

PRE-APPLICATION CONSULTATION REPORT FOR A REPLACEMENT SCHOOL AT ST. NICHOLAS CIW PRIMARY SCHOOL, ST. NICHOLAS

JANUARY 2022



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APPLICANT: *Sustainable Communities for Learning Team, Vale of Glamorgan Council*

LOCATION: *St. Nicholas CiW Primary School, St. Nicholas*

PROPOSAL: *Replacement primary & nursery school and associated works.*

1. INTRODUCTION

- 1.1. The Sustainable Communities for Learning Team (referred to as the applicant) undertook a pre-application consultation from 6th December 2021 to 4th January 2022 in preparation for the submission of a full planning permission application for a replacement Primary School with additional nursery provision included. The proposal comprises a single storey primary school building with associated works to accommodate playing fields, car parking, and on-site traffic.
- 1.2. The Sustainable Communities for Learning programme is a long-term strategic investment in educational estate throughout Wales and is a unique collaboration between Welsh Government, the Welsh Local Government Association (WLGA), local authorities, colleges, and diocesan authorities.
- 1.3. Article 1 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2016 as amended (DMPWO) requires all planning applications for major development to undertake a statutory pre-application consultation and subsequently submit a pre-application consultation report (PAC) as part of a future planning application.
- 1.4. The PAC held for the proposed development has been undertaken in accordance with the amended DMPWO.

2. LEGISLATIVE AND POLICY CONTEXT

2.1. RELEVANT LEGISLATION

THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) (AMENDMENT) ORDER 2016 (DMPWO)

- 2.1.1. The DMPWO places a requirement on developers to undertake a public consultation before applying for planning permission. This is known as a pre-application consultation. This form of consultation only applies to major development which is defined under Part 2 - Interpretation of the DMPWO. In regard to education proposals, major development is defined as “(d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more” (DMPWO, Part 2 (c), 2012).
- 2.1.2. The DMPWO outlines the legislative requirements that developers must undertake as part of a pre-application consultation. These include:
- Making draft planning application documents available to view
 - Notifying the relevant consultees of the consultation
 - Providing a 28-day consultation period and;
 - Reporting how the pre-application consultation was undertaken and how people’s views were considered in a Pre-application Consultation Report submitted as part of the planning application.

2.2. NATIONAL POLICY

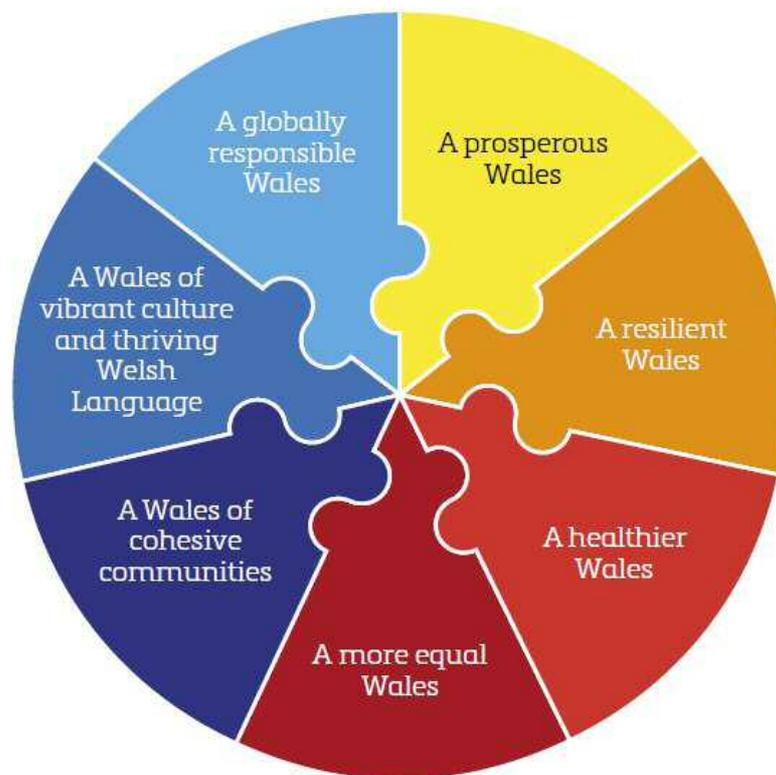
FUTURE WALES: THE NATIONAL PLAN 2040

- 2.2.1. The Future Wales – National Plan 2040 document is the national development framework for Wales, setting out the direction of development for the country until 2040. The Future Wales Plan is the highest tier of development plan and is focused on solutions to issues and challenges at a national scale. Strategic and Local Development Plans are required to be in conformity with Future Wales and must be kept up to date to ensure they work together effectively. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole. Future Wales replaces the Wales Spatial Plan.
- 2.2.2. Future Wales sets out a series of strategic national policies to direct development in Wales in accordance with the Well-being of Future Generations Act (WBFGA). However, Future Wales does not seek to take decisions that are most appropriately taken at the regional or local level. It provides strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale. It does not seek to identify the exact location for new development or the scale of growth in individual settlements. The regional and local tiers are the most appropriate level at which to take these decisions, involving communities as they do so.
- 2.2.3. There is no strategic policy on consultation. However, Future Wales promotes the 5 ways of working which includes (long-term thinking, prevention, collaboration, integration, and involvement. These principles have been incorporated into the PAC process.

PLANNING POLICY WALES (PPW) EDITION 11 (2021) AND WELL-BEING AND FUTURE GENERATIONS ACT (WBFGA)

2.2.4. PPW has been produced in accordance with the WBFGA (2015) which promotes sustainable development using the sustainable development principle which “means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.” (PPW, p.7, 2021). To ensure the sustainable development principle is met the WBFGA has established 7 well-being goals (figure 1 refers). In order to demonstrate that appropriate consideration has been given to the Well-being goals and the sustainable development principle in the decision-making process the WBFGA sets out the five ways of working which require consideration of “involvement; collaboration; integration; prevention; and long-term factors.” (PPW, para.1.14, 2021).

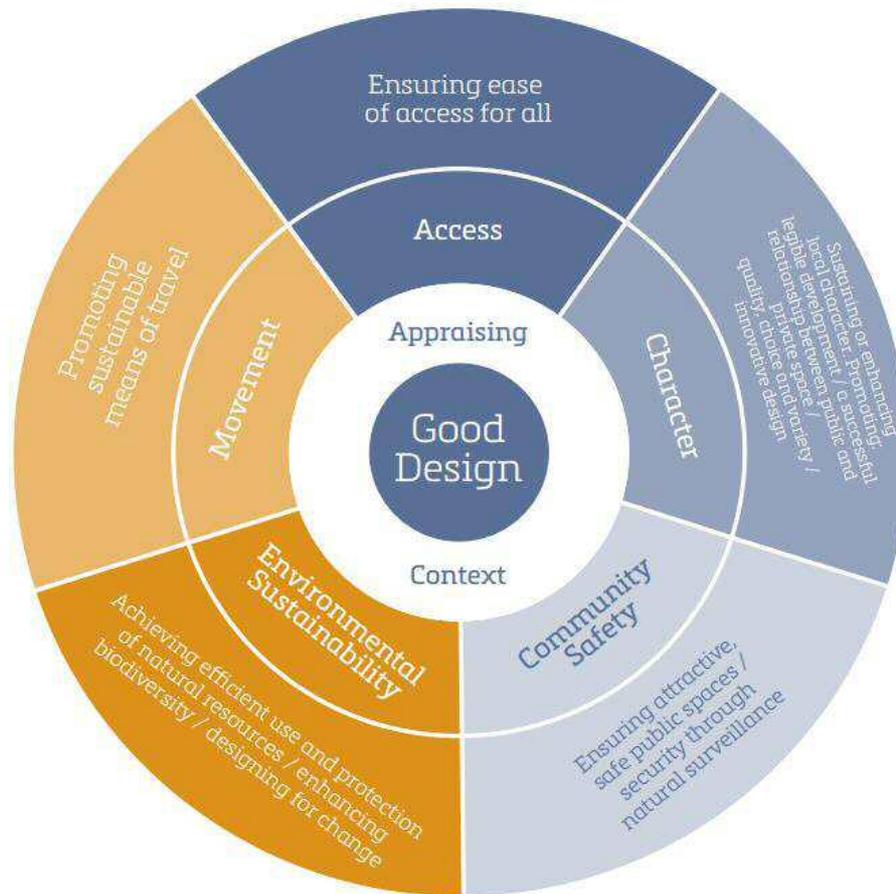
Figure 1: The Well-being and Future Generation Goals (Source: Welsh Government)



2.2.5. In order to achieve the goals of the WBFGA and ensure development follows the sustainable development principle PPW promotes a ‘placemaking’ approach to the planning system which is “a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well-being in the widest sense.” (PPW, p.14, 2021)

2.2.6. Paragraph 3.4 of PPW details the importance of early engagement within the development process stating “For those proposing new development, early engagement can help to secure public acceptance of new development. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales. These objectives can be categorised into five key aspects of good design” (PPW, para.3.4, 2021). Figure 2 outlines the components of good design as detailed in PPW:

Figure 2: Objectives of Good Design (Source: Welsh Government)



2.2.7. Specifically, in relation to pre-application consultations the Welsh Government has produced further guidance known as 'Pre-application Community Consultation: Best Practice Guidance for Developers' (2017). This document provides information to help developers achieve the most from the pre-application consultation process which not only meets the statutory requirements of legislation but suggests ways in which developers can go beyond the minimum requirements to ensure the consultation is not treated as a tick box exercise. The document concludes; "Engagement is a two-way process, by introducing the statutory pre-application consultation requirements under the Act, the Welsh Government encourages developers and communities to work together to create successful developments across Wales... there are a number of challenges and opportunities to achieving successful consultation and engagement. By delivering best practice consultation strategies will enable the community to take part in the process, assist in overcoming planning issues and improve planning successes." (Section 4.1, 2017)

2.3. LOCAL POLICY

2.3.1. In regard to local planning guidance on how developers should consult as part of the PAC process, the Vale of Glamorgan Council has an approved Community Involvement Scheme which sets out the Council's approach to engagement taken during the plan making process in relation to the Local Development Plan. This scheme does not go as

far as advising on the approach to be taken in respect of individual planning applications or the PAC process.

2.3.2. However, the Vale of Glamorgan Council has produced a Well-being Plan 2018-2023 which sets out the specific well-being objectives for the authority which include “to enable people to get involved, participate in their local communities and shape local services” (VoG, p.5, 2018). To deliver upon this objective the Council has adopted the National Principles for Public Engagement in Wales which are:

1. Engagement is effectively designed to make a difference;
2. Encourage and enable everyone affected to be involved, if they so choose;
3. Engagement is planned and delivered in a timely and appropriate way;
4. Work with relevant partner organisations;
5. The information provided will be jargon free, appropriate, and understandable;
6. Make it easier for people to take part;
7. Enable people to take part effectively;
8. Engagement is given the right resources and support to be effective;
9. People are told the impact of their contribution;
10. Learn and share lessons to improve the process of engagement.

2.3.3. Although these principles are not specific to the planning process it is considered to represent best practice. Furthermore, as the applicant for the proposal is part of the Vale of Glamorgan Council these principles should be at the heart of the consultation strategy forming the PAC.

2.4. PRE-APPLICATION CONSULTATION REQUIREMENTS

2.4.1. The DMPWO places certain key requirements on developers when undertaking consultations. These include:

- Display a site notice in at least one place on or near the land to which the proposed application relates for a period of no less than 28 days prior to submitting a planning application;
- Write to any owner or occupier of any land adjoining the application site notifying them of the proposed development;
- Make the draft planning application publicly available. This must include all information that would be required to be submitted as part of a formal planning application and any information that would be needed to comply with local validation requirements;
- Consult community and specialist consultees. Community consultees comprise each town or community council in whose area the proposed development would be situated and each local member representing an electoral ward in which the proposal

would be situated. Specialist consultees comprise the list of consultees set out in Schedule 4 of the DMPWO;

- Consider if an Environmental Impact Assessment (EIA) is required for the project;
- Submit a pre-application consultation report (PAC) as part of the planning application containing the information set out in Article 2F Paragraph 2 of the DMPWO.

3. CONSULTATION STRATEGY

3.1. SITE NOTICE

3.1.1. In accordance with the requirements of the DMPWO and the Amendment Order schedule 1D a bi-lingual (English and Welsh) site notice was displayed at three locations in close proximity to the application site on the 6th December 2021. Figure 3 identifies the location of the notices in relation to the application site and Figure 4 provides photographic evidence of the notices being displayed. A copy of the site notice is included at Appendix 1 which contains a description of the proposal, reference to the land the proposal relates to, and how to access further information relating to the proposal in compliance with Schedule 1B Articles 2C and 2D of the DMPWO (as changed by the Amendment Order) in both English and Welsh.

Figure 3: Site Notice Location

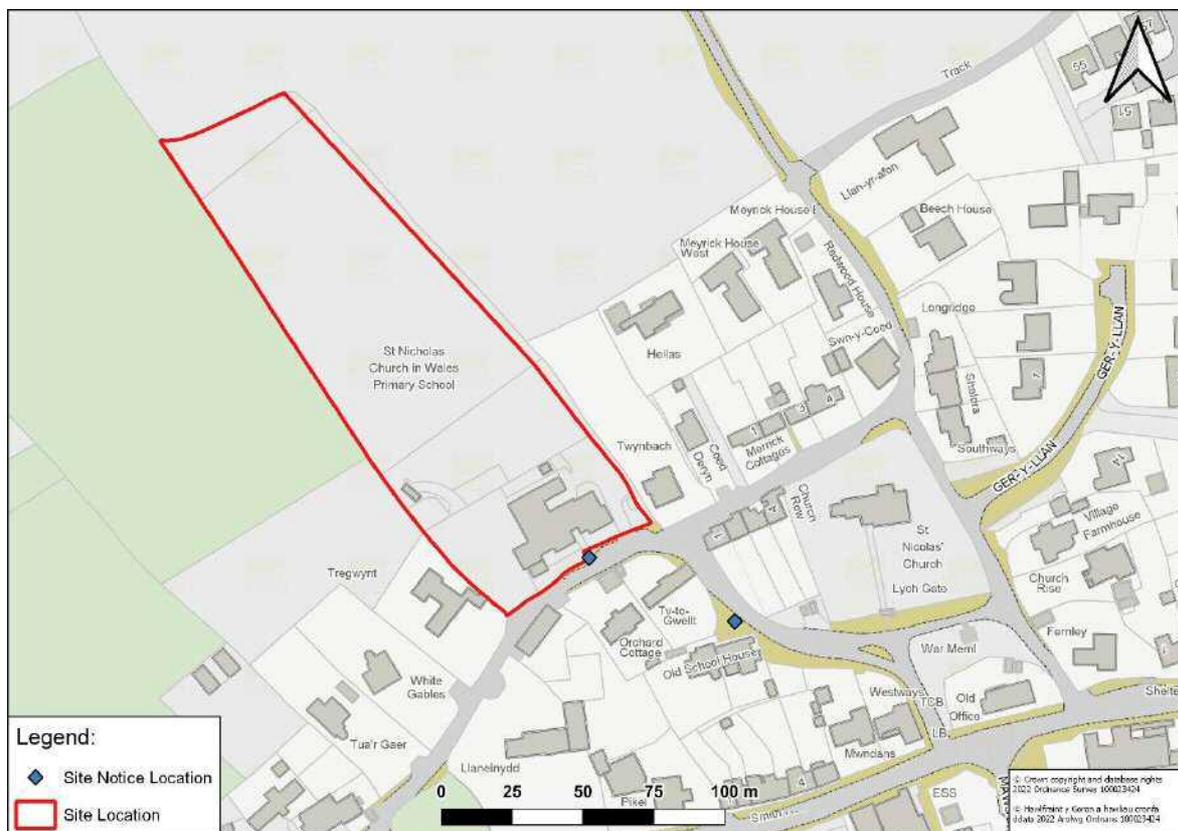


Figure 4: Displayed Site Notices



3.1.2. In accordance with the statutory requirements laid down in the DMPWO, the site notices were displayed for the 28-day consultation period. However, it is acknowledged the site notices could have been removed without the developer's knowledge, but sufficient measures were taken through the use of multiple site notices displayed to ensure one set of site notices were maintained for the full 28-day period.

3.2. NOTICE TO OWNERS / OCCUPIERS

- 3.2.1. Bi-lingual notices addressed to owners / occupiers of neighbouring properties were delivered by the Sustainable Communities for Learning team. The consultation included 50 properties which are situated in the vicinity of the proposed development site. A full list of the properties which received a written notice is available from the Sustainable Communities for Learning Team upon request. The written notices were delivered on the 6th December 2021 on the start date for the consultation.
- 3.2.2. A copy of the written letter giving notice of the PAC can be viewed at Appendix 2 of this Report. The notice identified the 4th January 2022 as the closing date of the consultation, allowing for a minimum of 28-days for representations to be made. The plans and supporting information required for the consultation were made publicly available on the Vale of Glamorgan Council's Planning Register webpage. Hardcopies could be requested by telephone to be delivered by mail carrier and were available to view in the Dock Office, Subway Road, Barry.
- 3.2.3. The scope of neighbouring properties to be directly consulted was based upon those properties which would be closest to the potential development and therefore likely to be most impacted by the proposal. This went beyond the minimum requirements of the regulations which only requires adjoining landowners and properties to be notified.

3.3. NOTICE TO COMMUNITY CONSULTEES

- 3.3.1. Under the provision of Schedule 1B Articles 2C and 2D of the DMPWO (as changed by the Amendment Order), a bi-lingual notice was served on the following community consultees via email on the 6th December 2021:
- Councillor Jonathan Bird (member for Wenvoe electoral ward);
 - St. Nicholas and Bonvilston Community Council
- 3.3.2. The notice identified the 4th January 2022 as the consultation end date allowing a minimum of 28 days for representations to be made. A copy of the notice can be viewed at Appendix 3 of this report.

3.4. NOTICE TO SPECIALIST CONSULTEES

- 3.4.1. The bi-lingual notice for specialist consultees was completed under the provision of Schedule 1C Article 2D of the DMPWO in accordance with Schedule 4. A copy of the notice can be viewed at Appendix 3 of this report. The notice was served via email on the 6th December 2021 and stated that the closing date of the consultation was the 4th January 2022 allowing for the minimum consultation period of 28 days for representations to be received. The following bodies were consulted as specialist consultees:
- Dwr Cymru Welsh Water Developer Services
 - Vale of Glamorgan Highway Development
 - Sports Wales
 - Vale of Glamorgan Flood and Coastal Erosion Risk Management
 - South Wales Fire and Rescue Service
 - Cadw

- Natural Resources Wales

3.5. ADDITIONAL CONSULTEES

3.5.1. Beyond the requirements of the DMPWO, additional consultees were also identified who would likely be interested in the proposal to ensure the consultation was effective. Notice was served via email on the 6th December 2021 and identified the 4th January 2022 as the consultation end date allowing a minimum of 28 days for representations to be made. Those consulted included:

- Vale of Glamorgan Ecology Officer
- Vale of Glamorgan Conservation Officer
- Glamorgan and Gwent Archaeological Trust (GGAT)
- Vale of Glamorgan Cabinet Member for Education and Regeneration - Councillor Lis Burnett
- Shared Regulator Services – Contamination
- Play Wales

3.6. PUBLICATION OF INFORMATION

3.6.1. The plans and supporting information listed in Table 2 were made available to view on the Council's Planning Register webpage (<https://vogonline.planning-register.co.uk/Planning/Display/2021/00005/PAC> refers) and physical copies could be requested to view as required during the consultation period.

Table 1: List of Available Plans and Supporting Information

Draft Planning Application	Proposed Bin Enclosure, Sprinkler Tank Enclosure, Substation and Plant Store
Site Notice	Design and Access Statement
Site Location Plan	Planning Statement
Existing Site layout	Heritage Impact Assessment
Proposed General Arrangement Plan	Demolition in Conservation Area Impact Assessment
Proposed Site Strategy	Preliminary Ecological Appraisal
Proposed Elevations	Ecological Statement Update
Proposed Floor Plan	Bat Report
Proposed Roof Plan	Updated Archaeological Statement
Proposed Soft Landscape Plan	Updated Flood Consequence Assessment and Drainage Strategy
Proposed Typical Tree Pit	Updated Transport Assessment
Proposed Hard Landscape Plan	Updated Tree Report and Strategy
Proposed Boundary Treatments Plan	Topography Survey
Proposed Cycle Shelter and Stands	

3.6.2. Representations could be made directly using the online form or by downloading a consultation form from the webpage and either emailing the response to

npslater@valeofglamorgan.gov.uk or by post to Sustainable Communities for Learning, Civic Offices, Holton Road, Barry CF63 4RU. Hard copies of the consultation form were available upon request by calling the Sustainable Communities for Learning Team and were also available to view at the Dock Office, Subway Road, Barry.

- 3.6.3. In addition to the formal notices issued for the PAC, a letter was also sent to the school for display on their website and to inform staff and parents of the draft planning proposals. The letter provided information on the PAC process and a link to the consultation webpage. A copy of the letter can be viewed at Appendix 4.

3.7. PUBLIC ENGAGEMENT EVENT

- 3.7.1. The PAC did not include an engagement event. It should be noted that holding a public engagement event is not a statutory requirement of the PAC process, but it does help to support the proposed development and help inform interested parties within the vicinity of the proposal. However, the 21st Century Schools team was available to answer any queries via email or telephone and this was promoted on the consultation notifications which can be viewed in the Appendices.

- 3.7.2. Additionally St. Nicholas and Bonvilston Community Council requested members of the Sustainable Communities for Learning Team attend an emergency Community Council meeting which was held on Thursday 16th December 2021 to discuss the proposal with the Community Council and interested members of the public. The meeting was held virtually by the Community Council with two members of the Sustainable Communities for Learning Team in attendance to answer queries about the proposal. Outlined below are the key issues raised at the meeting:

- Existing school site not appropriate for a new school development due to the size of the site, poor accessibility, and insufficient on-site parking.
- Proposed height of the hall is not appropriate for the context and should be reduced.
- The southern elevation of school which faces out towards the site frontage is a side elevation which is considered to be poor design. This element of the proposal should be redesigned to create a more attractive frontage such as adding additional windows to the hall.
- The water storage tanks need to be below ground.
- Review the proposed car park design and consider alternative suggested by residents which retain mature trees along the existing site frontage.
- A legal covenant needs to be provided on the new school which prevents further expansion of the school.
- Explore possibilities of using buses for children from outside the Local Authority area. This should be a condition of entry to the school to reduce traffic in village.
- Relocate refuse bins away from neighbouring properties.
- Review whether ground source heat pumps are a viable option to air source heat pumps.
- Provide noise reducing panels to reduce noise to neighbouring properties.
- The proposed hall should be relocated to the rear of the proposed building which would have better access to the playing fields.
- An outdoor sports equipment storage unit should be provided on or near the playing fields.
- Adequate storage room for cleaners and caretaker should be included within the proposed building.

- Include external security cameras in the proposal to deter vandalism and anti-social behaviour.
- Plans for the existing Old School House building currently used to accommodate reception classes need to be outlined.

A response to the concerns raised at the Community Council meeting are outlined in Section 4.5 as part of the Public Representations.

3.8. CONSULTATION EXTENSION

- 3.8.1. Once the consultation was published on the Council website and notification was given to consultees, 5 consultees contacted the Sustainable Communities for Learning Team to request an extension to the consultation until 4th February 2022 to account for the Christmas period. The applicant acknowledged that the Christmas period would cause some disruption to the consultation and although the PAC would run for the minimum 28 days, there will be bank holidays within this time period where officers would not be available to answer queries. This correspondence can be viewed under Appendix 5.
- 3.8.2. It is acknowledged that the PAC will fall within the Christmas period which includes the following days; 25th, 26th, 27th, 28th December 2021 and to the 1st and 3rd January 2022. However, progress on the school proposal cannot be delayed by a further 28 days to allow for the 6 non-working days over Christmas, as this would double the consultation period which is not a proportionate response to the length of the Christmas period. Furthermore, it should be noted that the Christmas period does not relate to the whole of December with people continuing to work throughout this month. Therefore, it is considered inappropriate to extend the consultation period by the suggested timeframe.
- 3.8.3. However, in acknowledgement of the Christmas period, the Sustainable Communities for Learning programme Team extended the consultation until 10th January 2022 to account for the non-working days over the Christmas period.

4. CONSULTATION RESPONSES

- 4.1.1. This section details the pre-application responses received from the specialist, community, additional and public consultees and outlines how these responses have been considered and whether any amendments to the proposal are considered necessary.

4.2. SPECIALIST CONSULTTEES

- 4.2.1. Out of the seven specialist consultees contacted (listed under section 3.4), six responses were received from the following bodies: Cadw, NRW, Dwr Cymru Welsh Water, the Local Highway Authority, Sports Wales and the South Wales Fire and Rescue Authority. The representations received from the consultees have been summarised below with a response to any issues raised and how this has been considered in the design of the proposal. The full representations received from the specialist consultees can be viewed at Appendix 6.1.

CADW

- 4.2.2. A response from Cadw was received on 21st December 2021. The representation received confirmed that based on the draft PAC material Cadw had no objection to the proposed development. However, this will be subject to a review of the comments following a formal planning application submission.
- 4.2.3. Cadw provided additional advice on the proposal, noting that the proposed development is supported by “a detailed Heritage Impact Assessment produced by HCUK Group” which concludes there will be no adverse impact on the historic environment apart from the impact upon the setting of the scheduled monument GM096 Cottrell Ringwork located north of the development site. However, Cadw notes that the proposal includes mitigation measures to compensate/off-set this impact by providing information on the Ringwork for users of the footpaths in the form of information panels located adjacent to the end of the path at the northern end of the school grounds. Cadw consider the identified measures will provide “additional public benefit to the proposed development and will mitigate the slight adverse impact caused to the setting of scheduled monument by the proposed school.”
- 4.2.4. Finally, Cadw also notes that Glamorgan-Gwent Archaeological Trust (GGAT) should be consulted to ensure that undesignated historic assets are considered. GGAT were consulted as part of the PAC process and their comments and the applicant’s response are detailed in Section 4.3.
- 4.2.5. Consequently, it is considered the supporting Heritage Impact Assessment submitted alongside the planning application will be sufficient to describe the proposed development and its impact upon the historic environment to allow Cadw to assess the impact of the proposal. No changes are required based upon the response received.

NATURAL RESOURCES WALES (NRW)

- 4.2.6. NRW responded to the consultation on 24th December 2022. The representation stated NRW “would have no objection to the proposed development”. However, NRW did provide additional advice based on the documents made available at the PAC. In regard to European Protected Species, NRW noted that the supporting information in relation to

Bats dated August 2019 would be suitable to support the proposal. However, it is considered that updated studies would be required if demolition of the school building did not take place before April 2022. Based on this information, the applicant will undertake additional surveys of the existing school building prior to demolition as it is unlikely this would happen before April 2022. To ensure this is undertaken, it is recommended a suitable condition is attached to a planning consent for the proposal that prohibits demolition of the building after April 2022 until an additional bat survey of the existing building is undertaken.

- 4.2.7. NRW also noted that the Ely Valley Site of Special Scientific Interest (SSSI), is the closest SSSI to the proposed development at approximately 1.6km away from the site. NRW consider the development would not impact upon the SSSI due to the lack of hydrological connectivity between the development site and the SSSI.
- 4.2.8. Based on the comments received from NRW, it is considered no changes to the proposal are required.

DWR CYMRU WELSH WATER (DCWW)

- 4.2.9. A response was received from DCWW on the 22nd December 2021. The representation did not object to the draft application however it did provide additional information on sewerage, sewerage treatment and water supply.
- 4.2.10. Although DCWW did not raise an objection to the proposed development the representation offered standing advice which should be considered as part of a future planning application. In regard to sewerage, DCWW stated that “The foul flows only from the proposed development can be accommodated within the public sewerage system. Should a planning application be submitted for this development we will seek to control points of communication via appropriate planning conditions and therefore recommend that any drainage layout or strategy submitted as part of your application takes this into account.” In response to this request the applicant will maintain contact with DCWW throughout the planning process to ensure the proposed development is brought forward in agreement with DCWW, further information on the proposed drainage is outlined in the supporting Drainage Strategy, Drainage Layout, and Drainage Route.
- 4.2.11. Regarding sewerage treatment DCWW have confirmed “No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site”. In relation to connecting a water supply to the proposal DCWW state “A water supply can be made available to service this proposed development”. Consequently, no further action is considered necessary concerning sewerage treatment and water supply connection at this stage.
- 4.2.12. Therefore, it is considered the supporting Drainage information submitted alongside the planning application will be sufficient to describe the proposed development to allow DCWW to scrutinise the sewerage connections to the proposal and propose suitable planning conditions, where necessary, during the planning application process.

