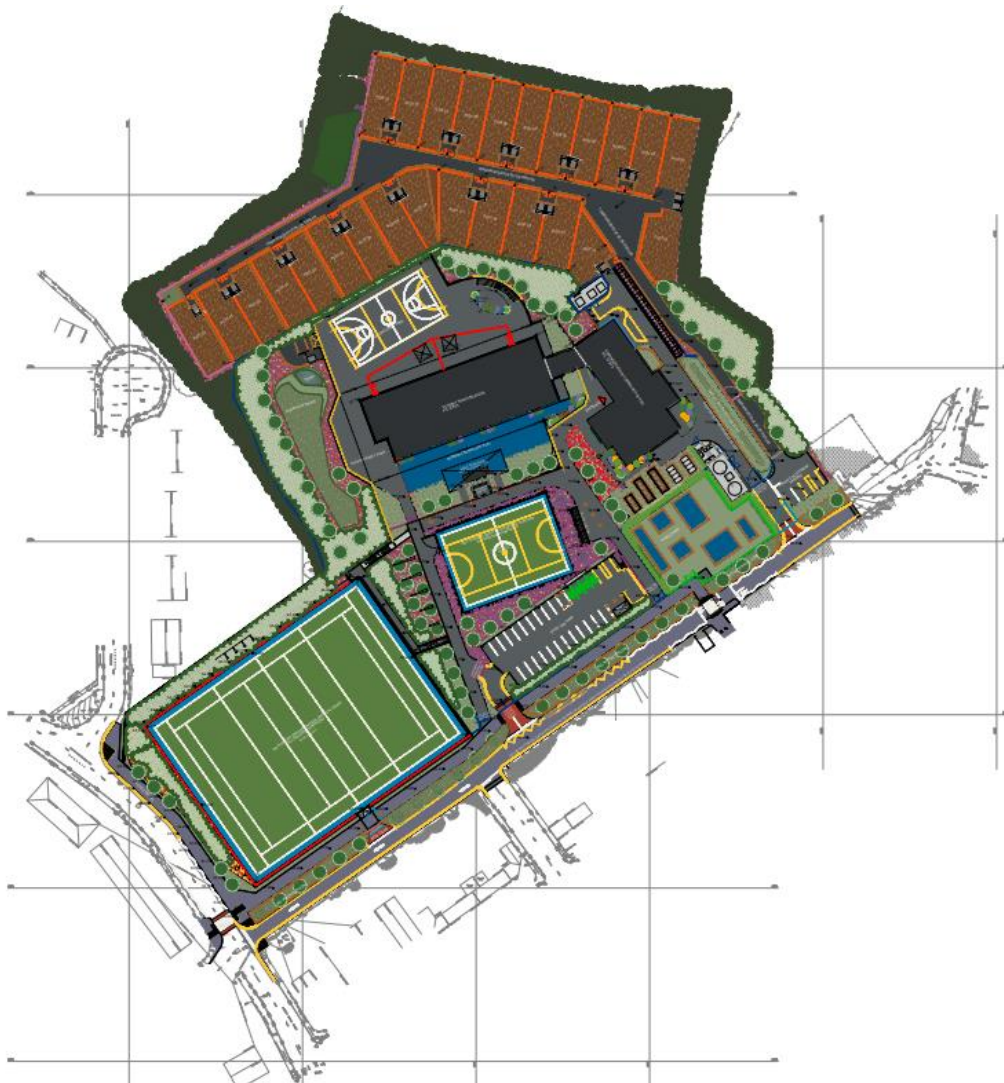


Figure 3 – Computer Generated Images of the School



3D ADMIN



3D REAR 2



3D FRONT



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

- Design and Access Statement – Asbri Planning October 2024
- Mechanical, Electrical, and Plumbing (**MEP**) Strategies RIBA work stage 3
- Noise Survey - Hunter Acoustics 29/07/2025
- PAC Report - Asbri Planning 2024
- Operational Energy analysis for NCZ Stage 2 July 2023
- Geotechnical and Geoenvironmental report - Terra Firma 2021
- Gas Monitoring - Terra Firma 2021
- Active Travel Review WSP 2023
- School Travel Plan 2022-2023
- Transport Assessment WSP 2024
- Low zero carbon Study Troup Bywaters + Anders, May 2024
- Thermal comfort Report Troup Bywaters + Anders August 2024
- Habitat Regs Assessment - Wildwood Ecology 05/09/2024
- Green Infrastructure Statement - Wildwood Ecology 2024
- Arboricultural Impact Assessment - Wildwood Ecology 2024
- Ecological Impact Assessment Report - Wildwood Ecology 2024
- Bat Survey Response – Wildwood Ecology, September 2025
- Bat Survey Response – Wildwood Ecology, October 2025
- Reptile Mitigation Strategy Report - Wildwood Ecology 15 August 2025
- Architectural Response – BCBC Major Projects Team July 2025
- Dormouse Strategy – Wildwood Ecology 14 May 2026

SITE DESCRIPTION

The Application site is situated within the village of Kenfig Hill and is located within the western section of the village, to the northwest of Pwyllygath Street. The site currently comprises a primary school, its associated playing fields and allotments to the rear. The site also includes the vacant Air Training Corps facility which is located to the north-east of the school.

The school site extends to approximately 3.85ha in total and is enclosed via a combination of fencing, traditional stone wall and trees and shrubbery.

The site's immediate surroundings are largely residential in nature, with dwellings surrounding the site in all directions. The gardens and outbuildings of the terraced properties fronting Pwyllygath Street back onto the lane which provides access to the school site. To the southwest of the site are newer semi-detached and terraced dwellings located on Croft Coch Road and Caer Wetrall.

The site consists of the existing Mynydd Cynffig Junior School which lies at the centre of the site along its southern boundary, whilst the allotments are situated along the central and eastern sections of the site. The main school building is of a traditional brick construction under a pitched felt and tile roof. The play area, which has playing facilities such as swings and slides, adjoins the Junior School to the northeast and meets the southern site boundary. The School's playing fields are located at the southwest and western sections of the site, whilst the remaining area of the site to the north largely comprises of shrubbery, vegetation and trees.

The site is situated on a gentle slope that rises from west to east. Both pedestrian and vehicle access to the Junior School can be obtained via a set of double gates along the southern boundary of the site, and an additional pedestrian access is located along the southwestern boundary of the site. This access enables pedestrians to cross the playing field to access the school buildings. Access to the allotments can be obtained via an unnamed road to the east of the play area, which provides both pedestrian and vehicle access to this area of the site.

The Application site also includes areas of the Tondy Woodlands and Bedford Park which are to be used for protected species habitat enhancement and restoration.

The Site Location is shown below in **Figure 4**.

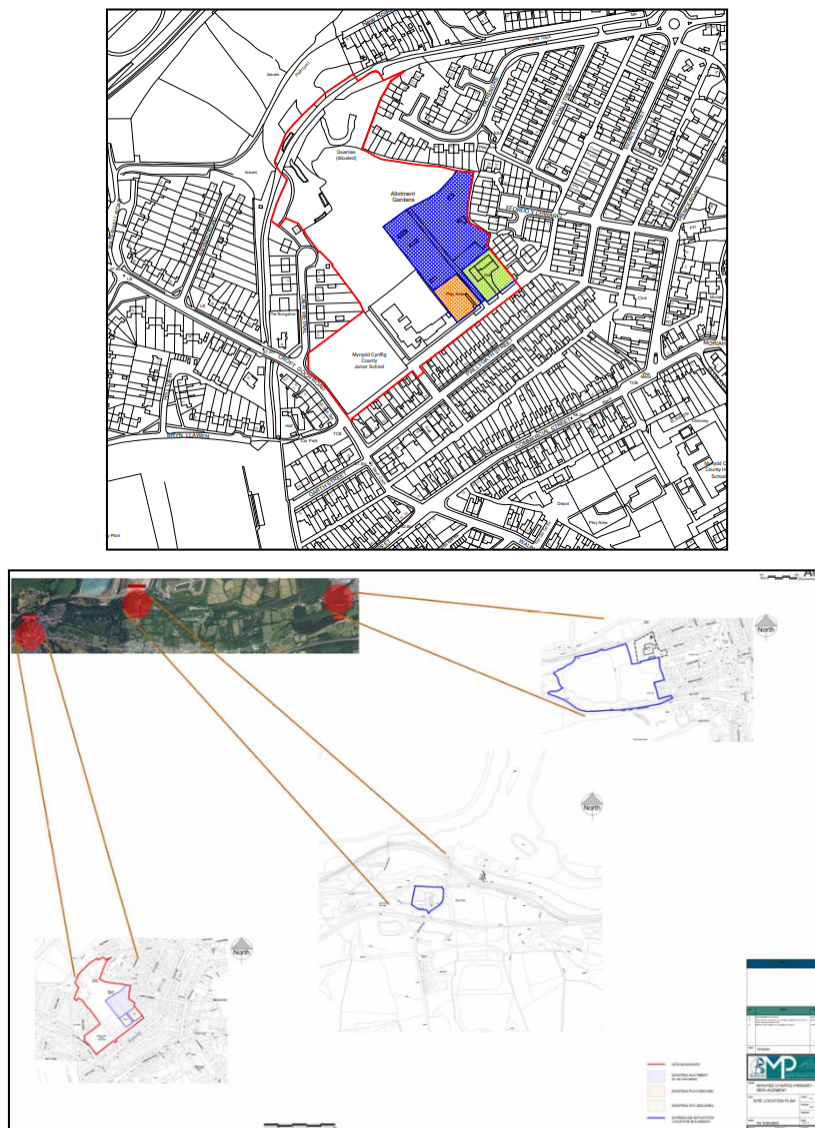


Figure 4 – Site Location Plans

Land to the rear of the school site forms part of the designated North of Pyle Site of Importance for Nature Conservation (**SINC**). This area is identified as containing bramble scrub and found predominantly to the north of the site. See **Figure 5** below.

