

REFERENCE: P/25/553/BCB

APPLICANT: BCBC Education Level 2, Civic Offices, Angel Street, Bridgend, CF31 4WB

LOCATION: Porthcawl Primary School, Meadow Lane, Porthcawl, CF36 5EY

PROPOSAL: Construction of a Welsh Medium Seedling School within the site boundary of Porthcawl Primary School, incorporating a car park, external play space and two all-weather pitches for use by Porthcawl Primary School

RECEIVED: 12 September 2025

APPLICATION/SITE DESCRIPTION

The proposed development is for a Welsh Medium Seedling School within the boundary of Porthcawl Primary School, incorporating a car park, external play space and two all-weather pitches for use by Porthcawl Primary School.

The site is approximately 5343 sq.m. in area and would be split into two parcels with the Nursery occupying approximately 180 sq.m. and the Seedling School 533 sq.m. The remainder of the site will comprise external play areas split between the facilities, landscaping and improved means of access. The site is relatively flat and currently occupied by Porthcawl Primary School. The area of land being proposed for the Seedling School forms part of the school's playing fields/area currently laid to grass.

The school site is surrounded by residential properties on each of its boundaries; Meadow Lane to the north, Pant Morfa to the south and east, and Greenways to the west.

The Site Location is shown below in Figure 1.

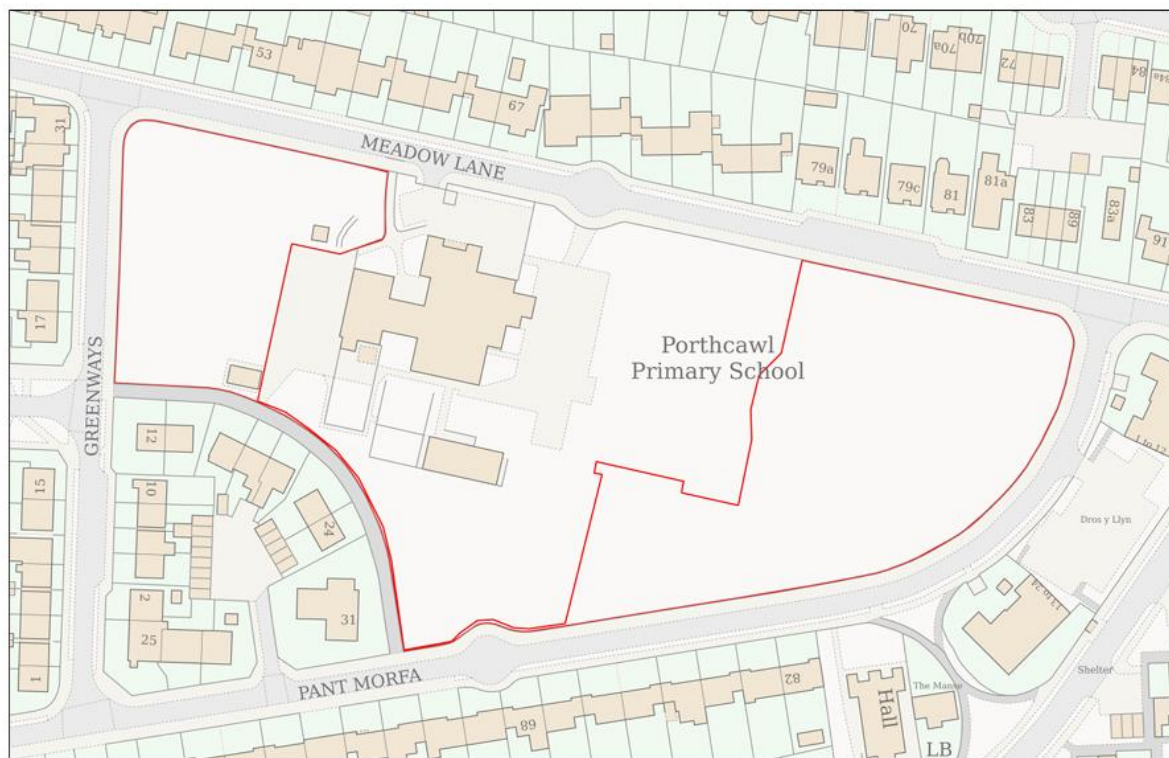


Figure 1 – Site Location Plan

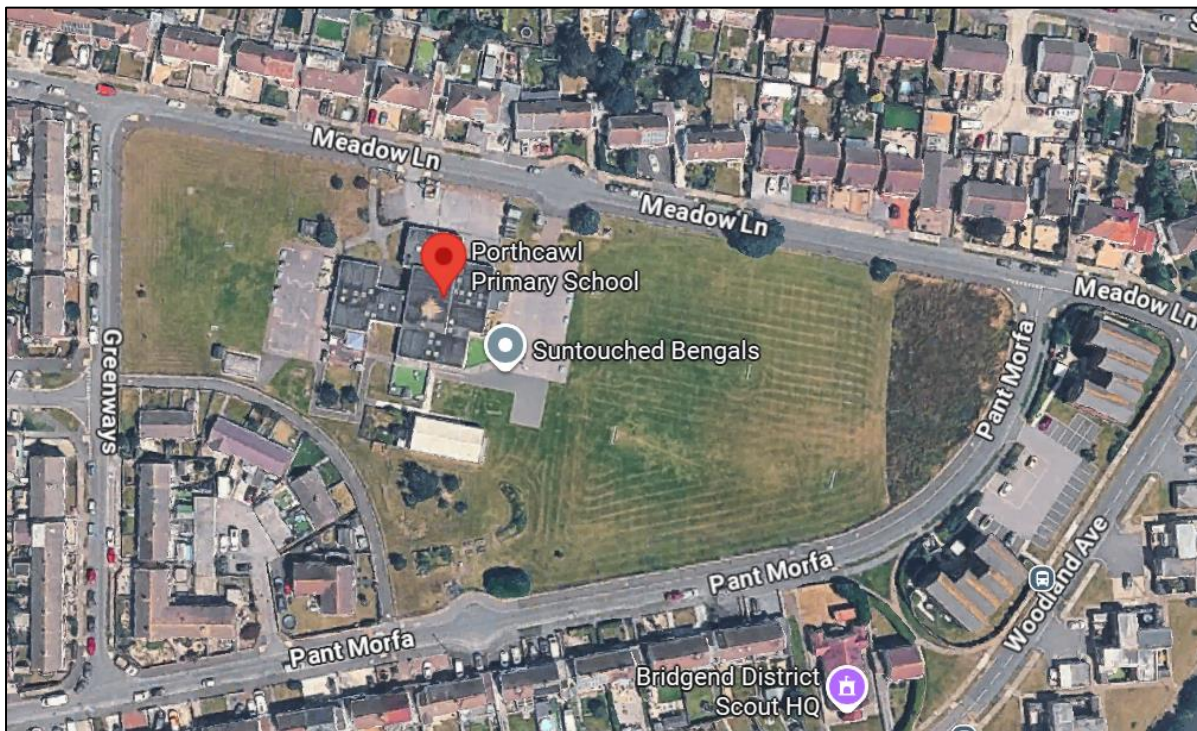


Figure 2 – Aerial image (Google Imagery, 2026)

The development proposes the erection of a Welsh Medium Seedling School incorporating a car park, external play space and two all-weather pitches for use by Porthcawl Primary School, which would be retained and remain in operation during the development operations.

The existing site and Primary School is accessed from Meadow Lane and the new Seedling School would be accessed from Pant Morfa.

The proposal is to build a new facility that includes a small school and childcare provision, offering 30 nursery places and 30 reception places, along with childcare for babies and young children from birth to school age. It will provide 16 full-time childcare places (or 32 part-time), plus 6 places specifically for children aged 0–2 and will also offer after-school and holiday care so children can be looked after throughout the day and year. All care and education will be delivered in the Welsh language. There would be approximately 8 – 10 full time staff employed at the site once running at full capacity.