LOCAL HIGHWAY AUTHORITY (LHA)

- 4.2.13. The LHA responded to the consultation on 10th January 2022. The LHA stated that based on the PAC material published “the highway authority would have no objection to the proposals when/if a formal planning application is submitted”. However, the LHA has

raised some concerns which are summarised in the table below with the applicant's response to the concerns included:

Table 2: Summary of Local Highway Authority Comments and Applicant's Response

Summary of Issue	Response
Minibus parking space does not allow for a parked bus to leave in forward gear.	In response to the issue raised the applicant has amended the layby layout, extending the layby to the south by 4.4m and amending the northern point of the layby to allow for a minibus to leave the designated space in forward gear. Based on these changes it is considered the proposal addresses the issue raised.
Ensure School zig-zag lines are installed on site frontage.	This has been noted. To ensure the school zig-zag lines are delivered these have been included on the relevant layout plans. It is also considered that an appropriate condition could be attached to a planning consent to ensure the school zig-zag lines are installed prior to the development being completed.
Extend footway to site frontage.	In response to the concern raised the footpath along the site frontage has been extended to 2.7m. Although this falls short of the desired 3m requested by the LHA, this means the footpath remains within the red line boundary of the site and would not protrude into the highway. Furthermore, it is envisioned that parents would not congregate in this area, as pupil collection is anticipated to take place in the designated areas within the site which are located to either side of the building providing ample space to accommodate waiting parents. It is considered based on the above the amendments sufficiently addresses the concern raised.
Consider alternative bicycle storage/parking arrangements and include scooter pod parking.	The alternative bicycle store has been reviewed and it is considered to not be cost effective under the current budget for the project. However, it is noted that an enclosed bicycle store would offer better protection from adverse weather conditions. Consequently, the bicycle shelter has been amended to include enclosed sides to better protect parked bicycles from the weather. In addition two scooter pods will be included adjacent to the bicycle shelters to provide scooter parking for the pupils. Based upon the amendments to the proposal it is considered the development has appropriately addressed the concern raised.

SPORTS WALES

4.2.14. Sport Wales responded to the consultation on 17th December 2021. The comments received did not object or support the proposal but does request some additional clarification. The following issues were raised for clarification:

Table 3: Summary of Sports Wales' Comments and Applicant's Response

Issue	Response
Provide additional details on enclosed games court.	The enclosed games court will be utilised as a Multi-Use Games Area (MUGA). The MUGA will contain lining for 5-a-side football measuring 37m x 18.5m and will be constructed from permeable tarmac.

	The hard court MUGA is also considered to be a flexible space to provide use for different sports and use for PE lessons at primary school level.
Clarify whether the proposal will provide more or less outdoor sports facilities.	<p>Regarding the breakdown of existing and proposed outdoor sports provision the different areas can be broken down as follows:</p> <p>Existing Outdoor Sports Space:</p> <ul style="list-style-type: none"> • Hard Play Space = 859 sq.m • Sports Field = 6,641 sq.m <p>Total = 7,500 sq.m (0.75 ha)</p> <p>Proposed Outdoor Sports Space:</p> <ul style="list-style-type: none"> • Hard Play Space = 857 sq.m • MUGA = 694 sq.m (double counted as per regulations and guidance*). • Sports Field = 3,874 sq.m <p>Total = 6,113 sq.m (0.61 ha)</p> <p>The proposal will result in an overall reduction of outdoor sports facilities of 1,387 sq.m or 0.14ha. However, the existing school provided an over provision of 2,500 sq.m of outdoor sports space when assessed against the Education (School Premises) Regulations 1999 which states schools with 101 to 200 pupils aged 11 or below must provide team playing areas of 5,000 sq.m. Consequently, it is considered although the proposal would result in the loss of existing outdoor sports facilities sufficient space would remain to support the school.</p> <p><i>*Education (School Premises) Regulations 1999 and Bulletin 99: primary area schedules</i></p>
Clarify temporary arrangements for PE and Sport during construction	The proposal is supported by a Construction Phase Plan which outlines how construction will be undertaken. The first phase will include constructing the MUGA and an access route to the new area from the existing school to allow PE and Sports to be undertaken during the construction of the proposed new school building.

SOUTH WALES FIRE AND RESCUE AUTHORITY

4.2.15. Comments were received from the South Wales Fire and Rescue Authority on 16th December 2022. No objection was raised to the proposal; however the applicant was advised to consider the need for the provision an adequate water supplies on the site for firefighting purposes; and access for emergency firefighting appliances.

4.2.16. The proposed development has been built in accordance with the relevant fire safety regulations. No additional changes are considered necessary to make the proposal appropriate in planning terms.

4.3. ADDITIONAL CONSULTEES

4.3.1. Out of the six additional consultees consulted as part of the proposed development, three responses were received. These were received from Glamorgan-Gwent Archaeological Trust (GGAT), Shared Regulatory Services (Contamination) and Play

Wales. A summary of the comments is shown below and a response from the applicant is included where necessary. The full representations can be viewed at Appendix 6.2.

GLAMORGAN-GWENT ARCHAEOLOGICAL TRUST (GGAT)

- 4.3.2. GGAT comments were received on 10th December 2021. No objection was raised by comments were provided on the proposal. The comments are summarised below:
- 4.3.3. GGAT noted that the development site is located 100m north of a Roman road (RR060c-01) which runs from Cardiff to Neath and features relating to the road have been located in the vicinity. Furthermore, the village of St Nicholas is medieval in origin and approx. 70m from the site is the Parish Church of St Nicholas which is a Grade II* listed building. The Church does have an associated graveyard within its grounds but there is no indication that it extends into the proposed development area. It is noted that the village contains several buildings from the late and post medieval period and the scheduled monument known as Cottrell Ringwork is located approx. 230m north west of the proposal.
- 4.3.4. GGAT consider it is possible that the original medieval settlement of St Nicholas could have extended to the development site but note that the existing structures on the site have likely had an adverse effect on any potential remains that may be present in these areas. Consequently GGAT have advised that “, should a similar application to the one you have outlined be submitted, we would be unlikely to recommend any pre-determination work. Rather we would be likely to recommend a condition requiring the submission of a Written Scheme of Investigation (WSI) detailing a programme of archaeological work. We envision this would take the form of a targeted watching brief, focussing on ground-intrusion works outside of the areas of the existing structures.”
- 4.3.5. Based on the comments received, no changes to the proposal have been made. However, the likely need for a WSI and relevant condition are noted and considered to be appropriate from the applicant’s perspective.

PLAY WALES

- 4.3.6. Comments from Play Wales were received on 4th January 2022. The comments do not object to the proposal but do raise some initial concerns which are summarised in the table below. A response to the concerns raised is also outlined:

Table 4: Summary of Play Wales’ Comments and Applicant’s Response

Summary of Issues	Response
Concerns over separated play space between the different school years.	The proposed design will have a mixed hard play area for infants and juniors. However, reception and nursery years have their own hard play area accessed directly off the classrooms. This has been done to allow for more direct supervision from teaching staff due to the age of the children.
The play space should be designed to be able to accommodate loose play materials.	Comments are noted. The provision of loose play materials will be encouraged. All classrooms have direct access on to the outdoor play space and the nursery to year 2 side of the proposed school building will have a canopy where loose play materials can be stored.

Playground markings should support curriculum delivery and provide for a range of activities.	Comments noted, the needs of the curriculum will inform the playground markings. The markings will aim to ensure a range of activities can be utilised within the outdoor play areas.
Play space should accommodate all ages of children.	Comments noted. The play spaces have been designed to accommodate a range of ages where possible. However, it is noted that certain ages groups may require additional provision such as nursery and reception age children. These needs are reflected in the outdoor play space provision.

SHARED REGULATORY SERVICES (SRS) - CONTAMINATION

- 4.3.7. Shared Regulatory Services (SRS) administers the Environmental Health, Trading Standards and Licensing functions on behalf of Bridgend County Borough Council, City of Cardiff Council, and the Vale of Glamorgan Council. The services provided include food safety, animal health and welfare, health and safety, fair trading, pollution control, and weights and measures. It also has licensing responsibility for a range of matters including alcohol, gambling, and taxis. The SRS Contamination Team was consulted as part of the PAC and comments were received on 7th December 2021. SRS Contamination did not object to the proposal but did offer additional advice which is summarised below.
- 4.3.8. SRS noted that contamination is not known at the site but the potential for contamination can not be ruled out. SRS have recommended a preliminary geo-environmental assessment of the site, including site walkover and desk study in line with current guidance, to determine whether a site-based assessment is required.
- 4.3.9. A detailed site investigation report was undertaken by Hydrock Consultants for the original proposal which was refused. This related to a larger school development. The revised proposal which is the subject of this planning application is for a smaller building which follows a similar layout to the original refused proposal. Therefore it is considered that although the development has been revised since the Site Investigation Report was undertaken it is still relevant to this scheme. The Report notes there are no substances for which the individual values exceed the generic assessment criteria (GAC), and it is concluded that no further assessment is required.
- 4.3.10. Current development layouts suggest that areas of existing hardstanding and where the existing school building is located will be replaced by new hardstanding/buildings. Therefore, it is considered that any Made Ground on site will not pose a risk to end users on site as long as it remains under hardstanding. However, if the potential Made Ground that hasn't been tested is going to be used near surface and not under hardstanding it will need to be tested and assessed before use. The applicant considers based upon the detailed Site Investigation Report no further survey work is required. Additionally, the conditions set out in SRS' comments will ensure any unknown contamination encountered during the development process is dealt with responsibly. The applicant agrees that if the LPA approves the proposal the following conditions should be attached to the planning consent:

PC14D. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

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 policy MD7 of the Vale of Glamorgan Local Development Plan:

PC15A IMPORTED SOIL

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

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy MD7 of the Vale of Glamorgan Local Development Plan:

PC15B IMPORTED AGGREGATES

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 policy MD7 of the Vale of Glamorgan Local Development Plan:

PC15C USE OF SITE WON MATERIALS

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy MD7 of the Vale of Glamorgan Local Development Plan.

- 4.3.11. Consequently, based on the above information no change has been made to the proposal at this stage.

4.4. COMMUNITY CONSULTEES

- 4.4.1. The community consultees were identified as being the local councillor for the ward area of Wenvoe, Councillor Jonathan Bird and the St. Nicholas and Bonvilston Community Council.
- 4.4.2. No response was received from Councillor Jonathan Bird in relation to the proposed development. However Councillor Bird did request to extend the consultation period to allow for the Christmas period in response to concerns raised by local residents. The applicant's response to this is outlined in Section 3.8.
- 4.4.3. The Community Council commented on the proposal on 10th January 2022. The comments received are summarised in the table below, the full representation can be viewed at Appendix 6.3. The table below includes a response from the applicant on each issue raised.

Table 5: Summary of Community Consultee Representations and Applicant's Response

Issue Summary	Response
Proposed off road parking insufficient to address congestion along school lane.	<p>The proposed off-road parking will provide sufficient parking for all staff at the proposed school in accordance with the Vale of Glamorgan Council's Parking Standards. Consequently, it is considered the off-road parking provided is provided in accordance with local and national policy.</p> <p>The Parking Standards SPG does not provide a figure for the amount of drop off / pick up spaces to be provided for new primary school developments. However, it does state "In addition to the non-operational parking an area must be provided for the picking up and setting down of school children." (VoG, p.35, 2019). The proposal provides 9 drop off / pick up spaces to be utilised in 2 areas within the parking layout which are located close to the entrance to the school with pupils being dropped off and picked up from the pedestrian area which is demarked by bollards to prevent vehicles mounting the kerb.</p>

	<p>The provision of a pick up / drop off facility at the school site is a significant improvement compared to the current situation whereby parent park on the local highway network and escort pupils to the school gate before returning to their vehicles. This impacts on the operation of the highway within close proximity St Nicholas. The lack of footway provision through the entirety of the village is also not ideal and so the proposed development will result in an overall improvement during the AM and School PM peak hours.</p> <p>It is acknowledged that there are limited pick up / drop off spaces available within the school site, and during the PM peak hour parents may arrive prior to the school finish time, resulting in overspill parking onto the highway network. To alleviate this issue the School Management will continue the staggering of class start and end times to reduce the amount of parent arriving at one time to prevent congestion along school lane. This is currently being implemented at the school site and was introduced during the pandemic. Furthermore, the School offers before and after school clubs which will also help to reduce congestion at peak times for the school.</p>
<p>The existing school site is served by inadequate infrastructure.</p>	<p>The existing school is located within the historic centre of St. Nicholas and is within the settlement boundary as defined in the adopted LDP. It is considered the school site is located within a sustainable location. It is noted that the roads serving the school within the village are single lane. However, this is not unusual for a rural school and reflects the historic nature of the village. However, the improved parking facilities associated with the proposals, including a pick-up / drop off facility, improved staff parking, commercial vehicle parking and visitor parking helps to remove vehicles from the local highway quickly so the traffic can be managed on the school site. The school currently operates an informal one-way system, accessing the school from the A48 at School Lane and exiting the village via the two other junctions within the village exiting onto the A48. This informal one-way system approach will be maintained to ensure the flow of traffic can move efficiently through the village.</p> <p>It should be noted that a 126-pupil capacity school has been operating from the site for several years using the existing infrastructure. The proposal will increase the capacity of the school to add nursery provision by 12 full time places. The proposal also includes significant improvements to the transport considerations at the site. Based in the minor increase in places, the existing situation at the site and the proposed improvements it is considered the proposed re-development of the school is appropriate in this location and is served by adequate infrastructure for the scale of the proposal.</p>
<p>Proposal should include a school bus to reduce traffic congestion.</p>	<p>The existing school provides a privately operated school minibus service, which operates between the school site and West Cardiff, details of the previously known costs were set out as £2.20 per pupil per journey. The mini-bus service accommodates 2-runs in the AM period providing for 30 pupils and 3-runs in the PM period providing for 45 pupils. It is considered the existing mini-bus provision is sufficient to alleviate traffic from Cardiff to the School in collaboration with the proposed pick up / drop off area and improved staff parking provision.</p>

<p>Proposed side elevation detracts from site frontage and character of conservation area.</p>	<p>It is noted that the side elevation faces towards the front of the site. However, the proposed building is set back 30m from the site frontage which is considered a significant distance. The site frontage would maintain the ornamental hedgerow and additional planting will be included within the parking area to the front of the site to improve the attractiveness of the site within the street scene. The design of the building was reviewed however due to the context of the site being long and narrow to re-orientate the building to allow for the front elevation to face the site frontage would bring the proposed school building close to neighbouring boundaries and would also prevent the practical construction of the site which will need to allow for construction vehicles to move around the proposed building to construct the structure which would not be possible if the building is re-orientated.</p> <p>In terms of changes to the design of the building to create a more attractive elevation to the site frontage, this was also reviewed following the consultation. It was recommended the hall element of the proposal was re-designed to allow for the hall entrance to face the site frontage allowing for more windows and doors to be seen from the street. However, this would result with the external hall access being from the parking area which raised safety concerns and would result in the kitchen area and plant area being moved within the building. The plant room has been located to the east of the building to ensure close proximity to the plant compound. In addition the kitchen has been located on the side elevation to allow ease of access for deliveries. By moving the kitchen to the western side of the building the deliveries would be made through the nursery pick up / drop off area which is considered to not be a safe approach. The internal layout of the building reflects an approach used in other new schools within the Vale of Glamorgan which has been tested and improved to ensure the layout delivers the educational needs of the users. Consequently, the re-design of the school is considered to not meet the needs of the end user and would impact upon the functionality of the building.</p> <p>However, to improve the aesthetic of the proposed building the external material palette has been amended to include white render and an alternative black brick feature wall to give a slate effect to the design. This is considered to better reflect the building materials used in the wider context. Furthermore, an element of the feature wall will be installed to the side elevation to provide a break in the frontage to improve the frontage when viewed from the street.</p>
<p>The proposed height of the school building is too high.</p>	<p>The design of the Hall is based upon the requirements of the Building Bulletin 99 guidance for school developments. The increased hall height is used to allow for a variety of sporting activities such as football and badminton to be played. The design of the proposal has been tested at other locations within the Vale of Glamorgan and it has demonstrated that it is able to meet the requirements of Building Bulletin 99 and provide education facilities suitable for the Sustainable Communities for Learning programme.</p> <p>Building Bulletin 99 states a minimum of 140m² is required for main halls for schools with junior provision. The proposal will provide 179m² which is within the requirements but demonstrates a benefit beyond the minimum requirement for the education use. This is also reflective of the intended community use of the school as promoted by the Sustainable Communities for Learning programme.</p>

	<p>Additionally the proposed school building will be 40m from the site frontage ensuring the increased school height would not have an overbearing impact on public areas. Consequently based on the intended use of the hall and its location within the site it is considered the height of the school building is appropriate in this location.</p>
<p>The car park and proposed kitchen location detract from the Conservation Area.</p>	<p>The proposed development is partially located within the St. Nicholas Conservation Area. The proposed school building will be set back 40m from the site frontage and will fall outside of the identified Conservation Area boundary by approximately 2 metres. Although the proposed building would lie outside of the Conservation Area it would have an impact upon the setting of the Conservation Area due to its close proximity. LDP Policy MD8 - Historic Environment states development proposals “within conservation areas, development proposals must preserve or enhance the character or appearance of the area” (LDP, p.110, 2017). Approximately 0.27ha of the front end of the site lies within the conservation area which includes the existing school building. The proposed car park would be located within the conservation area; however, this needs to be viewed against the current situation. The existing building will be demolished following the completion of the proposed replacement school, the existing school is a prefabricated single storey structure. UPVc panels are the predominant material to the elevations with wooden style cladding elements breaking up the elevations. There is an element of stone cladding to a section of the eastern elevation of the building. The St Nicholas CAAMP does not identify the existing building as having special architectural merit or contributing to the overall character of the Conservation Area. It is considered the existing school building does not have architectural merit and does not add value to the special character of the Conservation Area from an architectural aspect. However, the presence of a school within St Nicholas has a historic value. A school has existed within the village since the 1870s being originally built to accommodate the growing population of the village. The proposed development would retain the school use within the village which is considered to appropriately reflect the history and current needs of the village.</p> <p>The proposed frontage of the site will include an ornamental hedgerow to the street frontage, which will help to maintain a rural character to the street frontage. The proposal does include removing 4 trees within the Conservation Area to accommodate the development. However, these trees will be replaced by mature planting at a 2:1 ratio to mitigate the loss of the existing trees and help improve the visual amenity of the site. Additional planting has been included within the car park layout to improve the attractiveness of the site and compliment the Conservation Area. Furthermore, the area of the development site where the existing building is located will be used as a staff parking area and allow for parent pick up and drop off. It is considered this would not detract from the Conservation Area as the land would remain open in nature and help in removing parked vehicles accessing the school which currently park within the village.</p> <p>The CAAMP identifies an area of significant views which can be seen from the adjacent public footpath which runs along the eastern boundary of the site. The proposed building would slightly interrupt the view to the west from the footpath, this would relate to a minor</p>

	<p>section of the building which is a lower section of the proposed building. Based on the length of the school building and the proposed height of this section of the structure, the majority of the views to the west would be maintained from the public footpath.</p> <p>The proposed building would be set outside of the Conservation Area and would be single storey in nature with a 1½ storey element to the southern elevation measuring approximately 9.6m high. This taller element relates to a smaller section of the proposed building to accommodate the school hall. The lower height of the majority of the building and the fact that it will be set back from the conservation area by approximately 40m ensures the proposal does not detract from the character of the Conservation Area. Furthermore, the colour palette of the external materials is reflective of the surrounding context which has a mixture of external finishes including stone cladding, roughcast render and smooth render. The use of white render, darker roofing materials and the use of a feature wall would help the proposal blend in with surrounding residential development.</p> <p>Consequently, the proposed development is considered to comply with LDP Policy MD8 - Historic Environment and guidance contained within the St Nicholas CAAMP.</p>
<p>The proposed bins should be removed from neighbouring boundary locations.</p>	<p>The proposed bin location has been amended to be included within the plant compound. The bin location is set back from residential boundaries while still being easily access by staff and refuse collectors.</p>
<p>The proposed sprinkler tanks should be positioned underground.</p>	<p>The proposed plant compound including the sprinkler tanks is located to the eastern side of the site and is set back from the site frontage by 36m. The height of the tanks has been reduced by increasing the width of the tanks this means 0.34m of the tank structure would be visible which is considered to be minimal. The proposed enclosure to the compound will be created using horizontal fence panels with a colour similar to proposed building's feature wall to ensure it is in keeping with the wider area and limits the visibility of the plant structures.</p> <p>Based on the location of the plant compound and the proposed enclosure it is considered sufficient measures have been taken to ensure the plant compound does not detract from the Conservation Area and residential or public amenity.</p>
<p>The location of the MUGA will cause unacceptable noise pollution to neighbouring residential properties.</p>	<p>The proposed site is currently used as a school for 126 pupils. The proposed MUGA is located on the existing playing fields and will be utilised by the same number of pupils which currently attend the school. Consequently, noise levels from the external areas of the proposed site are considered to remain as the same levels as the existing school.</p>

4.5. PUBLIC CONSULTATION

- 4.5.1. 19 formal representations were received as part of the consultation process. This consisted of 18 emails which objected to the proposal and 1 email response which supported the proposal but requested additional amendments to the scheme. Although

not all comments were received on the consultation form a copy of the form can be found at Appendix 7.

4.5.2. Additionally, Alun Cairns (MP) responded to the consultation in their role as a member of parliament. They raised an objection to the proposal which is included in full at Appendix 8.

4.5.3. The concerns raised by the representations received from the public and Alun Cairns MP have been summarised and responded to in Table XX below. The full representations received from the public can be viewed at Appendix 9.

Table 6: Summary of Comments received from the Public Consultation and Applicant's Response

Issue Summary	Response
Existing school site not appropriate for a new school development due to the size of the site.	<p>The proposed development site relates to a 1.2ha parcel of land which is currently used as a primary school. It is considered the proposed development site is large enough to accommodate the proposed building, while still providing sufficient school play provision to support the pupil expansion.</p> <p>Furthermore, the maximum amount of parking has been provided on site as well as a relatively large area to manage future school traffic onsite.</p> <p>Consequently, as demonstrated by the proposed site layout it is considered the site is large enough to accommodate the proposed development in accordance with the relevant guidance for school development endorsed by Welsh Government (building Bulletin 99).</p>
Site has poor accessibility.	<p>PPW states "Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services." (PPW, para.4.1.10, 2018). PPW promotes the use of the sustainable transport hierarchy and should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed, and supported by infrastructure which prioritises access and movement by active and sustainable transport. This approach is reiterated within the Vale of Glamorgan Council's Local Transport Plan (LTP) which identifies the sustainable transport measures required to ensure the Vale of Glamorgan Council improves its sustainable transport provision for the period 2015-2030. As part of this assessment the LTP seeks to secure better conditions for pedestrian, cyclists, and public transport users to encourage a modal shift away from single occupancy car use. Consequently, development proposals should seek to improve better conditions for pedestrians, cyclists, and public transport users. Furthermore, the adopted LTP outlines the following policies to improve sustainable transport provision: Policy SP7 – Transportation which states "Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling. All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network."; Policy MD1 – Location of New Development</p>

	<p>criteria 5 and 6 which state “5. Have access to or promote the use of sustainable modes of transport; 6. Benefit from existing infrastructure provision or where necessary make provision for new infrastructure without any unacceptable effect on the natural or built environment”; and Policy MD2 – Design of New Development criteria 5 and 6 which state “Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users; 6. Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree”. In response to these policy requirements the following response is considered relevant:</p> <p>The proposed development would be predominantly accessed by private car which would reflect the existing situation at the school. However, the proposed development does include provision to maximise accessibility by walking, cycling and public transport on-site. The proposed development will include walking and cycling access to the proposed school to both the site entrance/exit to the school, the footpaths provided would be 2.5m within the school site and 2.7m outside the front of the school site. These access routes will provide safe and secure access to the curtilage of the proposed school. The School Management will make specific class arrangements for pupils to be dropped off and collected to make sure they enter and exit the school safely. The pedestrian footways have been designed to easily access the main school office to prioritise pedestrian visitors to the site. The proposal will also accommodate 20 cycle parking spaces located outside the front entrance of the school which meets the standards of the Vale of Glamorgan Council’s Parking Standards SPG which states for primary schools “1 stand per 5 staff and 1 stand per 20 children” for long stay and “1 stand per 100 children” for short stay. The bicycle parking is located with priority access to the school entrance to help encourage cycling to school. However, it is noted that this is likely to be restricted to pupils / staff who live locally to the proposed development.</p> <p>Although there is no public transport directly to the site, the existing school runs a mini-bus service which collects 30 pupils in the AM period and returns 45 pupils in the PM period. The proposal would continue this arrangement and a subsequent Travel Plan would assess whether an additional minibus between the school and key areas of pupil residency could be provided further reducing single occupancy car travel. The proposed development is also within walking distance of public transport bus stops which are located approximately 230m to 300m walking distance from the site equating to a three to four-minute walk. Although these would not be used by the pupils it does offer a viable option for school visitors and staff. Both these bus stops have a dedicated bus stop lay-by and bus shelter. However, it is noted that the current public transport available at these bus stops is not appropriate to support the school in the AM period due to the infrequency of buses on the route. However, if further investment is planned in public transport in the area to increase the frequency of buses along the route the proposed development is well placed to take advantage of any public transport improvements outside of the site.</p> <p>In terms of further off-site provision, the local highway authority did not consider off site measures would be necessary to support the proposal at the PAC stage. Furthermore, the proposal also includes provision for 2 electric charging spaces for cars with the potential to expand the capacity of EV charging within the staff car park if required in the future.</p>
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<p>Insufficient parking provided within the site.</p>	<p>The proposed replacement school would increase the pupil capacity from 126 pupils to 126 primary and nursery school pupils and 12 full time nursery pupils, a total of 138 pupils which would be an increase of 12 pupils to the school capacity.</p> <p>In regard to teaching and ancillary staff, the existing school currently has 19 Full Time Equivalent (FTE) staff consisting of 6.5 FTE teaching staff and 12.5 FTE ancillary staff. The proposal would increase staff numbers to 23.5 FTE staff which consists of 7.5 FTE teaching staff and 16 FTE ancillary staff. This results in a staff increase of 4.5 FTE.</p> <p>The current situation at the existing school relies upon 15 staff car parking spaces situated on the school site and no formal provision for parent drop-off and pick-up. This has resulted in parents utilising available on-street parking within the settlement of St Nicholas which has been shown to cause congestion and increase the likelihood of unlawful parking (across driveways). The proposal will seek to alleviate these existing issues by providing increased staff parking and a formalised area for parent drop-off / pick-up located within the site boundary of the proposal.</p> <p>In terms of staff parking, these have been produced in accordance with the Vale of Glamorgan Council's Parking Standards SPG. The SPG sets out the parking standards for different development types within the Vale of Glamorgan. These standards should be interpreted as maximum rather than minimum standards in accordance with Planning Policy Wales (PPW). PPW states Local Planning Authorities (LPAs) "should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places." (PPW, para.4.1.53, 2018). The reasoning for utilising maximum parking standards is to limit the amount of parking provided by development proposals to help focus attention on the overall travel context of the development including the availability of more sustainable modes of transport such as car sharing, public transport, walking or cycling.</p> <p>The SPG identifies the proposal as lying within Zone D - Countryside which is defined as "encompasses areas, including small villages, with a few local facilities within walking distance. Motorised travel is required for most journeys, although there is some local employment. Public transport services have less than hourly frequency and then only to one local centre. There is no shortage of land for parking provision within the site, but the adjacent highway system offers limited opportunities to park cars." (p.14, 2018).</p> <p>The SPG sets the parking standards depending upon the proposed use of the development and which zone it is located in. Proposals for nursery / infants / primary schools within Zones D and E should provide 1 commercial vehicle space, 1 space per each member of teaching staff and 3 visitor spaces. Using the standards set out in the SPG, 21 parking spaces should be provided which is broken down as follows:</p>
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- Teaching Staff = 8 spaces
- Ancillary Staff = 8 spaces
- Visitors = 3 spaces
- Commercial = 1 space

Total = 21 spaces

However, based upon concerns of local residents it is considered that an overprovision of parking on the site would be appropriate. Consequently 27 parking spaces are proposed which includes the following:

- 20 staff spaces (including 2 EV spaces and 1 disabled space)
- 5 visitor spaces*
- 1 commercial space*
- 1 mini bus space

Total = 27 spaces

**Visitor parking and commercial space allocated for pick up / drop off area in a.m. and p.m. periods allowing for 9 drop off bays.*

The over provision of parking has been used to reflect the current issues with parking in the wider area and ensure there is sufficient off-street parking for staff at the proposed school.