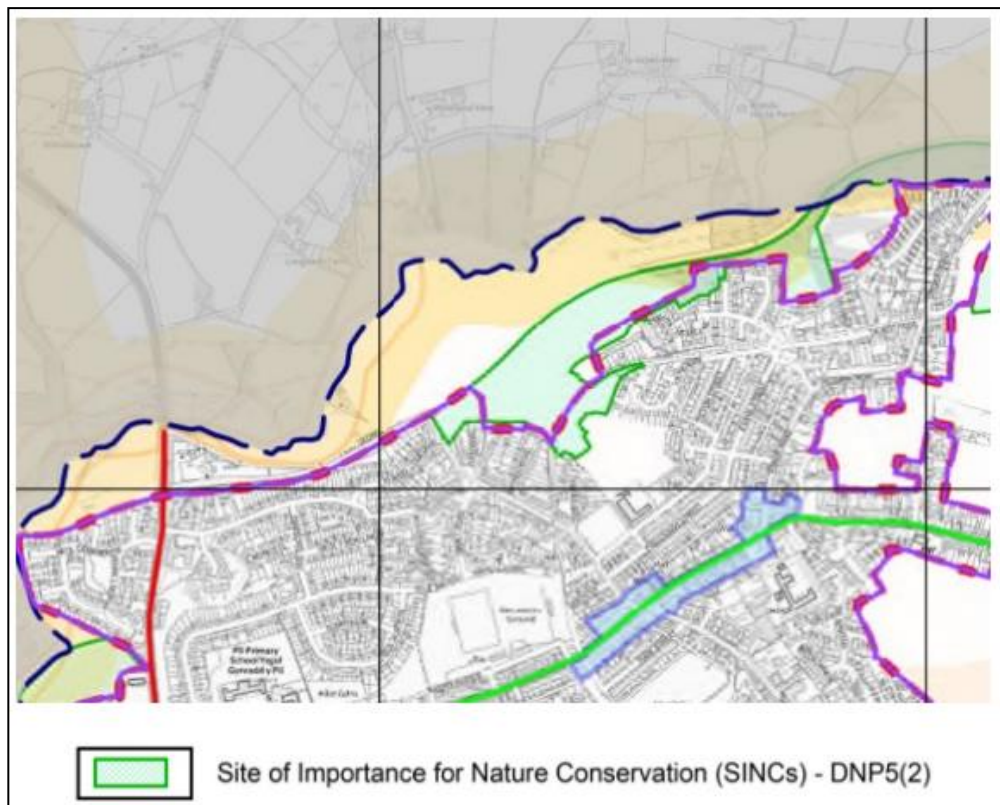


Figure 5 – SINC Plan

A review of NRW's Development Advice Map (**DAM**) shows that the site is located in Flood Zone A - as such it is considered to be little or no risk of fluvial or coastal or tidal flooding. Although, the Flood Map for Planning indicates the site is primarily located within Flood Zone 1, small pockets of the northwest and east of the site are susceptible to surface water and/or small watercourse flooding. These areas have been identified to lie within Flood Zones 2 and 3.

A review of Cadw's records shows that no listed buildings or scheduled monuments are located on site, with the closest being located approximately 200m to the east of the site in the form of The Talbot Institute, a Grade II Listed building.

The Coal Authority's interactive map shows that whilst the site lies within the Coal Mining Reporting Area, the site lies outside the coal mining high risk development area.

The site is located within the Settlement boundary of the Bridgend County Borough Council's Replacement Local Development Plan (2024) (**RRLDP**) proposals map.

A public footpath, namely *Footpath 19 Pyle*, crosses the site. The approximate alignment of the footpath as it relates to the location of the development (outlined in BCB013091 A001 Site Location Plan) is shown by a solid purple line on the attached plan. See Figure 6 below.

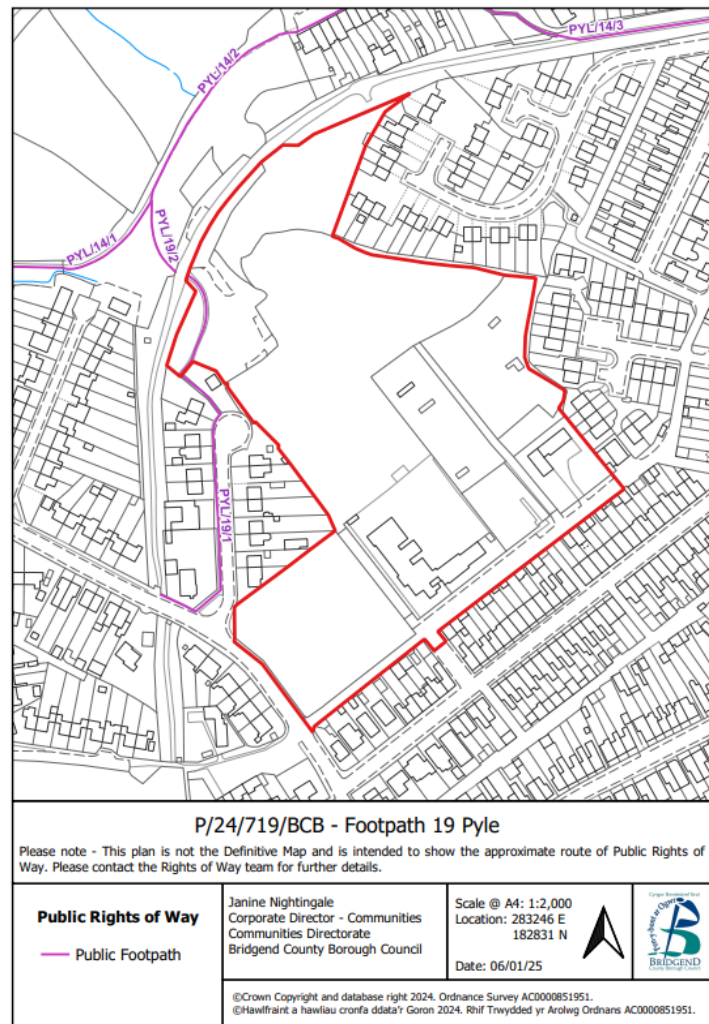


Figure 6 – Public Footpath Plan

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 (**PAC**) exercise was carried out between 10th November to 8th December 2023, by Asbri Planning Ltd.

The issues raised by local residents were as follows.

1. *Changes to the local roads including parking restrictions*
2. *Increase pupil numbers and resulting increase in vehicle movements on local road network*
3. *No drop-off provided*
4. *Safety of children on streets due to increased traffic volumes*
5. *New community use of school site and impacts on surrounding areas*
6. *Effects of floodlighting on residential properties*
7. *Parking congestion on surrounding streets caused by community use of facilities*
8. *Inadequate on-site parking*
9. *Loss of existing facilities*
10. *Impact on biodiversity and natural habitats*

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. The final design and layout of the school was derived in part from these comments. Observations were also made by a statutory consultee which have also been considered and addressed within the PAC Report. It is considered the Applicant has complied with the PAC requirements 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 SAC sites:

- Kenfig SAC (c. 3km west)
- Cefn Cribwr Grasslands SAC (c. 1.1km east to south-east)
- Dunraven Bay SAC (c. 5.62km south)
- Blackmill Woodlands SAC (c. 8.92km north-east)

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

RELEVANT HISTORY

P/25/13/HRA - Habitat Regulations Assessment: Screening in relation to planning Application P/24/719/BCB which is a full Application for the proposed demolition of Mynydd Cynffig Junior School, Air Training Corp facility, play area and loss of allotment gardens; construction of a new primary school, 2no. all weather sports pitches, floodlighting, solar panels, replacement allotment provision, play areas, open space, access & highways arrangements, parking, landscaping, drainage and all other associated works. Assessment not required 07/03/2025

P/98/99/FUL – Children's Equipped Play Area. Granted 24/03/1998

P/99/528/FUL - Demolition of Outhouse and Siting of Steel Container as Store. Approved 03/08/1999

P/94/47/FUL – Former ambulance hall – Proposed construction of two blocks of three link houses (6 in total). Refused 17/02/1994

83/785 – Temporary classroom. Approved 15/08/1985

83/1441 – Repair of fire damaged accommodation. Approved 20/01/1984

PUBLICITY

The Application was initially advertised on site (8th January 2025) and in the Press (Glamorgan Star) on 9th January April 2025.

Neighbours were notified of the receipt of the Application.

The period allowed for response to consultations/publicity initially expired on the 29 January 2025.

In response to concerns raised by residents regarding noise impacts and the effects of the proposed floodlighting of the sports pitch and extended evening use, the proposal was amended removing the floodlights and the Application was re-consulted with representations closing on 20th August 2025.

Following the receipt of further biodiversity information, a new site plan was submitted. This included an area of the Tondy Woodland which was to provide off-site dormice habitat to compensate for the loss of on-site habitat. The Application was again re-consulted with a closing date of 25th November 2025.

The Applicant then submitted further information including a Dormouse Strategy and revised location plan. This also included an additional area including part of Bedford Park which is to provide an off-site reptile translocation habitat in order to compensate for the loss of site existing habitat at the rear of the Application site. The Application was again re-consulted and the period for response closed 11th June 2026.

CONSULTATION RESPONSES

Pyle Community Council: No comments received.

Transportation Officer (Highways): No objection subject to conditions.

Public Rights of Way: *'The Application has been forwarded to the Rights of Way section for comment because it appears that the development may affect a public right of way. Indeed, following receipt of the Application the Rights of Way records were checked and I can confirm that these showed that a public footpath, namely Footpath 19 Pyle, crosses the site identified in the location plans provided. The approximate alignment of the footpath as it relates to the location of the development (outlined in BCB013091 A001 Site Location Plan) is shown by a solid purple line on the attached plan.'*

On closer inspection of the plans submitted with the Application, it would seem that none of the works associated with the proposed development would adversely affect the public footpath.

Having taken into account all the points outlined above, I can confirm that the Rights of Way Section would not object to planning Application P/24/719/BCB provided that the Applicant keeps the footpath clear at all times.'

Structural Engineer: *'I can confirm that the appropriate measures have been taken by appropriately qualified structural and geotechnical engineers to ensure the project is designed and delivered to the correct standards.'*

I have therefore no comments to make other than I am confident all measures have been taken to ensure the safe delivery of the project.'

The Coal Authority: No objection subject to the imposition of the conditions.

South Wales Fire and Rescue Service: No objection and standard advisories have been forwarded to the Applicant.

Land Drainage Officer: No objection subject to conditions.

Natural Resource Wales (NRW): We continue to have concerns with the Application as submitted. However, we are satisfied that these concerns can be overcome by attaching conditions to any planning permission granted.

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

Dwr Cymru/Welsh Water: No objection subject to conditions.

Shared Regulatory Services (Environment): No objection subject to conditions on earthworks and possible land contamination.

Shared Regulatory Services (Environmental Health): *'I have reviewed the amended acoustic report by Hunter Acoustics dated 29th July 2025 and also note that the flood lighting is no longer currently part of the scheme for the all-weather AGP. The removal of the floodlighting from the scheme means that there is unlikely to be a significant increase in its use from the current pitch during the winter period when it gets dark early. The report recommends a 2.2m acoustic barrier to further reduce the impact of the new pitch and the noise levels when in use are therefore predicted to be lower than what is currently being experienced by residents. However, with it being an artificial grass pitch, it is possible that its use will intensify when offered out for community use and a significant impact is still predicted, albeit that the noise levels will reduce from the current situation. It will therefore be necessary to restrict the operating hours of the pitches to ensure that they are not utilised at unreasonable times. It will also be necessary to request a noise limit for the school plant relative to the background levels.'*

Conditions are recommended to ensure that noise effects of the proposal are adequately mitigated.