The building would comprise the following:

- Admin office, playroom, children's WC, play equipment store, kitchen facilities, reception classroom, nursery, children's WC/cloakroom, staff and visitor accessible WC, cleaners store, circulation and lobby, and plant room.
- **Access and Parking:**
- Staff and users will access the site at the pedestrian gate which is positioned at the Southeastern corner.
- Staff will be able to park within the Car Park provided. The car park provision as well as providing staff parking also includes disabled spaces and charging points for electric vehicles. From the Car Park, staff and users will be able to make their way to the main entrance via the Disability Discrimination Act (**DDA**) compliant access routes.

External Facilities:

- two all-weather multi use games areas for the use of the primary school.

The proposed site plan/layout and computer-generated images (CGI) can be seen below in **Figures 3 and 4.**

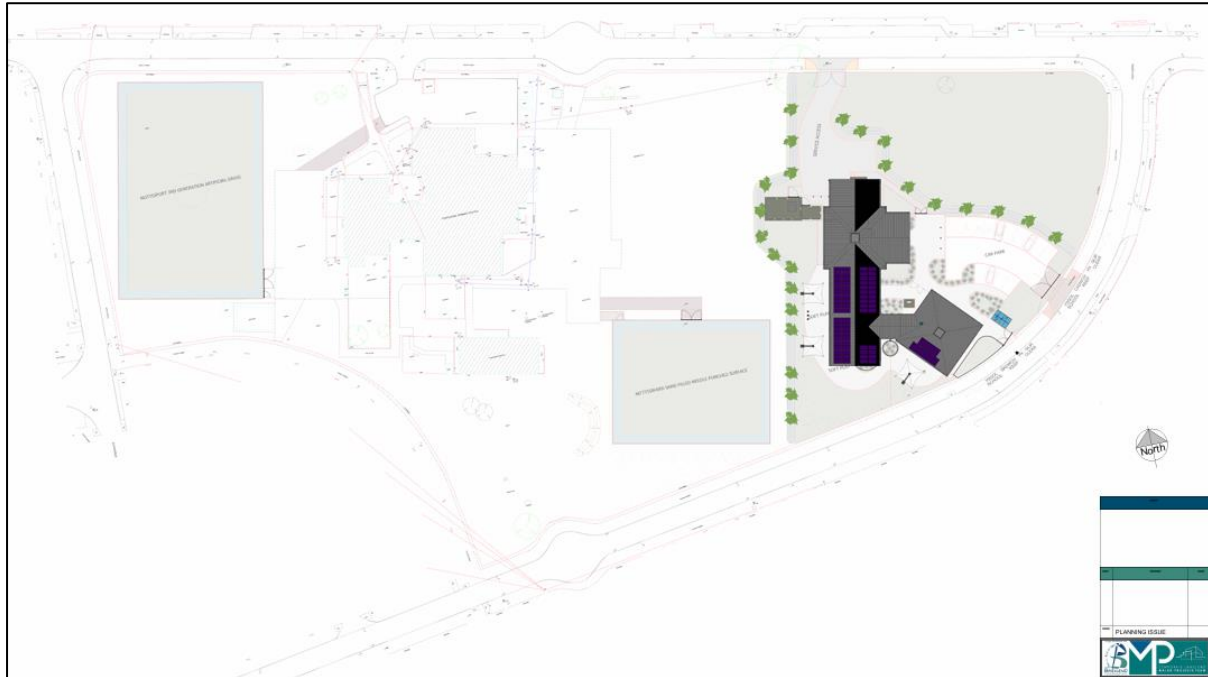


Figure 3 – Site Plan



Figure 4 – Indicative Computer-Generated Images of the School

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

- Green Infrastructure Statement (September 2025) prepared by Bridgend County Borough Council Major Projects Architectural Team.
- Flood Consequences Assessment Revision 03 prepared (June 2026) prepared by Arcadis Consulting Limited.
- Transport Assessment Issue (August 2025) prepared by WSP.

- Pick-up/Drop-off Technical Note (March 2024) prepared by WSP.
- School Travel Plan Framework (February 2025) prepared by WEPCo Limited.
- Preliminary Ecological Appraisal (August 2024) prepared by Acer Ecology.
- SAB Drainage Strategy Report (April 2025) prepared by Arcadis
- Design and Access Statement and Appendix prepared by Bridgend County Borough Council Major Projects Architectural Team.
- Drainage Strategy APP A Topographical Survey (April 2024) prepared by John Vincent Surveys
- Preliminary Noise Impact Assessment (May 2025) prepared by Hunter Acoustics
- BB3 Environmental Noise Survey Assessment (May 2025) prepared by Hunter Acoustics
- Geotechnical and Geoenvironmental Report (January 2025) prepared by Terra Firma
- EV Charging details.
- Electrical data sheets External Lighting Piazza
- Electrical - Data sheets - Group Datasheet Piazza
- Electrical - Data sheets - External Lighting - R2I2
- Electrical - Data sheets - Group Datasheet R2I2
- Electrical - Data sheets - Solar Panels - sharp - mono datasheet (1)
- M&E planning drawings - mechanical - Worcester Bosch Monobloc Air Source Heat Pump
- M&E planning drawings - mechanical - Worcester Bosch Split Air Source Heat Pump
- Drainage strategy - App D- Info Drainage Calculations (April 2025) prepared by Arcadis.

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.

RELEVANT HISTORY

P/18/637/BCB New single storey extension to the side of school – Reg 3 – Deemed Consent - 17th September 2018.

P/14/682/FUL Cycle storage facility to accommodate 36 bicycles & 20 scooters within school grounds – Conditional Consent – 17th November 2014.

PUBLICITY

The Application was advertised on site (8th October 2025) and in the Press (Glamorgan Star) on 16th October 2025.

Neighbours have been notified of the receipt of the Application.

The period allowed for response to consultations/publicity expired on 23rd October 2025.

CONSULTATION RESPONSES

Porthcawl Town Council: No objections

Transportation Officer (Highways) – No objection subject to conditions

Land Drainage Officer: No objection.

Natural Resource Wales (NRW): Continue to have concerns, however, are satisfied that their concerns can be overcome by attaching a condition relating to pollution prevention.

Fire and Rescue Service: Standing Advice.

Dwr Cymru Welsh Water: No objection subject to condition.

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

Education: No objection.

Heneb (Formerly Glamorgan Gwent Archaeology): No objection

South Wales Police: Offers advice.

REPRESENTATIONS RECEIVED

4 objections received as summarised below:

Residential Amenity

- Loss of daylight and overshadowing
- Loss privacy
- Service entrance directly opposite house
- Losing open green space
- Disruption

Highways

- Increased traffic
- Hatched school markings (denoting no parking) now marked as drop off/pick up.
- Parking already difficult.
- Potential danger

Drainage

- Potential adverse impact and overload of local drainage and waste
- Regular flooding is an issue.
- The proposed building will add to the reduction of drainage land, already reduced due to the recent construction of Two blocks of Flats with Car Park between Pant Morfa and Woodland Road, The Porthcawl Medical Centre and the Estate of Clos Y Mametz.
- Proximity to Meadow Lake.
- Extra cost to local residents from increased rates or contributions for services and insurance due to overwhelming of the present system provision.

Other

- The proposed use is not suitable for the area.
- Value of nearby properties
- Cause of anxiety and stress. Exacerbate mental health issues.

COMMENTS ON REPRESENTATIONS RECEIVED

Residential Amenity

Issues regarding residential amenity will be addressed in the later sections of this report.

Highways

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

Flooding

Appropriate measures will be in place to prevent overwhelm of the existing system.

Natural Resource Wales have requested a condition be added to ensure that necessary management measures are agreed prior to commencement of and implemented for the protection of the environment during construction.

Flooding concerns will be addressed further within the report below.

Other

The loss of uninterrupted views is not a material planning consideration.

Devaluation of property is not a material planning consideration.

Whilst the concerns relating to anxiety are noted, the personal effects of a development on an individual's health or well-being are generally not matters that can be given significant weight unless there is clear evidence that they arise directly from a material planning impact.