The SPG does not set out how parent drop off / pick up should be provided but does state “In addition to the non-operational parking an area must be provided for the picking up and setting down of school children.” (p.35, 2018). The proposed development does provide two areas for parent drop off / pick up within the site boundary for 9 cars to be parked. The proposal also includes an enlarged area to allow vehicle movements on site helping to remove queuing traffic from school lane. The internal road widths of 5.1m would allow two cars to pass safely. Usually 5.5m is required to allow the passing of two cars but due to the low speeds expected on the internal roads the reduced road width of 5.1m is considered acceptable.

Creating an internal road layout within the school boundary will allow the School Management to better control traffic coming to and from the school reducing the need for parents to utilise the surrounding on-street parking within St Nicholas. The proposed school opening times will be from 7:00 till 17:00 which will allow for before and after school clubs to be run which will further reduce the traffic which will attend the school during usual arrival and departure times. Furthermore, the School Management will consider specific class arrangements for when pupils can be dropped off and collected which will also seek to reduce traffic congestion. These measures would be included within a Travel Plan which is proposed to be produced following a subsequent approval of the proposed development.

Based upon the predicted growth of cars to and from the site, the design of the proposal has been created to alleviate the existing situation by creating an internal road layout to remove parent drop-off / pick-up from the

	<p>surrounding streets. This physical measure would not be enough to fully mitigate the issues outlined, therefore, the proposal would produce a Travel Plan which outlines further measures and interventions to reduce traffic congestion and parking within the local highway network. This will include specific class arrangements for the drop off and collection of pupils; longer school opening and closing times to allow for before and after school clubs to operate; promote forms of sustainable travel such as car sharing; and assessing the provision of additional minibus services between the school and key areas of pupil residency. This will either be through additional routes during the AM or School PM peak hours, or an additional bus to cover a wider area within the school's catchment.</p> <p>Therefore, it is considered the proposed development would be able to appropriately manage parent drop off / pick up on site while alleviating the existing situation of on-street parking. The proposed school also provides the maximum amount of off-street parking identified by the Vale of Glamorgan Council's SPG for a development of this type and staff numbers.</p> <p>Additional to help improve travel to the site by sustainable modes of transport 20 bicycle parking spaces are provided which will be sheltered outside the school front entrance to improve bicycle parking security and prioritise access to bicycle users to the site entrance. This represents an overprovision of bicycle parking by 6 spaces. Additional scooter parking is also provided to reflect their increased use with primary aged pupils.</p> <p>These measures include producing a Travel Plan with the aim of reducing car usage by 6% over a five-year period. This will add another layer of interventions including investigations into additional minibus capacity for pupil journeys to / from school. The travel plan will continue to promote and encourage a range of sustainable travel options and improve awareness or provision wherever possible.</p>
<p>Proposed height of the hall is not appropriate for the context and should be reduced.</p>	<p>The design of the Hall is based upon the requirements of the Building Bulletin 99 guidance for school developments. The increased hall height is used to allow for a variety of sporting activities such as football and badminton to be played. The design of the proposal has been tested at other locations within the Vale of Glamorgan and it has demonstrated that it is able to meet the requirements of Building Bulletin 99 and provide education facilities suitable for the Sustainable Communities for Learning programme.</p> <p>Building Bulletin 99 states a minimum of 140m² is required for main halls for schools with junior provision. The proposal will provide 179m² which is within the requirements but demonstrates a benefit beyond the minimum requirement for the education use. This is also reflective of the intended community use of the school as promoted by the Sustainable Communities for Learning programme.</p> <p>Additionally the proposed school building will be 40m from the site frontage ensuring the increased school height would not have an overbearing impact on public areas. Consequently based on the intended use of the hall and its location within the site it is considered the height of the school building is appropriate in this location.</p>

	<p>In terms of the wider context, the majority of buildings within St Nicholas are 2 storeys in scale measuring between 5 – 6m in height. However, there are examples of other properties measuring approximately 8m in height which includes Llan Yr Afon and Llaneinydd. The proposed school building would be of a similar height to these properties and would not result in an unacceptable change in character to the street scene with the majority of properties within the immediate area remaining as 2 storey buildings. Additionally, the existing Church building located in the centre of the village would remain the tallest building in the Conservation Area by a significant degree, maintaining its prominence within the Conservation Area which is considered important to the special character of the historic designation.</p>
<p>The southern side elevation of the proposed building faces towards the frontage of site. This is considered poor design.</p>	<p>It is noted that the side elevation faces towards the front of the site. However, the proposed building is set back 30m from the site frontage which is considered a significant distance. The site frontage would maintain the ornamental hedgerow and additional planting will be included within the parking area to the front of the site to improve the attractiveness of the site within the street scene. The design of the building was reviewed however due to the context of the site being long and narrow to re-orientate the building to allow for the front elevation to face the site frontage would bring the proposed school building close to neighbouring boundaries and would also prevent the practical construction of the site which will need to allow for construction vehicles to move around the proposed building to construct the structure which would not be possible if the building is re-orientated.</p> <p>In terms of changes to the design of the building to create a more attractive elevation to the site frontage, this was also reviewed following the consultation. It was recommended the hall element of the proposal was re-designed to allow for the hall entrance to face the site frontage allowing for more windows and doors to be seen from the street. However, this would result with the external hall access being from the parking area which raised safety concerns and would result in the kitchen area and plant area being moved within the building. The plant room has been located to the east of the building to ensure close proximity to the plant compound. In addition the kitchen has been located on the side elevation to allow ease of access for deliveries. By moving the kitchen to the western side of the building the deliveries would be made through the nursery pick up / drop off area which is considered to not be a safe approach. The internal layout of the building reflects an approach used in other new schools within the Vale of Glamorgan which has been tested and improved to ensure the layout delivers the educational needs of the users. Consequently, the re-design of the school is considered to not meet the needs of the end user and would impact upon the functionality of the building.</p> <p>However, to improve the aesthetic of the proposed building the external material palette has been amended to include white render and an alternative black brick feature wall to give a slate effect to the design. This is considered to better reflect the building materials used in the wider context. Furthermore, an element of the feature wall will be installed to the side elevation to provide a break in the frontage to improve the frontage when viewed from the street.</p>
<p>Compound area should be situated underground.</p>	<p>The proposed plant compound including the sprinkler tanks is located to the eastern side of the site and is set back from the site frontage by 36m. The height of the tanks has been reduced by increasing the width of the tanks this means 0.34m of the tank structure would be visible which is considered</p>

	<p>to be minimal. The proposed enclosure to the compound will be created using horizontal fence panels with a colour similar to proposed building's feature wall to ensure it is in keeping with the wider area and limits the visibility of the plant structures.</p> <p>Based on the location of the plant compound and the proposed enclosure it is considered sufficient measures have been taken to ensure the plant compound does not detract from the Conservation Area and residential or public amenity. Consequently, it is not considered necessary to place the compound underground which would increase costs and raise potential maintenance issues in the future.</p>
<p>Proposed car park design is not appropriate.</p>	<p>The proposed car park layout provides sufficient parking for the school development and significantly improves the existing situation at the site. The car park has been informed by the Council's Parking Standards SPG and ensuring that the site can be accessed by the relevant vehicles as detailed at Appendix D of the Transport Assessment.</p> <p>The proposed re-design of the car park proposed by local resident's would result in a reduced staff parking on-site and would require additional land to be purchased to allow for the additional circulation space. Consequently, the revised design is not considered to be an appropriate amendment.</p>
<p>Existing mature trees within the site should be retained.</p>	<p>The proposal does include the removal of 4 existing trees within the school site. These include the following trees:</p> <p>Field Maple x2 – Category B Hawthorn – Category C Silver Birch – Category C</p> <p>Additionally, hedgerow 3 which consists of Hawthorn, Hazel and Elder will be removed to accommodate a new footway outside the school site. However, a new hedgerow will be reinstated along the site frontage.</p> <p>The loss of these trees and hedgerow are required to deliver the proposed scheme, to allow for the improvements outside the school site boundary, widening vehicular accesses, and the position of the plant compound. However, the proposal includes 15 new trees within the site, the majority of these trees are located within the car parking area and around the plant compound ensuring the new trees can be viewed within the wider street scene. The proposal would provide above the 2:1 replacement ratio for the removal of trees as set out in the Trees, Woodlands, Hedgerows and Development SPG.</p>
<p>A legal covenant should be provided on the site to restrict the expansion of the school.</p>	<p>This is not considered to be a relevant material planning consideration under this proposal. The Local Planning Authority could consider a restrictive condition to be attached to a consent limiting the capacity of the school. However, if the Council wishes to extend the school in the future this would be subject to a planning application and the impacts of that proposal would need to be considered and assessed to ensure the change would be appropriate. Consequently, it is considered there are sufficient controls in place to ensure any potential future expansion would be given due consideration under the planning system to determine whether it would be appropriate.</p>

Buses should be used to transport future pupils.	<p>The existing school runs a mini-bus service which collects 30 pupils in the AM period and returns 45 pupils in the PM period. The proposal would continue this arrangement and a subsequent Travel Plan would assess whether an additional minibus between the school and key areas of pupil residency could be provided further reducing single occupancy car travel.</p> <p>It is not within the scope of the planning system to enforce how pupils travel to and from school. No change required.</p>
Bin Storage area should be relocated away from residential boundaries.	<p>The bin storage has been relocated to plant compound which is approximately 8.2m away from the nearest neighbouring boundary which is considered to be an appropriate distance to maintain residential amenity.</p>
Ground source heat pumps should be utilised as part of the proposal instead of air source heat pumps.	<p>Air source heat pumps are considered to be an appropriate option for the proposal providing energy efficiency and within budgetary restrictions. There is no apparent planning reason for using ground source heat pumps which would add additional costs to the proposal.</p>
Noise reduction panels should be provided along the boundaries of the school site.	<p>The proposed school would result in an increase in pupil numbers. However, the proposed building would be built to higher building standards than the existing building to achieve the BREEAM Excellent accreditation for school buildings. The proposed building will increase noise attenuation and would be 5db lower than the existing background noise levels at the site.</p> <p>In terms of the playground areas the proposed development would maintain the dense vegetation to the eastern and western boundaries of the site which are adjacent to neighbouring residential properties. Furthermore, additional planting is planned to the eastern boundary to the junior's play area to improve noise attenuation on the site. The school will be open between 7:00 till 17:00 which is considered to be within reasonable times where an element of noise would be expected within a residential area.</p> <p>The proposed development has been subject to a noise assessment to determine the current situation at the school. Based upon the above measures it is considered that the proposal would not result in a significant increase in noise which would detract from the amenity of neighbouring residential properties. Additionally, the proposed school building and playing areas are located a significant distance from residential properties as they are set further back into the site. Furthermore, the proposed building includes noise attenuation measures such as internal noise insulation to reduce noise from the school building.</p> <p>During the PAC, local residents recommended that acoustic noise barriers should be installed to the site perimeter, however, the proposal would reduce noise pollution from the site under the current design which is considered</p>

Proposed building should be re-orientated with the hall facing towards rear of site.	It is noted that having the Hall located at the rear of the building would allow for greater access to the school playing fields, however, it would also restrict access for deliveries to the school kitchen. Furthermore, the Hall is proposed to be located 40m from the site frontage which is already a significant distance from opposing neighbouring properties. Consequently, no change is considered necessary.
Proposal should include sports equipment storage unit next to playing field.	The proposal is considered to provide sufficient storage within the school building. Additional sports equipment storage is not a planning requirement, however, if the school wishes to add additional storage within the site, they can undertake this work themselves. It is noted that this may require additional planning consent depending upon the scale of the storage proposed.
Proposed building should include storage for cleaners and caretakers.	The proposal does include storage for cleaners and caretakers. Storage is shown on the following plan: SNPS-STL-XX-00-DR-A-0101-PL12-Proposed Floor Plan.
CCTV should be installed around the proposed school building.	CCTV will be provided at the school building.
Concerns over what the Old School House building will be used for if proposed school is developed.	<p>The Council does not own the Old School House building. The school would decant from the Old School House Building as the proposed school will make this building surplus to requirement.</p> <p>It would be up to the Owner of the building to determine what it would be used for in the future. However, there is no need for the proposed school to utilise the building.</p>
Proposal would exacerbate traffic congestion on local highways.	<p>The existing school is located within the historic centre of St. Nicholas and is within the settlement boundary as defined in the adopted LDP. It is considered the school site is located within a sustainable location. It is noted that the roads serving the school within the village are single lane. However, this is not unusual for a rural school and reflects the historic nature of the village. However, the improved parking facilities associated with the proposals, including a pick-up / drop off facility, improved staff parking, commercial vehicle parking and visitor parking helps to remove vehicles from the local highway quickly so the traffic can be managed on the school site. The school currently operates an informal one-way system, accessing the school from the A48 at School Lane and exiting the village via the two other junctions within the village exiting onto the A48. This informal one-way system approach will be maintained to ensure the flow of traffic can move efficiently through the village.</p> <p>It should be noted that a 126-pupil capacity school has been operating from the site for several years using the existing infrastructure. The proposal will increase the capacity of the school to add nursery provision by 12 full time</p>

	<p>places. The proposal also includes significant improvements to the transport considerations at the site. Based in the minor increase in places, the existing situation at the site and the proposed improvements it is considered the proposed re-development of the school is appropriate in this location and is served by adequate infrastructure for the scale of the proposal.</p> <p>The existing traffic quantities for the school are shown below:</p> <ul style="list-style-type: none"> • AM Peak Period = 133 two-way • PM School Period = 94 two-way • PM Peak Period = 19 departures <p>The proposal would result in an increase in traffic on the local highway network which is shown below:</p> <ul style="list-style-type: none"> • AM Peak Period = 158 two-way (+19%) • PM School Period = 115 two-way (+22%) • PM Peak Period = 24 departures (+26%) <p>This is a minor increase in traffic compared to the existing situation and is not considered to result in unacceptable levels of highway impact local to the development site. The assessments carried out have presented a robust scenario where no car sharing has been attributed to nursery pupil traffic and no account has been taken of the before and after school club provision, which serves to reduce traffic impact at peak school times. The assessments will also be subject to a School Travel Plan which will be secured as a condition of planning.</p>
<p>Congestion caused by proposal on School Lane would prevent Emergency Vehicles accessing properties on School Lane.</p>	<p>The proposed development will result in a minor increase in private cars attending the site. However, the following measures are proposed to alleviate the existing on-street parking; an internal road layout on site designed as a one-way system including a formalised area for parent drop-off / pick-up, plus additional room for queueing vehicles while allowing traffic to still flow in the site; extended opening times from 7:00 till 17:00 to allow for before and after school clubs to be run which will further reduce the traffic which will attend the school during usual arrival and departure times; and School Management will continue specific class arrangements for when pupils can be dropped off and collected which seek to reduce traffic congestion.</p> <p>It is considered that the measures outlined above would ensure access to the Village would be maintained for emergency vehicles if required.</p>
<p>Alternative site located outside the settlement would be more appropriate for School development.</p>	<p>It is up to the applicant's discretion as to whether they pursue an alternative site. It should be noted that the proposal relates to an existing site used for education uses, therefore, the use for that site as a school is already acceptable in principle.</p> <p>The proposed development is located within the settlement of St Nicholas and therefore complies with LDP Policy MD1 - Location of New Development which outlines new development proposals should "reinforce the role and function of the key settlement of Barry, the service centre settlements, primary settlements or minor rural settlements as key providers of commercial, community and healthcare facilities" (LDP, p.99, 2017) and Policy MD5 - Development within Settlement Boundaries as the supporting text states "settlement boundaries have been drawn around settlements of</p>

	<p>the Vale of Glamorgan identified in the LDP Hierarchy which are considered capable of accommodating additional development during the Plan period” (LDP, p.107, 2017). Furthermore, LDP Policy MG6 - Provision of Educational Facilities sets out a preference for existing schools to be “extended or improved to meet demand for school places during the plan period” (LDP, p.65, 2017) rather than developing new unallocated education facilities.</p> <p>Consequently, it is considered the proposal to expand the existing school complies with the policies within the LDP.</p> <p>An alternative site was considered as part of the</p>
<p>Proposed drop off / pick-up area is insufficient to accommodate predicted vehicles using site.</p>	<p>The Parking Standards SPG does not provide a figure for the amount of drop off / pick up spaces to be provided for new primary school developments. However, it does state “In addition to the non-operational parking an area must be provided for the picking up and setting down of school children.” (VoG, p.35, 2019). The proposal provides 9 drop off / pick up spaces to be utilised in 2 areas within the parking layout which are located close to the entrance to the school with pupils being dropped off and picked up from the pedestrian area which is demarked by bollards to prevent vehicles mounting the kerb.</p> <p>The provision of a pick-up / drop off facility at the school site is a significant improvement compared to the current situation whereby parent park on the local highway network and escort pupils to the school gate before returning to their vehicles. This impacts on the operation of the highway within close proximity St Nicholas. The lack of footway provision through the entirety of the village is also not ideal and so the proposed development will result in an overall improvement during the AM and School PM peak hours.</p> <p>It is acknowledged that there are limited pick up / drop off spaces available within the school site, and during the PM peak hour parents may arrive prior to the school finish time, resulting in overspill parking onto the highway network. To alleviate this issue the School Management will continue the staggering of class start and end times to reduce the amount of parent arriving at one time to prevent congestion along school lane. This is currently being implemented at the school site and was introduced during the pandemic. Furthermore, the School offers before and after school clubs which will also help to reduce congestion at peak times for the school.</p>
<p>Insufficient consultation undertaken for the proposal.</p>	<p>The consultation has been taken in accordance with the relevant legislation. Additionally, the project team has engaged with the local community via telephone and email conversations to answer any queries. The project team also attended the emergency community council meeting to discuss the draft proposals during the PAC.</p>
<p>Proposal would have detrimental impact upon residential amenity of neighbouring properties.</p>	<p>The proposal would result in a new building being taller than the existing school. However, it would be sited in a different location within the site to ensure it would not have a detrimental impact upon residential amenity due to the building being overbearing on neighbouring properties’ perspectives or cause overshadowing.</p>

	<p>The proposed building would be set back 40m from the site frontage which is a significant distance from the opposing neighbouring properties. In terms of the adjoining neighbouring properties of Trygwynt and Tywmbach the school building will be 12m and 33m away from the properties respectively. It is considered these distances are appropriate to ensure the proposed building would not have a detrimental impact upon residential amenity.</p> <p>In terms of privacy there would be no 1st floor within the building resulting in all windows at 1st floor level only being utilised for natural light and ventilation. It is considered the single storey nature of the building will maintain existing privacy levels at the school site.</p> <p>The proposed parking area and internal road layout is located centrally at the front of the site ensuring suitable distances are maintained between the site boundaries. It is considered this is an improvement on the current situation and would not detract from residential amenity.</p>
<p>Proposal detracts from Conservation Area.</p>	<p>The proposed development is partially located within the St. Nicholas Conservation Area. However, the proposed school building would be located outside of the Conservation Area boundary by approximately 2 metres. Although the proposed building would lie outside of the Conservation Area it would have an impact upon the setting of the Conservation Area due to its close proximity.</p> <p>LDP Policy MD8 - Historic Environment states development proposals “within conservation areas, development proposals must preserve or enhance the character or appearance of the area” (LDP, p.110, 2017). Approximately 0.27ha of the front end of the site lies within the conservation area which includes the existing school building. The existing building will be demolished following the completion of the proposed replacement school, the existing school is a prefabricated single storey structure. UPVc panels are the predominant material to the elevations with wooden style cladding elements breaking up the elevations. There is an element of stone cladding to a section of the eastern elevation of the building. The St Nicholas CAAMP does not identify the existing building as having special architectural merit or contributing to the overall character of the Conservation Area. Although, the school building does not have architectural merit the presence of a school within St Nicholas has a historic value. A school has existed within the village since the 1870s being originally built to accommodate the growing population of the village. The proposed development would retain the school use within the village which is considered to appropriately reflect the history and current needs of the village.</p> <p>The proposed frontage of the site will include an ornamental hedgerow to the street frontage, which will help to maintain a rural character to the street frontage. Furthermore, the proposal does include removing 4 trees within the Conservation Area to accommodate the development. However, these trees will be replaced by mature planting at a 2:1 ratio to mitigate the loss of the existing trees and help improve the visual amenity of the site.</p> <p>The proposed building would be set outside of the Conservation Area and would be single storey in nature with a 1½ storey element to the southern elevation measuring approximately 9m high. This taller element relates to a smaller section of the proposed building to accommodate the school hall.</p>

	<p>The lower height of the majority of the building and the fact that it will be set back from the conservation area ensures the proposal does not detract from the character of the Conservation Area. Furthermore, the colour palette of the external materials is softer than using red brick and are considered to be more rural in character appropriately reflecting the surrounding context which has a mixture of external finishes including stone cladding, roughcast render and smooth render. The use of darker roofing materials would help the roof to blend in with surrounding residential development. The area of the development site where the existing building is located will be used as a staff parking area and allow for parent pick up and drop off. It is considered this would not detract from the Conservation Area as the land would remain open in nature and help in removing parked vehicles accessing the school which currently park within the village. The CAAMP identifies an area of significant views which can be seen from the adjacent public footpath which runs along the eastern boundary of the site. Although the proposed building would interrupt the view to the west from the footpath, this would relate to the lower section of the proposed building and the retained school field to the rear which ensures the majority of the views to the west would be maintained from the public footpath.</p> <p>Consequently, the proposed development is considered to comply with LDP Policy MD8 - Historic Environment and guidance contained within the St Nicholas CAAMP.</p>
<p>Proposed development site suffers from sink holes.</p>	<p>The proposal has been subject to a detailed site investigation survey. It noted that there were a number of potential void locations within the site. To mitigate against the ground quality a deep foundation solution is being proposed consisting of bored or driven pre-cast piling to secure the building. This measure has been cost tested and is within the budgetary constraints for the proposal.</p> <p>Additionally, the proposal will be supported by a full drainage scheme. Infiltration rates were within a suitable range for an infiltration solution. However, the bedrock beneath the site is relatively shallow and is at risk of dissolution. This means that concentrated localised infiltration could lead to voids forming in the bedrock. Therefore, the localised infiltration is not being considered for this site. However, where appropriate permeable surfaces together with an infiltration blanket will be considered as this would replicate natural infiltration rates and bedrock dissolution would not be locally increased.</p>
<p>Proposed Eastern Elevation of School building should face the site frontage.</p>	<p>It is noted that the side elevation faces towards the front of the site. However, the proposed building is set back 30m from the site frontage which is considered a significant distance. The site frontage would maintain the ornamental hedgerow and additional planting will be included within the parking area to the front of the site to improve the attractiveness of the site within the street scene. The design of the building was reviewed however due to the context of the site being long and narrow to re-orientate the building to allow for the front elevation to face the site frontage would bring the proposed school building close to neighbouring boundaries and would also prevent the practical construction of the site which will need to allow for construction vehicles to move around the proposed building to construct the structure which would not be possible if the building is re-orientated.</p> <p>In terms of changes to the design of the building to create a more attractive elevation to the site frontage, this was also reviewed following the</p>

	<p>consultation. It was recommended the hall element of the proposal was re-designed to allow for the hall entrance to face the site frontage allowing for more windows and doors to be seen from the street. However, this would result with the external hall access being from the parking area which raised safety concerns and would result in the kitchen area and plant area being moved within the building. The plant room has been located to the east of the building to ensure close proximity to the plant compound. In addition the kitchen has been located on the side elevation to allow ease of access for deliveries. By moving the kitchen to the western side of the building the deliveries would be made through the nursery pick up / drop off area which is considered to not be a safe approach. The internal layout of the building reflects an approach used in other new schools within the Vale of Glamorgan which has been tested and improved to ensure the layout delivers the educational needs of the users. Consequently, the re-design of the school is considered to not meet the needs of the end user and would impact upon the functionality of the building.</p> <p>However, to improve the aesthetic of the proposed building the external material palette has been amended to include white render and an alternative black brick feature wall to give a slate effect to the design. This is considered to better reflect the building materials used in the wider context. Furthermore, an element of the feature wall will be installed to the side elevation to provide a break in the frontage to improve the frontage when viewed from the street.</p>
<p>Proposed MUGA should be moved away from neighbouring residential properties.</p>	<p>The proposed site is currently used as a school for 126 pupils. The proposed MUGA is located on the existing playing fields and will be utilised by the same number of pupils which currently attend the school. Consequently, noise levels from the external areas of the proposed site are considered to remain as the same levels as the existing school.</p>
<p>Proposal does not consider practicalities of demolition and redevelopment of site in terms of construction traffic.</p>	<p>The proposal is supported by a detailed Construction Environment Management Plan (CEMP). This includes a phased approach to construction with all activity being situated on the existing school site.</p>
<p>Increased traffic congestion represents a safety risk for pupils attending the proposed school.</p>	<p>Concerns surrounding highway safety are raised in regard to the increased number of vehicles driving to and from the site, potential parking issues and a lack of pedestrian footpaths within the village of St. Nicholas which lead to the proposed school site.</p> <p>In response to these concerns the proposed development includes an area for vehicle management and parking to the front of the proposed building. Furthermore, a series of measures and interventions are proposed to increase highway safety.</p> <p>The proposed internal road layout on the site has been designed as a one-way system and includes a formalised area for parent drop-off / pick-up area. However, the proposal also includes an enlarged area to allow vehicle movements on site to alleviate queuing on the local highway network. The internal road widths of 5.1m would allow two cars to pass. Usually 5.5m is</p>

	<p>required to allow the passing of two cars but due to the low speeds expected on the internal roads the reduced road width of 5.1m is considered acceptable.</p> <p>Creating an internal road layout within the school boundary will allow the School Management to better control traffic coming to and from the school reducing the need for parents to utilise the surrounding on-street parking within St Nicholas. The proposed school opening times will be from 7:00 till 17:00 which will allow for before and after school clubs to be run which will further reduce the traffic which will attend the school during usual arrival and departure times. Furthermore, the School Management will consider specific class arrangements for when pupils can be dropped off and collected which will also seek to reduce traffic congestion. These measures would be included within a Travel Plan which is proposed to be produced following a subsequent approval of the proposed development.</p> <p>In terms of pedestrian safety, the submitted TA acknowledges there is limited dedicated infrastructure for pedestrian and cyclists on the local highway network. However, it does not consider the lack of footways within St Nicholas and along School Lane to be a significant issue or highway safety risk, owing to the low traffic speeds and volumes as recorded by an Automatic Traffic Count (ATC) survey. Additionally, Personal Injury Collision (PIC) data for the area shows no PICs were recorded at the A48 / School Lane junctions or on School Lane. No 'fatal' or 'serious' PICs were recorded at St Nicholas and no PICs have involved school children or occurred during school arrival / departures times. It should be noted that a review of the 'Crashmap' online resource has been carried out to determine if there have been any notable changes in the safety record of the study area. The findings were that Crashmap shows that there has been one additional collision which has occurred within the study network since publication of the PIC dataset by the WG. The collision occurred on 27th October 2019 to the east of the south-western A48 / School Lane junction. This involved two vehicles and resulted in two injuries of slight severity. Therefore, the nature and very low occurrence of PICs recorded on the local highway network confirms that there is not considered to a local highway safety issue.</p> <p>The development proposals will improve the footway provision in the vicinity of the school. A provision of a 2.7m footway along the school frontage is proposed to help improve the pedestrian environment. Additionally the proposal removes the need for the reception class to walk through the village to the main school building. Furthermore pick up / drop off is provided for within the site, considerably improving the existing situation.</p>
<p>Concerns raised that community use of proposed school is inappropriate.</p>	<p>The proposed development forms part of the Sustainable Communities for Learning programme, which aims to provide long-term social, environmental, and economic benefits to schools and the wider community.</p> <p>The proposed facilities will be accessible to both the pupils and the wider community who will be able to access the green spaces, recreational and performance facilities, and meeting rooms. However, these would need to be arranged through the School Management where relevant to ensure no disruption is caused.</p> <p>Furthermore, if the proposal is approved the appointed contractors are required to deliver on a range of community benefits targets. The targets are</p>