South Wales Police Designing Out Crime Officer: No objections. A number of observations were made with a view to the school development seeking a Secured by Design (SBD) Gold Award. These have been passed onto the Applicant.

Heneb (Glamorgan Gwent Archaeology): We have reviewed the detailed information contained on your website and can confirm that the proposal will require historic environment mitigation.

REPRESENTATIONS RECEIVED

Councillor J Gebbie has made submissions supporting the proposed development and requested that the Application be considered by the Development Control Committee.

The Bridgend Ramblers advised that they had no objection to the proposal.

One representation in support of the proposed scheme was received from a Pwllgath Street resident.

A representation was received from one Pwllgath Street resident seeking clarification of the highways arrangements and traffic flow details on the access in front of the school.

Four objections were received, two from Pwllgath Street residents, one from an adjoining business owner and one from an adjoining Caer Wetrall resident. The concerns raised include:

- Proposed highway parking restrictions will limit parking at the rear of existing properties on Pwllgath Street
- The current poor condition of the highway carriageway
- Noise effects of vehicles using the highway
- Proposed floodlighting will create light pollution for local residents
- Query the time limits on the use of the floodlights

- Query whether new boundary treatment is required along the proposed artificial pitch and the adjoining properties on Caer Wetral and who would be responsible for its maintenance
- Existing railings around the school sports field are in poor condition and need replacement
- Proposed highway access to new school considered inadequate
- Existing access subject to significant congestion and presents a safety hazard for children and parents due to the lack of pavement
- Development would have impact on the operation of Lawsons Garage by delaying deliveries and supplies as well as creating difficulties for customers
- Suggest the proposal be reviewed in order to provide additional parking for customers of Lawsons Garage

COMMENTS ON REPRESENTATIONS RECEIVED

Factors to be taken into account in making Planning decisions must be Planning matters, that is they must be relevant to the proposed development and the use of land in the public interest.

Concerns have been raised with the proposal to illuminate the artificial sports pitch and the effects of light pollution and associated effects. Subsequently, the Applicant has decided to remove this element of development from the overall proposal. This will remove the possibility that the pitch will be used by the community during the hours of darkness. Any future proposals to floodlight the pitch would require a separate planning permission.

The submitted plans indicate that the external boundaries of the school site will be enclosed by new fencing of a form and type appropriate for the intended use. The retaining wall to the side/rear of the Caer Wetral properties will be maintained with the existing sports field at a height above the residential plots. Plans indicate that the new artificial pitch will be set back from these residential properties. The boundary treatment would remain as existing and new acoustic and security fencing established with an approximately 6m wide landscaping strip established between the boundary and the new pitch. The Applicant will be responsible for these new features.

Lawsons Garage, which is located to the north of the Air Training Corp building occupies a constrained site with limited on-site parking. This includes parking to the front of their existing buildings. It appears that vehicles associated with the business often park on adopted highway to the front of the property and nearby. The proposed development would see the upgrade of the highway in front of the school site and provision of parking restrictions along its full length. Time restrictions will limit some parking; however, the proposals will not remove all highway parking near the garage.

The proposed scheme includes a small area of on-site parking for allotment gardeners. The Applicant has not made any provision for additional parking for Lawsons Garage.

The material issues raised in the objections received are addressed in the Appraisal section of this report.

RELEVANT POLICIES

National Planning Policy:

Planning Policy Wales ("PPW" Edition 12) was revised and restructured in February 2024 to coincide with publication of, and to 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 National 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 (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 well-being) 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 into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

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 the Bridgend Replacement Local Development Plan 2018-2033 (**RRLDP**) 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
- Policy SP18: Conservation of the Historic Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA8: Transport Proposals
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy COM9: Protection of Social and Community Facilities
- Policy COM10: Provision of Outdoor Recreation Facilities
- Policy ENT10: Low Carbon Heating Technologies for new Development
- Policy ENT15: Waste Movement in new development
- Policy DNP5(2): Local and Regional Nature Conservation Sites
- 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 and 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 proposed 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/pedestrian 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 (RLDPs).

The proposal is located within the Main Settlement of Pyle as defined by **Policy SF1** Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RRLDP**). 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 RRLDP.

Policy SP9: Social and Community Infrastructure of the RRLDP states that in order to maintain and improve the quality of life of residents, existing educational and training facilities will be retained or enhanced. In the interest of improved service provision, all proposals for new or replacement social and community facilities must demonstrate that every reasonable attempt has been made to consider the co-location with another social and community facility before a stand-alone facility is considered. The proposal will see the co-location of an educational facility with play areas and an allotment site; therefore, it accords with Policy SP9.

The proposal would see the removal of an existing education facility, play area, an allotment site and Air Training Corps facility. **Policy COM9: Protection of Social and Community Facilities** of the RRLDP states that a 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:

- 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
- 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 allotment site is to be relocated to a different part of the site, the play area is to be replaced with new play areas and the education facility (Junior School) is to be replaced with a new primary school, all as part of the proposed development. The redevelopment will lead to enhanced provision of each community facility at the site; therefore it accords with criterion 1 of Policy COM9. In terms of the Air Training Corps facility, the Kenfig Hill Squadron has relocated to Porthcawl prior to the proposal coming forward and the building has remained vacant since, therefore it is acknowledged that the existing facility is no longer required for its current use. As such, the loss is justified taking into account the wider benefits of providing an enhanced education facility and as such accords criterion 2 of Policy COM9.

Policy SP3: Good Design and Sustainable Placemaking of the RRLDP 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:

- Demonstrating alignment with the principles of Good Design; and
- 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 which are addressed within this report.

Impact on Visual Amenity and Character.

Planning Policy Wales (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 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 Design and Access Statement (**DAS**) indicates that the vision for the development is to *‘provide a high-quality and attractive facility that aims to improve the outcomes of all its users be that staff, pupils, or parents and community groups.’*

The DAS notes that there are some considerable constraints associated with the site limiting flexibility with the proposed building position. The existing school building, which currently occupies the prime location, must remain in place until the new building is complete. The existing playing field is not large enough to accommodate the new building without bringing the façade of the teaching spaces extremely close to the boundaries of residential properties.

The remainder of the site has considerable level changes, and these have been addressed by creating split levels within the site to ensure the building form follows the ground levels where possible to do so. Whilst costly, the levels have created an interest within the building form which would not ordinarily be provided on a flat site.

Building orientation, particularly the Teaching Block, has been determined to ensure the effectiveness of Photovoltaic panels is maximised. The orientation also provides the building with free winter solar gain whilst facades incorporate measures to shade from the higher summer sun.

Finally, whilst the existing allotments require re-location as part of the overall scheme, they are a vitally important aspect of community life within the village. The redevelopment of the allotments will result in a betterment upon the existing provision of this important community facility.

The school administration and community building is situated broadly in the middle of the site, set back from the road to create a ‘campus’ style development, with the main built elements sitting at the heart of the site, surrounded by the associated sports pitches, school yard, soft play area and playground.

The allotments are located in the north of the site, creating an area of open space between the built structures of the school buildings and the woodlands to the north.

The proposed school will be two storeys in height. Building height has been selected to respond to the site’s surroundings, along with the building’s siting in the centre of the site, away from the site boundaries.

Visually, the proposed development is considered to be attractive, blending modern and traditional materials to present a contemporary addition to Kenfig Hill. A coherent yet contrasting design approach is used on the building elevations to create visual interest, utilising colour and texture to break up the various levels and building profile.

The palette of materials to be incorporated into the development draws on the surrounding streetscape and blends modern and traditional materials to create a distinctive, high quality appearance.



Figure 7 – Computer Generated Image of the School

This aesthetic, coupled with the resultant building form and size, delivers a facility capable of fully meeting modern educational needs whilst also reflecting its status as a valuable community destination.

The school car parking area sited adjacent to the centre of the site has been designed to ensure it would not be a dominant feature. It would be set back from the highway frontage of the site and its visual impact softened by complementary landscaping features. The second allotment car parking area would also be suitably setback behind landscape planting. It is considered that the proposed school building and wider landscaping would be a significant improvement over the existing site which is considered to have poor visual interest.

With regards to the new sports facilities – Artificial Grass Pitch (**AGP**) and Multi-Use Games Area (**MUGA**) - it is considered that these would provide an acceptable addition within the street-scene, given the proposed educational context of the site. It is intended that these facilities will also be accessible to the public outside of school hours. Turning to the proposed servicing areas, it is noted that they are located to the east of the new school building some distance from residential properties. However, given they would be appropriately screened, it is considered that these 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.

The existing allotments would be relocated to the rear of the school campus and would provide a suitable transition between the proposed development and the Bedford Park SINC. The development of individual allotments by their owners would likely include vegetable gardens, outbuildings and greenhouses, a visual outcome typically found in community allotments.

It is considered that the proposed layout, design, scale and massing of the development and mix of landscaping areas is acceptable and would not have a detrimental impact upon the visual amenity of the area. Accordingly, it is concluded that the proposals accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024), and reflects the

Residential Amenity

Policy SP3 of the RRLDP 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 has been addressed as follows:

The site is generally located in a residential area and surrounded by residential dwellings. To the south are properties on the southwestern side of Croft Coch Road which currently look across to the school playing field. To the west is a short cul-de sac, Caer Wetrall containing semi-detached properties, a number which immediately abut and back onto the existing playing field.

To the southeast of the site are the mainly terraced properties which front onto Pwllgath Street. They have their rear facing gardens, outbuildings, garages and some parking fronting the rear access lane which also serves the existing school.

Overbearing/Overshadowing

The proposed school buildings are 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, sport pitches, some ground works which include level changes and security fencing.

The existing retaining wall alongside the Caer Wetrall properties would remain in place. New native species hedgerow planting of 6.2m wide is proposed alongside this residential boundary with a 2.2m high acoustic fence alongside the new all-weather sports pitch. It is considered that the proposed planting will appropriately mitigate any visual impact of the acoustic screen on neighbours.

The proposed school buildings would be sited a considerable distance from the nearest residential property. The proposed administration, community building and hall would be approximately 55m from the rear boundary of the nearest Pwllgath Street property. The two-storey classroom block would be located approximately 35m from the rear boundaries of the Caer Wetrall properties. At these distances, the proposal is not considered to have any harmful impacts.

Overlooking

In term of overlooking the Application is for a school and 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 south-east facing elevation of the school classroom block contains windows at both its ground and first floor levels. These would look across the adjacent soft play area, the smaller all-weather sports pitch and the staff carpark beyond. As this building would be located some 80m from the rear boundaries of the Pwllgath Street properties, no adverse impacts on privacy of residents could be anticipated.