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

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

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

Planning Policy Wales (PPW Edition 12) para 4.4.1 states: *“Community buildings and spaces provide an important focus for sustaining communities and their well-being. They cover a broad range of activities and services that can be delivered by the public, private and third sectors. Community facilities contribute to a sense of place which is important to the health, well-being and amenity of local communities and their existence is often a key element in creating viable and sustainable places. They can include schools, cultural facilities, health services, libraries, allotments and places of worship.”*

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven sustainable development (or 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) 11 Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 18 Transport
- Technical Advice Note (TAN) 23 Economic Development

Local Planning Policy and Guidance:

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

Strategic Policy

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

Topic Based Policy

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

Supplementary Planning Guidance

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

- SPG12 – Sustainable Energy
- SPG17 - Parking Standards

- SPG19 – Biodiversity

APPRAISAL

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

Issues

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

Principle of Development

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).

The proposal is located within the Primary Key Settlement of Porthcawl as defined by **Policy SF1** Settlement Hierarchy and Urban Management of the Bridgend Replacement Local Development Plan (RLDP).

Policy SP9: Social and Community Infrastructure of the RLDP states that in order to maintain and improve the quality of life of residents, existing educational and training facilities will be retained or enhanced. The proposal seeks the construction of a Welsh Medium Seedling School which is a '*starter class*' school providing 30 full-time-equivalent nursery places, and 30 reception places which includes external play space, covered play area, bin store, cycle shelter and enhanced landscaping. Therefore, the proposed development accords with **Policy SP9**.

The site currently forms part of the existing Porthcawl Primary School with the land being proposed for the new seedling school forming part of the school's playing fields. **Policy COM9:** Protection of Social and Community Facilities of the RLDP 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:

- 1) A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off-site within the community; or
- 2) Where it can be demonstrated that the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.

To mitigate the loss of the existing playing fields, the proposal will provide new outdoor recreation facilities onsite, including two new all-weather multi use games areas for the use of the primary school. As such, the loss is justified and accords with Policy COM9.

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

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

As such the principle of development is acceptable subject to further consideration of the design of the school, impacts on residential amenity, ecology and highway safety. Such matters including site drainage will be addressed in the following sections of the report.

Impact on Visual Amenity and Character.

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

Strategic Policy SP2 *Design and Sustainable Place Making* seeks to conserve and enhance the built environment and states *“All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.”* Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The submitted visualisations (see **Figure 5** below) depict a contemporary, predominantly single-storey educational building arranged around a central courtyard area. The building has a low-profile form with a series of interconnected wings and hipped and pitched roof elements, helping to break up the overall massing and create the appearance of a collection of smaller building components rather than one large structure. The principal (east) elevation presents an active appearance, incorporating the main entrance within a prominent gabled feature that provides a clear focal point. The façade is articulated through the use of projecting and recessed elements with signage displayed on the front elevation.

The external materials comprise a combination of light-coloured rendered walls and areas of horizontal timber-effect cladding, providing visual contrast and a modern appearance. The roof is finished in a standing seam metal profile in a muted grey colour, with several roof-mounted photovoltaic solar panels visible on the principal roof slopes. Roof lanterns are incorporated into a number of the roof sections, which provide additional architectural interest.





Figure 5 – Elevation drawings

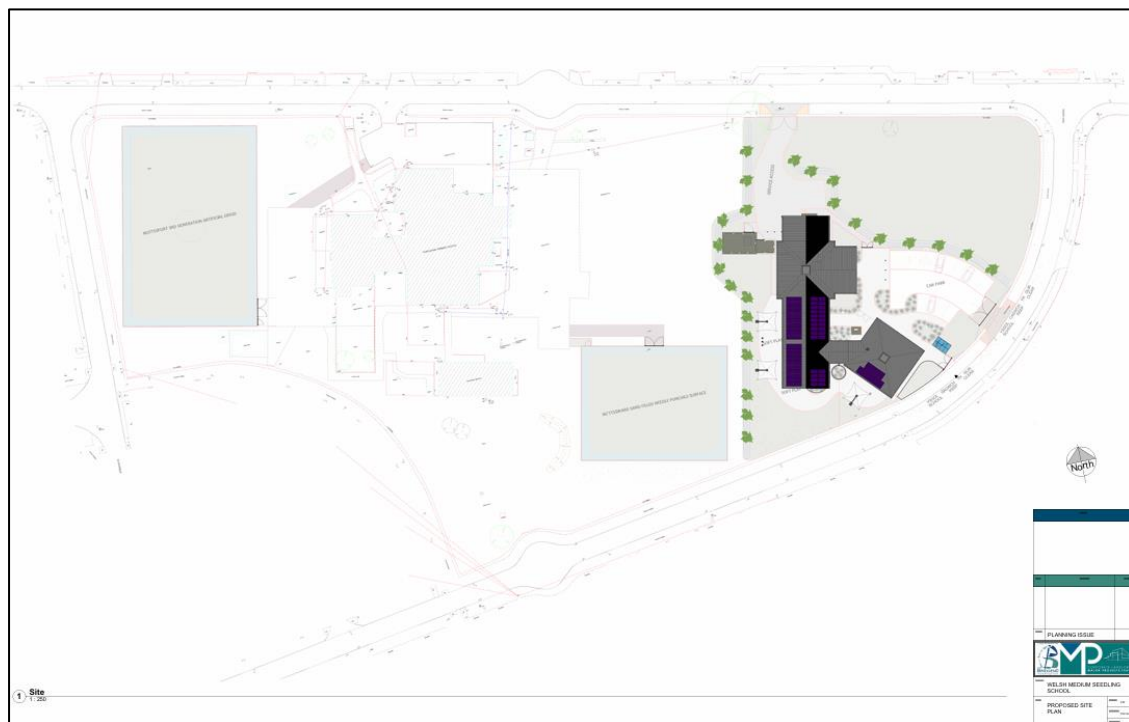


Figure 6 – Site Plan

The site layout plan shows the building positioned to the south-eastern corner of the site with associated access, parking and external amenity areas arranged around it. A curved car park is located to the eastern side of the development, accessed directly from the

adjoining highway. The parking area includes a number of standard parking spaces together with designated accessible parking bays located closest to the building's entrance. The curved internal access road and parking arrangement create a clear distinction between pedestrian and vehicular movement throughout the site.

Soft landscaping has been incorporated extensively throughout the scheme, including landscaped planting beds within the car park, perimeter tree planting and additional planting adjacent to the building. Trees appear to frame the site boundaries and help soften the visual impact of the development from surrounding viewpoints.

External amenity spaces with canopies are provided around the building, including identified soft play areas located to the western side of the site. These areas are separated from parking and vehicular circulation routes and benefit from landscaping.

Overall, the proposed development presents a contemporary building which incorporates a varied roofscape, high-quality external materials, renewable energy features and substantial landscaping. The layout appears well organised with the building, parking provision, play space and landscaped areas integrated into a cohesive site design. The landscaping plan shows there would be extensive landscaping between the boundary with Pant Morfa and the side elevation and front elevation of the building; this will soften the appearance of the building and reduce its impact on the street scene.

With regard to the two all-weather pitches, it is considered that these would provide an acceptable addition within the street-scene, given the proposed educational context of the site. Turning to the proposed servicing area and bin/sprinkler enclosure, it is noted that they are located to the Northwest corner of the site at the end of the service access, screened mostly from view by the school itself and trees to the rear.

The proposal has also ensured the safety of the users has been carefully considered and includes secure boundary treatments and gateways at boundaries while ensuring a high level of natural surveillance with well-lit areas.

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

Residential Amenity

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

The site is surrounded by residential properties: to the North are properties on Meadow Lane; to the west and south are properties on Pant Morfa and to the east properties on Greenways. The properties nearest to the proposed school building are numbers 97 Woodland Avenue, 82 – 76 Pant Morfa, the Scouts Hall, and the apartments within Dros-Y-Llyn. The entrance and parking area to the development is located on the south-east opposite the car park for the apartments. The houses nearest to the all-weather sports pitch located in the south-east area of the site are numbers 76 – 70 Pant Morfa. The houses nearest to the all-weather sports pitch located in the northwest area of the site are numbers 17 to 31 Greenways.

Photographs of the site



View towards Pant Morfa



View from Meadow Lane looking towards Pant Morfa (south)



View from Pant Morfa



View from Meadow Lane with Greenways on the right.