	<p>set as part of the procurement process and are consistently higher than the minimum required by Welsh Government. Targets include;</p> <ul style="list-style-type: none"> • Supporting small local businesses; • Training and upskilling new workforce entrants; • School STEM engagements; and • Wider community in-kind support (refers to volunteer time or help with work experience). <p>In terms of the community use for the school building, this would need to be first agreed via an agreement with the school on the terms of use of the building. It should be noted that there would be a cost to using the facilities which would need to be reflected in any agreement. In terms of school opening times, the school's usual opening hours are between 07:00 to 17:00 Monday to Friday. There may be events throughout the year where the school is open later such as parents evenings but these would fall outside of usual opening hours. In terms of weekend opening times there are no usual opening hours for the school on weekends, however, if the community would like use of the building on these days it would need to be agreed with the school and opening times would need to reflect common law and statutory nuisance considerations (https://www.srs.wales/en/Environmental-Health/Noise-and-Air-Pollution/Common-Law-Nuisance-and-Statutory-Nuisance.aspx refers).</p>
<p>Proposed school would serve pupils outside of the Vale of Glamorgan.</p>	<p>The proposed development relates to a Church in Wales primary school. As a voluntary controlled school the catchment area does not follow a typical boundary which would usually be used for a community school. Community Schools general stay within local authority boundaries whereas faith schools usually follow parish boundaries but can also take pupils from further afield. This type of pupil distribution is typical of a faith school which tends to have wider catchments from a regional area.</p> <p>In terms of how this is funded, the majority of the Council's funding is allocated from the Welsh Government through the Revenue Support Grant and a proportion of non-domestic rates. The amount of funding allocated for education is based on a funding formula which includes the number of learners. Their home address is not considered as part of this process. This ensures that the Council receives funding for learners who do not reside within the Vale of Glamorgan.</p> <p>The Council is the admission authority for the school. The school catchment area currently serves the Parishes of St. Nicholas, Bonvilston and Wenvoe. The admissions process allows parents the right to exercise parental preference for a school and as a result pupils may attend the school from outside of the school's catchment area. This is dependent upon the number of applications received and the admissions criteria pupils fit into. Consequently, a large number of pupils from the north western Cardiff area attend the school as a result of parents exercising parental preference for the school. However, it should be noted the Local Education Authority's responsibility is to provide places for pupils within its area excluding those which travel from other Authority areas.</p> <p>The school capacity and admission number are the limiting factors on the number of children who are admitted to the school. The local authority would not normally consider admitting beyond the school's admission number and school capacity overall. Where there are more applications than there are places available in the reception class, places would be allocated by</p>

	<p>applying the Councils oversubscription criteria which prioritises those resident within the catchment area. Admissions to the reception class would be in line with the Council's published admission arrangements (https://www.valeofglamorgan.gov.uk/en/living/schools/admissions/School-Admissions.aspx refers).</p> <p>If the school were to be oversubscribed, places would be allocated up to the school's admission number by applying the Councils oversubscription criteria in order of priority. Furthermore, based on other schools within the Vale of Glamorgan, it is not always the case for parents of a whole nursery class apply to attend the reception class of the main school. A number of pupils in attendance at a nursery may attend other schools in the vicinity depending on parent preference.</p>
<p>Coaches cannot access the site.</p>	<p>The proposed site access would not be able to accommodate a full-sized coach or transit bus. However, it is noted that existing bus stops are available within the settlement of St Nicholas located on the A48 approximately between 230m to 300m walking distance equating to a three to four-minute walk. Both these bus stops have a dedicated bus stop lay-by and bus shelter.</p> <p>It is noted within the Transport Assessment that these bus stops are unlikely to be utilised by pupils or staff due to the current provision of public transport. However, if this was to improve, the bus stops could be easily accessed from the school.</p> <p>Regarding the need for coach and transit bus access to the site, this is not a requirement for a Primary School, and it is considered that there is adequate access to public transport provision within the area. However, it is noted that a mini-bus with a 30-person capacity would be able to access the site for potential school trips, this is considered reasonable as there are 18 pupils per year group.</p> <p>The average dimensions for a large mini bus are 7.3m long x 2.3m wide. The Transport Assessment includes tracking information for private and service vehicles which are larger than a mini-bus and demonstrates these would be able to safely access and exit the site onto school lane. Consequently, it is considered the proposal could accommodate large mini buses as required for potential future school trips to and from the site.</p>
<p>Proposal has insufficient outdoor space to support pupil numbers.</p>	<p>The proposed development site relates to a 1.2ha parcel of land which is currently used as a primary school. It is considered the proposed development site is large enough to accommodate the proposed building, while still providing sufficient school play provision to support the pupil expansion. The proposed school has been developed in accordance with Building Bulletin 99 sets out the required indoor and outdoor school spaces including playing fields.</p> <p>The Education (School Premises) Regulations 1999 which defines team game playing areas. This is the relevant legislation that Local Education Authorities need to account for when developing schools. Team game playing areas referred to in the regulations are defined as "any playing fields within the meaning (in relation to both England and Wales) of section 77 of the 1998 Act which, having regard to their configuration, are suitable for the</p>

	<p>playing of team games and which are laid out for that purpose” (Education (School Premises) Regulations, Section 2, 1999). The School Standards and Framework Act 1998 definition referenced in the Regulations defines playing fields as “land in the open air which is provided for the purposes of physical education or recreation, other than any prescribed description of such land” (Section 77 refers). Additionally, the regulations also state “any part of team game playing fields which has an all-weather surface, (that is to say a hard porous surface, a synthetic surface or a polymeric surface) may be treated as if it were twice its actual area.” Consequently, the MUGA provided on the site has been counted twice in the team playing fields calculation. Using the definitions within Education (School Premises) Regulations 1999 the outdoor sports facilities have been broken down further to identify those areas which can be classified as team game playing areas:</p> <table border="1" data-bbox="485 667 1315 882"> <thead> <tr> <th>Type</th> <th>Existing</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Sports Field</td> <td>6,641 sq.m</td> <td>3,874 sq.m</td> </tr> <tr> <td>Hard Play Space</td> <td>859 sq.m</td> <td>857 sq.m</td> </tr> <tr> <td>MUGA</td> <td>0 sq.m</td> <td>694 sq.m (1,338 sq.m)</td> </tr> <tr> <td>Total</td> <td>7,500 sq.m</td> <td>6,113 sq.m</td> </tr> </tbody> </table> <p>Notwithstanding this loss, the proposed layout shall include sufficient space within the remaining school playing field to provide an Under 10s mini-football pitch and an under 10s rugby pitch which is considered appropriate based on the age range of the school. The proposal also includes a new multi-use games area (MUGA) and enhanced informal and formal play spaces which will be accessible to the local community outside of school hours. Overall Schedule 2 of the Regulations states schools with 101 to 200 pupils aged 11 or below must provide team playing areas of 5,000 sq.m. Consequently, it is considered although the proposal would result in the loss of existing outdoor sports facilities sufficient space would remain to support the school.</p>	Type	Existing	Proposed	Sports Field	6,641 sq.m	3,874 sq.m	Hard Play Space	859 sq.m	857 sq.m	MUGA	0 sq.m	694 sq.m (1,338 sq.m)	Total	7,500 sq.m	6,113 sq.m
Type	Existing	Proposed														
Sports Field	6,641 sq.m	3,874 sq.m														
Hard Play Space	859 sq.m	857 sq.m														
MUGA	0 sq.m	694 sq.m (1,338 sq.m)														
Total	7,500 sq.m	6,113 sq.m														
<p>Proposal would result in the loss of open space.</p>	<p>In terms of the Open Space within the Wenvoe Ward, the siting of the new proposed school will result in the loss of approximately 0.14 ha of the existing sports playing field which presently contributes 1.1 ha of open space provision within the ward of Wenvoe. The Council’s Open Space Background Paper (2013) indicates that the Wenvoe Ward has an overprovision of outdoor sport facilities of 1.89 ha. The partial development of the playing field shall therefore not have a detrimental impact on open space provision within the Ward.</p> <p>However, in terms of the community ward for St. Nicholas the open space in this location can be broken down as follows:</p> <ul style="list-style-type: none"> • Cemeteries and Churchyards = 0.29ha • Outdoor Sports Facilities = 1.01ha • Golf Course = 89.21ha • Public Parks and Gardens = 14.64ha • Amenity Greenspace = 0.02ha • Provision for Children and Young People = 0.11ha • Total: 105.28ha or 16.07ha (excluding golf course) <p>In terms of outdoor sports facilities in the settlement of St Nicholas itself, the existing school playing fields of 1.1ha at the school is the only identified outdoor sports facility within the settlement according to the Council’s Open Space Background Paper 2013. The proposal would result in a loss of 0.14</p>															

	<p>of the school playing fields leaving 0.96ha of the outdoor sports facility space. The standard for outdoor sports facility provision is 1.6ha per 1000 population. The last official recorded population for the settlement of St Nicholas relates to the 2011 census which stated the settlement had a population of 417 people. This would equate to an outdoor sports facility provision of 0.7ha. However, it is acknowledged that this is outdated, and additional housebuilding has taken place in St Nicholas which would increase the overall population. Therefore, an informal estimate of population can be made using the latest mid-year estimate (2020) based on lower super output area geography and weighting the population distribution by dwellings. This would result in an estimated population in St Nicholas of 542 people, equating to an outdoor sports facility space requirement of 0.87ha. Consequently, although the proposal does result in a small loss of overall outdoor sport facility space, there remains sufficient space to serve the settlement of St Nicholas. It should be noted that working with statistics at lower geographies does increase inaccuracies of the data. This is why larger geographic areas are used to calculate population estimates such as Ward or Local Authority areas, as reflected in the Open Space Background Paper.</p> <p>Therefore, it is considered sufficient open space would be provided as part of the proposed development to meet the needs of the school, the immediate community, and the wider Wenvoe Ward.</p>
Proposal would not be able to accommodate large commercial vehicles on the site.	Appendix D of the Transport Assessment demonstrates that a variety of vehicles could safely access and exit the site. This includes a 7.5t box van measuring 8m long. This was informed by the school requirements for operational vehicles. Consequently it is considered that the proposal can accommodate the relevant delivery and service vehicles.
External finishes proposed in the development are inappropriate.	The proposed external finishes have been amended to better reflect the local context. The external materials now include white render, darker roofing materials, and the use of a black feature wall to break up the building's elevations.
Proposed classrooms are not sufficient to accommodate pupil numbers.	The proposal has been developed in consultation with the school and in accordance with Building Bulletin 99. All classrooms meet the requirements of the guidance and offer significant improvements beyond the existing school layout in terms of classroom size.
Proposed informal one-way system should be formalised.	<p>The revised proposals are for a more modest expansion to the pupil / staff intake means that the promotion of the one-way system through the planning process is no longer considered necessary, and somewhat out of context to the scale of a 12 full day pupil space nursery.</p> <p>It is not considered necessary to formalise a one-way system due to the minor increase in traffic and the proposed improved school parking facilities.</p>
Proposed informal one-way system is not appropriate.	The informal one-way system is considered to be an effective measure to manage traffic to and from the school site. It is implemented at the existing school, and it is not considered there is sufficient evidence to warrant why this measure should be removed.

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5. PAC AMENDMENTS

- 5.1. Following the conclusion of the Pre-Application process the proposal has been subject to several changes. Although it is considered these changes are not necessary to make the proposal acceptable in terms of national and local planning considerations, the changes have been made to address local concerns raised by neighbouring residents to improve upon the initial design.
- 5.2. The changes have resulted in changes to the layout and external materials of the proposed development differing from the initial proposal. These include the following:
- White render to external walls, black brick feature wall to school entrance and part of side elevation.
 - Bin store relocated within plant compound.
 - Extended layby for parent drop-off / pick-up and improve mini-bus access.
 - Bicycle Shelter amended to include enclosed sides to improve bicycle protection
- 5.3. The following plans below show the differences between the original and amended proposal to demonstrate how the development has changed following the Pre-Application Consultation.

PAC PLANS

Figure 5: PAC Layout Plan



Figure 6: PAC Eastern Elevation



Figure 7: PAC Western Elevation



AMENDED PLANS

Figure 8: Amended Layout Plan



Figure 9: Amended Front Elevation



Figure 10: Amended Western Elevation



Figure 11: PAC Southern Elevation



Figure 14: Amended Southern Elevation



Figure 12: PAC Northern Elevation



Figure 15: Amended Northern Elevation



Figure 13: PAC Cycle Shelter Layout

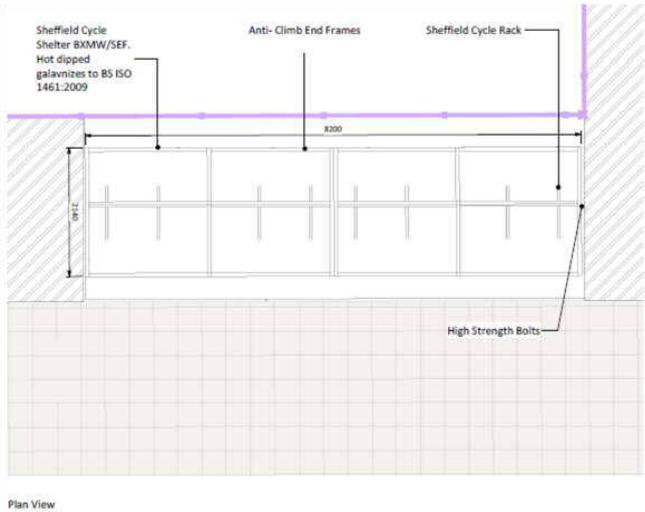


Figure 16: Amended Cycle Shelter Layout

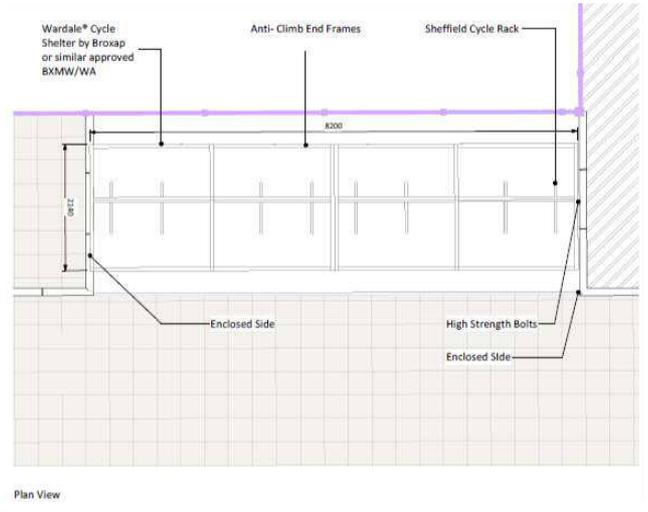


Figure 17: PAC Cycle Shelter Front Elevation

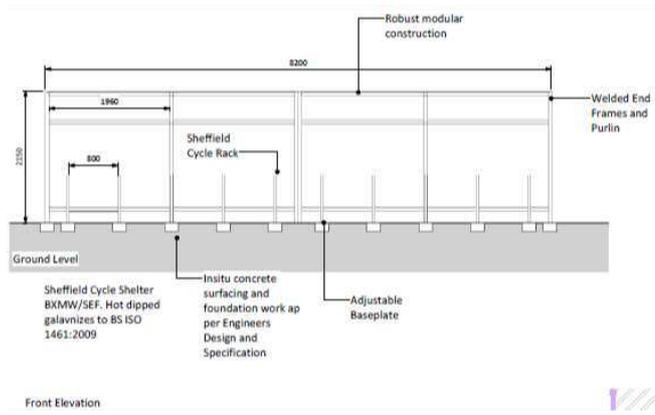


Figure 20: Amended Cycle Shelter Front Elevation

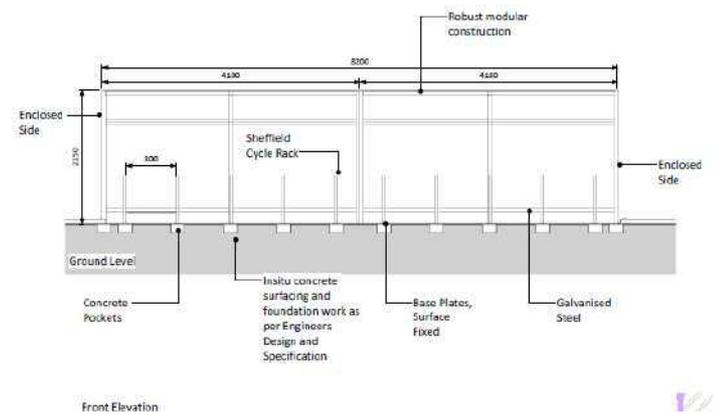


Figure 18: PAC Cycle Shelter Side Elevation

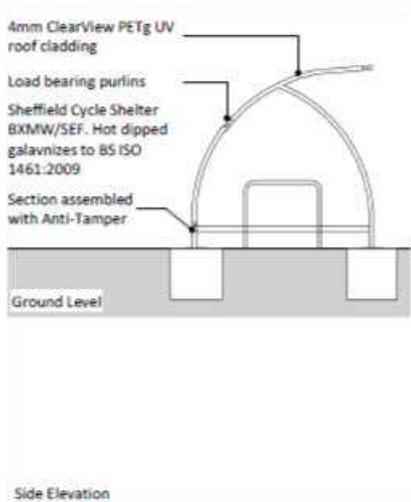


Figure 21: Amended Cycle Shelter Side Elevation

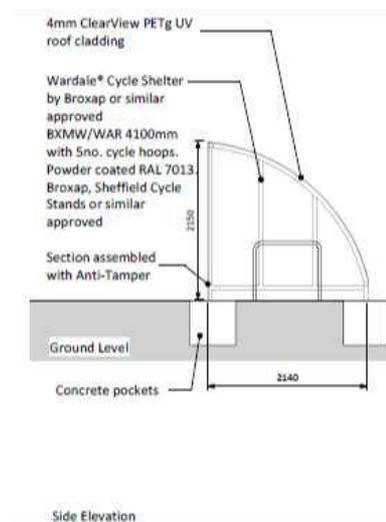


Figure 19: PAC Compound Layout

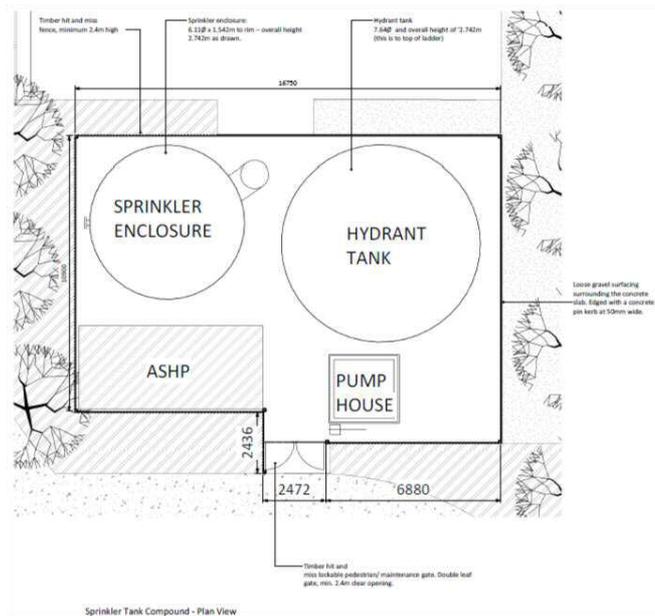
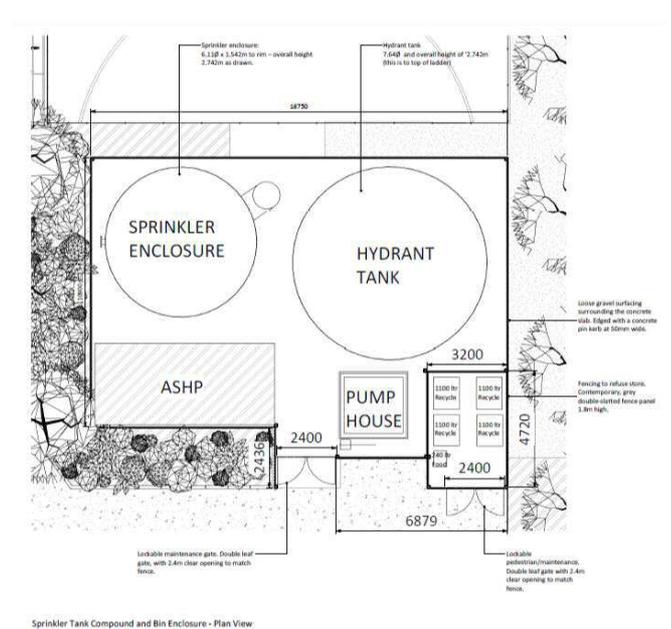


Figure 22: Amended Compound Layout



6. CONCLUSION

- 6.1. The PAC has been carried out in accordance with the legislative framework. It has been demonstrated that the concerns of consultees have either been addressed through revisions to the design or are considered to be unjustified in planning terms.
- 6.2. It is considered the pre-application consultation exercise has been completed and following the outcome of the process the proposed development is ready to move to the formal submission stage to be considered by the LPA.

7. APPENDICES

7.1. APPENDIX 1: ENGLISH AND WELSH SITES NOTICES

PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE

TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012

UNDER ARTICLES 2C AND 2D AS MODIFIED BY ARTICLE 2G

(To be served on owners and / or occupiers of adjoining land and community consultees; and displayed by site notice on or near the location of the proposed development)

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority

("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at St. Nicholas Church in Wales Primary School, St. Nicholas.

I give notice that the Vale of Glamorgan Council (21st Century Schools) is intending to apply for planning permission to construct a replacement primary school and associated works.

You may inspect copies of:

The proposed application; the plans; and other supporting documents online at <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC> and computer facilities are available to view this information online at Dock Offices, Subway Road, Barry, CF63 4RT between the hours of 09:00 and 16:00.

Or

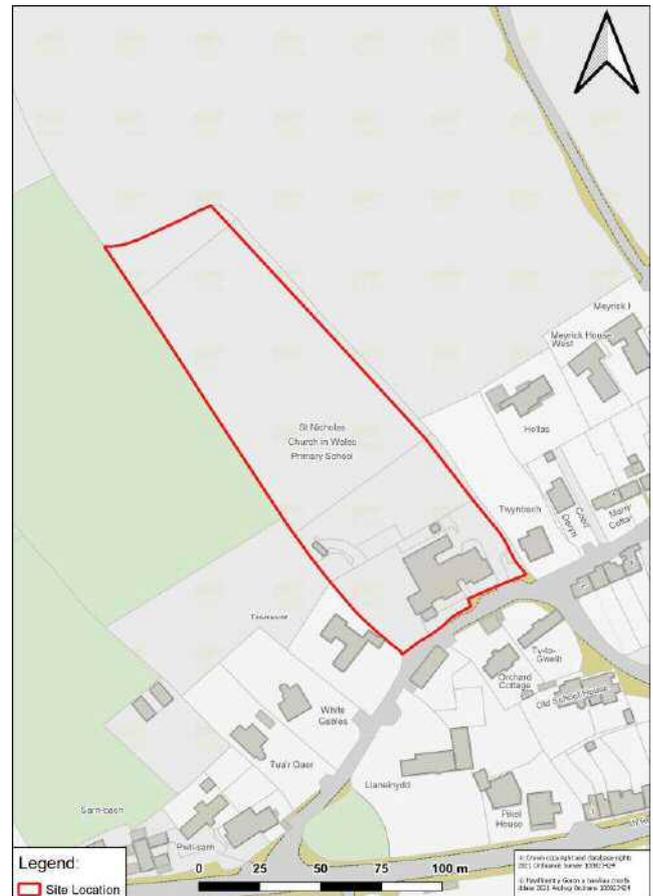
You may view this information at Dock Offices, Subway Road, Barry, CF63 4RT between the hours of 09:00 and 16:00. You may also request copies of this information by emailing npslater@valeofglamorgan.gov.uk or by telephoning the agent on 01446 704762.

Anyone who wishes to make representations about this proposed development must write to the agent at FOA: Nathan Slater, 21st Century Schools, Civic Offices, Holton Road, Barry CF63 4RU or emailing npslater@valeofglamorgan.gov.uk. All representations must be received by **Tuesday 4th January 2022**.

Representations must be received by Tuesday 4th January 2022.

Signed: Nathan Slater (Project Manager)

Date: 06/12/2021



HYSBYSIAD CYHOEDDUSRWYDD AC YMGYNGHORI CYN YMGEISIO AM GANIATÂD CYNLLUNIO
GORCHYMYN CYNLLUNIO GWLAD A THREF (GWEITHDREFN RHEOLI DATBLYGU) (CYMRU) 2012

HYSBYSIAD O DAN ERTHYGLAU 2C A 2D FEL Y'U HADDASWYD GAN ERTHYGL 2G
(I'w gyflwyno i berchnogion a/neu feddianwyr tir cyffiniol ac ymgynghoreion cymunedol; a'i arddangos ar
hysbysiad safle ar neu ger y datblygiad arfaethedig)

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn cyflwyno cais am ganiatâd cynllunio i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir mewn ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Datblygiad arfaethedig yn Ysgol Gynradd Sant Nicholas yng Nghymru, Sant Nicholas.

Rwy'n rhoi rhybudd bod Cyngor Bro Morgannwg (Ysgolion yr 21 Ganrif) yn bwriadu gwneud cais am ganiatâd cynllunio i adeiladu ysgol newydd.

Gallwch weld copïau o'r:

Y cais arfaethedig; y cynlluniau; a'r dogfennau cysylltiedig eraill ar-lein yn http://vagonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PA_C a chyfleusterau cyfrifiadurol ar gael i weld y wybodaeth hon ar-lein yn Swyddfeydd y Doc, Subway Road, Y Barri, CF63 4RT rhwng 09:00 a 16:00.

Neu

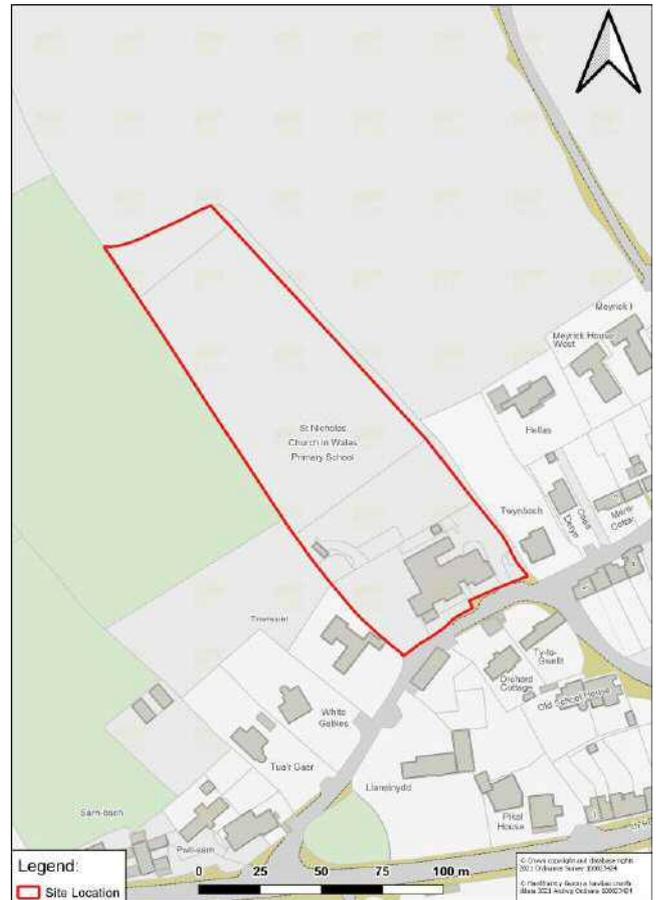
Gallwch weld y wybodaeth hon yn Swyddfeydd y Doc, Subway Road, Y Barri, CF63 4RT rhwng 09:00 a 16:00. Gallwch hefyd ofyn am gopïau o'r wybodaeth hon trwy e-bost npslater@valeofglamorgan.gov.uk neu drwy ffonio'r ceisydd ar **01446 704762**.