The western end of the teaching block would be located approximately 35m from the rear boundary of the neighbouring Caer Wetrall properties. The boundary with the residential properties is to be landscaped and the area between the boundary and the building developed for sustainable drainage purposes. The first-floor windows on this block provide

natural lighting for internal passageways and a stair landing. Given the anticipated transitory and infrequent use of these spaces, and their distance from the adjoining private garden areas, no unacceptable loss of privacy could be expected.



Figure 8 – West Facing Classroom Elevation with Administration Building to the right

Noise

Policy SP3 Criterion (g) also states *“Development should Avoid or minimise noise, air, soil and water pollution”*. As part of the proposal the Applicant has submitted a Noise Survey undertaken by Hunter Acoustics.

The report noted:

- Distant road traffic is indicated to control the existing ambient noise climate during the daytime period.
- Noise surveys have been carried out across the site. The assessment concludes that a natural ventilation strategy is feasible for all areas of the proposed development.
- Noise map models have been generated to show noise propagation across the proposed development site from sports pitches. An impact assessment indicates, that with the inclusion of a 2.2m barrier around the main pitch, a significant to major noise impact is predicted during evening hours outside of normal school hours or outside of existing grass pitch use.
- Good acoustic design principles have therefore been followed to maximise distance from the pitch to receptors and by including screening. It is therefore considered appropriate that a suitably worded condition limiting hours of use of the pitch can be used to further control noise impact.
- Atmospheric plant noise limits have been set in accordance with BREEAM Pol 05 based on measured background sound levels. Due to very low daytime and night-time background sound levels, these limits may require negotiation to accord with BREEAM.



Figure 9 – Site Plan Showing Nearest Sound Sensitive Receivers and Measuring Locations

Shared Regulatory Services (Environmental Health) have considered the submission and have advised: *'I have reviewed the amended acoustic report by Hunter Acoustics dated 29th July 2025 and also note that the flood lighting is no longer currently part of the scheme for the all-weather AGP. The removal of the floodlighting from the scheme means that there is unlikely to be a significant increase in its use from the current pitch during the winter period when it gets dark early. The report recommends a 2.2m acoustic barrier to further reduce the impact of the new pitch and the noise levels when in use are therefore predicted to be lower than what is currently being experienced by residents. However, with it being an artificial grass pitch, it is possible that its use will intensify when offered out for community use and a significant impact is still predicted, albeit that the noise levels will reduce from the current situation. It will therefore be necessary to restrict the operating hours of the pitches to ensure that they are not utilised at unreasonable times. It will also be necessary to request a noise limit for the school plant relative to the background levels.'* Subject to the imposition of appropriate conditions no objections have been raised.

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.

Lighting

In terms of external lighting, the Applicant provided a Proposed Lighting Plan indicating the location of lighting and illuminance plots around the school site. Following feedback from Council's Environmental Health Officer (EHO) regarding the levels of light which would extend to residential properties, the Applicant has chosen to remove the proposal to floodlight the proposed all-weather pitch. All other lighting including that required for pedestrian and vehicle accesses, building security and street lighting has been retained.

The Council's EHO has raised no concerns over the levels of lighting now proposed.

Construction lighting may cause a nuisance and 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 SP5: Sustainable Transport and Accessibility of the RRLDP states that new development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to local services. Development must be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks. Active travel is to be encouraged and reliance on private car use should be reduced.

Policy PLA11 of the RRLDP, stipulates that all development must be served by appropriate levels of parking in accordance with the adopted Supplementary Planning Guidance (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 proposal shows that active travel access will be from the principal frontage of the site with a further extension along Croft Coch Road. The pedestrian routes will be separated from the road carriageway with clearly controlled access points.

The adopted highway will be upgraded with new parking restrictions to control the movement of vehicles ensuring the safety of pupils, parents and caregivers.

The development will include a staff/visitor carpark towards the front of the site. A separate vehicle entry point will provide access to the rear of the administration/community building and also the allotment gardens. Covered and secure cycle parking will be provided for 30no. bikes. A small private carpark is proposed for allotment users. The upper entry/exist point provides access for vehicles servicing the overall site.

The Application is supported by a Design and Access Statement, Transport Assessment, Active Travel Review and School Travel Plan.

The Council's Highways Officer has reviewed the Application and his comments are reproduced in full below:

"The Application seeks planning permission for the demolition of the existing Mynydd Cynffig Junior School and the construction of a new primary school on the same site, to include the merger of the existing infant school currently located on a separate site within the Kenfig Hill catchment area. It is considered that the proposed development does not introduce a new land use at this location with an established educational use existing on the site for many years, therefore in highway network and traffic generation terms, the principal of a school operating at this location is established."

The Mynydd Cynffig site is located within a residential area and is served by a constrained local highway network, with access to the existing junior school via a rear lane off Pwllgath Street, which is limited in width at certain points and also provides direct access to residential garages and private rear gardens. It is acknowledged by the Highway Authority that the existing arrangements serving the junior school generate poor parking behaviour, congestion and obstruction to private garages during school drop-off and pick-up times, however, these issues are longstanding and form part of the baseline conditions against which the new proposed development must be assessed.

The transport strategy for the site has evolved over a number of years in response to these known constraints and to concerns raised by local residents and stakeholders. An initial Transport Assessment was submitted in 2022, with subsequent engagement between the Applicant, Education Department and the Highway Authority leading to a revised and updated Transport Assessment in 2024. This later submission reflects a more refined understanding of local conditions, school travel behaviour and the mitigation required to support the proposed school. In parallel, the Education Department has worked very closely with the Highway Authority to develop a package of on-site and off-site highway improvements aimed at addressing existing issues to better managing the forecast increase in pupil numbers associated with the new school. These measures are set out on the submitted highway layout drawings and form a central part of the acceptability of the scheme in highway terms.

In assessing the proposal, the Highway Authority has had regard to the following key issues:

- the increase in pupil numbers at the site arising from the relocation of the infant school*
- existing congestion, parking stress and access issues associated with the current school operation*
- the impact of school-related traffic on nearby residential streets, particularly Pwllgath Street and the rear access lane*
- the need to improve safety and legibility for pedestrians, including pupils and parents, during peak periods which was highlighted in the most recent school travel plan*
- the opportunity to reduce reliance on private car trips through targeted Active Travel measures*

The above matters are not new and are well understood locally and the assessment by the HA recognises that the continuation of the existing access arrangements without intervention would not be acceptable and would result in a detriment to highway and pedestrian safety. The proposed development therefore provides an opportunity to address and improve the lane and access points to the lane to benefit both local residents and new pupils attending the proposed school. The submitted transport assessments indicate an increase in pupil numbers attending the proposed school and the uplift is acknowledged and has been a central consideration in the highway assessment of the scheme. The Application is supported by an original Transport Assessment submitted in 2022 and a subsequent updated Transport Assessment submitted in 2024. The later assessment responds to ongoing engagement with the Highway Authority and reflects a more detailed understanding of baseline conditions, pupil travel behaviour and the mitigation required to manage the school operation. In considering the forecast traffic impact, it is important to note that the proposal does not represent wholly new demand generated by an additional school, but rather the relocation of existing infant school trips to the junior school site. The assessment therefore focuses on the redistribution and consolidation of trips rather than a simple net increase in movements across the wider network. The updated Transport Assessment forecasts an increase in vehicle movements associated with the infant school cohort, particularly during the AM and PM peak periods. However, this uplift is moderated by several factors which includes the relatively short distance between the existing infant school and the proposed primary school site, the likelihood that a proportion of redistributed trips are

already linked or shared due to siblings attending the junior school site, the implementation of targeted new Active Travel improvements intended to reduce short-distance car trips and physical highway and access improvements to the lane designed to manage vehicle movements more effectively.

The Highway Authority recognises the concerns of local residents in that theoretical trip generation figures do not always align with observed behaviour at school sites, particularly where existing arrangements are already subject to poor drop off and pick up practices and inappropriate parking. As such, the assessment has been considered alongside the known baseline conditions at the site, rather than in isolation. On this basis, while an uplift in traffic associated with the consolidated school is accepted, the Highway Authority is satisfied that, subject to the delivery of the proposed highway and Active Travel mitigation, the residual impact on the local highway network would not be severe in planning terms. The proposed development therefore accords with national and local transport policy, subject to appropriate conditions securing mitigation, monitoring and ongoing management.

The proposed lane reconfiguration is supported by targeted parking and stopping restrictions in the vicinity of the rear access lane, which will be implemented through the Traffic Regulation Order process. These measures are intended to address existing obstruction, unmanaged stopping and conflict between school-related traffic, pupils and parents walking in the lane carriageway and residential access to garages during peak periods. It is acknowledged that the introduction of time-limited restrictions will change for some residents how the kerbside operates during the morning peak. However, the restrictions are proposed for a limited duration and are specifically focused on the period when unmanaged stopping currently gives rise to the greatest safety and access issues.

Importantly, the purpose of the restrictions is not to remove residential access or parking in general terms, but to ensure that access to garages and private drives can be maintained during peak periods and to reduce the likelihood of residents being obstructed by school-related parking. Outside of the defined restriction period, normal parking arrangements would continue to apply and residents will be able to park on the lane in front of their accesses or garages. The Highway Authority considers that, in the context of an already constrained rear lane which currently amounts to unrestricted parking, dropping off and picking up, the proposed TRO's represent a proportionate response to an existing problem and are necessary to mitigate the increase in pupil numbers and support the safe and effective operation of the new school and surrounding highway network.

Turning now to the sustainability credentials of the site, the Application is supported by Active Travel audits and a programme of targeted walking and cycling improvements focused on the routes used by pupils. Since 2023, the school has undertaken "hands up" travel surveys to identify the principal desire lines of the current pupils and to avoid reliance on generic assumptions around modal shift. The resulting schedule of works, submitted to the Highway Authority is intended to address identified issues on the used routes such as lack of dropped kerbs and the widening of footways and is to be funded and delivered as part of this proposal. The Highway Authority notes that these measures sit alongside the physical access and highway improvement works shown on the submitted drawings, and together they form a coordinated mitigation package to support the new school and will be secured by a robust planning condition.

The proposed layout includes new pedestrian crossing features on the access lane and Croft Goch Road and the Highway Authority is satisfied that the delivery of the physical works can be secured through planning conditions and is integral to the acceptability of the scheme in highway terms. Notwithstanding the above, the proposed crossing on Croft Goch Road require implementation through the statutory Traffic Regulation Order process. The TRO process is separate to, and sits outside, the planning framework and it is not possible

for the HA to seek to control the timing or outcome of that statutory process through planning conditions, particularly where the planning authority has no ability to direct or guarantee the completion of the TRO within a specific timescale. The Highway Authority's traffic management section will continue to support internal delivery discussions with the Education Department to ensure the traffic management measures are progressed in a timely manner. However, for the purposes of this consultation response, the Highway Authority's recommendation is focused on securing the physical highway works and the school's operational management measures through the planning permission.