Overbearing/Overshadowing

The school building itself and the other works along the boundaries and within the site are all relatively low level so are unlikely to have any unacceptable impacts. These 'other' works include car parking areas, access roads and paths, landscaping, sprinkler compound and bin store, sport pitches, cycle shelters and canopies.

The proposed school building is single-storey and measures 36 metres at its widest and 50 metres in length, with a height of 5.96m which rises to a maximum of 7.39m. The Admin building is part 2-storey; the single-storey element measures approximately 47m long by 22m wide.

The position of the proposed school building in relation to the nearest residential properties is shown below in **Figure 7**.

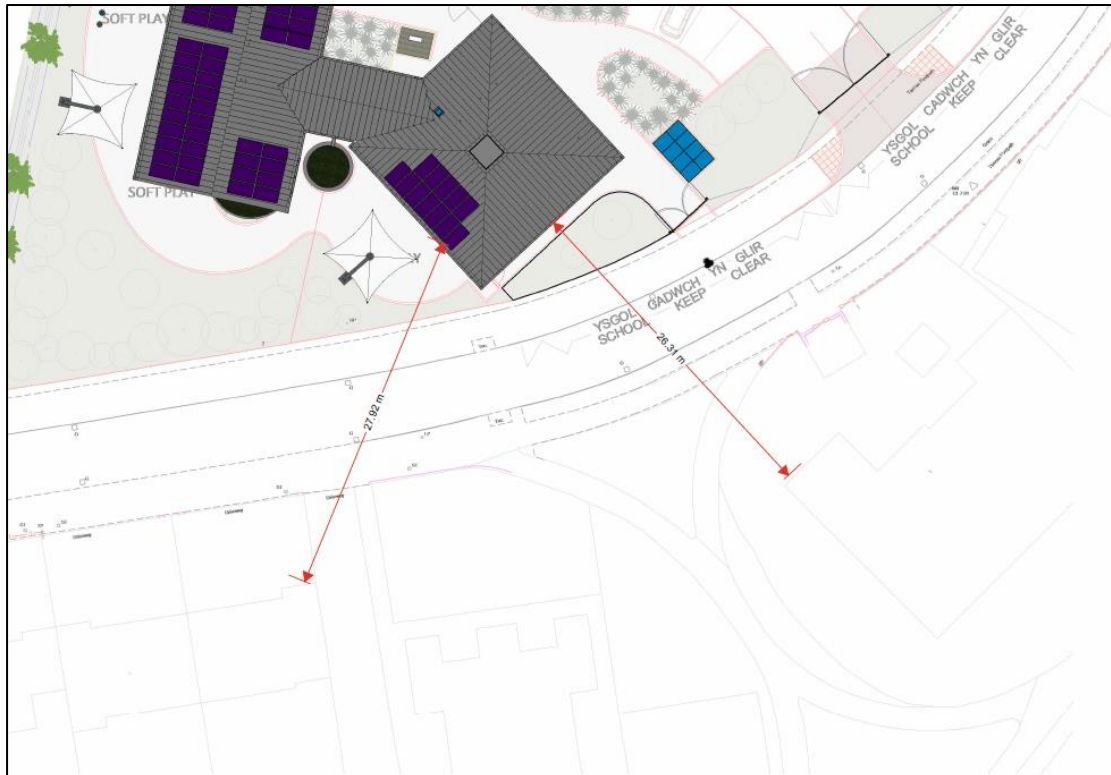


Figure 7 –

Indicative site plan showing distance to nearest residential properties

For reference, the measurements above show the residential properties nearest to the proposed school; No. 82 Pant Morfa (south-east) and the Dros Y Llyn apartments (southwest). The building in-between is the Bridgend Scouts HQ and therefore is not a domestic building. The measurements above show that the front elevation of the apartments is approximately 26 metres from the school and No. 82 Pant Morfa approximately 28 metres from the school. These distances are considered sufficient to ensure there is no unacceptable overshadowing or overbearingness caused to the residential properties. Furthermore, as previously noted, the school is single storey with a height of 5.96 metres which rises to a maximum of 7.39. In addition, there would be a good amount of landscaping between the school and the properties along Pant Morfa, further softening its appearance and obscuring it from view for these properties.



Figure 8 – Landscaping Plan

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

Overlooking

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

The majority of the school is single storey with windows at ground level; it is considered that these windows due to the location, the distances from boundaries and the intervening boundaries and landscaping would not cause any issues with overlooking or loss of privacy.

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

Noise

Policy SP3 Criterion (g) RLDP states: *“Development should Avoid or minimise noise, air, soil and water pollution”*. As part of the proposal the Applicant has submitted two reports: Preliminary Noise Impact Assessment and Environmental Noise Survey Assessment, 12th May 2025, both prepared by Hunter Acoustics.

The Environmental Noise Survey Assessment has therefore been commissioned to assess existing ambient and background sound levels on site and at nearby sound sensitive receptors.

The Preliminary Noise Impact Assessment (**NIA**) covers the:

- Proposed Sports Pitches
- Arrivals/departures from the car park for the proposed new school building.
- Noise limits for mechanical plant (including 3no external Air Source Heat Pumps).

The NIA report concludes that there would be a moderate noise impact at residences nearest to the sports pitches with LAeq noise levels indicated to fall up to 6dB above the existing ambient noise levels, marginally exceeding the 55dB(A) guidance value. (LAeq noise levels are indicated to fall in the same range as existing school play activities at Pant Morfa.) L_{Amax} levels from children shouting of 74dB(A) is significantly above the proposed 65dB(A) value. Levels are marginally higher and of different character and likely to be more frequent than existing L_{max} levels from occasional vehicle pass-bys. There is no significant impact indicated from balls bouncing on the ground or off the fence.

Whilst the NIA identifies a degree of noise impact at the nearest residential receptors, the predicted effects are not considered to be uncharacteristic of a school environment and are largely associated with normal sporting and recreational activity by pupils. Average noise levels remain broadly comparable to existing school playground noise and the NIA confirms that no significant impacts would arise from the physical operation of the pitches themselves. Having regard to the existing use of the site as a school and the intermittent nature of the identified peak noise events, the proposal is not considered to give rise to unacceptable noise impacts that would warrant withholding planning permission. It is also worth noting that the sports pitches will only operate during normal school hours.

In regard to the car park, an insignificant / no change impact is indicated from the proposed staff car park at the closest Sound Sensitive Receivers (SSRs).

In regard to the Air Source Heat Pumps (ASHP), predicted noise levels are indicated at $\leq 25\text{dB LAeq}$ at the closest residential receivers, well below the existing daytime background sound level of 41dB LA90 indicating a low impact. At $\leq 25\text{dB LAeq}$ ASHPs are also indicated to have a low impact if they are required to run during early hours of the morning.

Shared Regulatory Services SRS (Environmental Health) have considered the submission and have no objections subject to a condition that prevents the sports pitches from operating outside of normal school hours.

As such it is considered the noise generated within the school and its grounds, which include the parking areas and sports pitches would not have any unacceptable impact in relation to noise and disturbance.

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.

Other amenity concerns

The concerns regarding anxiety, stress and health impacts are noted. However, no objective evidence has been submitted to demonstrate that the proposal would give rise to unacceptable health effects. Any construction-related disturbance would be temporary and capable of being managed through appropriate controls. Consequently, the concerns raised do not warrant refusal of the Application.

Air Quality

The submitted Transport Statement indicates that the development may generate approximately 186 arrivals and 186 departures during a typical day, equating to 372 two-way vehicle movements. Whilst this would result in an increase in traffic on the local highway network, the level of traffic generation is not considered significant in air quality terms. The site is not located within an Air Quality Management Area and there is no evidence to indicate that the additional vehicle movements would result in unacceptable increases in pollutant concentrations or materially worsen local air quality. Accordingly, the proposal is not considered to give rise to a significant adverse impact on air quality.

Lighting

In terms of external lighting, the Applicant has provided a plan detailing the lighting overspill from the development - this shows overspill to the edge of to be within 0.5 lux which is low. Furthermore, as the use of the building does not go beyond general 'Office Hours' and outside lighting will be photocell controlled with a programmable timer function included. The lighting in terms of residential amenity is considered acceptable.