Rhaid i unrhyw un sy'n dymuno cyflwyno sylwadau am y datblygiad arfaethedig hwn ysgrifennu at y asiant yn FOA: Nathan Slater, Ysgolion yr 21ain Ganrif, Swyddfeydd Dinesig, Holton Road, Y Barri CF63 4RU neu e-bost npslater@valeofglamorgan.gov.uk. Rhaid derbyn pob sylw erbyn **dydd Mawrth 4 Ionawr 2022**.

Rhaid derbyn sylwadau erbyn dydd Mawrth 4 Ionawr 2022.

Llofnodwyd: Nathan Slater (Rheolwr Prosiect)

Dyddiad: 06/12/2021



7.2. APPENDIX 2: NEIGHBOUR CONSULTEE LETTER

Date/Dyddiad: 06/12/2021

Ask for/Gofynwch am: Nathan Slater

Telephone/Rhif ffon: (01446) 704762

e-mail/e-bost: npslater@valeofglamorgan.gov.uk

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111



www.valeofglamorgan.gov.uk

Owner / Occupier

Dear Sir/Madam

**Town and Country Planning (Development Management Procedure) (Wales) Order 2012
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE
UNDER ARTICLES 2C AND 2D AS MODIFIED BY ARTICLE 2G
(to be served on owners and/or occupiers of adjoining land and community consultees; and
displayed by site notice on or near the location of the proposed development)**

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at St. Nicholas Church in Wales Primary School, St. Nicholas.

I give notice that the Vale of Glamorgan Council (21st Century Schools) is intending to apply for planning permission to construct a replacement primary school and associated works.

You may inspect copies of:

The proposed application; the plans; and other supporting documents online at <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC> and computer facilities are available to view this information online at Dock Offices, Subway Road, Barry, CF63 4RT between the hours of 09:00 and 16:00.

Or

You may view this information at Dock Offices, Subway Road, Barry, CF63 4RT between the hours of 09:00 and 16:00. You may also request copies of this information by emailing npslater@valeofglamorgan.gov.uk or by telephoning the agent on 01446 704762.

Anyone who wishes to make representations about this proposed development must write to the agent at FOA: Nathan Slater, 21st Century Schools, Civic Offices, Holton Road, Barry CF63 4RU or emailing npslater@valeofglamorgan.gov.uk. All representations must be received by **Tuesday 4th January 2022**.

Representations must be received by Tuesday 4th January 2022.

Signed: Nathan Slater (Project Manager)

Date: 06/12/2021

Date/Dyddiad: 06/12/2021

Ask for/Gofynwch am: Nathan Slater

Telephone/Rhif ffon: (01446) 704762

e-mail/e-bost: npslater@valeofglamorgan.gov.uk

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111

www.valeofglamorgan.gov.uk



Annwyl Syr/Madam

**Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO
HYSBYSIAD O DAN ERTHYGLAU 2C a 2D FEL Y'U HADDASWYD GAN ERTHYGL 2G**

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn cyflwyno cais am ganiatâd cynllunio i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir mewn ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Datblygiad arfaethedig yn Ysgol Gynradd Sant Nicholas yng Nghymru, Sant Nicholas.

Rwy'n rhoi rhybudd bod Cyngor Bro Morgannwg (Ysgolion yr 21 Ganrif) yn bwriadu gwneud cais am ganiatâd cynllunio i adeiladu ysgol newydd.

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Y cais arfaethedig; y cynlluniau; a'r dogfennau cysylltiedig eraill ar-lein yn <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC> a chyfleusterau cyfrifiadurol ar gael i weld y wybodaeth hon ar-lein yn Swyddfeydd y Doc, Subway Road, Y Barri, CF63 4RT rhwng 09:00 a 16:00.

Neu

Gallwch weld y wybodaeth hon yn Swyddfeydd y Doc, Subway Road, Y Barri, CF63 4RT rhwng 09:00 a 16:00. Gallwch hefyd ofyn am gopïau o'r wybodaeth hon trwy e-bost npslater@valeofglamorgan.gov.uk neu drwy ffonio'r ceisydd ar **01446 704762**.

Rhaid i unrhyw un sy'n dymuno cyflwyno sylwadau am y datblygiad arfaethedig hwn ysgrifennu at y asiant yn FOA: Nathan Slater, Ysgolion yr 21ain Ganrif, Swyddfeydd Dinesig, Holton Road, Y Barri CF63 4RU neu e-bost npslater@valeofglamorgan.gov.uk. Rhaid derbyn pob sylw erbyn **dydd Mawrth 4 Ionawr 2022**.

Rhaid derbyn sylwadau erbyn dydd Mawrth 4 Ionawr 2022..

Llofnodwyd: Nathan Slater (Rheolwr Prosiect)

Dyddiad: 06/12/2021

7.3. APPENDIX 3: SPECIALIST, COMMUNITY AND ADDITIONAL CONSULTEE LETTER

Date/Dyddiad: 06/12/2021

Ask for/Gofynwch am: Nathan Slater

Telephone/Rhif ffon: (01446) 704762

e-mail/e-bost: npslater@valeofglamorgan.gov.uk

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111



www.valeofglamorgan.gov.uk

Dear Sir/Madam

**Town and Country Planning (Development Management Procedure) (Wales) Order 2012
CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER 2D
(To be served on specialist consultees, as defined by article 2(1) of the Town and Country
Planning (Development Management Procedure) (Wales) Order 2012)**

Purpose of this notice: This notice comprises a formal request for pre-application consultation response under article 2D of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

Proposed Development at St. Nicholas Church in Wales Primary School, St. Nicholas.

I give notice that the 21st Century Schools Team, Vale of Glamorgan Council is intending to apply for planning permission for a: Proposed Replacement School and associated works.

A copy of the proposed application; plans; and other supporting documents are attached can be viewed online at <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC>.

In accordance with the requirements of article 2E of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, a consultation response must be sent to npslater@valeofglamorgan.gov.uk by **Tuesday 4th January 2022**.

Signed: Nathan Slater (Project Manager)

Date: 06/12/2021

Date/Dyddiad: 06/12/2021

Ask for/Gofynwch am: Nathan Slater

Telephone/Rhif ffon: (01446) 704762

e-mail/e-bost: npslater@valeofglamorgan.gov.uk

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111



www.valeofglamorgan.gov.uk

Annwyl Syr/Madam

**Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012
YMGYNGHORI CYN CAIS AM HYSBYSIAD CANIATÂD CYNLLUNIO DAN 2D
(I'w gyflwyno ar ymgynghoreion arbenigol, fel y'u diffinnir gan erthygl 2 (1) o Orchymyn Cynllunio
Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012).**

Pwrpas yr hysbysiad hwn: Mae'r hysbysiad hwn yn cynnwys cais ffurfiol ar gyfer ymateb ymgynghori cyn cyflwyno cais dan erthygl 2D o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad Arfaethedig yn Ysgol Gynradd Sain Nicolas yng Nghymru, Ysgol Nicolas.

Rwy'n rhoi rhybudd bod Tîm Ysgolion yr 21ain Ganrif, Cyngor Bro Morgannwg yn bwriadu gwneud cais am ganiatâd cynllunio ar gyfer: Ysgol Amnewid Arfaethedig a gwaith cysylltiedig.

Copi o'r cais arfaethedig; cynlluniau; a dogfennau ategol eraill i'w gweld ar-lein yn <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC>

Yn unol â gofynion erthygl 2E o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012, mae'n rhaid anfon ymateb i npslater@valeofglamorgan.gov.uk erbyn **dydd Mawrth 4 Ionawr 2022**.

Llofnodwyd: Nathan Slater (Rheolwr Prosiect)

Dyddiad: 06/12/2021

7.4. APPENDIX 4: CONSULTATION LETTER TO SCHOOL

Date/Dyddiad: 06/12/2021

Ask for/Gofynwch am: Nathan Slater

Telephone/Rhif ffon: (01446) 704762

e-mail/e-bost: npslater@valeofglamorgan.gov.uk

The Vale of Glamorgan Council
Dock Office, Barry Docks, Barry CF63 4RT
Tel: (01446) 700111

Cyngor Bro Morgannwg
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT
Ffôn: (01446) 700111



www.valeofglamorgan.gov.uk

Dear Sir/Madam

The Vale of Glamorgan Council is seeking to progress a planning application for the 'construction of a replacement primary and nursery school including associated works' on land at St. Nicholas Church in Wales Primary School located within the settlement of St. Nicholas.

To inform the development proposal the Vale of Glamorgan Council's 21st Century Schools Team are undertaking a pre-application consultation (PAC). The PAC is an opportunity for interested parties to view the draft plans and supporting information, before a formal planning application is submitted to the Local Planning Authority (LPA), and make comments on the draft proposal.

The St. Nicholas Primary School PAC has been publicised through displaying 2 site notices within the village of St. Nicholas containing details of the consultation; letters have been sent to owners or occupiers of neighbouring properties; and specialist and community consultees have also been informed of the consultation via email. This information was made available on Monday 6th December 2021

The 21st Century Schools Team would like to invite people interested in the proposed development to view the draft plans and supporting documents which are available online using the following link:

<http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC>

The consultation period runs for 28 days until **Tuesday 4th January 2022**. To account for the Christmas period, late representations will be accepted until 10th January 2022. If you have any comments you would wish to make on the proposed development, please use the comment link which can be found using the webpage linked above; or comments can be sent directly to npslater@valeofglamorgan.gov.uk or via post to:

**FOA: Nathan Slater,
21st Century Schools Team,
Civic Offices,
Holton Road,
Barry,
CF63 4RU**

If you are unable to access the plans and supporting documents electronically you may request copies of this information by telephoning **01446 704762**. **Hardcopies of the documents are also available at the Dock Offices, Subway Road, Barry CF63 4RT. To view the hardcopies please request a copy at the reception desk.**

Please ensure representations are received by the closing date of the consultation on **Tuesday 4th January 2022**.

Comments that are submitted during the PAC will be considered by the developer and a formal response given as part of the PAC Report. The PAC Report considers all representations made during the consultation period and outlines whether any changes to the proposal have been made and if not sets out the reasons why the proposed changes have not been made.

The PAC Report is then submitted alongside a planning application to the LPA. As part of the planning submission another consultation is held by the LPA allowing interested parties to comment on the submitted proposal and PAC Report. This will give you an opportunity to see how the plans have changed and how your comments were considered as part of the PAC Report. You can make any further comments on the finalised plans to be considered by the LPA's case officer for the application, who is responsible for recommending the proposal for approval, refusal or requesting further amendments to the proposed development.

The Vale of Glamorgan's 21st Century Schools Team looks forward to hearing your views on the proposals.

Kind regards,

Nathan Slater (Project Manager)

Date: 06/12/2021

7.5. APPENDIX 5: REQUESTS TO EXTEND CONSULTATION PERIOD

Slater, Nathan P

To: [REDACTED]
Subject: RE: St Nicholas school

From: [REDACTED]
Sent: 06 December 2021 14:37
To: [REDACTED]
Subject: St Nicholas school

Dear Cllr Burnett

I have received considerable correspondence from residents of St Nicholas in relation to the below.

As you will see, residents are concerned that the proximity of the consultation period to the Christmas break will affect the response rate.

I therefore write to request that your department extends the consultation period as requested below.

Thank you for your assistance, and I look forward to hearing from you.

Kind regards,

Andrew



From: [REDACTED]
Sent: 06 December 2021 13:06
To: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
Cc: [REDACTED]

Subject: St Nicholas school

Dear Nathan,

Would you kindly forward a hard copy in the post of all docs. related to the above planning application/consultation.

The planning department have not consulted with residents who objected to the previous proposal since it's rejection. The planning department have now chosen to offer consultation at the most difficult time of the year for residents to find time to study it. The whole ethos of "Planning Policy Wales document," is for the planning department to consult with residents at the earliest possible juncture to arrive at a proposal through compromise that residents are likely to support and approve. The VOG Planning Department appear to do the exact opposite and sadly it is as a direct result that the department is regarded with such distain by residents of the VOG.

I hereby request that the consultation period be extended until 4th Feb 2022 in order to provide adequate time for residents to obtain hard copies of all the docs. from you to consider and reply to the proposal. I'm sure many copied into this email will probably request the same.

Yours sincerely,

[Redacted signature]

[Redacted contact information]

Slater, Nathan P

From: [Redacted]
Sent: 06 December 2021 13:06
To: Slater, Nathan P
Cc: [Redacted]
Subject: St Nicholas school
Follow Up Flag: Follow up
Flag Status: Completed

Dear Nathan,

Would you kindly forward a hard copy in the post of all docs. related to the above planning application/consultation.

The planning department have not consulted with residents who objected to the previous proposal since it's rejection. The planning department have now chosen to offer consultation at the most difficult time of the year for residents to find time to study it. The whole ethos of "Planning Policy Wales document," is for the planning department to consult with residents at the earliest possible juncture to arrive at a proposal through compromise that residents are likely to support and approve. The VOG Planning Department appear to do the exact opposite and sadly it is as a direct result that the department is regarded with such distain by residents of the VOG.

I hereby request that the consultation period be extended until 4th Feb 2022 in order to provide adequate time for residents to obtain hard copies of all the docs. from you to consider and reply to the proposal. I'm sure many copied into this email will probably request the same.

Yours sincerely,

[Redacted]
[Redacted]

Slater, Nathan P

From: [REDACTED]
Sent: 06 December 2021 19:13
To: Slater, Nathan P
Subject: Proposed development at St. Nicholas primary School

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Slater,

> Further to your latest notice regarding another planning application regarding a re-development of St. Nicholas Church in Wales Primary School. Due to the impending Christmas Holliday period and the continuing restrictions of daily life relating to COVID 19. Can you please extend the consultation period until February 2022, to enable the residents sufficient time to study the new proposal, reflect on the likely impact of it on our properties and if necessary consult with independent planning advisors.

Yours Sincerely

[REDACTED]

Sent from my iPhone

Slater, Nathan P

From: Bird, Jonathan (Cllr)
Sent: 06 December 2021 12:13
To: Slater, Nathan P
Subject: Re: Pre-Application Consultation: Redevelopment of St Nicholas CiW Primary School, Vale of Glamorgan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Nathan,

I am getting complaints about the consultation period as it is taking a week to send out the documentation, can we please extend the consultation period as it is over the Christmas period as well.

Regards
Cllr Jonathan Bird
Member for Wenvoe in the Vale of Glamorgan Council

From: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
Sent: Monday, December 6, 2021 8:31 AM
Subject: Pre-Application Consultation: Redevelopment of St Nicholas CiW Primary School, Vale of Glamorgan

Dear Sir / Madam,

I am contacting in regards to a Pre-Application Consultation (PAC) for the proposed replacement primary school for 126 pupils plus additional capacity for 48 nursery places, including associated works at St. Nicholas CiW Primary School, St Nicholas, Vale of Glamorgan. You have been identified as a Specialist Consultee as set out in Schedule 4 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) or as a Community Consultee with an interest in the proposed development.

Please find attached the formal consultation letter detailing the proposed development and how to respond. Further information on the application and the consultation can be found using the following link: <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC>. Please ensure any comments you wish to make are returned to npslater@valeofglamorgan.gov.uk by **Tuesday 4th January 2022**.

If you have any queries regarding the proposal or the consultation please do not hesitate to get in contact.

Kind regards,

Nathan Slater
Project Manager / Rheolwr Prosiect
21st Century Schools Programme / Ysgolion yr 21ain Ganrif
Learning & Skills / Dysgu a Sgiliau
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704762
mob / sym:
e-mail / e-bost: npslater@valeofglamorgan.gov.uk

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Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Visit our Website at www.valeofglamorgan.gov.uk
Ewch i'n gwefan yn www.bromorgannwg.gov.uk

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)

Slater, Nathan P

From: [REDACTED]
Sent: 07 December 2021 11:43
To: Slater, Nathan P
Cc: [REDACTED]

Subject: RE: St Nicholas school

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr Slater

Thank you for this. Given the short holiday period time frame that you have chosen for this consultation, can you please similarly summarise how this new application differs from the last one with respect to the traffic quantity estimates, traffic flow arrangements, parent & pupil entry and exit arrangements, and also in which of the above respects this new application is unchanged from the last one?

With many thanks in advance

[REDACTED]

From: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
Sent: 07 December 2021 10:48
To: [REDACTED]
Cc: [REDACTED]

[REDACTED]

Subject: RE: St Nicholas school

Dear Mr Shore,

Thank you for your email. I can confirm this is a new proposal which is different to the proposed development which was refused under 2020/00874/RG3 on 22nd January 2021.

In summary the current proposal being consulted on includes the following changes:

- The proposed school building has been reduced in size to accommodate only the existing pupil capacity of 126 primary school pupils. However, the proposal does include an additional classroom to accommodate nursery provision for 48 places (this is split by 24 pupils in the a.m. period and 24 pupils in the p.m. period).
- It remains the same height as the previous proposal.
- The proposal retains the proposed on-site parking improvements – 20 staff parking spaces, drop off / pick up provision, minibus parking space, on-site commercial space.
- Staff numbers will increase from 17.5 full time equivalent to 20.5 full time equivalent.
- Proposed materials have changed slightly to better reflect the site context.
- Increased tree planting throughout the site.
- Proposed school will now be a Net Zero Carbon building.

A number of other additional changes have been made. I have attached a layout plan of the refused proposal and the current proposal for comparison.

If you have any queries please do not hesitate to get in contact.

Kind regards,

Nathan Slater
Project Manager / Rheolwr Prosiect
21st Century Schools Programme / Ysgolion yr 21ain Ganrif
Learning & Skills / Dysgu a Sgiliau
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704762
mob / sym:
e-mail / e-bost: npslater@valeofglamorgan.gov.uk

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Ewch i'n gwefan yn www.bromorgannwg.gov.uk

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: [REDACTED]

Sent: 06 December 2021 16:04

To: [REDACTED]

Subject: Re: St Nicholas school

Dear Mr Slater,

To enable the residents and other interested parties to evaluate in the short period being made available to us, is it

possible for you to simply outline the variations in the request for planning being made by the 21st Century Schools Programme Team, as opposed to the initial scheme that was rejected, or can you confirm if the Schools Team are merely submitting the exact same proposal as previously rejected.

Regards

On Monday, 6 December 2021, 13:12:27 GMT, Slater, Nathan P <npslater@valeofglamorgan.gov.uk> wrote:

Dear Mr Davies,

The Vale of Glamorgan Planning Department is not part of the Pre-Application Consultation. This is run by the developer which in this instance is the Vale of Glamorgan Council's 21st Century Schools Programme Team. Although I appreciate that Christmas is a busy a period, work on the school proposals can not be delayed by an additional month to accommodate the Christmas period. I will accept representation on the consultation up to the 10th January 2020 to allow for the Christmas week.

If you could please send me your address details I can ensure the plans are delivered to you as soon as possible.

Kind regards,

Nathan Slater

Project Manager / Rheolwr Prosiect

21st Century Schools Programme / Ysgolion yr 21ain Ganrif

Learning & Skills / Dysgu a Sgiliau

Vale of Glamorgan Council / Cyngor Bro Morgannwg

tel / ffôn: [01446 704762](tel:01446704762)

mob / sym:

e-mail / e-bost: npslater@valeofglamorgan.gov.uk

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Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.

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Ewch i'n gwefan yn www.bromorgannwg.gov.uk

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)

[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: [REDACTED]
Sent: 06 December 2021 13:06
To: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
Cc: [REDACTED]

Subject: St Nicholas school

Dear Nathan,

Would you kindly forward a hard copy in the post of all docs. related to the above planning application/consultation.

The planning department have not consulted with residents who objected to the previous proposal since it's rejection. The planning department have now chosen to offer consultation at the most difficult time of the year for residents to find time to study it. The whole ethos of "Planning Policy Wales document," is for the planning department to consult with residents at the earliest possible juncture to arrive at a proposal through compromise that residents are likely to support and approve. The VOG Planning Department appear to do the exact opposite and sadly it is as a direct result that the department is regarded with such distain by residents of the VOG.

I hereby request that the consultation period be extended until 4th Feb 2022 in order to provide adequate time for residents to obtain hard copies of all the docs. from you to consider and reply to the proposal. I'm sure many copied into this email will probably request the same.

7.6. APPENDIX 6: SPECIALIST, ADDITIONAL AND COMMUNITY CONSULTEE REPRESENTATIONS

APPENDIX 6.1 – SPECIALIST CONSULTEES REPRESENTATIONS

The Vale of Glamorgan Council

By email

Eich cyfeirnod
Your reference

Ein cyfeirnod
Our reference

Dyddiad
Date

Llinell uniongyrchol
Direct line

Ebost
Email:

DH

21 December 2021

0300 0256004

cadwplanning@gov.wales

Dear Sir/Madam

**Pre-Planning Application - Proposed Replacement School and associated works,
St. Nicholas Church in Wales Primary School, St. Nicholas**

Thank you for your letter of 6 December 2021 inviting our comments on the pre-planning application consultation for the proposed development described above.

Advice

The following comments are based on information made available to us as part of the pre-application consultation and we will review our comments when we are consulted on the final planning application.

Having carefully considered the information provided, we have no objection to the proposed development in regards to the scheduled monuments listed in our assessment of the application below.

The national policy and Cadw's role in the planning process is set out in Annex A.

Assessment

GM008 St Lythan's Burial Chamber
GM009 Tinkinswood Burial Chamber
GM069 Doghill Moated Site, Dyffryn
GM079 Y Gaer
GM096 Cottrell Ringwork
GM116 Coed-y-Cwm Chambered Cairn
GM117 Coed y Cwm Ringwork
GM364 Cottrell Castle Mound
GM365 Two Cooking Mounds E of Ty'n-y-Pwll
GM450 Remains of Peterston Castle
GM613 Castle Ringwork 850m ENE of Ty'n-y-Coed

This statutory pre-planning application consultation is for a proposed replacement



primary school including additional nursery provision and associated works at St Nicholas Church in Wales Primary School, St Nicholas.

The planning application will be accompanied by a detailed Heritage Impact Assessment produced by HCUK Group has been submitted in support of this application. This assessment has considered the impact of the proposed development on the setting of the designated historic assets and concluded that apart from scheduled monument GM096 Cottrell Ringwork located north of the Site, there will be no adverse impact.

There will be an adverse impact on the setting of scheduled monument GM096 Cottrell Ringwork and mitigation measures to reduce this impact cannot be included in the design of the development: Therefore the applicants has proposed measures to compensate/off-set this impact by providing information on the Ringwork for users of the footpaths in the form of information panels located adjacent to the end of the path at the northern end of the school grounds. In our opinion these measures will provide additional public benefit to the proposed development and will mitigate the slight adverse impact caused to the setting of scheduled monument by the proposed school.

Finally, there may also be undesignated historic assets that could be affected by the proposed development and, if you have not already done so, we would advise that you consult the Historic Environment Record held by the Glamorgan-Gwent Archaeological Trust www.ggat.org.uk

Yours sincerely,

Denise Harris
Policy and Protection



Annex A

Our role

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for the local authority.

It is for the local planning authority to weigh our assessment against all the other material considerations in determining whether to approve planning permission.

National Policy

Applications for planning permission are considered in light of the Welsh Government's land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and related guidance.

PPW [planning-policy-wales-edition-11.pdf](#) explains that it is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.

The conservation of archaeological remains and their settings is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in a direct adverse impact on a scheduled monument (or an archaeological site shown to be of national importance)

[Technical Advice Note 24: The Historic Environment](#) elaborates by explaining that when considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains.

Historic Parks and Gardens

PPW also explains that local authorities should value, protect, conserve and enhance the special interests of parks and gardens and their settings included on the register of historic parks and gardens in Wales and that the effect of a proposed development on a registered park or garden or its setting should be a material consideration in the



determination of a planning application.





**Cyfoeth
Naturiol
Cymru
Natural
Resources
Wales**

Ein cyf/Our ref: CAS-176857-V6Q1
Eich cyf/Your ref:

Rivers House,
St Mellons Business Park,
St Mellons,
Cardiff,
CF3 0EY

Nathan Slater
Vale of Glamorgan Council / Cyngor Bro Morgannwg
Dock Office
Barry Docks
Barry
CF63 4RT

ebost/email:
[REDACTED]

24/12/2021

Annwyl Syr/Madam / Dear Sir/Madam,

STATUTORY PRE-APPLICATION CONSULTATION - TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2012 AS AMENDED.

BWRIAD / PROPOSAL: PROPOSED REPLACEMENT SCHOOL AND ASSOCIATED WORKS

LLEOLIAD / LOCATION: ST. NICHOLAS CHURCH IN WALES PRIMARY SCHOOL, ST NICHOLAS

Thank you for providing a requisite notice to us under Article 2D of the above Order. We received a copy of your proposed application on 6 December 2021.

Based on the information provided, we would have no objection to the proposed development and provide the following advice.

European Protected Species (Bats)

We note that the bat report submitted in support of the above application (Bat Roost Report, August 2019 by AECOM) found no evidence that of bat roosts at the application site. However, due to the foraging and commuting bat activity at the site, we support the implementation of the proposed lighting recommendations set out in the above bat report (Section 6.2.1).

We note that the surveys were undertaken in 2019. We consider these are acceptable in this instance if the demolition works take place this winter/ spring before the start of the bat active season in April 2022. The validity of bat survey reports is considered to expire after 2 years. Should the demolition works be delayed until after the start of the bat active season, we would advise that update inspection/ surveys are undertaken prior to any works commencing.

Ely Valley Site of Special Scientific Interest (SSSI)

The proposed development site lies approximately 1.6km from the Ely Valley SSSI. However, due to the lack of hydrological connectivity to the site and the nature of the proposal, we consider that the proposed development is not likely to damage the features for which the Ely Valley SSSI is of special interest.

Other Matters

Please note, if further information is prepared to support an application, it may be necessary for us to change our advice in line with the new information.

Our comments above only relate specifically to matters included on our checklist, *Development Planning Advisory Service: Consultation Topics* (September 2018), which is published on our [website](#). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests.

In addition to planning permission, you are advised to ensure all other permits/consents/licences relevant to the development are secured. Please refer to our [website](#) for further details.

Further advice on the above matters could be provided prior to your planning application being submitted, however there would be a charge for this service. Additional details are available on our [website](#).

If you have any queries on the above, please do not hesitate to contact us.

Yn gywir / Yours faithfully

Mrs C McCorkindale

Cynghorydd - Cynllunio Datblygu / Advisor - Development Planning
Cyfoeth Naturiol Cymru / Natural Resources Wales

Mr Nathan Slater
21st Century Schools Programme Manager
Civic Offices Holton Road
Barry
Vale of Glamorgan
CF63 4RU

Date: 22/12/2021
Our Ref: PPA0006311

Dear Mr Slater

Grid Ref: 308852 174421

Site Address: St Nicholas Church In Wales Primary School, St Nicholas

Development: Proposed replacement primary school for 126 pupils plus additional capacity for 48 nursery places, including associated works

I refer to your pre-planning enquiry received relating to the above site, seeking our views on the capacity of our network of assets and infrastructure to accommodate your proposed development. Having reviewed the details submitted I can provide the following comments which should be taken into account within any future planning application for the development.

SEWERAGE

I refer to the Schedule 1C - Article 2D notice received and your formal request for a pre-application consultation response before applying for planning permission from Dwr Cymru Welsh Water as a 'Specialist Consultee' as defined by Paragraph (y) of Schedule 4 of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016. It is acknowledged that the consultation request relates to a major development site and thus seeks a substantive response within 28 days from the date of the notice, as per the requirements of Article 2E. This request includes our views on the capacity of our network of assets and infrastructure to accommodate your proposed development. Having reviewed the details submitted I would advise there is no objection to the proposed development and offer the following standing advice which should be taken into account within any future planning application for the development.

The foul flows only from the proposed development can be accommodated within the public sewerage system. Should a planning application be submitted for this development we will seek to control points of communication via appropriate planning conditions and therefore recommend that any drainage layout or strategy submitted as part of your application takes this into account.