Subject to the delivery of the proposed access and highway improvement works, and the conditions set out below, the Highway Authority raises No Objection to the proposed development. The proposed scheme has been developed over an extended period with the Highway Authority and has evolved in response to local constraints and stakeholder concerns. The package of physical highway measures on the lane, access to the school, together with targeted Active Travel improvements and operational management, it is considered capable of supporting the proposed school without resulting in a material detriment to highway safety."

While acknowledging the concerns that have been raised by some Pwllgath Street residents and the owner of Lawsons Garage, no significant transportation effects are anticipated that would justify refusal on highway grounds, particularly when balanced against the current situation on the rear lane and the emphasis on active travel, and Travel Plan measures aimed at reducing car dependency. To provide further assurance, the HA will require a planning condition to deliver off-site active travel improvements and implement a School Travel Plan with mode shift targets. This approach ensures that, while there is some uplift in trips, can be appropriately managed and mitigated.

Whilst the absence of a formal drop-off zone may generate concerns among residents, it is consistent with the Council's approach to promoting Active Travel. Nevertheless, the reliance on surrounding streets for short-stay parking at the start and end of the school day requires careful monitoring. The HA will require the introduction of waiting restrictions through a traffic regulation order (**TRO**), School Keep Clear markings and two raised plateau pedestrian crossings on the highway frontage of the site. These measures can be secured by condition.

In conclusion, the transportation implications of the proposal have been robustly assessed and audited and subject to the imposition of appropriate conditions, relating to construction traffic management, construction and phasing, visions splays, parking provision, school travel plans, active travel improvements, Traffic Regulation Orders, and pedestrian crossings, the Highways Officer has advised that he has no objection to the proposal.

Accordingly, it is considered that subject to the conditions recommended by the Highways Officer, the proposed development is acceptable in highway terms and accords with Policies SP3, SP5, PLA8, PLA11 and PLA12 of the RRLDP 2024 and the Council's Supplementary Planning Guidance Note SPG17: Parking Standards.

Drainage

The Application form states foul water will be disposed via the main sewer. A foul water drainage layout has been provided. The Applicant will be required to obtain an agreement in principle from DCWW for foul water disposal to the public sewer.

The Application form further notes that surface water will be disposed via SUDs. A surface water drainage layout has been provided which identifies that surface water from the development site will be disposed to the public surface water sewer via a selection of SUDs features. Hydraulic calculations have been provided to confirm the site does not flood during

a 1 in 100yr + 30%CC storm event. DCWW have agreed to surface water disposal to the public sewer via the SAB consultation process. The Land Drainage Officer has confirmed that a SAB Application has been submitted and approved and that DCWW have agreed to surface water disposal to the public sewer via the SAB consultation process.

Dwr Cymru Welsh Water acknowledge that the development proposes to discharge foul and surface water flows to a public sewer and a 'Sustainable Drainage System' respectively. The proposed development site is located in the catchment of a public sewerage system which drains to Afan Wastewater Treatment Works (WwTW). DCWW have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. Subject to the imposition of appropriate advisory notes, the DCWW raise no objections.

Dwr Cymru Welsh Water have not raised any issues regarding water supply.

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."* It 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) requires development to safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP5(2) Local and Regional Nature Conservation Sites identifies a portion of the site to the rear of the existing allotments as being a Site of Importance for Nature Conservation (SINC). The policy requires that *'Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.'*

Policy DNP6 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 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 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.

Policy DNP8: *Green Infrastructure* requires that new development proposal integrate, protect and maintain green infrastructure assets and enhance their extent, quality, connectivity and multi functionality. Where their loss or damage is unavoidable, appropriate mitigation and compensation is required.

To support the Application the Applicant submitted the following documents and plans:

- Habitat Regs Assessment - Wildwood Ecology 05/09/2024
- Green Infrastructure Statement – Wildwood Ecology 2024
- Arboricultural Impact Assessment - Wildwood Ecology 2024
- Ecological Impact Assessment Report - Wildwood Ecology 2024
- Bat Survey Response – Wildwood Ecology, September 2025
- Bat Survey Response – Wildwood Ecology, October 2025
- Dormouse Strategy – Wildwood Ecology 14 May 2026
- Reptile Mitigation Strategy Report - Wildwood Ecology, 15 August 2025
- A905 – LANDSCAPING OVERVIEW AND LEGEND

The Green Infrastructure Statement (**GIS**) has identified a number of different existing habitats across the site which will be impacted by the development. These include:

- g4 – Modified grassland – in the south and central areas of the site
- h3d – Bramble scrub – north and central areas of the site
- c1f7 – Polyculture – eastern section of the site
- u1b5 – Buildings – southern extent of the site
- u1c – Artificial unvegetated, unsealed surface – south-east aspect of the site
- u1d – Sub-urban mosaic of developed and natural surface – southern area of the site
- Individual trees – across the site – approximately 35no.

The Applicant states that the proposed landscape plans for the site provides a significant improvement to the habitats that are currently present onsite resulting in Net Benefit for Biodiversity.



Figure 10 – Landscape Overview

The range of habitats from native tree planting, native hedgerow and scrub, native wildflower meadow planting, pond, swales, and bioretention zones will provide connectivity for a range of species across the site, in order to create new habitats to encourage new species into the area.

Additionally, the range of habitats proposed also increases the recreational attractiveness to the area providing a green space for recreational and educational purposes. The enhancements are contributing to improving Ecosystem Resilience (ER), and in the process also producing a series of improved Ecosystem Service (ES) contributions.

The Application notes that further enhancements will be provided to the site, as detailed in the Ecological Impact Assessment (ref: WWE20354 - Mynydd Cynffig Primary School ECIA_RevE, Wildwood Ecology, 2024) including:

- bird boxes.
- bat boxes.
- orchard area.
- main allotments.
- school garden and allotments.
- hibernaculum.

The Council's Biodiversity Policy Manager notes that the submitted information identifies the potential ecological impacts and constraints associated with the proposed development, including loss of habitats, the potential for indirect impacts on the adjacent North of Pyle Site of Importance for Nature Conservation, and the presence or likely presence of protected and priority species including dormice, bats and reptiles. Whilst the proposals will result in the loss of habitats within the development boundary, the submitted information demonstrates that the mitigation hierarchy has been applied where practicable and includes a comprehensive package of avoidance, mitigation, compensation and biodiversity enhancement measures. These include habitat retention, buffer zones, 3:1 tree replanting, precautionary approach to vegetation clearance, pre-commencement checks, habitat creation, native planting including drainage and water features, integrated bat and bird features, reptile mitigation including translocation, habitat enhancement within the SINC, and both on- and off-site dormouse habitat mitigation and enhancement.

Subject to the implementation of the proposed mitigation, compensation and enhancement measures, it is considered that the ecological impacts associated with habitat loss, indirect impacts on the adjacent SINC, dormice, bats, reptiles and other notable species can be adequately mitigated and compensated for.

The Dormouse Mitigation Strategy identifies that part of the proposed off-site enhancement area at Tondy Woodland is subject to the outcome of a camera trap survey to determine whether an identified hole is being used by badgers, and whether an appropriate buffer is required. Clarification will need to be provided on when this survey will be undertaken and, where necessary, how the findings will be incorporated into the final habitat management prescriptions to ensure the overall mitigation objectives can still be achieved. This detail can be incorporated into the updated Dormouse Mitigation Strategy.

The recommendations put forward by Natural Resources Wales (**NRW**) are supported including the recommended conditions The Dormouse Mitigation Strategy will need to be amended to address the matters identified within their consultation response.

To ensure the long-term success of the ecological mitigation and enhancement proposals, and to reflect the different management objectives, land ownership / management

agreements and delivery mechanisms associated with the various areas, three separate long-term management plans should be secured by condition, with reference to NRW's condition requirements and dormouse strategy amendments:

- **Application site Landscape and Ecological Management Plan (LEMP)** - setting out the implementation, establishment, management, monitoring and long-term maintenance of all retained and newly created habitats, landscaping, sustainable drainage features, and biodiversity enhancement measures within the Application site. This should include planting methods and plans for monitoring and replanting, should any planting fail, as well as success criteria and approach for retained and created habitats.
- **North of Pyle SINC Management Plan** - covering all areas of this SINC within the Applicant's control, this plan should set out measures to maintain and enhance the ecological condition of the SINC, manage edge effects arising from the development, maintain and enhance habitat connectivity, and deliver and manage biodiversity enhancement, including the dormouse mitigation proposals, the requirements included in NRW's consultation response, including ecological monitoring and review to inform adaptive management where necessary. This plan should also set out the management responsibilities and retention of a suitably qualified ecologist to monitor the works, dormouse tubes and to advise and update the management plan, as necessary.
- **Tondu Woodland Management Plan** - setting out the long-term habitat management, monitoring, funding, and adaptive management required to deliver the off-site dormouse mitigation and compensation, including the requirements included in NRW's consultation response, whilst also seeking wider biodiversity enhancement and ecosystem resilience benefits beyond those required specifically for dormice, where appropriate. This plan should set out the management responsibilities and the involvement of a suitably qualified ecologist to monitor the works and dormouse tubs, and advise on adaptive management, including measurable management objectives, success criteria and review periods. This plan should also include the management of invasive non-native species and appropriate biosecurity measures where required.

Suitably worded planning conditions should secure the implementation, long-term management, monitoring and financial commitment for these areas and their mitigation, compensation and enhancement measures and should cover the appropriate length of time e.g. 25+ years for dormouse mitigation with 5-year management plan review periods.

The submitted Reptile Mitigation Strategy, including the proposed translocation and habitat enhancement works at Bedford Park, is considered acceptable and should form part of the approved ecological mitigation documents. A suitably worded condition should secure the management and financial commitment for the Bedford Park enhancement area for a minimum of 5 years.

The proposed biodiversity enhancement measures as detailed in the Ecology Fitting Sheets are welcomed. Given the opportunity presented by the construction of a new school building and that swifts are a Section 7 species in Wales that are experiencing declines associated with loss of nesting opportunities, consideration should be given to the inclusion of integrated swift nesting features within the new building design.

NRW's concerns about the impacts on protected species remain but based on the submitted reports could be addressed by suitable planning conditions. They note the revisions made to the Dormouse Strategy in response to their previous comments and consider the proposed combination of both on-site and off-site mitigation measures to be acceptable. In terms of the proposed offsite compensation at Tondu woodland, the Dormouse Strategy sets out initial management measures for six areas, informed by an assessment of the

current condition of the woodland. These are to be undertaken prior to loss of onsite dormouse habitat to improve the woodland in the shorter term.