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

Highway and Pedestrian Safety

Policy PLA11 of the adopted Bridgend Replacement Local Development Plan (2024) (RLDP), stipulates that all development must be served by appropriate levels of parking in

accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Note 9 of SPG02 states that “*off-street parking should be available to meet the County Borough Council’s guidelines for a dwelling of the size after extension*” and stipulates that the parking requirement for houses equates to 1 space per bedroom up to a maximum of 3 spaces. Each space must be 4.8m x 2.6m to accommodate a car parking space unless it is within a garage. Supplementary Planning Guidance Note 17 Parking Standards (SPG17) stipulates that “*garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m*”.

The proposed school site is located within a residential area and is served by a constrained local highway network, with primary vehicular and pedestrian access to the existing primary school via Meadow Lane and a secondary pedestrian access via an adopted footway link serving bungalows at the southwestern corner of the school grounds. Meadow Lane is a typical residential street with a carriageway width that allows two vehicles to pass one another. However, as the route provides direct access to a large number of residential properties and driveways, the presence of on-street parking at busier times of the day and evening along lengthy sections effectively reduces the street down to a single width carriageway. It is acknowledged by the Highway Authority that the existing arrangements serving the primary school generate poor parking behaviour, congestion and obstruction to private driveways during school drop-off and pick-up times, however, these issues are existing and longstanding.

The transport strategy for the site has been created in response to these known constraints and concerns raised by local residents and stakeholders. An initial Transport Assessment was submitted, with subsequent engagement between the Applicant, Education Department and the Highway Authority leading to the standalone access and drop off strategy which has formed part of the Transport Assessment.

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

- the creation of an additional, independently operated, primary school on the grounds of an existing primary school, namely the additional daily traffic movements generated by staff, parents, visitors and service delivery vehicles
- the existing congestion, parking stress and access issues associated with the existing school, which will continue to operate independently
- the impact of proposed school related traffic on nearby residential streets, particularly Meadow Lane, Pant Morfa and Woodland Avenue
- the need to secure safety and legibility for pedestrians, including pupils and parents, during peak periods
- the opportunity to reduce reliance on private car trips through targeted *Active Travel measures*

The Highway Authority recognises the concerns of local residents, in particular the existing short term on-street parking arising on weekdays from parental drop off and pick up activity, and the subsequent indiscriminate parking that arises on the surrounding residential streets, namely Meadow Lane, Greenways and Cilparc to the west of the school. The proposed school is considered to generate additional on-street parking on the adjacent residential streets at these times by parents dropping off and picking up pupils during school opening and closing times. However, as the proposed pedestrian and vehicular access serving the seedling school will be located on the eastern side of the school grounds via Pant Morfa, such parking is likely to be limited to the eastern end of Pant Morfa and the eastern end of Meadow Lane, where kerb side space is available throughout the day and the carriageway width accommodates two-way vehicle movements. Therefore, the additional short term on-

street parental drop off and pick up parking is unlikely to exacerbate the existing parking issues that arise at the western end of the school grounds.

The Transport Assessment has considered the known baseline conditions at the wider school site, rather than assessing the proposed school in isolation. 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.

In this respect, the Highway Authority would require the size and operation of the proposed school to be controlled via appropriate management plans, including a limitation on school pupils and staff numbers to ensure adequate off street parking facilities and to restrict the potential for uncontrolled levels of parental traffic that could be generated through expansion, a travel plan to promote and encourage sustainable modes of transport and to reduce the reliance on the private motor vehicle, a drop off and pick up management plan including staggered start and closing times to discourage excessive vehicle movements around the site at any given time, and a management plan to control the use and operation of the two proposed sports pitches.

The proposed site layout plan shows a new primary vehicular and pedestrian access via Pant Morfa, and a new secondary service and delivery vehicle access via Meadow Lane. The proposed off street parking area consists of a total of 13 off street parking spaces, together with a dedicated turning area to enable cars and a minibus to egress from the site in a forward gear. The supporting Design and Access Statement states that the proposed school shall accommodate up to seventy-six pupils from nursery to reception ages and a total of 8 to 10 full time teaching and ancillary staff.

With reference to SPG 17 Parking Standards, the proposed site layout plan provides an adequate level of off-street parking, together with cycle parking facilities and turning areas.

The creation of a new standalone access over the existing active travel route located along Meadow Lane in order to accommodate servicing and delivery vehicles associated with the school is considered acceptable given the negligible level of vehicle trips identified in the Transport Assessment. However, the creation of a formal crossing point with radius kerbing and tactile crossing points may encourage parents or local residents to indiscriminately park in this new access point causing an obstruction to the active travel route. Therefore, an amended scheme is required showing a less formal crossing point to include dropped kerbs and highway bollards. The use of this access will need to be strictly controlled via the submission of a Delivery Management Plan.

To prevent indiscriminate, unmanaged on-street parking and conflict being generated between school traffic, residential traffic, and vulnerable highway users in close proximity to the main school access, the proposed site layout includes the implementation of parking and stopping restrictions along Pant Morfa. This will be implemented through the Traffic Regulation Order process. The Highway Authority will require this scheme to be extended to include parking and stopping restrictions at the nearby Pant Morfa/Meadow Lane and Meadow Lane/Woodland Avenue priority junctions, and along a section of Pant Morfa opposite the proposed pedestrian access. It is acknowledged that the introduction of time-limited parking restrictions outside a few residential properties along Meadow Lane will impact some residents as to how the kerbside operates during morning and afternoon peak periods. However, the restrictions are only proposed for a limited duration, specifically focusing on the school opening and closing times when there is risk of conflict between vehicles and pedestrians, and an adverse impact on the free flow of traffic.

In terms of the sustainability credentials of the site, the site boundaries fronting Pant Morfa and Meadow Lane are already set back and provided with active travel routes, which will provide pupils, parents and staff with a safe means to access the site via sustainable modes of transport. In consideration of the likely desire lines for walking and cycling to and from the school, and the location of bus stops on Woodland Avenue, there is a need to improve the existing footway link running between Pant Morfa and Woodland Avenue. The alignment and width of the footway will need to be upgraded, together with the introduction of appropriate street lighting, dropped kerbs with tactile paving, and pedestrian guard rails at entry points near carriageways.

A scheme showing traffic calming measures at the Pant Morfa/Meadow Lane priority junction and the pedestrian crossing point along Pant Morfa will need to be submitted to and agreed with the Highway Authority.

To prevent indiscriminate drop-off and pick up parking occurring over the existing active travels routes abutting the site, bollards will need to be installed at regular intervals along a significant length of the Meadow Lane and Pant Morfa walking and cycling routes.

A construction traffic management plan will be required to ensure the construction of the proposed school does not adversely affect the safe operation of Porthcawl Primary School and the safety of existing pupils and parents as they use the residential streets serving the school.

In conclusion, the Highway Authority considers the proposed development, supported by relevant operational management plans, a localised a traffic calming scheme, improved walking and cycling connectivity, and the introduction of on-street parking and stopping restrictions, is unlikely to have a significantly detrimental effect on highway safety and the free of traffic in the area. It is acknowledged that the required parking and stopping restrictions will be implemented 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 Highway Authority 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.

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

Drainage

A review of the OS database notes the development is located within a defenced flood risk zone, is not located within 20m of a watercourse and is not proposing to increase flood risk elsewhere. The site is located on the edge of the defended flood zone. NRW in their response commented on the sea defences. Over the past 10 years, the Council have upgraded the Town Beach and Western Breakwater/Eastern Promenade Sea defences to bring them up to current standards and meet climate change levels. The sea defences are regularly inspected throughout the year and remedial works undertaken where applicable. Given the school development site is on the edge of the defended flood zone Land Drainage are satisfied with the development proposals from a flood risk perspective.

Foul Sewerage

The Council's Land Drainage Officer notes that foul water will be disposed of via the main sewer. The Applicant shall contact DCWW should any new connections be required to the public sewer.

Dwr Cymru/Welsh Water have stated that no problems are envisaged with the Wastewater Treatment Works for the treatment of domestic discharges from this site.

Surface water

The Application identifies that surface water from the proposed buildings will be managed via a combination of rainwater downpipes, rain gardens, traditional piped drainage networks and sub-surface filter drains, discharging to on-site attenuation prior to outfall.