You are 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 you may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus in and around your site. Please be mindful that under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

SEWERAGE TREATMENT

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

WATER SUPPLY

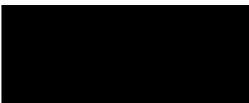
A water supply can be made available to service this proposed development. However, this may require the installation of off-site mains. Under Sections 40 - 41 of the Water Industry Act 1991 the above cost is requisitionable and a detailed cost can be provided upon receipt a new water connection application.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application. I also attach copies of our water and sewer extract plans for the area, and a copy of our Planning Guidance Note which provides further information on our approach to the planning process, making connections to our systems and ensuring any existing public assets or infrastructure located within new development sites are protected.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at developer.services@dwrwymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,



Owain George
Planning Liaison Manager
Developer Services

Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.

St Nicholas Church in Wales Primary School Re-development – 2021/00005/PAC.

Highway comments – 10^h January 2022.

The existing school of St Nicholas CiW Primary school is proposed to be demolished and a new building constructed which will cater for 126 pupils and 24 nursery places. The proposed new school will be a like for like replacement in terms of pupil and staff numbers for the primary school and then there will be an addition of 24 nursery places, all of which will be part time, and 3FTE additional members of staff.

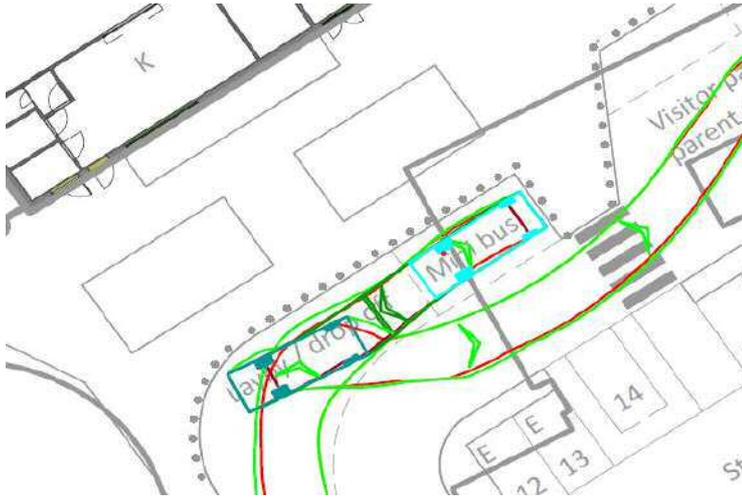
The proposals include the construction of a new staff car parking area, pick up and drop off area and spaces for minibus and deliveries/waste collection space. Given the existing situation currently in place for the school and with informal staff parking area and vehicular trips unlikely to increase over and above current levels, this is seen as betterment for the school and the surrounding area. There maybe slight increases in vehicular trips for the nursery provision but as the places are part time there will only be 12 nursery pupils arriving in the AM with the remainder being lunchtime trips and it is likely that not all pupils will arrive by private car.

It is recognised that currently most parents tend to use an informal one-way system of entering St Nicolas village to the West and the highway authority would support the continued use of this advisory system. Although this is an early stage consultation likely planning conditions which would be required include a Travel Plan and a Construction Traffic Management Plan and these are highlighted in the Transport Statement submitted.

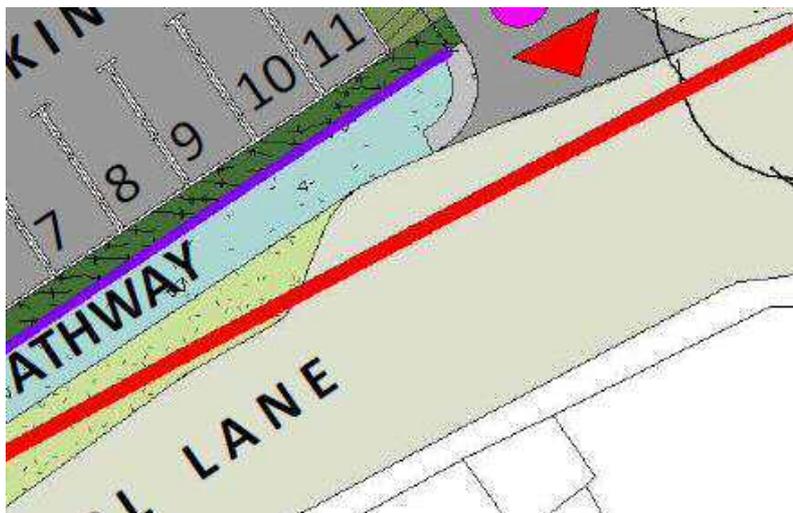
Therefore, based on the information provided, introduction of a new car park and pick up and drop off area and traffic levels unlikely to intensify, the highway authority would have no objection to the proposals when/if a formal planning application is submitted.

It is recommended that in order to make the pick up and drop off area operate efficiently and be as safe as possible there are some minor amendments to the layout which the highway authority would request. Please see the following comments:

1. The minibus space provided appears to be abutting a full height kerb which provides a protrusion of the pedestrian area fronting the school for the crossing point from the staff car park. This would mean that any minibus parking would need to reverse in order to exit the space. We would advise that if this arrangement could be altered such that the minibus could pull in and out of its space in forward gear without the need to reverse this would be an improvement to the safety and operation of the parking area. Also, the swept path shows the minibus pulling into its space only when the layby behind it is empty. If a vehicle is parked in the layby the minibus may be unable to access its dedicated space.



2. Ensure school zig zags are installed for the site frontage. No requirement for TRO.
3. The footway for the site frontage should be widened to a desirable 3m which would allow for larger crowds fronting the school which is advised in Manual for Streets 2007 section 6.3.22 and Active Travel Act 2021 section 9.6.3. This may require some tweaking of the site frontage kerb line and limit with the highway however this can be discussed with the highway development team in the future.



4. Transportation have advised to look into providing cycle parking as seen on the link <https://www.broxap.com/blox-a-cycle-shelter.html> and scooter pods similar to the ones seen on the link <https://www.cyclepods.co.uk/scooterpod/>.

Slater, Nathan P

From: [REDACTED]
Sent: 17 December 2021 13:39
To: Slater, Nathan P
Subject: St Nicholas CiW Primary School

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Nathan

On behalf of Sport Wales, thank you for the opportunity to comment as part of the pre-application consultation regarding the redevelopment of St Nicholas CiW Primary School. Sport Wales notes that currently there is a hard play area, an enclosed grass play area, sports pitches and smaller enclosed play areas. The planned facilities are similar and while we are pleased that there are plans to open the new enclosed games courts to the community, there is no detail on what this provision might look like.

Also not clear is whether there will be more outdoor sports facilities than currently. This means that we can't say at this stage whether we will object or not when the full planning application is submitted. We suggest that this is clearly addressed as part of the application to enable us to make an assessment.

We note that the school is to remain open while the new building is being built so we would welcome some detail regarding the temporary arrangements for PE and Sport during this time given that the new building will be on the current grass area.

We look forward to more detail either prior to or as part of the full planning application

Kind regards

Angela

Angela Lewis

Sport Wales | Chwaraeon Cymru
Sophia Gardens | Gerddi Sophia
Cardiff | Caerdydd
CF11 9SW

www.sport.wales | www.chwaraeon.cymru

We welcome correspondences in Welsh and English, corresponding in Welsh will not lead to a delay.

Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg, ni fydd gohebu drwy gyfrwng y Gymraeg yn arwain at oedi.

Fedr eich clwb chwaraeon chi elwa o grant gan y Loteri Genedlaethol? [Rhagor o wybodaeth](#) am y £1,500 y gallech wneud cais amdano drwy ein Gist Gymunedol.

Sport Wales FIT
Sport Wales | Chwaraeon Cymru
Sophia Gardens | Gerddi Sophia
Cardiff | Caerdydd

CF11 9SW

 Tel | Ffôn:

 sw.fit@sport.wales

 www.sport.wales | www.chwaraeon.cymru

At Sport Wales we work flexibly – so whilst it suits me to email now, I do not expect a response or action outside of your own working hours. Rydym yn gweithio'n hyblyg yn Chwaraeon Cymru– felly, er ei fod yn addas i mi e-bostio nawr, nid wyf yn disgwyl ymateb na gweithred y tu allan i'ch awyrgylch.

We welcome correspondence in Welsh and English, corresponding in Welsh will not lead to a delay. Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg, ni fydd gohebu drwy gyfrwng y Gymraeg yn arwain at oedi.

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Os derbyniwch yr e-bost hwn mewn camgymeriad, rhochwch wybod i'r anfonwr os gwelwch yn dda a'i ddileu ar unwaith.

Nid yw datgelu i unrhyw un ar wahân i'r sawl y cyfeirir yr e-bost ato, boed yn ddamweiniol neu fel arall, yn ildio cyfrinachedd yn fwiadol.

Efallai y bydd Chwaraeon Cymru'n monitro ac yn cofnodi'r holl e-byst ar gyfer rheoli ansawdd ac at ddibenion hyfforddi.

Ac eithrio pan anfonir yr e-bost hwn fel rhan o'n gwaith a'n busnes arferol, mae'r safbwyntiau a fynegir yn yr e-bost hwn yn perthyn i'r anfonwr ac nid i Chwaraeon Cymru.

Nid yw Chwaraeon Cymru na'r anfonwr yn derbyn unrhyw gyfrifoldeb am frysau a'ch cyfrifoldeb chi yw sicrhau eich bod yn gwirio'r e-bost hwn ac unrhyw atodiadau am broblemau.

Chwaraeon Cymru yw enw brand Cyngor Chwaraeon Cymru ac mae ei gyfeiriad swyddfa cofrestredig yng Ngerddi Sophia, Caerdydd, CF11 9SW.

Mae'n gwmni sydd wedi'i ymgorffori gan Siarter Brenhinol ac mae'n gofrestredig yng Nghymru ac yn Lloegr a'i rif cofrestru fel cwmni yw: RC000579.



Vale of Glamorgan Council
Planning Department
Dock Office
Barry Docks
Barry
CF63 4RT
npslater@valeofglamorgan.gov.uk

Our Ref: BD/20-01555 (BR13)
Your Ref:
Date: 15 December 2021
Contact: Watch Manager B. Dickinson
Tel: [REDACTED]
E-mail: [REDACTED]

Dear Sir,

**TOWN AND COUNTRY PLANNING ACT 1990
PROPOSAL: REPLACEMENT PRIMARY SCHOOL FOR 126 PUPILS PLUS
ADDITIONAL CAPACITY FOR 48 NURSERY PLACES, INCLUDING ASSOCIATED
WORKS
LOCATION: ST. NICHOLAS CHURCH IN WALES PRIMARY SCHOOL, ST.
NICHOLAS, VALE OF GLAMORGAN**

I acknowledge receipt of the notification to the South Wales Fire and Rescue Authority in relation to the above application.

The proposed site plan in relation to the above has been examined and the Fire and Rescue Authority wish the following comments to be brought to the attention of the committee/applicant. It is important that these matters are dealt with in the early stages of any proposed development.

The developer should consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances.

Should the applicant require further information in relation to these matters they should contact the above named fire safety officer.

Yours faithfully,

Duly signed and authorised by

[REDACTED]
For Assistant Chief Fire Officer
Cc: WATERGEN@southwales-fire.gov.uk
Enc: BR13 Appendix

Pencadlys Gwasanaeth Tân ac Achub De Cymru,
Parc Busnes Forest View, Llantrisant, Pont-y-clun, CF72 8LX.

Ffôn 01443 232000 • Ffacs 01443 232180
www.decymru-tan.gov.uk

Rydym yn croesawu gohebioeth yn y gymraeg a'r saesneg - byddwn yn ymateb yn gyfartal i'r ddau ac yn ateb yn eich dewis iaith heb oedi.

CODI YMWHYBYDDIAETH - LLEIHAU PERYGL

South Wales Fire and Rescue Service Headquarters,
Forest View Business Park, Llantrisant, Pontyclun, CF72 8LX.

Telephone 01443 232000 • Fax 01443 232180
www.southwales-fire.gov.uk

We welcome correspondence in Welsh and English - we will respond equally to both and will reply in your language of choice without delay.

RAISING AWARENESS - REDUCING RISK

Appendix

1.0 Access For Fire Appliances

Typical vehicle access route requirements:

Appliance Type	Min Width Road	Min Width Gate	Min Turning Circle between Kerb
Pump	3.7m	3.1m	16.8m
Aerial Appliance	3.7m	3.1m	26.9m
Min Turning between Wall	Min Height Clearance	Min Capacity Tonnes	
19.2	3.7m	12.5	
29.0	4.0m	23	

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of the fire appliances but the need to be able to site them in strategic positions; in particular, account must be taken of the working space requirements for aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

2.0 Water Supplies for Firefighting

The existing output of the statutory water supply network may need to be upgraded in certain parts of the local plan area to cater for firefighting needs of new developments. It is recommended that this provision be a condition of planning consent.

Access to Open Water Supplies

Where development of water front sites takes place, the need for permanent and unobstructed access for firefighting appliances to the water should be made a condition of any planning consent.

Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure access for fire pumping appliances is satisfactory.

2.1 **Housing**

Minimum main size 100mm. Housing developments with units of detached or semi-detached houses of not more than two floors should have a water supply capable of delivering a minimum of eight litres per second through any hydrant on the development.

Housing developments with units of more than two floors should have a water supply capable of delivering a minimum of 20 to 35 litres per second through any hydrant on the development.

2.2 **Transportation**

Lorry/Coach Parks - Multi-Storey Car Parks-Service Stations

Minimum main size 100mm. All of these amenities should have a water supply capable of delivering a minimum of 25 litres per second through any hydrant on the development or within a vehicular distance of 90 metres from the complex.

2.3 **Industry**

In order that an adequate supply of water is available for use by the Fire Authority in case of fire, it is recommended that the water supply infrastructure to any Industrial estate is as follows:

Light Industrial

Minimum Main Size 100mm
Up to one hectare, 20 litres per second

Commercial/Industrial

Up to two hectares, 35 litres per second - Minimum Main Size 150mm

High Risk Industrial

Two to three hectares 50 litres per second - Minimum Main Size 150mm.
Over three hectares, 75 litres per second.

In rural areas it may not be possible to provide sufficient mains water. To overcome this, static or river supplies would be considered on site at the above flow rates for at least one hour.

The Fire Authority should be consulted at the outline planning stage of any proposed projects to ascertain the exact requirements, as high risk units may require a greater flow.

2.4 Shopping, Health and Community Facilities

Village Halls

Should have a water supply capable of delivering a minimum of 15 litres per second through any hydrant on the development or within a vehicular distance of 100 metres from the complex.

Primary Schools and single storey Health Centres

Should have a water supply capable of delivering a minimum of 20 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

Secondary Schools, Colleges, Large Health and Community Facilities

Should have a water supply capable of delivering a minimum of 35 litres per second through any hydrant on the development or within a vehicular distance of 70 metres from the complex.

2.6 Distances Between Fire Hydrants

The distance between fire hydrants should not exceed the following:

Residential areas	-	200 metres
Industrial Estates (Subject to operational needs)	-	150 metres
Town centre areas	-	90 metres
Commercial (Offices & Shops)	-	100 metres
Residential Hotels	-	Adjacent to access
Hotels	-	Adjacent to access
Institutional (Hospitals & Old Persons Homes)	-	Adjacent to access
Old Persons Homes	-	Adjacent to access
Educational (Schools & Colleges)	-	Adjacent to access

2.7 Conclusion

Developers should hold joint discussion with Dwr Cymru - Welsh Water or the National Rivers Authority and the Fire Authority to ensure that adequate water supplies are available in case of fire. the Fire Authority reserve the right to ask for static water supplies for firefighting on site as a condition of planning consent, if the supply infrastructure is inadequate for any given risk.

Slater, Nathan P

From: [REDACTED]
Sent: 10 December 2021 10:55
To: Slater, Nathan P
Subject: RE: Pre-Application Consultation: Redevelopment of St Nicholas CiW Primary School, Vale of Glamorgan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Nathan,

Many thanks for the pre-planning enquiry. We have consulted the regional Historic Environment Record (HER) and note the submission of an Historic Environment Desk-based Assessment by Dyfed Archaeological Trust (Report no. 2019/20, dated June 2019) and a Heritage Impact Assessment by Archaeology Collective (Report no. 06474A, dated November 2020).

The proposal is located approximately 100m north of Roman road (RR060c-01) running from Cardiff to Neath. Features relating to the road have been located in the vicinity, including artefacts of Roman date. St Nicholas is a village with medieval origins, the Parish Church of St Nicholas, located approximately c70m to the east of the application, is a Grade II* Listed Building (Cadw ref. 13636) and has 14th century origins. Whilst the Church has an associated graveyard, there is no indication that it extends into the proposed development area.

The village contains several buildings that date to the late medieval or early Post-medieval periods, in addition to Cottrell Ringwork, a ring motte and Scheduled Monument (Cadw ref. GM096) which is located c230m to the northwest. The medieval core of the village is likely to be centred around the Church. Indeed, the 1811 OS map and the St Nicholas Tithe map (dating to 1838) depicts a nucleated settlement, focused around the Church. As a result it is possible that medieval settlement extended into the proposed development area. However, we note that the existing structures on the site are likely to have had an adverse effect on any potential remains that may be present in these areas.

Therefore, should a similar application to the one you have outlined be submitted, we would be unlikely to recommend any pre-determination work. Rather we would be likely to recommend a condition requiring the submission of a Written Scheme of Investigation (WSI) detailing a programme of archaeological work. We envision this would take the form of a targeted watching brief, focussing on ground-intrusion works outside of the areas of the existing structures.

This is consistent with our responses to adjacent planning applications and the LDP.

Should you require anything further, please get in touch.

Regards,

Rob

Rob Dunning BSc MCIfA
Archaeological Planning Officer
Glamorgan-Gwent Archaeological Trust Ltd
SA12 Business Centre
Seaway Parade
Baglan Energy Park

Port Talbot
SA12 7BR

e-mail 
web www.ggat.org.uk

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From: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
Sent: 06 December 2021 08:31
Subject: Pre-Application Consultation: Redevelopment of St Nicholas CiW Primary School, Vale of Glamorgan

Dear Sir / Madam,

I am contacting in regards to a Pre-Application Consultation (PAC) for the proposed replacement primary school for 126 pupils plus additional capacity for 48 nursery places, including associated works at St. Nicholas CiW Primary School, St Nicholas, Vale of Glamorgan. You have been identified as a Specialist Consultee as set out in Schedule 4 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) or as a Community Consultee with an interest in the proposed development.

Please find attached the formal consultation letter detailing the proposed development and how to respond. Further information on the application and the consultation can be found using the following link: <http://vogonline.planning-register.co.uk/PlaRecord.aspx?AppNo=2021/00005/PAC>. Please ensure any comments you wish to make are returned to npslater@valeofglamorgan.gov.uk by **Tuesday 4th January 2022**.

If you have any queries regarding the proposal or the consultation please do not hesitate to get in contact.

Kind regards,

Nathan Slater
Project Manager / Rheolwr Prosiect
21st Century Schools Programme / Ysgolion yr 21ain Ganrif
Learning & Skills / Dysgu a Sgiliau
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704762
mob / sym:
e-mail / e-bost: npslater@valeofglamorgan.gov.uk

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Ewch i'n gwefan yn www.bromorgannwg.gov.uk

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

31 December 2021

npslater@valeofglamorgan.gov.uk

Dear Nathan,

RE: Pre-Application Consultation: Redevelopment of St Nicholas CiW Primary School, Vale of Glamorgan

Thank you for the opportunity to comment on the above consultation. Unfortunately, the link provided brings me to an error message. However, I did quickly glance at the documents prior to the winter break, so, here is a brief response based on memory.

It is difficult to ascertain, in the documents/plans provided, how the play needs for all the student population will be catered for. The plans appear to indicate that year groups will be separated during play and break times. If this is the case, Play Wales would encourage this to be reconsidered.

It is common for schools to separate children by age (something which is not always popular with children. It can cause friction and supervision issues due to conflict among children with regards to the type and amount of space they can access; in addition, it reduces opportunities for much-needed social interaction.

We advise space which allows and enables older children and younger children to interact and play together. This promotes a mutual sharing of games, ideas, materials, and places. This contributes to a feeling of nurturing for older children, and younger children benefit from the extension of their play experiences.

In terms of space:

- The space should be designed to enable the provision of loose parts play materials during playtime. Not having enough resources can cause conflict and tension during playtime. There are resources such as sand, water, shells, fabric, buckets, boxes, rope, tyres, bottles, wood and scrap materials of all kinds that we can provide to facilitate and encourage play. Such materials are cheap and accessible, and simply leaving a pile of them for children to explore will increase the motivation and intensity of their play, activity and engagement levels. Additionally, providing these everyday objects can help divert reusable waste away from landfill whilst improving opportunities for play and creativity. When items are re-used, the life of the material is prolonged without resorting to industrial processing. Providing plenty of loose parts also means that these materials are replacing new and over packaged toys and equipment which sometimes don't offer the level of play value that loose parts do. Actions such as this can help to meet net zero targets for schools and new buildings.
- If there is a plan to install playground markings or zoning, try to use them to support curriculum delivery and to provide a range of activities for children to play together. Markings (such as number squares and targets) can be a useful tool for ensuring that learning can be active in curriculum time. Zoning is best used when it protects areas for more free play and access to loose parts and less structured activity that can be squeezed out by the playing of large ball games which can dominate a space. Making permanent changes to playground markings and physical structures increases levels of physical activity, especially when children have more time to play, but



One day Wales will be a place where we recognise and provide for every child's play needs

Un dydd bydd Cymru'n wlad ble y byddwn yn cydnabod ac yn darparu ar gyfer anghenion chwarae pob plentyn

Park House
Greyfrars Road
Cardiff
CF10 3AF

Tŷ Parc
Heol y Brodyr Lwydion
Caerdydd
CF10 3AF

Te 029 2048 6050
Cymraeg 029 2240 9795

ma @playwales.org.uk
post@chwaraecymru.org.uk

www.playwales.org.uk
www.chwaraecymru.org.uk

Registered charity No 1068926
Elusen Cofrestredig Rhif 1068926



Llywodraeth Cymru
Welsh Government

this diminishes over time. These interventions appear to be most successful when coupled with adult led activity/supervision, but children's interest in using this for self-directed play and activity wanes.

- We highlight the need to continue to think about and provide for play for children of all ages. Children across all Key Stages, including older children need time to play during the school day.

Although the provision of good quality space is very important, supporting the right to play in schools goes beyond spatial considerations. We would encourage you to signpost the school to the Vale of Glamorgan Play Development team, which is working with schools to improve play time. More information for schools can be found in the Play Wales publication [play-friendly school-guidance for a whole school approach](#).

Although our suggestions may not seem appropriate at this point of the process, we strongly advise that the planning of space for play and recreation is considered from the outset, with clear briefs for designers.

Please get in touch if we can offer any support or information.

Best wishes,



Marianne Mannello
Assistant Director: Policy, Support and Advocacy

COFNOD / MEMORANDUM

I / To:	Mr N P Slater	Oddi Wrth / From:	Environment Team – Land Quality
Adran / Dept:	21st Century Schools Programme	Ein cyf / Our ref:	SRS/E/10581/21/dm
Dyddiad / Date:	7 December 2021	Ffôn / Tel:	03001236696
Eich Cyf / Your Ref:	2021/00005/PAC	Ebost / Email:	EnvPlan-SRSWales@valeofglamorgan.gov.uk

SUBJECT: PRE APPLICATION REF: 2021/00005/PAC: ST. NICHOLAS CIW PRIMARY SCHOOL, ST NICHOLAS, VALE OF GLAMORGAN CF5 6SG; PROPOSED REPLACEMENT PRIMARY SCHOOL FOR 126 PUPILS PLUS ADDITIONAL CAPACITY FOR 48 NURSERY PLACES, INCLUDING ASSOCIATED WORKS.

Shared Regulatory Services (SRS) Environment Team provides the following comments in relation to land quality:

The site has been identified as the current primary school site. The new school is to be developed within the current amenity/recreational areas; the existing school building is to be demolished following completion of proposed replacement school to accommodate on-site parking provision and parent drop-off.

Contamination is not known at this site, however the potential for this cannot be ruled out. The applicant should note that the safe development and secure occupancy of the site rests with the developer. They are advised to undertake a preliminary geo-environmental assessment of the site, including site walkover and desk study in line with current guidance, to determine whether a site-based assessment is required. Any future application is likely to include the 'unforeseen contamination' condition, listed below, designed to deal with contamination encountered during the development process.

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

Based on available information, the relevant standard conditions are included below:

CONDITIONS

PC14D. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

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

COFNOD / MEMORANDUM

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 policy MD7 of the Vale of Glamorgan Local Development Plan:

PC15A IMPORTED SOIL

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

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy MD7 of the Vale of Glamorgan Local Development Plan:

PC15B IMPORTED AGGREGATES

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 policy MD7 of the Vale of Glamorgan Local Development Plan:

COFNOD / MEMORANDUM

PC15C USE OF SITE WON MATERIALS

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy MD7 of the Vale of Glamorgan Local Development Plan:

Environment Team
Shared Regulatory Services
Bridgend, Cardiff & the Vale of Glamorgan



St Nicholas CIW Primary School – 2021/00005/PAC

The Pre-Application Consultation concerning replacement primary school for 126 pupils plus additional capacity for 24 nursery places, including associated works was considered at an extraordinary meeting on December 16, 2021.

It is clear that a replacement building is urgently required due to a considerable backlog of maintenance work that's built up over many years.

Of utmost concern are issues related to traffic. Whilst the new school would provide off-street parking for some vehicles, it's not believed that this would solve the problem of vehicles queuing on school lane each afternoon. Parents stop on the highway, queuing, waiting for children to be ready to be collected each afternoon blocking school lane. The obstruction of the highway is of particular concern to residents of neighbouring dwellings that are opposite and east of the school. School Lane is a single-track road, and queued vehicles block it entirely.

The residents of one particular dwelling must approach their driveway from the east, going against the school traffic that's stationary along School Lane. It's often impossible to pass the stationary, queued, waiting oncoming traffic.

Section 137 of the Highways Act (1980) is relevant here, because "If a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence and liable to a fine not exceeding £50."

A future planning application needs to make provision for vehicles within the school grounds so that the highway is not obstructed at any time.

Although there is an established principal of the site being used for education, the new school will be larger, and the existing school has resulted in unlawful obstruction of the public highway. Residents would like determination of a future planning application to acknowledge that at this time, the existing road infrastructure isn't fit-for-purpose, just as the classroom sizes and facilities of the existing building are not fit-for-purpose.

Residents believe that a school bus is a possible solution to the traffic issue that must be explored – and fits with the Climate Emergency / Future Generations Act.

To the north of the site is the Ely Valley & Ridge Slopes Special Landscape Area, and to the east and west are historic sites. The frontage of the school sits within the St Nicholas Conservation Area. Many residents do not believe that the generic design of the school is suitable for this location.

Of particular concern is the height of the proposed school hall, the carpark and kitchen fronting the Conservation Area, the aesthetic design and choice of cladding materials is out of context for a minor rural settlement.

Further, the bins are located too close to a residential boundary, the water tanks are too prominent and need to be buried, and the MUGA is also very close to the neighbouring property – with the potential for unacceptable noise nuisance.

Cllr Ian Perry

For and on behalf of St Nicholas with Bonvilston Community Council



7.7. APPENDIX 7: PAC CONSULTATION FORM

Pre-Application Consultation Form for the Proposed Replacement School at St. Nicholas Church in Wales School, St. Nicholas

Thank you for taking part in the pre-application consultation, your views are important, and the feedback collected will help shape the proposal moving forward.

Please fill in your contact details below:

Name:

Address:

.....

Email Address:

Telephone:

What are your views on the proposed scheme?

Support

Object

Please give the reasons for your answer?

.....

.....

.....

.....

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7.8. APPENDIX 8: CONSULTEE REPRESENTATIONS FROM MEMBERS OF PARLIAMENT

7th January 2022

Dear Mr Slater

**Pre-Planning Consultation by Vale of Glamorgan Council (“the Council”) –
Replacement of St Nicholas Church-in-Wales Primary School (“the School”)**

Thank you for the opportunity to be able to comment on the proposed plans to re-develop St. Nicholas Church-in-Wales Primary School.

I have spoken with many residents of St Nicholas who have raised concerns with the proposed redevelopment plans. There is strong support for a new school but not on this site. There is an alternative site that has been made available and for which the Education Authority commenced negotiations previously that would meet the needs of the school community and residents.

While it is noted that the current redevelopment plans propose fewer pupil numbers than had been proposed in the 2020 planning application, residents feel that many of the objections they made in 2020, which led to the rejection of the last planning application, remain valid.