In addition, a commitment is made to management of Tondu woodland for dormice for a minimum of 25 years. Management measures include coppice rotation and thinning. However, no details of the coppice rotation length or coupe size have been included. It is therefore unclear how these management prescriptions will be interpreted and delivered and that they will be appropriate to this woodland and sensitive to dormice. Currently, management detailed in the strategy is also largely limited to the measures to be undertaken at the outset in the six areas identified. The management plan will need to be developed to include aims for the condition of the whole woodland and appropriate management for the proposed 25-year management period and this can be secured by condition. A 5-yearly review of the plan is required by NRW to ensure the plan is suitable and achieving the desired habitat condition, maintaining high value dormouse habitat. This should include a management schedule for the next 5-year period of the management programme informed by monitoring of dormice and an updated assessment of the condition of the woodland. Further details of the proposed habitat management are necessary to address the above issues but this can be provided through a planning condition that requires the agreement of a detailed long term Management Plan.

NRW note that day roosts of common pipistrelle and soprano pipistrelle bats have been identified in the buildings on site. From the information submitted, it is considered that the proposed development represents a lower risk for bats. As this is a lower risk case for bats, the development is not likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range. Appropriate avoidance and mitigation measures will be secured by conditions.

While it is acknowledged that the proposed development will have a number of potential ecological impacts, on balance, the proposal is considered to be compliant with Policies SP3, DNP6, DNP7 and DNP8 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 submitted a Geotechnical and Geoenvironmental report along with a Ground Gas Monitoring Results and Assessment report.

Shared Regulatory Services (SRS) Environment Team have advised that the Geotechnical and Geoenvironmental report includes a contamination assessment based on a detailed desk study and site investigations: The distribution of exploratory holes was limited by the location of existing buildings and also omitted the north-west of the site, proposed for allotment use. This information identifies contaminants of concern on parts of the site, requiring remediation to ensure the site is made suitable for use. Further site-based investigations and assessment are recommended to investigate the remaining parts of the site. It may be more practical to undertake the additional site works following demolition/clearance works and this is recommended.

The report also identifies a risk from mining legacy issues with the potential for mine gas. A mine gas risk assessment in line with current guidance is required in relation to this proposal. The above reports include an assessment of the risk from ground gas and identify the need for gas protection measures, but this does not include an assessment of the risk from mine gas. Any proposed protection measures will need to consider both issues.

In addition, any imported or site won materials material proposed for use at the development will need to be assessed in relation to the risk to human health and the environment from

contamination, prior to use.

The development includes proposed allotments, fruit trees, public open space and soft landscaping and all soils will need to be assessed for these uses in line with current guidance. Conditions and an informative have been recommended to address these concerns.

The Coal Authority (**CA**) have confirmed that the site falls within the defined Development High Risk Area where coal mining features and hazards need to be considered in relation to the determination of this planning Application.

CA records indicate the presence of one recorded mine entry (adit) within, or within 20m of the planning boundary. An untreated mine entry and its resultant zone of influence pose a significant risk not only to surface stability but also public safety.

CA notes the supporting Geotechnical and Geoenvironmental Report (July 2021, prepared by Terra Firma), which has been informed from appropriate geological and mining information. In terms of the Report's content, the Report confirms that the mine entry requires investigation to determine any necessary remedial measures. CA welcome the proposed built development, which has been designed around it and its zone of influence.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any remedial works and/or mitigation measures that may be necessary.

The Applicant should note that Permission is required from the Coal Authority's *Permit and Licensing Team* before undertaking any activity, such as ground investigation and ground works, which may disturb coal property. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit Application.

It should be noted that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The *Planning & Development Team* at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if our data indicates that gas emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific emissions have been noted by the CA, local planning authorities should seek their own technical advice on this matter.

CA notes the supporting Geotechnical and Geoenvironmental Report and its recommendations for intrusive site investigations to inform any remedial works and/or mitigation measures necessary. A condition is recommended accordingly.

Where SUDs are proposed, the Coal Authority advises that the Applicant should seek advice from a technically competent person to ensure that a proper assessment is made of the potential interaction between hydrology, the proposed drainage system and ground stability.

Archaeology

Heneb (formerly 'Glamorgan Gwent Archaeology'), have advised:

It remains the case that the Historic Environment Record (HER) shows that Mynydd Cynffig Junior School is recorded within the National Monuments Record of Wales (NMRW) by the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW). The

footprint of the original school is shown on the Third Edition Ordnance Survey (OS) map (1919), and the Fourth Edition OS map (1937) shows the development of the area, and the extension and expansion of the school with additional buildings, which forms part of the existing buildings on site.

We note the amended details and additional documents that have been submitted for this Application, and there has been no further update to the document BCB0103091 Architectural Response 01: Replacement Mynydd Cynffig Primary School (dated July 2025, V1), which was in response to our earlier response to the Application dated 11th February 2025.

As previously noted in our response of September 2025; the document states that "...we cannot agree with the overall sentiments of the comments provided by Heneb. However, we will as a matter of course, retain appropriate records of the site and building." It also states that "...the existing building will be extensively photographed for record purposes. We will also commit to instructing the Principal Contractor to carry out a video and picture exercise via drone, which will provide a unique record of the site and buildings prior to any works taking place. These records will be held by both the Local Authority and by the school itself."

However, it is not noted within the document the professional standards and guidance in which the recording of the historic building will adhere to. It also does not state whether these proposals will be undertaken to an agreed and approved methodology and written scheme of investigation, or relevant details concerning submission of any resulting reports to the statutory Historic Environment Record following the requirements detailed in the Guidance for the Submission of Data to the Heneb Historic Environment Records (HER). Nor does it provide details for the submission and deposition of the project archive to the standards required by the RCAHMW. Consequently, our opinion and recommendation remains the same, which is reiterated below:

We have reviewed the Application area against the information held in the regional Historic Environment Record (HER), which shows that there are no records located in the Application area. Mynydd Cynffig Junior School and the Army Cadet Centre are however, recorded by the Royal Commission on the Ancient and Historical Monuments of Wales. A review of the historic ordnance survey maps shows the area on the First Edition OS map (1876) as mostly open land, with quarries within the north and northwest areas of the Application area and an old quarry to the east. The area remains relatively unchanged on the Second Edition (1899), with the quarries depicted as Old Quarries. The Third Edition OS map (1919) shows the school and ambulance hall depicted within the Application area, along with the surrounding residential development of the wider area. The Fourth Edition OS map (1937) shows further development within the Application area; with the extension of the school (with an additional building to the south west) and the extension of the ambulance hall, along with allotment gardens depicted to the north of the structures.

It is noted from the Application's submitted documents that the original structure of the school was demolished during the 1960s. It is also noted that further development occurred at the site, during the 1980s, with the demolition of the ambulance hall and with alterations and extensions undertaken to the remaining school building. Consequently, given the current information and previous construction activities at the site, it is considered unlikely that significant archaeological remains or deposits will be encountered during the course of the proposed works.

However, the school is considered to be of local historic importance, by virtue of the building's history and cultural significance; being a part of the early to mid-20th century development of the area. The demolition of the structure would result in its permanent loss and mitigation will be required in order to preserve the structure by record.

Therefore, as there has been no change since our recommendation and advice, it remains our advice that it is recommended that a historic building survey is made prior to any work commencing. We would recommend that this takes the form of a Level III survey as set out in “Understanding Historic Buildings: A Guide to Good Recording Practice,” Historic England, 2016. This will include a measured scale in the photographs and a directional plan.

To ensure that work is carried out in a suitable manner, we therefore suggest that a condition worded in a manner similar to model condition 73 given in Welsh Government Circular 016/2014 is attached to any consent that is granted in response to the current Application. This condition is worded:-

No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority

The justification for the imposition of the condition would therefore be: -

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.

Subject to the completion of the above, the measures proposed would meet the recommendations of Heneb ensuring that the development meets **Policy SP18** of the RRLDP.

Renewable and Low Carbon Energy

The proposed school buildings have 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 accord 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 MEP Strategies RIBA Work Stage 3 report has considered the use of a number of Low Zero Carbon technologies as part of the overall energy strategy for the proposed 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.

Waste Management

Policy ENT15 – Waste Management in Development – requires that 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.

The submitted plans indicate delivery and maintenance access to the school along with designated areas for waste storage adjoining the rear of the administration building. It is

understood that appropriate waste management measures and processes will be undertaken by school staff in much the same manner as currently the case. As such, the built development will accord with the requirements of Policy ENT15 of the RRLDP.

CONCLUSION

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 (March 2024).

The proposed school is a vital part of the Local Authority's school modernisation scheme which will provide a new modern primary school and community facilities including external sport facilities that can be used by the wider community of Kenfig Hill. Whilst the loss of the existing allotment gardens is regrettable, they will be replaced on an extended portion of the wider site.

On balance, and having regards to the objections 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, SP13, SP15, SP17, SP18, SF1, PLA8, PLA9, PLA11, PLA12, COM9, COM10, ENT15, DNP5, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

It is further considered that the recommendation 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

(R27) That permission be GRANTED subject to the following condition(s):-

1. The development shall begin not later than five years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

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

Planning

Planning Application Form Asbri Planning
Planning, Design, and Access Statement Asbri Planning

Architecture

Site location plan (A001) Bridgend CBC A001 Rev C (12/05/2026)
Site Layout Full (A101) Rev A Bridgend CBC
Site Layout School (A102) Rev A Bridgend CBC
Site Layout Allotments (A103) Bridgend CBC
Proposed Site Sections (A104) Bridgend CBC A104 Rev A
Site Layout Phasing (A105) Revision A (received 06/03/2026) Bridgend CBC
General Arrangement Floor Plans (A107) Bridgend CBC A107 Rev A
Elevation Sheet 1 (A108) Bridgend CBC A108 Rev A

Elevation Sheet 2 (A109) Bridgend CBC A109 Rev A
External Feature Walls / Panels - Bridgend CBC A112 Rev A
Cycle Shelter and ASHP Enclosure (A113) Bridgend CBC
Sprinkler Tank and Refuse Enclosure (A114) Bridgend CBC
External Nursery Store (A115) Bridgend CBC A115 Rev A
Building Dimension and Reference Plan (A116) - Bridgend CBC A116 Rev A
Roof Plan (A119) Bridgend CBC A119 Rev A
Elevation Sheet 3 (A123) Bridgend CBC A123 Rev A
GA Sections Sheet 1 (A120) Bridgend CBC
GA Sections Sheet 2 (A121) Bridgend CBC
GA Sections Sheet 3 (A122) Bridgend CBC
External Materials (A134) Bridgend CBC
Additional Habitat (A136) Bridgend CBC
Ecology Fittings Sheet 1 (A137) Bridgend CBC
Ecology Fittings Sheet 1 (A138) Bridgend CBC
External Signage (A502) Bridgend CBC
Ext Window Schedule Elevations and Details Sheet 1 (A601) Bridgend CBC A601 Rev A
Ext Window Schedule Elevations and Details Sheet 2 (A602) Bridgend CBC A602 Rev A
Ext Window Schedule Elevations and Details Sheet 3 (A603) Bridgend CBC A603 Rev A
Ext Door Schedule Elevations and Details (A604) Bridgend CBC A604 Rev A
Curtain Wall Schedule Elevations and Details (A605) Bridgend CBC A605 Rev A
Window Shroud Details (A606) Bridgend CBC A606 Rev A
Boundary and Separation Fencing Sheet 1 (A901) Bridgend CBC
Boundary and Separation Fencing Sheet 2 (A902) Bridgend CBC
External Walls and Fences Details Sheet 1 (A903) Bridgend CBC
External Walls and Fences Details Sheet 2 (A904) Bridgend CBC
Landscaping Layout and Schedule (A905) Bridgend CBC
Landscaping Sheet 1 (A906) Bridgend CBC
Landscaping Sheet 2 (A907) Bridgend CBC
Landscaping Sheet 3 (A908) Bridgend CBC
Landscaping Sheet 4 (A909) Bridgend CBC
Soft Play Layout and Details (A913) Bridgend CBC
All Weather Pitch Sheet 1 (A914) Bridgend CBC
All Weather Pitch Sheet 2 (A915) Bridgend CBC A915 Rev A
Allotment Details Sheet 1 (A916) Bridgend CBC
Allotment Details Sheet 2 (A917) Bridgend CBC
Heritage Statement Bridgend CBC