Dwr Cymru/Welsh Water note that surface water is proposed to ultimately discharge to a surface water sewer that connects to a highway drain, which benefits from a positive outfall to a culvert discharging to a pond to the east of the site.

Provided that no adverse impacts arise on the downstream surface water sewer, this arrangement is acceptable in principle. However, surface water flows should be appropriately attenuated, and the connection should be made either downstream of the identified cracked section of the highway drain or at the location of the crack itself, thereby facilitating replacement of the defective section.

As the development site is over 100m² the Council's Land Drainage Officer has advised that a sustainable drainage Application will be required. Such an Application is currently being reviewed and is expected to be approved shortly. As such they have no objection to the development but have requested a condition to prevent surface water entering the public highway and a condition preventing land drainage to discharge directly or indirectly into the public sewerage system.

Sewer Protection

Welsh Water confirms that the foul flows arising from the development can be accommodated within the existing public sewerage network. The drain crossing the site has been confirmed as a highway drain rather than a Welsh Water public sewer and, therefore, no asset protection requirements arise in relation to this drain under the Water Industry Act 1991. Welsh Water requests a planning condition requiring that no surface water or land drainage is permitted to discharge directly or indirectly to the public sewerage network in order to prevent hydraulic overloading of the sewerage system and to protect the environment.

Water Supply

Welsh Water has no objection to the proposed development.

Flood Risk

The planning Application proposes highly vulnerable development (school). The Flood Map for Planning identifies the Application site to be at risk of flooding and within Flood Zone 3 (Sea) and Technical Advice Note 15 (TAN 15) Defended Zone.

Natural Resources Wales (NRW) have reviewed the updated Flood Consequences Assessment (FCA) undertaken by Arcadis, dated June 2026, revision 03. The updated FCA indicates that flood modelling has been undertaken to clarify tidal flood risk at the site, following previous concerns raised (Ref: CAS-302256-F9H1, dated 30 March 2026). NRW confirm they are satisfied with the level of information provided with regards to tidal flood risk.

The updated FCA has utilised acceptable extreme tide levels in the model update and has indicated that the site is not at risk during the extreme sensitivity scenario. Section 4.3.4 of the revised FCA acknowledges that Porthcawl is exposed to storm activity from the Bristol Channel and as such the coastline would be subject to flooding from wave overtopping. It also states that the original model produced by Arup does include an element of wave overtopping. An example of this is provided in Figure 4.9 of the FCA, which shows the estimated flood outlines (including wave overtopping) for the 0.5% (1 in 200 year) event and 0.1% (1 in 1000 year) event with 100 years' worth of sea level rise. It is noted that the school site is not shown to be affected. No detailed assessment of the wave climate at Porthcawl has been undertaken as part of the FCA, as it is considered disproportionate to the level of risk. In this instance NRW are satisfied with this approach. The current NRW flood map for Porthcawl has been produced by national scale still water level inundation mapping (JFLOW). This process is conservative as it shows all inland below the relevant flood level contour to be at risk, providing there is some hydraulic continuity between the sea and any low-lying inland areas. At Porthcawl, this hydraulic continuity is provided by a culvert which links the Wilderness Pond with the harbour/marina. This culvert has a large flap valve at its outfall, owned and maintained by Bridgend County Borough Council, which prevents tidal ingress.

In summary, NRW are satisfied with the level of assessment undertaken and that it has demonstrated that the site would not be at risk of flooding during the threshold frequency events.

Drainage concerns raised

It has been suggested that the development could lead to increased costs for local residents through additional charges or higher insurance premiums as a result of pressure on drainage infrastructure. However, no technical evidence has been provided to substantiate this claim. The proposal must comply with relevant drainage requirements and there is no evidence to indicate that it would give rise to financial costs for neighbouring residents.

Biodiversity

In assessing a planning Application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

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

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

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

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

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

To support the Application the Applicant submitted the following documents:

- Green Infrastructure Statement (September 2025) prepared by Major Projects Architectural Team BCBC.
- Preliminary Ecological Appraisal (August 2024) prepared by Acer Ecology.
- Proposed Landscape Plan Rev A (September 2025) prepared by Major Projects Architectural Team BCBC.
- Proposed Landscape Plan Sheet 1 September 2025) prepared by Major Projects Architectural Team BCBC.
- Proposed Landscape Plan Sheet 2 September 2025) prepared by Major Projects Architectural Team BCBC.
- Proposed Landscape Plan Sheet 3 September 2025) prepared by Major Projects Architectural Team BCBC.

The Preliminary Ecological Appraisal (PEA) for the proposed Porthcawl Primary School development at Pant Morfa found that the site is of generally low ecological value, comprising predominantly amenity grassland, a smaller area of semi-improved neutral grassland, and two young, scattered trees (sycamore and silver birch).

The site is located within 2km of several statutory and non-statutory nature conservation sites, including Kenfig SAC/SSSI/NNR, Merthyr Mawr SSSI, Locks Common LNR, and Pwll-y-Waun SINC. The assessment concludes that no significant impacts are likely on the statutory sites due to their distance from the development. However, because Pwll-y-Waun SINC lies only 80m east of the site, pollution prevention and construction management measures will be required to avoid indirect impacts.

The report's overall conclusion is that:

“...the development is not anticipated to result in any adverse impacts to any protected sites, habitats or species” and that “the site's ecological value will not present a fundamental constraint to the proposed development.” However, this is subject to conditions securing a CEMP, ecological mitigation measures and biodiversity enhancements.

The proposed landscaping and ecological enhancement measures are considered to represent a significant biodiversity gain over the existing amenity grassland. The provision of wildflower meadow areas, native trees and hedgerows, bird and bat boxes, hedgehog habitat features and SuDS infrastructure respond to the recommendations contained within the Preliminary Ecological Appraisal and will assist in mitigating habitat loss while delivering long-term ecological enhancements across the site. As such, the proposals are considered to satisfactorily address the ecological recommendations and support the delivery of biodiversity net benefit. These measures can be secured as suitably worded conditions.

Natural Resources Wales (NRW) have identified that due to the significant construction and excavation area needed for the project there is the potential for polluted surface water runoff from silt and chemical/oil storage. There are three surface water outfalls to Pwll-y-Waun Pond and one to Wilderness Lake. It is likely that surface water and highway drains around the site serve these outfalls as well as the risk of direct overland runoff. There are also surface water discharges to Porthcawl harbour to the west of the designated bathing waters which we understand are fed by surface and highway drainage around the site.

Therefore, in the absence of additional information or a comprehensive Construction Environmental Management Plan being provided in support of this proposal, they would advise that sufficient control of pollution prevention for the watercourses could be achieved by requesting a site wide Construction Environmental Management Plan, prior to the commencement of any works. This can be imposed via a suitably worded condition.

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

Land Quality

As part of the Application, the following information has been submitted:

- Geotechnical and Geoenvironmental Report: Proposed Welsh Medium Seedling School at Porthcawl Primary School, Porthcawl (January 2025) prepared by Terra Firma.

The above report has not identified any contamination however the potential for this cannot be ruled out and the '*unforeseen contamination*' condition is requested. SRS have also indicated that should there be any materials imported as part of the construction of the development and site won material, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use. Conditions and an informative can be added in relation to the above.

Archaeology

Heneb (formerly Glamorgan Gwent Archaeology) have advised the information in the Historic Environment Record (**HER**) curated by them, shows that, that there are no known archaeological assets within the Application area, additionally it is situated outside of any Archaeologically Sensitive Area. A review of historic mapping indicates no archaeologically significant features or structures. The proposed works are in an area of low archaeological potential and therefore, it is unlikely that buried archaeological remains could be encountered during the groundworks. As a result, it is unlikely that significant remains will be encountered during the course of the proposal. Consequently, Heneb have no objections to the positive determination of this Application.

Renewable and Low Carbon Energy

The proposed Porthcawl Seedling School has been designed to fully accord with the requirements of Policy ENT10 – Low Carbon Heating Technologies for New Development, through the incorporation of low-carbon energy generation, highly efficient heating systems, and an enhanced building fabric approach.