Residents have raised concerns with the challenges that already exist with traffic congestion in the vicinity of the school, when pupils are dropped off and picked up. Not only can such congestion pose significant safety risks, but also prevents emergency vehicles accessing properties along the road. In addition, the twice daily congestion can also leave local residents feeling trapped as they struggle to leave or return to their properties when the road becomes busy. Residents believe that the proposed redevelopment of the site will not lead to a reduction in the congestion currently experienced and is likely to only aggravate the issue, as traffic movements are expected to increase according to the Planning Statement.

This is a once in a generation opportunity to resolve a longstanding and dangerous traffic situation in a small village. The Authority will be well aware of congestion challenges around schools throughout the Vale. The welcome construction of a new school could resolve the same challenges in St Nicholas to modern standards alleviating decades of difficulties if the school was constructed on the site that the Authority identified previously. This opportunity should not be missed, otherwise a problems of the past will endure for generations to come.

Thank you for your consideration.

Yours sincerely

Rt Hon. Alun Cairns MP
Vale of Glamorgan

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
5th Jan 2022

Re: St Nicholas School

Dear Nathan,

Following my previous observations on the proposal I have now visited Colwinston to see the development there. My opinion has now reverted to my original position of objecting to the rebuild on the existing site.

- The existing traffic problems will only be exacerbated by the estimated 20% increase .Currently I along with residents on School Lane are unable to obtain access or egress from our properties in the morning drop off and also between 3:10 and 3:35 in the afternoon.
- The new proposed drop off cannot solve this problem it will only accept a limited number of cars
- Other parts of the village are still having problems with the current number of vehicles
- The only solution is a new site with adequate space and access
- The proposed development with 10m high hall is far too large for the existing site in a conservation area.
- There has never been a proper consultation with residents or we wouldn't be in this situation

Yours sincerely,

[REDACTED]

Mr Nathan Slater
Planning Department The Vale of Glamorgan Council Dock Office,
Barry
CF63 4RT

Your ref: 2020/00874/RG3

09 January 2022

Dear Mr Slater,

Proposed rebuilding of St Nicholas Church-in-Wales Primary School.

I am writing to strongly object to the proposed rebuilding of a larger school on the existing site. After now living in the village for 3 years and experiencing for myself what this existing school, as it stands, causes day to day to the residents in the village and also the parents of the children trying to drop off their young ones, I can't imagine how any planning authority can pass this application if planning officers have made a site visit during the school timetable. I myself have observed absolute chaos during certain times of the day with particular reference to school parking at school opening and closing times – with vehicles often parked on the village green and up on the church lawn. In the winter months cars will often get stuck in divots and behind the curb edgings, revving and wheel spinning in an attempt to get off the park verges they're parked on, whilst small children and their parents squeeze between cars. Quite frankly, I am surprised no one has yet been killed or seriously injured due to the dangerous environment posed by the current set up. I am aware that a new application has now been submitted by ISG and the 21st Century schools. After studying the drawings for some time, I am shocked that the ISG architects have come up with such a eyesore of a building referenced by some residents as an industrial unit, not only the height and position massively impacting on neighbours. Taking into consideration they are designing this new school to be 'fitted in' to a conservation area, it looks to me like very little thought has gone into the design and impact to surrounding neighbours almost a disregard for them. Reading other peoples objections, it is clear to me that it is taking residents suggestions to mould the drawings supplied by ISG into any sort of acceptable design within a conservation area. Surely, ISG and 21st Century Schools should have thrashed out these issues before the drawings were drawn and submitted. The original application was refused as I understand on traffic issues. These traffic issues are still prevalent to the application. There will be roughly a 20% increase in vehicle traffic. As I am aware the school structure is coming to the end of its life, the position of the school is obviously not an ideal location but to see a new planning application that does not address any of the existing issues with parking astounds me. 21st Century Schools now have a chance to improve the chaos being caused by the primary school which is not fit for purpose in the village of St Nicholas. I am sure when a site visit is made by the planning authority to view the objections made by the residents of St Nicholas when the primary school is in full swing,

and you have cars queing out onto the A48 on one side of the village and reversing back onto the main road on the other side of the village, common sense will prevail. If the school needs to be rebuilt, surely this should improve the situation with vehicle access and parking? The plans that have been submitted, in my opinion, do neither.

I have been involved in the building industry and dealt with many planning departments including conservation for over 40 years and in all that time I cannot say I have seen an application for a new building be so far off the mark. ISG architects and 21st Century Schools surely should have had consulation with residents in this area before any drawings were even at puliminary stages, after planning had been refused first time around, with the impact this school already has on the village and the dangers these children already face on a day to day basis because of car parking issues. 21st Century Schools have a duty to make this a safer place fo rthe children and the building should blend into its surroundings and this planning application as it stands does neither.

Kind regards,

A solid black rectangular redaction box covering the signature area.

Slater, Nathan P

From: [REDACTED]
Sent: 09 January 2022 16:38
To: Slater, Nathan P; Cllr.IanPerry@outlook.com
Cc: [REDACTED]

Subject: RE: St Nicholas school/ effect on Tregwynt adjacent to School

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Nathan,

Thank you for your reply .

I must still advise you that I remain opposed to the proposed development as I believe is the whole community sentiment.

Whilst you explain the machinations of how and why out of hours School activities may be managed , this in no way allays our concerns that rather than merely asking the village to approve a School we now appear to be faced with a multi purpose use venue which may be booked multiple times a week during the evening /nighttime for whom knows what . I do not believe that I am alone in my strong objection to the noise /traffic issues that a youth/community centre come Sports hall will cause neighbouring properties as well as the village as a whole. This concern is one of two main objections , the other is of course traffic . I cannot speak for the rest of the Village ,but those of us at the western end of School lane are now either blocked in our properties or unable to return to our properties due to the informal one way system. I can only agree with others that the School has now out grown its current site central as it is in a conservation village.

Thank you for your advice on the bin store, whilst I hope the School will now be sited elsewhere , it still behoves me to follow up with you a number of assurances you made during our recent zoom call with Ian Perry ,Bryan Davies and others. Please therefore confirm to me by reply that you will now include the use of noise abating barriers into the design brief for the development .Appropriate height barriers abutting the front of the School and running down the western border of the School site may help in diminishing noise pollution and the consequent loss of amenity to our property and similarly so on the eastern border.

The other assurance you made to me was to 're look at the height and consequent bulk of the Hall. Other commitments are surely noted in Ian Perry's minutes of the call.

Best regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)

On Thu, 23 Dec 2021 at 10:11, Slater, Nathan P
<npslater@valeofglamorgan.gov.uk> wrote:

Dear Mr Moore,

Thank you for raising your concerns regarding the proposal. Some of the concerns are fundamental to the proposal in this location and will be reviewed as part of the PAC Report. However, please see the points of clarification below:

Regarding the proposed general arrangement plan, thank you for making me aware of the error. This relates to the base layer of the plan being misaligned. Please find attached an updated plan showing the correct alignment. This has been updated on the consultation webpage as well.

In terms of the community use for the school building, this would need to be first agreed via an agreement with the School on the terms of use of the building. It should be noted that there would be a cost to using the facilities which would need to be reflected in any agreement. In terms of school opening times, the school's usual opening hours are between 07:00 to 17:00 Monday to Friday. There may be events throughout the year where the school is open later such as parents evenings but these would fall outside of usual opening hours. In terms of weekend opening times there are no usual opening hours for the school on weekends, however, if the community would like use of the building on these days it would need to be agreed with the School and opening times would need to reflect common law and statutory nuisance considerations (<https://www.srs.wales/en/Environmental-Health/Noise-and-Air-Pollution/Common-Law-Nuisance-and-Statutory-Nuisance.aspx> refers).

In terms of drop-off and pick-up times, the school drop-off begins at 7:45 a.m. This allows for before school clubs to run such as breakfast clubs. The peak period for drop-off runs from 7:45 to 8:45 a.m. Regarding pick-up times for the main school, the main period would be between 15:30p.m. and 16:00p.m.

The nursery drop off and pick up times are different to the main school as the nursery operates on a shorter day. The Nursery is anticipated to operate between 9:15.a.m – 11:45.a.m for the morning period and 12:30p.m. – 15:00p.m. for the afternoon period. Drop-off for nursery will be from 8:45 till 9:15a.m. and pick-up will be from 15:00 till 15:30p.m. Therefore, the peak period for pick-up for the whole school would run from 15:00 till 16:00p.m.

In terms of the bin store location, this will be reviewed along with the other amendments of the design. The location of the bin store is not fundamental to the design and should be able to be moved to a more appropriate location without significant re-design of the proposal. However, it will need to be in close proximity to the service layby to allow for easy collection of waste.

In relation to the responsibility for the project myself and Kelly Williams are responsible for delivering the scheme and will be able to review and enact proposed amendments to the project. However, this is not to say that we make the final determination of the scheme. This will be made by the Local Planning Authority, with the Planning Committee making the final determination on the acceptability of the proposal in planning terms. We are currently at the pre-application stage, where the developer consults with the community and specialist consultees. Therefore, no planning application has been submitted for consideration. If a planning application is submitted, you will then be able to make comments on the proposal directly to the relevant decision maker.

I hope the above clarifies the points raised but if you require further information please let me know.

Kind regards,

Nathan Slater

Project Manager / Rheolwr Prosiect

21st Century Schools Programme / Ysgolion yr 21ain Ganrif

Learning & Skills / Dysgu a Sgiliau

Vale of Glamorgan Council / Cyngor Bro Morgannwg

tel / ffôn: 01446 704762

mob / sym:

e-mail / e-bost: npslater@valeofglamorgan.gov.uk

Consider the environment. Please don't print this e-mail unless you really need to.

Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.

Visit our Website at www.valeofglamorgan.gov.uk

Ewch i'n gwefan yn www.bromorgannwg.gov.uk

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)

[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: [REDACTED]

Sent: 16 December 2021 15:34

[REDACTED]

[REDACTED]

Subject: Re: St Nicholas school/ affect on Tregwynt adjacent to School

Dear Ian , thank you for copying Lisa and I on your correspondence, the rest of this mail I will address to Mr Slater.

Dear Nathan ,

As the owner of the property most affected by the proposed development both visually and aurally such that a significant loss of amenity will be incurred unless considerable modifications are undertaken I hope you and others will take due note of my/ our concerns. I have read with interest those comments made by other residents of which we mostly concur, however our proximity to the proposed development and having lived with the informal one way system for a while causes us to have some differing views.

Let me start with the informal one way system , this has concentrated the traffic problem to the western end of school lane and creates a nose to tail traffic jam twice a day with some vehicles backing out onto the A48, furthermore our property and that of Mr Davies plus three other properties are effectively blocked in twice a day. During school drop off and pick up there is virtually no chance of travelling down School lane towards the A48 as it is effectively blocked , I arrived part way through school pick up and had to wait 20 minutes or so just to get to my drive . Should we wish to leave our property during these periods we are unable to leave going West ,but must nose our way into a traffic jam. In addition to this inconvenience we are subjected to the damaging pollution of these traffic jams spewing out noxious nano particles which are deleterious to health in so many ways. As a 60 something chap with a heart condition the proven link between vehicle pollution and the increased risk of heart attack is not lost on me , just take a look at the British heart foundation website if you wish to see evidence to this concern. Much has been made of the increased risk to residents due to traffic in the village blocking the emergency services , the one way system does not eradicate this ,but rather it concentrates it to Mr Davies property ,mine and the three others running down School lane to the A48. Let me address the notion of this already deleterious on way system becoming permanent at all times. This is simply not possible as the only way I/We are able to drive into our property is by driving towards the A48 past the School , the lane is simply too narrow to allow us to turn in if we drive up School lane from the A48.

Nathan , will you please take a look at the Proposed general arrangement plan , this currently shows my rear

boundary as some distance from the proposed building suggesting the the School has been moved back , but the trees are now in the wrong position and I have just noticed that School lane cuts through my garage? suggesting that the proposal is in the same position as the last , you can appreciate that I wish to understand clearly the distances involved and the precise positioning of the School.

It appears that the overall bulk of the School has not been reduced despite many requests to the contrary so can you please justify to me why a School hall need to be about 13Meters tall ,more than double the height of the existing hall? The sheer bulk of t he building so close as it is to mine is more akin to an industrial unit and should not be placed plumb in the middle of a conservation area! Furthermore it surely makes sense to place the largest and NOISIEST part of the

School at the rear overlooking the playing field such that it's apparent bulk is reduced an loss of amenity through noise is minimised . The current position of the hall will funnel noise along my back garden .

Various thing are being said about out of hours use of the School hall , I do not wish to find myself living next to a community centre so will you please advise me clearly what the current proposal is including hours of use etc, once again any loss of amenity to myself and others would be minimised by the hall being moved to the rear.

Talking of hours can you please advise on the expected time for nursery drop off in the morning/ evening.

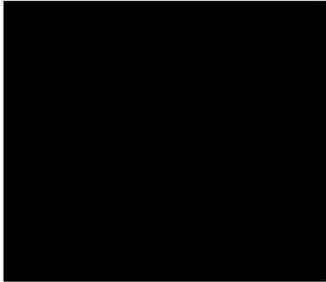
Returning to drop off/pick up we are now acutely aware that as well as traffic sitting/ chugging out its fumes along the front of our property we are due to have it do the same along about 150 ft of our boundary with the School ,so we ask that this lane of traffic be moved as furthest away as possible and that the intervening gap be filled with hedges and shrubbery to try to minimise the effect of yet further deleterious pollution along our boundary.

Picking up on a couple of points made elsewhere , I agree that tanks are either better off buried or at least bunded and made attractive ,similarly the bin store should be properly constructed and placed next to the kitchens where from which presumably a fair proportion of waste will emanate , even better if this store were built into the fabric of the School such that it was properly maintained .I object to the current bin store design and position close to my boundary with its risk of attracting vermin.

Nathan , you can see that our property sitting as it does so close to the current proposal has much to lose so please do take our observations and request seriously , if you are not the person to make final determinations please advise me the names and positions of those whom are.

Best regards






**Mr Nathan Slater
21st Century Schools
The Vale of Glamorgan Council
Dock Office
Barry
CF63 4RT**

You Ref: 2021/00005/PAC

Date: 3rd January 2022

Dear Nathan Slater

Pre-Application Consultation (PAC): Proposed rebuilding of St Nicholas Church-in-Wales Primary School

Firstly I would like to support the proposal to provide the children at St Nicholas primary school with a new school of the same size with the addition of Nursery places. The current school building is not fit for purpose at many levels.

However, I must support residents facing onto the school relating to the look/aesthetics of the build which is adjacent to and in a conservation area. The following must be addressed:

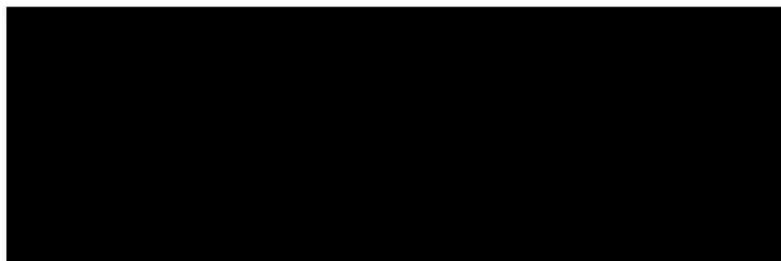
- Sinking the tanks below ground
- Moving the bin store away from residential boundaries
- Looking again at the end of the school facing the road so it does not look like a shed! Possibly by adding a window or other feature to that end.
- Reviewing the height of the hall.

It would be a shame if for the want of a bit of extra money we end up going through the trauma experienced at the last planning application. The last thing we want is for the school to remain in the existing building with the incredible maintenance costs and the huge carbon footprint. The children at the school deserve better than this.

I understand the concern of residents about traffic on the road by the school. It is impossible to get access to those properties from the A48 at drop off and pick up times. I am pleased that the proposed one way traffic flow through the village in the last application has now been dropped. What is needed is a consultation working group involving school staff and governors, residents along that road and parents to be set up to look at the problems as soon as possible as this problem exists with the current school.

Another problem experienced by residents and for that matter governors of the school is the lack of transparency in reaching a decision on the 3 options suggested after the last planning application refusal. There must be a report within the Vale looking at all the pros and cons of each option. It is not acceptable to just say rejected.

Yours sincerely



FAO: Mr Nathan Slater, 21st Century Schools, The Vale of Glamorgan Council, Dock Office,
Barry, CF63 4RT

Slater, Nathan P

From: [REDACTED]
Sent: 17 December 2021 13:27
To: Slater, Nathan P
Subject: St Nicholas Nursery

Hi Nathan,

Colum is in the process of expanding his nursery business, and is looking for a site within St Nicholas or Bonvilston. This opens up the possibility of capital to acquire a parcel of land to the west of the school - owned by a couple of St Nicholas residents. The land is held as an investment, and not used.

There are two possibilities, a stand alone nursery (at the front of the site with its own parking - 7 staff, plus pick-up & drop off, and outdoor play area), or Colum runs the nursery within the school - but this might be in conflict with the status of Church School.

The extra nursery provision would generate more traffic, but this may be offset by the bus, if we can make this work... Plus, people will sometimes just be dropping an additional child - and we hope, more people will be living locally in future, and walking to the school.

The advantages of this include:

- MUGA away from neighbours boundary (field on three sides)
- Bins can be stored near the kitchen away from the boundary
- Money for the tanks to be buried
- Hall set further back
- School building less prominent to the Conservation Area
- ASHP further away from residences
- School front faces towards to the street.

Disadvantages: possibly more traffic, hall more prominent to Special Landscape Area

Columns contact details are:

[REDACTED]

Best regards,

Ian



Existing fence to habitat area, to be retained

PITCHES
 U10 Mini Football (61m x 43m inc. 4m off)
 U10 Rugby Union - 80m x 43m
 (reduced run off as compared to SE size - O/A 80m x 45m)

Subsidiary building for use as a storage shed

INIAN

Parking

Nursery

SCHOOL LANE
 AIRWAY

Sprinkler enclosures:
 Additional hydrant tanks shown. Final arrangement to be confirmed.
 6.11@ = 5.542m to rim - overall height 2.742m as drawn.
 Hydrant tank 7.64@ and overall height of 2.742m (this is to top of ladder)
 Top of ladder and guard rail around platform are 1.2m above rim height.

Slater, Nathan P

From: [REDACTED]
Sent: 10 January 2022 08:26
To: Slater, Nathan P
Subject: St Nicholas Primary School Consultation

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Slater,

I still feel that the existing site is definitely not the best for building a new school to meet current and future needs due to size of the site and the poor access with totally insufficient parking. However based on the fact that 21st Century Schools are only considering this site then there are a number of concerns and alterations I should like to see to the existing plans most of which I understand from the Community Council meeting that you agree with in principle. I understand that you are now going away to consider the following:

- Considerable reduction in the height of the hall roof especially as this is in a conservation area- this is a real problem issue for us
- Redesign of side of school facing the road, architects have only really done a cut and paste design from existing school designs. Currently it looks like the end of an industrial unit found on an estate. Consider some additional transom windows in the design to let light into hall from this aspect
- The water storage tanks need to be below ground. Look at the car park redesign suggested by Cllr Perry and perhaps meet on site – to save mature trees
- Provide a covenant against further expansion of the school
- Explore the possibilities of using buses for children from Ely etc. and making it a condition of entry to the school to reduce traffic in village
- Provide noise reducing panels to reduce noise to neighbours
- Hall would be much better sited at rear of building especially with sports in mind
- Need to know the plans for existing little school as parking problems would only be exacerbated if there were any plans for school use of this

I am in total agreement with all of the above.

I sincerely hope that you have the remit to make these alterations it is just a shame that the residents weren't consulted immediately after the last failed planning application. I look for these sensible requests to be met prior to the planning stage. However if 21st Century Schools aren't amenable to our requests then I will again have to lobby the support of all political parties to obtain the best compromise for our village.

Yours sincerely,

[REDACTED]

Slater, Nathan P

From: [REDACTED]
Sent: 09 January 2022 17:37
To: [REDACTED]
Cc: [REDACTED]
Subject: St Nicholas school Extension

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Nathan,

I know that you will receive many objections to the extension of the school and I have written to you before, but I list my prime concerns below:-

Again, from what I have read it appears that the village will not only have an enlarged school but a multi - purpose Sports hall/facility sited in the village with the inevitable out of school hours usage.

This will involve more traffic, more noise, more parking needs and unsuitable buildings. I really feel that the campaign that was waged previously and led to the rejection of the school proposed expansion should now be extended to include rejection of a Sports hall.

This continuation of pressure to extend the usage of the current site appears to come from the Headmistress who apparently does not wish to relocate the school to the periphery of the village, this is not aligned with the wishes of the residents, whose previous arguments were perfectly correct, and supported by the planning rejection..

The Q&A with yourself merely highlights that we need to get back to the basic arguments used previously to block the school redevelopment in its current location, we need to go back to basics

1. 90% or more of the pupils are non-resident in the village
2. the housing expansion in the village has not led to a great increase in children numbers resident in the village
3. Bussing or increased car traffic will become the norm
4. an expanded Sports hall will lead to increased noise, and parking needs in out of school hours periods
5. traffic and Health and Safety issues do NOT appear to be adequately covered
6. **the village infrastructure was not designed and is not appropriate for what is being proposed., the number of vehicles travelling to and from the school during term times far outweighs the number of vehicles used by the residents of this area of St Nicholas and so unless the infrastructure is completely changed a school expansion will lead to grid lock and confrontation between residents and parents that is not necessary but will be solely based on a totally inappropriate decision made by the council**
7. A number of villagers who are unhappy with the current school have, for whatever reason, decided to send their children to Peterstone Super Ely school, the Welsh medium school in Cowbridge and others, so the immediate demand from villagers for school places within St Nicholas is reduced
8. Little attention seems to be made about the demolition and rebuild phase, the availability of access to large delivery vehicles and construction traffic plus the noise, dirt and disturbance that will inevitably result. No mention seems to have been made about the timescales of the whole demolition/construction phase, which almost invariably extends beyond initial estimates and may well be extended if sinkholes are found within the school grounds
9. However, my greatest concern is the Safety risks attendant with traffic and young children interacting, I live opposite the church and many times I wince at the risks that present themselves almost on a daily basis during term time. I do not believe that the traffic assessment made adequately respects the risks involved

The proposal to build the school alongside the A48 in the periphery of the village is and was much more sensible for all parties, except seemingly, the Headmistress

Regards

[REDACTED]

Slater, Nathan P

From: [Redacted]
Sent: 07 December 2021 11:34
To: Slater, Nathan P; [Redacted]
Cc: [Redacted]

Subject: Re: St Nicholas school

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Slater,
Thank you for the drawings and outline changes.
My greatest concern in reference to school changes has been about the Road Traffic safety measures especially with the initial planned number increase, and whilst there is now only a small increase in pupil numbers I believe changes such as:-
1. making the unofficial one way system a permanent official feature
2. insisting that all infants and nursery pupils use the one way system, thus minimising the amount of pedestrian movements by children against vehicle traffic should be considered.
Regards
Jack Shore

-----Original Message-----
From: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
[Redacted]

Sent: Tue, 7 Dec 2021 10:48
Subject: RE: St Nicholas school

Dear Mr Shore,
Thank you for your email. I can confirm this is a new proposal which is different to the proposed development which was refused under 2020/00874/RG3 on 22nd January 2021.

In summary the current proposal being consulted on includes the following changes:

- The proposed school building has been reduced in size to accommodate only the existing pupil capacity of 126 primary school pupils. However, the proposal does include an additional classroom to accommodate nursery provision for 48 places (this is split by 24 pupils in the a.m. period and 24 pupils in the p.m. period).
- It remains the same height as the previous proposal.
- The proposal retains the proposed on-site parking improvements – 20 staff parking spaces, drop off / pick up provision, minibus parking space, on-site commercial space.
- Staff numbers will increase form 17.5 full time equivalent to 20.5 full time equivalent.
- Proposed materials have changed slightly to better reflect the site context.
- Increased tree planting throughout the site.
- Proposed school will now be a Net Zero Carbon building.

A number of other additional changes have been made. I have attached a layout plan of the refused proposal and the current proposal for comparison.

If you have any queries please do not hesitate to get in contact.

Kind regards,

Nathan Slater
Project Manager / Rheolwr Prosiect
21st Century Schools Programme / Ysgolion yr 21ain Ganrif
Learning & Skills / Dysgu a Sgiliau
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704762
mob / sym:
e-mail / e-bost: npslater@valeofglamorgan.gov.uk

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Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: [REDACTED]

Sent: 06 December 2021 16:04

To: [REDACTED]

Subject: Re: St Nicholas school

Dear Mr Slater,

To enable the residents and other interested parties to evaluate in the short period being made available to us, is it possible for you to simply outline the variations in the request for planning being made by the 21st Century Schools Programme Team, as opposed to the initial scheme that was rejected, or can you confirm if the Schools Team are merely submitting the exact same proposal as previously rejected.

Regards

On Monday, 6 December 2021, 13:12:27 GMT, Slater, Nathan P <npslater@valeofglamorgan.gov.uk> wrote:

Dear Mr Davies,

The Vale of Glamorgan Planning Department is not part of the Pre-Application Consultation. This is run by the developer which in this instance is the Vale of Glamorgan Council's 21st Century Schools Programme Team. Although I appreciate that Christmas is a busy a period, work on the school proposals can not be delayed by an additional month to accommodate the Christmas period. I will accept representation on the consultation up to the 10th January 2020 to allow for the Christmas week.

If you could please send me your address details I can ensure the plans are delivered to you as soon as possible.

Kind regards,

Nathan Slater
Project Manager / Rheolwr Prosiect
21st Century Schools Programme / Ysgolion yr 21ain Ganrif
Learning & Skills / Dysgu a Sgiliau
Vale of Glamorgan Council / Cyngor Bro Morgannwg
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Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: [REDACTED]
Sent: 06 December 2021 13:06
To: Slater, Nathan P <npslater@valeofglamorgan.gov.uk>
Cc: [REDACTED]

Subject: St Nicholas school

Dear Nathan,

Would you kindly forward a hard copy in the post of all docs. related to the above planning application/consultation.

The planning department have not consulted with residents who objected to the previous proposal since it's rejection. The planning department have now chosen to

offer consultation at the most difficult time of the year for residents to find time to study it. The whole ethos of "Planning Policy Wales document," is for the planning department to consult with residents at the earliest possible juncture to arrive at a proposal through compromise that residents are likely to support and approve. The VOG Planning Department appear to do the exact opposite and sadly it is as a direct result that the department is regarded with such distain by residents of the VOG.

I hereby request that the consultation period be extended until 4th Feb 2022 in order to provide adequate time for residents to obtain hard copies of all the docs. from you to consider and reply to the proposal. I'm sure many copied into this email will probably request the same.

Yours sincerely,

████████████████████

████████████████

Slater, Nathan P

From: [REDACTED]
Sent: 10 January 2022 23:54
To: Slater, Nathan P
Cc: [REDACTED]
Subject: St Nicholas new school/effect on Tregwynt adjacent to school

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Nathan,

As direct neighbours sharing the right hand boundary with school premises, I would like to confirm that I share the views of my partner David Moorse and wish to oppose the proposed development.

We had hoped to support the school plans but unfortunately recent experiences and realisations about the changes it appears we will face, has seriously made me reconsider the long term impacts on our day to day lives here to the extent that I genuinely believe it could drive us to leave.

David has gone into great detail with regard to points about the design and positioning of the building relative to Tregwynt, however two key issues are now dominating any other concerns and these are; the impact of the one way system for drop-off/collection and the implications of extended use of the school property for leisure purposes outside school hours.

Over the Autumn term of last year, the one-way system for school traffic was trialled for drop off and collection of pupils, in an attempt to more effectively manage the heavy congestion at these times. This has no doubt polarised opinion but unfortunately loads the extremely negative impact on those of us with properties to the west of the school, virtually blocking exit and access for significant periods. What if you were having to try and leave to pick up a child from another school, were having something delivered or had a meeting or appointment to get to?

Traffic queues, nose to tail out onto the A48, and is often completely static for long periods with stressed parents glaring at the prospect of letting you out of your own drive, engines idling and belching out high levels of polluting fumes; you could not get out quickly in an emergency and emergency vehicles could not reach you; clearly factors posing damaging and undesirable health risks.