Lighting

Lighting Data Sheet 1 THORN
Lighting Data Sheet 2 THORN
Lighting Data Sheet 3 THORN
Lighting Data Sheet 4 THORN
Lighting Data Sheet 5 THORN
Lighting Data Sheet 6 THORN
Lighting Data Sheet 7 THORN

Engineering

Site Clearance Sheet 1 (10058914-ARC-XX-020-DR-C-00001-P01) ARCADIS
Site Clearance Sheet 2 (10058914-ARC-XX-020-DR-C-00002-P01) ARCADIS
Site Clearance Sheet 3 (10058914-ARC-XX-020-DR-C-00003-P01) ARCADIS
Site Clearance Sheet 4 (10058914-ARC-XX-020-DR-C-00004-P01) ARCADIS
Surface Water Drainage Strategy (10058914-ARC-XX-050-DR-C-00001-P02.1) ARCADIS
Drainage Layout Sheet 1 (10058914-ARC-XX-050-DR-C-00002-P02.1) ARCADIS
Drainage Layout Sheet 2 (10058914-ARC-XX-050-DR-C-00003-P02.1) ARCADIS

Drainage Layout Sheet 3 (10058914-ARC-XX-050-DR-C-00004-P02.1) ARCADIS
Drainage Layout Sheet 4 (10058914-ARC-XX-050-DR-C-00005-P02.1) ARCADIS
Pond General Arrangement (10058914-ARC-XX-050-DR-C-00006-P01.1) ARCADIS
Pond Cross Sections (10058914-ARC-XX-050-DR-C-00007-P01.1) ARCADIS
Sports Pitch 1 Attenuation Layout (10058914-ARC-XX-050-DR-C-00008-P01.1) ARCADIS
Sports Pitch 2 Attenuation Layout (10058914-ARC-XX-050-DR-C-00009-P01.1) ARCADIS
Drainage Details Sheet 1 (10058914-ARC-XX-050-DR-C-00010-P01) ARCADIS
Drainage Details Sheet 2 (10058914-ARC-XX-050-DR-C-00011-P01) ARCADIS
Drainage Details Sheet 3 (10058914-ARC-XX-050-DR-C-00012-P01) ARCADIS
Earthworks Layout Sheet 1 (10058914-ARC-XX-060-DR-C-00002-P02.2) ARCADIS
Earthworks Layout Sheet 2 (10058914-ARC-XX-060-DR-C-00003-P02.1) ARCADIS
Earthworks Layout Sheet 3 (10058914-ARC-XX-060-DR-C-00004-P02.1) ARCADIS
Earthworks Layout Sheet 4 (10058914-ARC-XX-060-DR-C-00005-P02.1) ARCADIS
Highway Layout Sheet 1 (10058914-ARC-XX-070-DR-C-00001-P02.1) ARCADIS
Highway Layout Sheet 2 (10058914-ARC-XX-070-DR-C-00002-P02.1) ARCADIS
Paved Areas Layout Sheet 1 (10058914-ARC-XX-070-DR-C-00005-P01.1) ARCADIS
Paved Areas Layout Sheet 2 (10058914-ARC-XX-070-DR-C-00006-P01.1) ARCADIS
Paved Areas Layout Sheet 3 (10058914-ARC-XX-070-DR-C-00007-P01.1) ARCADIS
Paved Areas Layout Sheet 4 (10058914-ARC-XX-070-DR-C-00008-P01.1) ARCADIS

Vehicle Tracking Layout Sheet 1 (10058914-ARC-XX-070-DR-C-00013-P01.1) ARCADIS
Vehicle Tracking Layout Sheet 2 (10058914-ARC-XX-070-DR-C-00014-P01.1) ARCADIS
Vehicle Tracking Layout Sheet 3 (10058914-ARC-XX-070-DR-C-00015-P01.1) ARCADIS
Vehicle Tracking Layout Sheet 4 (10058914-ARC-XX-070-DR-C-00016-P01.1) ARCADIS
Allotment Access Road Long Section (10058914-ARC-XX-071-DR-C-00001-P01.1)
ARCADIS

Site Wide Cross Sections Sheet 1 (10058914-ARC-XX-072-DR-C-00001-P01.1) ARCADIS
Site Wide Cross Sections Sheet 2 (10058914-ARC-XX-072-DR-C-00002-P01.1) ARCADIS
Site Wide Cross Sections Sheet 3 (10058914-ARC-XX-072-DR-C-00003-P01.1) ARCADIS
Site Wide Cross Sections Sheet 4 (10058914-ARC-XX-072-DR-C-00004-P01.1) ARCADIS
Site Wide Cross Section Location Layout (10058914-ARC-XX-072-DR-C-00005-P01)
ARCADIS

Electrical

Proposed Security (E04 Rev B) Bridgend CBC E04 Rev C E04 Rev C
Proposed External Services (E12 Rev. D) Bridgend CBC
Proposed Solar PV Bridgend CBC E19 Rev B
Proposed Solar PV and Lighting Protection Systems Bridgend CBC (E20 Rev. B)
External Lighting (ZG-DWG-00022557062-EX1-R03-160824) ZG Lighting Bridgend CBC
External Lighting (ZG-DWG-00022557062-FLD-R03-160824) ZG Lighting

Mechanical

Sprinkler Water Supplies Builders Work Underground Main Layout Details and Hydrant
Tank Builders Work (25595-CFS-XX-XX -DR-Y-200 Rev.P02) COMPCO Fire Systems

Transport

Active Travel Review - WSP
School Travel Plan Mynydd Cynffig Primary School
Transport Assessment - WSP

Site Investigation

Site Investigation - Terra Firma
Gas Monitoring Terra Firma

Acoustics

Ecology

Habitat Regulations Assessment Wildwood Ecology
Ecological Impact Assessment Report * Wildwood Ecology
Arboricultural Impact Assessment Wildwood Ecology
Green Infrastructure Statement Wildwood Ecology
Bat Survey results Wildwood Ecology (18/09/2025)
Bat Survey results Wildwood Ecology (10/10/2025)
Dormouse Strategy Wildwood Ecology (14/05/2026)

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

3. 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)	37 dB LAeq,1 hour
Night (23:00-07:00)	30dB LAeq, 15mins

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

4. 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 3. The scheme shall be implemented as agreed.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

5. Prior to the Artificial Grass Pitch (AGP) being brought into beneficial use, a 2.2m acoustic barrier shall be installed around the boundary of the AGP as shown in 'Figure 7.1 - Proposed Barrier Location' of the acoustic report by Hunter Acoustics entitled "BB93 Environmental Noise Survey- Mynydd Cynffig Primary School HA reference: 6696/ENS1_Rev1 dated 29th July 2025. 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 pitch fencing so it is protected from being hit by balls and generating impact sounds. Details of the acoustic barrier shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate that the minimum mass will be achieved. The acoustic fence shall be maintained and be retained for as long as the permitted use continues.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

6. Use of the MUGA and AGP shall be restricted to between 08.00-19.00 hours Monday-Friday, 10.00-15.00 hours on Saturdays and 10.00-14.00 Sundays with allowance for extending up to 1 hour for the AGP at weekends only on up to a maximum of 6no.

occasions in any one year. The 6 occasions shall be included as single events so that if they are used for their extended times on a Saturday and Sunday consecutively, that shall be counted as 2 separate events). A record of the extended occasions within the twelve-month period shall be kept by the school and made available to the Local Planning Authority upon request.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

7. The proposed weld-mesh sports fencing around the MUGA and AGP shall be sufficiently stiff/robust to avoid high levels of metal impact noise and resonating fence sections in accordance with the recommendations in section 7.3 of the acoustic report by Hunter Acoustics entitled "BB93 Environmental Noise Survey- Mynydd Cynffig Primary School HA reference: 6696/ENS1_Rev1 dated 29th July 2025. Any low-level boundary retention system shall be 'padded' to avoid high impact noise.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

8. That within six months of the completion of the occupation and beneficial use of Phase 1 of the development (Drawing A105 PHASING STRATEGY PLANNING REV A), all access arrangements, traffic calming, pedestrian crossing features, bollards, kerbing, lining/signing and all associated highway works shown on the approved highway layout drawings shall be fully constructed in accordance with the approved details (agreed through the Section 111 process with the Highway Authority) and have been made available for use in perpetuity.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

9. No part of the development shall be brought into beneficial use until the approved parking, servicing, and cycle storage areas (including EV charging, blue badge bays, and ALN drop-off spaces) 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 accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

10. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include, as a minimum:

- construction access routes
- loading/unloading arrangements
- contractor parking not on the lane or Pwllgath Street
- wheel washing measures, type and location
- construction compound location
- measures to prevent obstruction of the highway
- temporary traffic management on the lane, Pwllgath Street and Croft Goch Road
- hours of construction working to avoid network peak periods such as school drop off and pick up
- a mechanism for highway related community liaison/complaints.

The development shall be carried out in accordance with the approved Plan.

Reason: In the interests of highway safety.

11. After six months of beneficial use and before twelve months of beneficial use, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- An assessment of the new highway and active travel measures implemented and a monitoring and review programme with defined targets or improvements required
- objectives and measures to further reduce single-occupancy car trips
- arrangements for active travel promotion
- drop-off/pick-up management
- staff travel arrangements

Reason: In the interests of promoting sustainable modes of transport to and from the school in accordance with the Active Travel (Wales) Act 2013.

12. Within nine months from the date of consent, details of the off-site Active Travel improvement works identified through the submitted audits (including programme, scope and delivery triggers) shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be implemented in accordance with the agreed programme.