The development will utilise air source heat pumps (ASHPs) as the primary source of space heating and domestic hot water generation. ASHP technology is recognised as a low-carbon heating solution and will significantly reduce operational carbon emissions when compared

with conventional fossil-fuel based heating systems. In addition, the building will incorporate roof-mounted photovoltaic (PV) panels to generate renewable electricity on-site, further reducing the development's reliance on grid-supplied energy and contributing to the overall operational energy performance of the building.

The viability of ground source heat pumps (GSHPs) was considered during the design development process. However, following an assessment of the ground conditions, together with the significant additional capital costs associated with installing this type of system, GSHPs were determined to be neither technically nor economically feasible. The proposed ASHP system therefore represents the most appropriate low-carbon heating technology for the site.

In addition to the low-carbon energy systems proposed, the building has been designed with a high-performance fabric-first approach, with thermal performance exceeding the minimum regulatory requirements. Enhanced levels of insulation, airtightness and overall building envelope performance will minimise energy demand and maximise the efficiency of the heating systems and renewable energy technologies.

The development is being delivered in accordance with Welsh Government funding requirements, which mandate that the new school achieve Net Zero Carbon in Operation (Net Zero Carbon in Use). The energy strategy for the scheme has been developed to meet this standard, and a Design Energy Performance Certificate (EPC) and supporting energy modelling can be provided to demonstrate compliance and verify the anticipated operational performance of the building (design EPC attached).

Accordingly, the proposed development satisfies the objectives of Policy ENT10 by incorporating appropriate low-carbon heating technologies, renewable energy generation and energy efficiency measures that together deliver a net zero carbon in-use building.

Waste Management

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

CONCLUSION

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

On balance, and having regard 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, SP11, SP13, SP15, SP17, SF1, PLA11, PLA8, PLA12, COM9, COM10, ENT1, ENT2, ENT3, ENT15, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

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

RECOMMENDATION

(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: In accordance with the provisions 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:

Location Plan

Proposed Elevations A102

Proposed Elevations Sheet 2 A133

Proposed Ground Floor Plan A101

Proposed Building Dimension & Reference Plan A110

Proposed Canopy Location Elevations & Details A607

Roof Plan A111

Proposed External Sprinkler Tank Enclosure A106

Proposed External Enclosures – Cycle Shelter A107

Slab Penetrations – Setting out Plan A120

Existing Site Demolition/Alteration Items A004

Proposed Site Plan A100

Proposed Soft Play & Details A608

External Details A609

Proposed Landscape Plan rev A A600

Landscape Plan Sheet 1 A601

Landscape Plan Sheet 2 A602

Landscape Plan Sheet 3 A603

Proposed Site Fencing Rev A A604

Site Paving Arrangement rev B A606

External Details A609

3d Views 01 A900

3d Views 02 A901

Proposed U S Slab Layout A1001

External Signage A1007

Contractors Constraints A003

External Lighting Plan 080425

Electrical Services – Proposed Solar PV Installation E10

Electrical Services – Proposed External Services E16

Electrical Services – Proposed General & Emergency Lighting E01

Electrical Services – Proposed Security Systems E04

Proposed Mechanical Site Plan M01

Sprinkler System Water Supplies Builderswork Layout & Details WMSS-CFS-XX-01-DR-Y-0022

Drainage Strategy– App A -Topo Survey

Drainage Strategy – App B – Sewerage

Drainage Strategy App E – Drainage

Civil Drawings - 00003 Drainage Layout Sheet 1(1)

Civil Drawings - 00003 Surface Drainage Layout Sheet 1
 Civil Drawings - 00004 Surface Drainage Layout Sheet 2
 Civil Drawings - 00005 Foul Water Drainage Layout P02
 Civil Drawings - 00005 Foul Water Drainage Layout P03
 Civil Drawings - 00010 Surface Water Drainage Catchment Plan P02
 Civil Drawings - 00011 Foul Water Pipe & Chamber Schedules P02
 Foul Water Drainage Schedule 00011 P04
 Civil Drawings - 00012 Surface Water Pipe & Chamber Schedules P01
 Civil Drawings – 00050 Drainage Standard Details Sheet 1 P02
 Civil Drawings – 00051 Drainage Standard Details Sheet 2 P02
 Civil Drawings – 00052 Drainage Standard Details Sheet 3 P02
 Civil Drawings - 00001 Paving Layout Overview P03
 Civil Drawings – 0002 Paving Layout Sheet 1 P03
 Civil Drawings - 00003 Paving Layout Sheet 2 P02
 Civil Drawings - 00005 Contour Layout Overview P03
 Civil Drawings - 00006 Contour Layout Sheet 1 P03
 Civil Drawings – 00007 Contour Layout Sheet 2 P02
 Civil Drawings - 00009 Setting Out Point Tables P02
 Civil Drawings - 00010 Setting Out Layout P01
 Civil Drawings - 00010 Setting Out Points P02
 Civil Drawings - 00011 Vehicle Tracking Sheet 1 Service Access Layout P03
 Civil Drawings – 00012 Vehicle Tracking Sheet 2 Car Park P02
 Civil Drawings – 00001 Sitewide Cross Sections Overview P03
 Civil Drawings - 00002 Site Wide Cross Sections Sheet 1 P03
 Civil Drawings - 00003 Site Wide Cross Sections Sheet 2 P02
 Civil Drawings - 00004 Site Wide Cross Sections Sheet 3 P02
 Civil Drawings - 00001 Kerb Layout Overview P04
 Civil Drawings - 00002 Kerb Layout Sheet 1
 Civil Drawings - 00003 Kerb Layout Sheet 2
 00100 Kerb & Paving Details Sheet 1
 00101 Kerb & Paving Details Sheet 2
 00102 Kerb & Paving Details Sheet 3
 Civil Drawings - 00001 Signs & Marking Layout
 Sign Details Sheet 1 P02
 General Arrangement P03
 Site Clearance Overview P04
 Site Clearance Sheet 1 P04
 Site Clearance Sheet 2 P02

Green Infrastructure Statement (September 2025) prepared by Bridgend County Borough Council Major Projects Architectural Team.

Flood Consequences Assessment Revision 03 prepared (June 2026) prepared by Arcadis Consulting Limited.

Transport Assessment Issue (August 2025) prepared by WSP.

Pick-up/Drop-off Technical Note (March 2024) prepared by WSP.

School Travel Plan Framework (February 2025) prepared by WEPCo Limited.

Preliminary Ecological Appraisal (August 2024) prepared by Acer Ecology.

SAB Drainage Strategy Report (April 2025) prepared by Arcadis

Design and Access Statement and Appendix prepared by Bridgend County Borough Council Major Projects Architectural Team.

Drainage Strategy APP A Topographical Survey (April 2024) prepared by John Vincent Surveys

Preliminary Noise Impact Assessment (May 2025) prepared by Hunter Acoustics

BB3 Environmental Noise Survey Assessment (May 2025) prepared by Hunter Acoustics

Geotechnical and Geoenvironmental Report (January 2025) prepared by Terra Firma

EV Charging details.
 Electrical data sheets External Lighting Piazza
 Electrical - Data sheets - Group Datasheet Piazza
 Electrical - Data sheets - External Lighting - R2I2
 Electrical - Data sheets - Group Datasheet R2I2
 Electrical - Data sheets - Solar Panels - sharp - mono datasheet (1)
 M&E planning drawings - mechanical - Worcester Bosch Monobloc Air Source Heat Pump
 M&E planning drawings - mechanical - Worcester Bosch Split Air Source Heat Pump
 Drainage strategy - App D- Info Drainage Calculations (April 2025) prepared by Arcadis.

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

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

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

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

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

5. No development, including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:
 - Construction methods: details of materials, how waste generated will be managed.
 - General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
 - Soil Management: details of topsoil strip, storage and amelioration for re-use.

- CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details
- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

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

Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of and implemented for the protection of the environment during construction and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024)

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

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

7. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of traffic calming, pedestrian crossing features, bollards, kerbing, lining/signing and all associated highway works along Pant Morfa and Meadow Lane has been submitted to and agreed in writing by the Local Planning Authority. The highway improvement works shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024)

8. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of a lining and signing drawing to support the Traffic Regulation Order Application has been submitted to and agreed in writing by the Local Planning Authority. The lining and signing works shall be completed in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024)

9. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of an improved active travel route between Pant Morfa and Woodland Avenue, including all necessary street lighting, guard railing and crossing points, has been submitted to and agreed in writing by the Local Planning Authority. The highway improvement works shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024)

10. Notwithstanding condition (16) deliveries and servicing shall be undertaken in accordance with the Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Community and Resident Groups, details of which shall be submitted to and agreed in writing by the Local Planning Authority prior to the first beneficial use of the school, or other Quiet Deliveries Scheme which shall on review first have been submitted to and approved in writing by the Local Planning Authority.

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

11. Notwithstanding the submitted plans, no development shall commence until a scheme showing an amended service delivery access via Meadow Lane, has been submitted to and agreed in writing by the Local Planning Authority. The highway improvement works shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

12. Notwithstanding the submitted drawings, no works shall commence on site until engineering details of the traffic calming works, vehicle accesses and active travel route with sections, street lighting, surface water drainage, and any highway retaining structures (embankments or walls) have been submitted to and approved in writing by the Local Planning Authority. The works shall then be implemented in accordance with the approved details before the development is brought into beneficial use.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

13. No part of the development shall be brought into beneficial use until the approved parking, servicing, turning and cycle storage areas (including EV charging, blue badge bays) as shown on the Proposed Site Plan have been fully implemented and made available for use. These areas shall be completed in permanent materials with the individual spaces clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and retained thereafter for their designated purpose unless otherwise approved in writing by the Local Planning Authority.

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

14. 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
- wheel washing measures, type and location
- construction compound location
- measures to prevent obstruction of the highway
- temporary traffic management on the surrounding residential streets
- 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 and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

15. 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.

16. Prior to beneficial use, a Delivery Management Plan shall be submitted to be approved in writing by the Local Planning Authority. The plan shall include as a minimum:

- Number, frequency and times of service delivery vehicles utilising the Meadow Lane access

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

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

17. 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:

- Staggered pupil start and finish times to co-ordinate with Porthcawl Primary School in order to reduce peak time congestion on the surrounding residential streets
- staff/responsibility arrangements relating to drop off and pick up,
- management of the school frontage and adjacent streets 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 safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

18. The sports pitches hereby approved shall only be used as an ancillary facility to the schools and at no time shall it be used by the public or private sports clubs without the prior written agreement of the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

19. As identified in the agreed Design and Access Statement and the Transportation Assessment the development within the Application site shall be limited to the number of classrooms, school staff and pupil numbers as follows:

- 30 full time-equivalent Nursery places
- 30 Reception places
- Childcare provision of 16 full-time spaces
- 10 Full Time staff

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.

20. 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 ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

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

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

22. The use of sports pitches shall be limited to normal school hours only and shall not be flood lit at any time unless otherwise approved by the Local Planning Authority.

Reason: to protect the amenities of local residents and to ensure the development complies with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

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

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

24. 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).

25. Notwithstanding the submitted plans, no development shall commence until a scheme showing the proposed vehicular access gates via Pant Morfa and Meadow Lane being set back not less than 5 metres from the nearside edge of carriageway, and the accesses laid out with vision splays of 1.5m x 1.5m in both directions with the surface constructed in permanent materials has been submitted to and agreed in writing by the Local Planning Authority. The works shall be completed in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

26. 1 x hedgehog nest shall be installed on site prior to the first beneficial use of the school building and retained as such thereafter.

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

27. Notwithstanding the submitted plans, prior to the first beneficial use of the development details soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include planting plans; written

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

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

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

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

29. Notwithstanding the submitted Plans, prior to the first beneficial use of the development, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing a minimum of 2 artificial nesting sites for swifts and a minimum of 2 bat tiles/bricks/boxes. The scheme shall include detail and locations of swift nesting boxes (swift boxes should be installed at least 5m above the ground and should be obstruction free for the entire 5m below) and bat tiles/bricks/boxes to new build elements. All approved artificial nesting sites and bat tiles/bricks/boxes shall be implemented in accordance with the approved details prior to the first occupation of the school building and retained as such thereafter.

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

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

wildlife). The approved lighting shall be implemented on site in accordance with the approved scheme only and retained as such thereafter.

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

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

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

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

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

33. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

Highways Note

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.

Dwr Cymru Welsh Water

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 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 Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.

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. 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 12) 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.

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.

Dwr Cymru Welsh Water is not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.

Our response is based on the information provided by your Application. Should the proposal alter during the course of the Application process we kindly request that we are re-consulted and reserve the right to make new representation. If you have any queries, please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com

Land Drainage

As the development site is over 100m², a sustainable drainage Application is required. Maintenance of the sustainable drainage features will remain with the landowner. A sustainable drainage Application has been submitted to the BCBC SAB and will be approved shortly.

No surface water would be allowed to discharge to the public highway.

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

Crime Prevention

(i). Perimeter security.

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

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

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

Reason – To prevent crime and anti-social behaviour.

(ii). CCTV.

The external elevations of the building, main entrance, vehicle parking areas, bike and bin stores, and the pupil play areas should be protected by CCTV.

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

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

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

Reason – To deter and detect crime.

(iii). Lighting.

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

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

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

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

(iv). Landscaping.

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

Reason – To increase surveillance.

(v). Signage.

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

Signs indicating that CCTV is in operation (if installed) should be in prominent positions on site.

Reason – To deter crime and to comply with GDPR.

(vi). Vehicular parking area and access.

Parking at school sites is often problematic due to a lack of parking spaces. There should be at least one parking space per member of school staff. The vehicle parking area must be lit, the lighting meeting the British Standard 5489, and it should be protected by CCTV, which should be monitored from reception during school opening hours.

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

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

Reason – To restrict access and to prevent autocrime.

(vii). Bike stores.

Bike stores must be secure (please visit the SBD website www.securedbydesign.com for further information). They must be overlooked by rooms in the school and protected by lighting and CCTV.

Reason – To prevent bike theft.

(viii). Refuse and recycling store.

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

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

(ix). External furniture.

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

Reason To prevent being climbing aids.

(x). Access to drainage and service areas.

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

Reason – To prevent metal theft.

(xi). Building shell security.

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

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

Reason -To prevent burglary and anti-social behaviour.

(xii). Access control.

Access into building and from the lobby/reception area must be controlled by access control.

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

There needs to be a means to communicate a threat throughout the building to facilitate a lock down of the building, i.e., alarm or tannoy system. In addition, external fire doors should not have an automatic release mechanism off the fire alarm but should be manually opened and released from the inside. This will protect the occupants from impingement from the outside should the building occupants be required to implement a 'Lock Down.'

Reason – To prevent opportunist crime and to protect staff and children.

(xiii). School entrances and visitor control.

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

They must be clearly signed and well illuminated.

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

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

(xiv). Drainpipes.

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

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

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

(xv). Doors.

All external doors must, where possible, meet the standard PAS 24 2022 or equivalent and must be third party tested and certificated by a UKAS accredited test house.

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

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

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

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

(xvi). Windows.

All external vulnerable windows must meet the standard i.e., PAS 24 2022 or equivalent and be third party tested and certificated. Any glazing in vulnerable windows must be laminated glass.

Reason – To prevent burglary.

(xvii). Intruder alarm system.

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

Consideration should be given to having a personal attack alarm installed linked to the intruder alarm system and central monitoring station. The panic buttons should

be in areas where staff are more vulnerable.

Reason – To deter and detect intruders.

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

Contaminated Land notes

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

(i) determining the extent and effects of such constraints.

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

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

(iii) the safe development and secure occupancy of the site rests with the developer.

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

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

Fire Safety

Standing Advice.

Upon examination of the submitted site plan, the Authority provides the following standard advice to assist the planning authority and developer. It is important that these considerations are addressed early in the development (delete as appropriate)

- The Fire Authority has no objection to the proposal and refers the Local Planning Authority to current standing advice issued by the Authority.

The developer should also consider the need for the provision of:-
a. adequate water supplies on the site for firefighting purposes; and
b. access for emergency firefighting appliances

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None