Reason: In the interests of promoting sustainable modes of transport to and from the school in accordance with the Active Travel (Wales) Act 2013 and to accord with Policies SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

13. Prior to beneficial use, the head teacher will submit an operational management plan to be approved in writing by the Local Planning Authority. The plan shall include as a minimum:

- staff/responsibility arrangements relating to drop off and pick up,
- management of the school frontage and rear lane during peak periods,
- communications to parents regarding highway and pedestrian safety matters,
- the arrangements for pupils with additional needs,
- measures to minimise obstruction to residential accesses and garages.

The school shall operate in accordance with the approved plan in perpetuity.

Reason: In the interests of highway and pedestrian safety.

14. The vehicular access entrance gates shall be set back not less than 5 metres from the nearside edge of carriageway.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

15. No structure, erection or planting between 0.6 metres and 2 metres in height above adjacent carriageway level shall be placed within the required vision splay areas of the site frontage relating to the staff car park access, delivery/allotment access and maintenance access at any time.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

16. No works whatsoever shall commence on site until the Traffic Regulation Order process has been funded and commenced by the Applicant, with confirmation of that commencement to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

17. The Application site shall be limited to the number of classrooms as identified in the agreed plans and as detailed in the Transportation Assessment.

Reason: In the interests of the free flow and safety of traffic, to maintain the operational capacity of the network and to ensure that parking demand, trip generation, and site infrastructure remain within the assessed capacity envelope and to accord with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

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

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

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation.

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

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

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

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

20. The remediation scheme approved by condition 19 above must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation.

Reason : To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

21. 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 and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

22. 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).

23. 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).

24. 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).

25. Prior to the commencement of any development works, except demolition, an assessment of the risk from mine gas* shall be submitted to the Local Planning Authority for its approval. This assessment must be carried out by or under the direction of a suitably qualified competent person**. The report of the findings shall include:

(i) a desk-based review of all available coal mining and geological information relevant to the Application site and the proposed development; a preliminary assessment of the risks to the proposed development from mine gas; a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages.

- (ii) an intrusive investigation and monitoring programme*** to assess the site for the presence of gases which may be present, if identified as required by the desk-based review.
- (iii) an assessment of the potential risks from mine gas to human health and property.
- (iv) an appraisal of gas protection options and justification for the preferred option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the CL:AIRE, 2021. Good practice for risk assessment for coal mine gas emissions CL:AIRE, Buckinghamshire. ISBN 978-1-905046-39-3 unless the Local Planning Authority agrees to any variation.

* 'The term 'mine gas' refers to gas with the principal components being methane, carbon dioxide, carbon monoxide, hydrogen sulphide and deoxygenated air.

** A 'suitably qualified competent person' would be expected to have a recognised relevant qualification, sufficient experience in dealing with mining legacy related issues and membership of a relevant professional organisation.

***Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries require a Coal Authority Permit.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

26. Prior to the commencement of any development, except demolition, a mine gas* protection scheme and verification plan must be carried out by or under the direction of a suitably qualified competent person** and submitted to the Local Planning Authority for its approval. The submissions shall include the proposed details of the scheme to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the Application site, together with a verification plan to demonstrate the effectiveness of the scheme.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the CL:AIRE, 2021. Good practice for risk assessment for coal mine gas emissions CL:AIRE, Buckinghamshire. ISBN 978-1-905046-39-3 unless the Local Planning Authority agrees to any variation.

* 'The term 'mine gas' refers to gas with the principal components being methane, carbon dioxide, carbon monoxide, hydrogen sulphide and deoxygenated air.

** A 'suitably qualified competent person' would be expected to have a recognised relevant qualification, sufficient experience in dealing with mining legacy related issues and membership of a relevant professional organisation.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

27. Prior to the occupation of any of the development works a verification report undertaken by or under the direction of a suitably qualified competent person*, demonstrating the completion and effectiveness of the protection scheme approved by condition 27 above, must be submitted to and approved in writing by the Local Planning Authority.

* A 'suitably qualified competent person' would be expected to have a recognised relevant qualification, sufficient experience in dealing with mining legacy related issues and membership of a relevant professional organisation.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

28. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

29. No works to the existing school building shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in advance by the Local Planning Authority.

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact and to accord with Policy SP18 of the Bridgend Replacement Local Development Plan (2024).

30. Prior to installation, full details of lighting to ensure that sensitive habitat areas are not illuminated shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:

- Details of the siting and type of external lighting to be used.
- Details of design features and operational measures to control and minimise spillage in key areas for protected species.
- Drawings setting out light spillage on retained and newly created habitats for protected species, demonstrating levels no greater than 1lux on these key areas.
- Details of lighting to be used both during construction and operation.
- Measures to monitor light spillage once development is operational.

The lighting shall be installed and retained as approved.

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species and to accord with Policy SP3 and DPN6 of the Bridgend Replacement Local Development Plan (2024).

31. No development, including demolition or site clearance, shall commence until an amended Dormouse Mitigation Strategy and Habitat Management Plan for the provision, management and maintenance of the proposed habitats for dormice onsite and offsite has been submitted to and approved by the Local Planning Authority. The Strategy and Plan should include:

- Details of habitats and ecological features present or to be created at the site including their current condition.

- Results of the badger survey.
- Details of the planting to be delivered including species, planting densities and size of plants.
- Details of the desired conditions of habitats and features (present and to be created) as measurable attributes.
- Details of scheduling and timings of activities.
- Details of short and long-term management, monitoring and maintenance of new and existing habitat and ecological features at the site to deliver and maintain the desired condition.
- Details of replacement measures should any planting or ecological features die, be removed or become seriously damaged or diseased.
- Details of management and maintenance responsibilities.
- Details of how the delivery of the management plan will be financed and secured.
- Details of timescales, length of plan, and the method to review and update plans (informed by monitoring) at specific intervals as agreed.

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure necessary habitat management measures are agreed prior to commencement and implemented to ensure the onsite and offsite habitats are adequately managed for dormice in the long term and to accord with Policy DPN6 of the Bridgend Replacement Local Development Plan (2024).

32. No development, except demolition and/or site clearance in Phase 1, shall commence until a detailed Long-Term Management and Monitoring Plan for the onsite and offsite dormouse habitat is submitted to and agreed in writing with the Local Planning Authority. The plan shall include the following:

- Details of the financial measures to secure habitat management and species monitoring provisions.
- Identification of relevant land to be subject to be managed for dormice.
- Details of management and monitoring measures to be covered by the Plan.
- A management and maintenance plan, to be reviewed at minimum every 5 years over a 25-year management period
- Implementation of the above.

Details and assurances should be provided by the Applicant that an appropriately skilled body will be employed to implement the management provisions.

Reason: To ensure agreed measures of the Dormouse Habitat Management Plan are implemented and monitored ensuring that the onsite and offsite habitats are adequately managed for dormice in the long term and to accord with Policy DPN6 of the Bridgend Replacement Local Development Plan (2024).

33. No development except demolition and/or site clearance in Phase 1 shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the setting out the implementation, establishment, management, monitoring and long-term maintenance of all retained and newly created habitats, landscaping, sustainable drainage features, and biodiversity enhancement measures within the Application site. This should include planting methods and plans for monitoring and replanting, should any planting fail, as well as success criteria and approach for retained and created habitats.

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure necessary landscape and ecological measures are agreed prior to commencement and implemented to benefit biodiversity and to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

34. No development except demolition and/or site clearance in Phase 1 shall commence until a North of Pyle SINC Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall cover all areas of this SINC within the Applicant's control and should set out measures to maintain and enhance the ecological condition of the SINC, manage edge effects arising from the development, maintain and enhance habitat connectivity, and deliver and manage biodiversity enhancement, including the dormouse mitigation proposals, the requirements included in NRW's consultation response, including ecological monitoring and review to inform adaptive management where necessary. This plan should also set out the management responsibilities and retention of a suitably qualified ecologist to monitor the works, dormouse tubes and to advise and update the management plan, as necessary.

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure necessary biodiversity and ecological measures are agreed prior to commencement and implemented to benefit the SINC and to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

35. No development except demolition and/or site clearance in Phase 1 shall commence until a Tondy Woodland Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out the long-term habitat management, monitoring, funding, and adaptive management required to deliver the off-site dormouse mitigation and compensation, including the requirements included in NRW's consultation response, whilst also seeking wider biodiversity enhancement and ecosystem resilience benefits beyond those required specifically for dormice, where appropriate. This plan should set out the management responsibilities and the involvement of a suitably qualified ecologist to monitor the works and dormouse tubs, and advise on adaptive management, including measurable management objectives, success criteria and review periods. This plan should also include the management of invasive non-native species and appropriate biosecurity measures where required.

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure necessary biodiversity and ecological measures are agreed prior to commencement and implemented to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

36. No development except demolition and/or site clearance in Phase 1 shall commence until details of the Bedford Park reptile translocation and long-term management arrangements, including holding department / contractor responsibilities, funding, and monitoring and reporting responsibilities and requirements and habitat enhancement works as described in the Reptile Mitigation Strategy Report have been submitted to and approved in writing by the Local Planning Authority.

The arrangements and mitigation measures shall be implemented in accordance with the approved details.

Reason: To ensure necessary biodiversity and ecological measures are agreed prior to commencement and implemented to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

37. No development, including site clearance, shall commence until a site wide Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan is to include details including when pre-commencement checks and surveys are to be undertaken, the role of an Ecological Clerk of Works to oversee construction where required, pollution prevention, biosecurity measures and invasive non-native species control where required

Reason: To ensure the protection of the water environment during site preparation and construction. and to accord with Policies SP3 and DPN9 of the Bridgend Replacement Local Development Plan (2024).

38. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A) HIGHWAYS AUTHORITY ADVISORIES

1. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:
 - i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
 - ii) indemnify the County Borough Council against any and all claims arising from such works;
 - iii) give not less than one calendar months' notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.
2. It is a requirement under Section 153 of the Highways Act 1980 that any gates must be located and fitted so as not to open out over the highway.

B) DWR CYMRU/WELSH WATER ADVISORIES

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.

C) COAL AUTHORITY ADVISORIES

1 – Ground Investigations

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission to enter or disturb our property will result in the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property

2 – Shallow Coal Seams

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities. To check your site for coal mining features on or near to the surface the Coal Authority interactive map viewer allows you to view selected coal mining information in your browser graphically. To check a particular location either enter a post code or use your mouse to zoom in to view the surrounding area.

D) HENEB ADVISORY

The archaeological work must be undertaken to the appropriate Standard and Guidance set

by Chartered Institute for Archaeologists (CIfA), CIfA regulations, standards and guidance | Chartered Institute for Archaeologists and it is recommended that it is carried out either by a CIfA Registered Organisation or a MCIfA level accredited Member Looking for an archaeologist? | Chartered Institute for Archaeologists.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None.