Far from this situation improving, statistics were given at the recent zoom meeting which implied traffic would be even worse once the new school opened.

Nobody wants to have the freedom to come and go from their own home impeded (to the extent that has proved to be the case) and to have to plan daily activity or appointments to avoid these times. It may be tolerable for a short duration, but faced with the day to day realities of this became a permanent restriction, is just not reasonable or acceptable.

The expectations being floated of regular access to the school property for sports and social use outside regular school hours is also causing us great concern. We are being asked to approve school plans, not plans for a Sports Centre/Village Hall or Social Club yet we fear this is what could be being delivered by stealth.

School hours are as you have communicated with occasional weekend and evening events understandable and to be expected. A multi-purpose activity centre with vehicles using the car park alongside our boundary and the potential for much higher levels of noise disturbance and activity late into the night in a building so close is something nobody would want next-door. We should be reviewing school plans not facing the prospect of something else entirely.

Yours sincerely

[REDACTED]

Slater, Nathan P

From: [REDACTED]
Sent: 10 January 2022 17:28
To: Slater, Nathan P
Subject: St Nicholas School

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Slater,

We email to express our objection to the proposed increase in size/development of St Nicholas School.

Our main concern is that the current level of traffic at drop-off and pick-up times during the school day is already unacceptable, with queues of cars forming along both sides of Cowbridge Road, wanting to turn into Tregwynt. In fact during the last few months we have witnessed (particularly at the end of the school day) the cars of parents backed up on the A48 causing obstruction to other road users. In addition, at these key times, cars park all over the village often obstructing access to our own houses and to areas around the church.

It is also worth noting how these proposals will further impact on emergency vehicles gaining access to residents of the village.

Regards,

[REDACTED]

Slater, Nathan P

From: [REDACTED]
Sent: 07 January 2022 19:31
To: Planning
Subject: 2021/00005/PAC St Nicholas School
Attachments: School frontage suggestion.pdf

Dear Nathan

I am the Vice-Chair of the St Nicholas with Bonvilston Community Council, but I am responding to the Pre-Application Consultation 2021/00005/PAC as a resident of St Nicholas and not in any official capacity.

I was at the meeting held in December 2021 where various aspects of the design for the new school were discussed. Of particular concern to me was the fact that the design was 'off the shelf' and had not been modified to take into account the layout of the site. The elevation facing the street would normally be up against a fence or a boundary, but because the standard design has simply been rotated by 90 degrees to fit the shape of the site, this is the side that faces the road. Whereas public buildings of the past had a sense of pride and of being a welcome addition to the built environment, this design is ugly and does nothing to enhance the area or give residents something to take pride in and cherish.

I heard the arguments about why it was not possible to have the school placed 'the right way round', but my point is that you should modify the design, not just expect us to put up with a standard design that is simply not fit for purpose. What will future generations think of this strange design in years to come?

I think you could modify the design by simply rotating through 90 degrees the section at the front which contains the hall and the servery. The rest of the building would remain untouched. I have included some plans which show this change and the possible new elevation to the front of the building which would result. You admitted that because the new proposed school is smaller than the original proposal, there would be some money to pay for the new drawings and architectural work this would involve. I'm suggesting a simple change which would greatly improve the look of the new school and could perhaps be a design we could all get behind and support.

Please acknowledge receipt of this email.

Best wishes

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

FAO Mr Nathan Slater
21st Century Schools
Civic Offices
Holton Road
Barry CF63 4RU

npslater@valeofglamorgan.gov.uk

6 January 2022

Dear Mr Slater

**Town and Country Planning (Development Management Procedure) (Wales) Order 2012
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION UNDER
ARTICLES 2C AND 2D AS MODIFIED BY ARTICLE 2G : St Nicholas Church-in-Wales Primary School**

Further to my recent letter about the above proposed development, I wish to add a further objection. The area currently occupied by the school has a history of sinkholes having appeared. As a major reason for the appearance of sinkholes is the dissolution of subterranean (particularly sedimentary) rock, we can be confident that this will worsen in coming decades as a consequence of the increased rainfall predicted as a result of climate change, which is very unlikely of reversing during the next 50-60 years.

I have recently been informed that a new sinkhole has appeared at the St Nicholas School site during the past few weeks. **The continuing current appearance of new sinkholes** clearly portends future such new events at that site. This **should mandate a fundamental reappraisal of the suitability of this site** for a school. **Future safety concerns about the structural integrity of such a large public building should be paramount, especially one containing children.**

Yours faithfully

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

FAO Mr Nathan Slater
21st Century Schools
Civic Offices
Holton Road
Barry CF63 4RU

npslater@valeofglamorgan.gov.uk

19 December 2021

Dear Mr Slater

**Town and Country Planning (Development Management Procedure) (Wales) Order 2012
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION UNDER
ARTICLES 2C AND 2D AS MODIFIED BY ARTICLE 2G : St Nicholas Church-in-Wales Primary School**

Thank you for the above notice. I support the proposition to build a new school, which is needed. I wish to oppose the development that is currently proposed on the grounds listed below.

1. Redevelopment of the school is in no-one's best interests as its current siting exposes all to danger.

The Church in Wales School at St Nicholas was initially built about 120 years ago when charitable schools were built to meet local needs. Children walked to school or were transported there by horse. Changes since then include motorised transport, the 1944 Education Act and other laws now applied by all UK governments that provided a detailed framework for the education of children. In 2021 we are in a different social, organisational and regulatory landscape. The present Welsh government advocates primary schools serving 200 or 500 pupils. The last application for a 210+24=234 pupil school showed St Nicholas residents the determination of many Vale of Glamorgan Council (VOGC) councillors to try and shoehorn a very large school into a site that is only suitable for a small school. Planning permission was rejected mainly on the basis of the impossibility of accommodating such a large school in the village given road traffic constraints in this conservation area. At the 21st January 2021 planning committee meeting (<https://www.youtube.com/watch?v=-jcvMfimwhE>) it was pointed out that it is not feasible to do any highway upgrade whatsoever in this village, the pedestrian footways along the A48 are substandard and anyone with a large pushchair can't get past the existing A48 bus shelter. Multiple objectors indicated that it is **now** very dangerous for children to walk on the roads in & near St Nicholas, and that existing traffic congestion impairs the ability for **emergency vehicles** to access homes at school times, thus putting residents at risk. Given the **present** dangers to children and residents, we now need to take the opportunity to build a new school in a safe site so as to remove these dangers for the next 100 years. Among other residents' listed objections:

- There is already inadequate parking in the village for parents' cars, causing friction with residents
- Playing areas in the school are at the limit of those recommended per pupil
- Normal sized coaches and buses cannot access the school because of the traffic

2. Continuing transport of a large number of children is contrary to the environmental policies of the Welsh government and the VOGC. 90% of the school's pupils live more than 3km from the school, nearly all East of Culverhouse Cross, and require transport from the City of Cardiff to make up sufficient numbers to make the school viable. It would be far more environmentally friendly and safe for children living in Cardiff to attend schools locally rather than need to be transported in such numbers to a school far away from their homes. Expansion of the St Fagan's Church in Wales primary school or others nearer their homes would be a far more practical solution, and would reduce the number of short car and bus journeys required to transport children living in the City of Cardiff to attend school.

3. **Redevelopment of the school at this site is poor value for money as it is not future-proofed.** Spending £4 million to rebuild the school at the current site doesn't address the above constraints. The school should be rebuilt at a new site that will be appropriate for the next 100 years - the existing site is not fit for purpose now, let alone for the next 100 years. In the last 3 years 120 houses have been built in open countryside in St Nicholas and 137 in Bonvilston. The VOGC has thus set precedents for development of open countryside in the Eastern Vale, with an opportunity now to build a new school with enough play space, separated parking and road layout provision to ensure safety for pupils and residents for the next 100 years. This would future-proof it so as to allow for its later expansion if then required. Redevelopment at the present site would be viewed in 20-30 years' time as not only a waste of public money but also an inhibition to further expansion of the school to meet future educational needs of the local population. I note that section 6.6.4 of the Transport Assessment states: 'The revised proposals are for a more modest expansion to the pupil / staff intake means that the promotion of the one-way system through the planning process is no longer considered necessary, and somewhat out of context to the scale of a 12 full day pupil space nursery (*sic*). However these proposals could still be implemented should conditions on the local highway network become unacceptable following the redevelopment of the school site. This identifies even at this pre-planning stage uncertainty about whether the mitigating traffic measures already proposed may be sufficiently effective.
4. **Construction of a new school at a different site is a practical and desirable option.** Construction at a new site would greatly facilitate the logistics of its construction, which would be extremely difficult to achieve at the present site, as pointed out by the chair in the 21st January 2021 planning committee meeting. The chair also stated that there **was** a deal on table regarding re-siting the school, but this was not followed through as the Chair of Governors and the Headmistress didn't want to move the school to a new site – there was no financial constraint preventing such a move.
5. **Local residents have not been properly consulted about this matter.** The LDP was consulted on in 2013 and adopted in 2017, and this plan did not make any school requirement for St Nicholas. Since then 120 & 137 new houses have been built in this area such that the situation has changed and further meaningful consultation is now required for such a major development. The Community Council was not represented at the VOGC's Education Committee consultation before the 2020 planning application. An attendee at a consultation meeting was seemingly assumed to represent the Community Council. The Community Council didn't send an authorised representative, and had neither previously discussed nor considered the consultation in order to form a view. The Monitoring Officer (legal services) has already been asked to look further into this. Given the overwhelming objection by residents to the 2020 planning permission application, it is clearly entirely undemocratic that the option of siting a new school at a different site was seemingly not followed through because of contrary views of a school headmistress and a chair of governors. These individuals respectively hold a job locally but live elsewhere, and occupy a transient office. They do not represent local residents. In addition to over 80 objections, the Community Council opposed the last application. It is thus imperative that the option of re-siting the school at a different site should now be revisited and a meaningful consultation process established ASAP that must consider this option, in order to avert a formal complaint to the Welsh Government about the VOGC's lack of consultation.

The Transport Statement, Appendix A, Page 1 section 3 (Development proposal) states: ***The new school is proposed to enrol a total capacity of 210 students, with an additional 24 child capacity in the nursery, making a total of 234 students on site.*** I would be grateful if you could confirm that this is wrong.

Yours faithfully

██████████

Slater, Nathan P

From: [REDACTED]
Sent: 09 January 2022 18:23
To: Slater, Nathan P
Subject: Proposed New School in St Nicholas

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Nathan

We Live at:

[REDACTED]

Our house is on School Lane immediately adjacent to the school.

We along with the Davies' and the Morses' have been greatly inconvenienced by not being able to enter and leave our house between the hours of 8.15 - 9.00am and 3.15-4.00pm since the introduction of the informal one way system for dropping and collecting the children from the existing school.

Cars start queuing on the main A48 often unable to enter School Lane and we have had to join the queue and it can take us half an hour before we can turn into our drive.

Leaving our house at this time is equally difficult and any Emergency Vehicles would have the same problem.

I believe that concerns over the volume of traffic in the village at these times was one of the reasons that Permission for a replacement school was refused last year.

I see nothing in the new application that addresses this problem and we therefore object to the new application on these grounds.

I believe that our neighbours along with many others in the village who are inconvenienced by inconsiderate parking share our concerns.

I also believe that many villagers have expressed their concerns regarding many other aspects of the Application and we would support them with all of the objections that have been raised.

Whilst in principle we feel that the village would be a better place with a school in its centre we feel that this application goes a long way to show that this is no longer possible.

Perhaps it is time that some serious consideration was given to moving the school from the centre of the village to somewhere on its outskirts so that full and proper consideration can be given to the flow of traffic as so many children who attend the school do not live in the village and need to be brought to the school by car.

Yours sincerely

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
10 January 2022

Mr N Slater

21st Century School programme

Vale of Glamorgan Council

Dear Mr Slater

RE: PAC St Nicholas C/W primary school

In response to this consultation I would like to make the following points for consideration and response-

- The planning application in January 2021 was refused due to traffic considerations. This proposal also includes increasing pupil numbers and therefore increased traffic/ journeys to and from the site. Could you please explain the improvements to highway access to accommodate this? The site is within a conservation area which remains Victorian in character.
- The proposed building remains excessive in height, this is out of keeping with building height within the conservation area. Also the materials proposed are not similar in nature to neighbouring buildings.
- The site is prone to sinkholes, one recently excluded the use of the onsite car park.

The objections for the last proposal remain valid. Traffic access continues to be a burden bourn by residents, traffic queues the length of School Lane to the school and backs up along the A48. The "new" traffic analysis does not facilitate a solution for this.

This remains an opportunity to provide improved educational facilities for St Nicholas primary school. This proposal does not provide for this aspiration.

Yours faithfully

[REDACTED]

Slater, Nathan P

From: [REDACTED]
Sent: 24 December 2021 15:30
To: Slater, Nathan P
Subject: Proposed development at St Nicholas Church in Wales Primary School

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Slater

I refer to your circular letter concerning the above.

I have commented before on a similar application and to be frank there is nothing in the current application which would cause me to revise anything I said before either to the Council as developer or the Council as local planning authority. I wrote to my local councillor in the past expressing my concerns with which he concurred. I would be grateful if you would treat my previous comments as if they were repeated herein in full.

I would further add that more recently the traffic to the school where it enters from the A48 at Pwll Sarn Farm has been blocking the lane from the school all the way back onto the A48 particularly in the morning. I had a decorator who wished to start early in the morning but found his way barred by the traffic on most days and so had to start later than planned. He said that traffic on the A48 had been brought to a standstill. I can only think that the school has tried to direct the flow of traffic but that parents are blocking the lane when they drop off their children. If this is the case the situation will be so much worse if the proposals are given effect to notwithstanding any drop off within the school grounds as this is patently insufficient.

Yours sincerely

[REDACTED]

Sent from my iPad

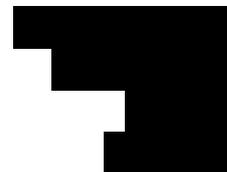
Slater, Nathan P

From: [REDACTED]
Sent: 10 January 2022 21:22
To: Slater, Nathan P
Subject: Pre-application Consultation 2021/00005/PAC - Comments on proposals

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your emails that following are my comments If you can submit them for me I'd be most grateful.

Tom Jervis



4 January 2022

Your Ref: 2021/00005/PAC

Dear Nathan Slater

Re: Proposed development/replacement of St. Nicholas Primary School.

Thank you for letter informing me about the pre-application consultation. The proposed enlargement of capacity and rebuilding of St. Nicholas Primary School appears to be flawed on many counts.

I've had a look at the proposals and I think it falls down on a number of points.

1) Loss of public amenity space.

As told to me by senior members of the village, before the school was built the land on which it currently stands was given over by the then owner Sir Cynnedd Traherne for the village to use as a public space, my grandfather mowed the cricket pitch that was on it there was also a cricket pavilion and tennis courts. There then came a point when the council bought up the land to increase the size of the village school. This was done so with the open understanding that the village would still have access to the playing fields. In the last two years when I've been past, the gates to the playing fields have been firmly locked. This reflects poorly on the school leadership that they wish to isolate themselves from their local community.

The school fields are the only large public space available, beyond the small patch of grass by the war memorial. For a village that has recently double in size, more community

provision should be given, not taken away. There are plenty of young families now with nowhere to play. This development seals the loss of public space.

When the proposed plan when examined in comparison with the aerial picture in the traffic survey, there is I would suggest a 2/5th's reduction in playing field space. The 'open space' provision in the application gives no indication in the loss of quality of that open space. Voluminous staff parking, layby, pick and collect, hydrant tanks etc. The minimum size of the resultant school field 80m x 43m is pitiful for a school of 138 people. The children deserve better. How can you have a school sports day on such a small area.

2) Transport Statement

The existing school was only intended as a small village school and is accessed by a narrow lane which is unsuitable for large vehicles such as buses and lorries. The Transport Statement, accurately states the current situation:

'The eastern A48 / School Lane junction is also a three-arm priority T-junction however the approach to the A48 is narrow (approximately 4m wide) which does not allow or two-way working despite the road marking identifying it as a two-way carriageway.

Within the village School Lane is narrow, wide enough for one vehicle with a speed limit of 30mph. There are sections of the road which are wide enough for two cars to pass but most of these sections are used for car parking by local residents. There is no street lighting provided outside of the school.' 2.4.1 & 2.4.2

'There are no footways on School Lane in the vicinity of St Nicholas CiW School or connecting to the A48 to the southwest or southeast through the village with all pedestrian and cyclist movements required to use the carriageway.' 2.7.1

As there are no pavements within the village to provide safety for pedestrians from vehicular traffic I feel it is only a matter of time before someone is seriously injured by a vehicle. The proposed development does nothing to tackle these problems except a small piece of footpath directly in front of the school.

The overall traffic generation estimates for the proposed development show a AM Peak Period increase to 155 two-way traffic movements (+20%) PM School Period 114 traffic movement two-way (+21%) and PM Peak Period 24 departures (+33%) these additional movements are only going to add to the problem.

The Transport Statement is still flawed because no Traffic survey was taken on Church Row or on the unnamed Road opposite Merrick Cottages in St. Nicholas the road by which the vast majority of School Traffic flows. Only School lane has been surveyed and that is lightly trafficked during the school run due to it's tight nature, 2.5.6.

3) Emergency Vehicle Access

Currently - Emergency services i.e. fire engines and ambulances cannot get access to properties surrounding the school such as Church Row, Merrick Cottages and a number of others during the gridlock of the 'school-run'. This is also the case when numerous school events are held, these will only increase if the development/expansion takes place.

Under the proposed development if there was an emergency at the school in or it's near vicinity such as a fire, a medical emergency. How could the emergency services say a Dennis Sabre Fire Tender (SWB) (7.0m x 2.4m) hope to gain access.

Transport Statement - 3.3 Vehicle Access and Movements says 'A Dennis Sabre Fire Tender (SWB) (7.0m x 2.4m) can enter the site via the western access, successfully manoeuvre into the service bay, if required, and exit via the eastern egress.' This would be counter to the IN/OUT circulation of traffic on to the site. The tender would also have to go against the intended flow of traffic in the village. In an emergency a fire engine having to navigate against the flow of traffic is not safe.

4) Commercial Vehicle Access

The access to the school in the Transport Statement is listed as being by 7.5 tonne Box Van (8.0m x 2.1m). This does not marry with the fact on the ground, the food is currently delivered Dual Rear Axle 26 Tonne Trucks (10.4m x 2.5m). The turning sweep of these lorries mean they will not be able to access the IN entrance on the western side, as forecast. How is then gong to undertake the stated 'reversing maneuver contained within the service bay to comfortably park adjacent the kerb and service receiving area'.

5) Gridlock Increase

The VoG Parking Standards 2019 has been adopted as Supplementary Planning Guidance (SPG). In it, it states 'Appropriate provision must be provided or parental drop of / pick up of children as dictated by local circumstances and any school travel plan. Drop off areas must be located so that the safety of pupils walking or cycling to school is not jeopardised.' 3.5.8. Is it intended that the parents will drop off their children inside the school premises in the internal lay-by. If this is the case it is likely to mean grid lock running down School Lane all the way to A48. This cannot be safe for emergency access to people who live on School Lane.

The increase in traffic and poorly thought out traffic circulation worsens the gridlock and reduces the safety of everyone in the vicinity of the application. The additional congestion this development creates needlessly puts people in or around the development at peril. A full risk assessment in drawing up the proposal has not been considered.

6) Inappropriate scale of building

The height of the proposed building is 9.6m up from 5.3m an 81% increase , the buildings in the vicinity of the school excluding chimneys measure 7m in height this is industrial unit building in a Conservation Area.

7) Inappropriate building materials

Instead of brick and steel why is the proposed building not made of local stone and slate to harmonise with the buildings in the Conservation Area. Indeed an imaginative design similar to the Victorian Infants School on Church Row would be more fitting.

8) Cramped Class Rooms

The hydrant tank has approximately the same area as a class room. Shows how bad the design is that the sprinklers takes up as much space.

These proposals are poorly thought out. It's trying to squeeze a quart into a pint pot. If an architect was starting from a blank piece of paper this is not what they would have come up with. It's poor for the children, loss of quality space, as much tarmac & roof as open space. Poor for the parents increased congestion. Poor for the local residents, added gridlock, poor, unsympathetic, unworkable design. The only people I see benefiting are the staff this is a tick-box exercise with little thought put into it.

The increases in congestion, the risk to safety, poor design and the unsustainability from the upsurge in car journeys are all technical flaws in regard to the plan, therefore because of this failure to consider the implications the planned development should be stopped.

Three generations of my family have lived in St. Nicholas it would be a pity for this village to be blighted by a profoundly unsympathetic unsustainable development. As a number of planning applications have shown there are chronic problems related to the development of this site which these proposals haven't tackled. On assessing the evidence I feel it is inappropriate and no application based on this consultation should be submitted.

Yours truly,

Signed: 

[REDACTED]

BY EMAIL – npslater@valeofglamorgan.gov.uk

Your ref.: 2021/00005/PAC

2 January 2022

Mr Nathan P Slater
21st Century Schools
The Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

Dear Mr Slater

**Pre-Planning Consultation by Vale of Glamorgan Council (“the Council”) –
Replacement of St Nicholas Church-in-Wales Primary School (“the School”)**

I refer to the circular letter issued by you on behalf of 21st Century Schools (“21CS”) on 6 December 2021. I wish to make representations, as set out below, for your consideration and comments.

I object to the replacement of the School on the existing site in the centre of the old village on the following fundamental grounds:

- A. The road infrastructure in the old village makes the location of the School wholly unsuitable in 2022 and for the next sixty plus years.
- B. The documents (comprising hundreds of pages) published by 21CS in support of the proposal totally ignore the ‘elephant in the room’, namely the main reason for the refusal of planning application number 2020/00874/RG3 (“the 2020 Application”) – the **existing** and future major problems of traffic and parking **inside** the old village.
- C. Apart from the unsupported assertion in para. 4.6.1 of the Planning Statement that “The proposed development ... within the village ... is considered to appropriately reflect the ... current needs of the village”, the documents provide no explanation or justification for the decision by the Council (made before any consultation with residents) to proceed with the reconstruction of the School on the existing site in preference to an alternative site. Many representations by residents proposing alternative sites during the processing of the 2020 Application have been ignored. This great opportunity to build a new school on a site suitable for the circumstances of the 21st Century (not the 19th Century) has been brushed aside without explanation.

- D. The documents are largely a regurgitation of those issued in support of the 2020 Application and provide no updated information concerning the residential locations of the current pupils. Since the documents were prepared in 2019 for the purpose of the 2020 Application, most of the houses on the new developments in St Nicholas and Bonvilston have been completed and occupied. How many current pupils reside in each of St Nicholas, Bonvilston, other Vale communities and Cardiff? Without current statistics, how can 21CS make meaningful forecasts of the needs for school places of pupils residing in each of those distinct areas? The only relevant statistics provided in the documents are those in section 5 of the Transport Statement based on the residential locations of pupils in 2019. These indicate that about 90% of the pupils resided in Cardiff. The Council should focus on providing best school facilities for pupils residing in St Nicholas, Bonvilston and other surrounding Vale communities and not on providing places for pupils residing in Cardiff. This should be the responsibility of Cardiff City Council. The Council is unnecessarily perpetuating numerous short car trips between Cardiff and St Nicholas **contrary to Objective 3 of the Local Development Plan.**
- E. The second paragraph of the email to you from David Moore on 16 December 2021 painted a clear picture of the unacceptable blockage of the Western end of School Lane and the consequent implications in the morning drop-off and afternoon pick-up periods every normal school day. These twice-daily blockages, which extend to the Eastern end of School Lane where cars queue to exit onto the A48, could cause death or serious health issues if emergency vehicles were unable to gain prompt access to the School or any of the residential properties in the village.
- F. The proposed development is expected to increase traffic movements from 264 to 310 in the morning drop-off period and from 206 to 249 in the afternoon pick-up period (Planning Statement – para. 4.3.2). These represent increases of 17.4% & 20.9%, respectively. The existing traffic and parking problems inside the village are already unacceptable. Contrary to the assertion in para. 4.3.2, these are not minor increases. They would exacerbate the existing unacceptable situation **contrary to Policy MD 2 Criterion 6 of the Local Development Plan.**

I have the following additional comments and representations for your consideration:

1. You have confirmed in the FAQ's issued by you on 23 December 2021 that the proposal includes the provision of 24 part-time nursery places being 12 each in the morning and afternoon. However, there are several references in the documents to 48 nursery places, including the draft Application (section 5) and the Planning Statement (paras. 2.1.1, 3.5.3 & 4.4.2). Section 19 of the draft Application envisages an increase of 78.2% in the gross internal floorspace. Is this based on 12 FTE or 24 FTE nursery places? How can any reliance be placed on the contents of a Planning Statement which seeks to "... demonstrate [that] the proposal complies with national and local planning policies" (paragraph 1.1) when the document appears to have been prepared on the basis of a significantly incorrect quantification of the number of nursery places to be provided?

2. It is proposed that the new building will be constructed on an open space which is supposedly open to the public. Thus, the construction of this building would be **contrary to Policy MD 5 Criterion 5 of the Local Development Plan**. The increase in traffic (item F above) would result in an unacceptable impact on the amenity of the locality by way of traffic congestion and parking **contrary to Policy MD 5 Criterion 6 of the Local Development Plan**.
3. Paragraph 3.5.3 of the Planning Statement claims that "...the proposed development would represent an improvement on the existing traffic situation ...". Vehicle movements will increase by 17.4% in the morning and 20.9% in the afternoon (item F above). The onsite parking measures and pick-up and drop-off areas will enable vehicles to stop within the school grounds instead of outside the school in School Lane. Paragraph 3.3.1 of the Transport Statement asserts that all [drop-off and pick-up] vehicles will be required to transit through the onsite one-way system. This implies that those vehicles will not be allowed to drop-off or pick-up children on School Lane outside the School. Even if School Lane continues to be used as a pick-up point, how will children know whether to look for the pick-up vehicle inside or outside the school grounds when the time of arrival of the parent at the pick-up point is uncertain? Please explain how the onsite parking measures, with increased traffic movements, will reduce the congestion at the Western end of School Lane and "...represent an improvement on the existing traffic situation ..."?
4. Paragraph 4.3.2 of the Planning Statement refers to "...a Transport Assessment which assesses the proposal using traffic, parking and pedestrian surveys to understand if there is spare capacity in the highway network ...". There is no Transport Assessment. There is a Transport Statement which does not appear to provide any information relating to a survey of offsite parking inside the village. Please provide a copy of the results of the parking survey.
5. The Transport Statement is an incredibly useless document which appears to have been produced as part of a box-ticking exercise to comply with legal and / or regulatory requirements in order to support the decision, already made by 20CS, to proceed with the school reconstruction on the existing site . It is a re-hash of the equally useless Transport Assessment produced for the purpose of the 2020 Application. The knowledge and observation of the real traffic and parking problems inside the village appear to have been gained from a single visit to St Nicholas of 1.25 hours on 26 September 2019 (para. 1.1.5). No visit has been made to observe the main problems which occur in the afternoon pick-up period. The Transport Statement focusses on onsite traffic flow and parking and on the effects of the proposed development on the traffic flow on the A48. While this is important, it is not particularly significant except where the tail-back from the Western end of School Lane encroaches onto the A48. **The real problems of offsite traffic and parking inside the village, which resulted in the refusal of the 2020 Application, have again been totally ignored in the Transport Statement.**

6. Para. 5.2.10 of the Transport Statement describes the proposed informal one-way system to be incorporated into the Travel Plan, which will not be prepared until after determination of the Planning Application (para. 4.4.2). On a normal school afternoon for the existing school, the Western end of School Lane becomes blocked by vehicles queueing to pick-up children (item E above) and the central part of the village becomes clogged with the parked vehicles of parents arriving before school closure. Vehicles are frequently parked in front of the church causing an illegal obstruction. There are no spare parking places in the period prior to school closure time. It is estimated that the number of pupil-generated vehicles picking-up children in the afternoon will increase by 20.8% from 48 to 58 (Tables 5-2 & 5-5). Please identify where these additional vehicles will park or will they cause a longer tail-back from the Western end of School Lane onto the A48? In the absence of a clear, detailed and workable Travel Plan, there is no evidence to support the assertions in paras. 6.6.1 & 6.6.2 that there will be "... a significant improvement compared to the current situation..." and that staggering the class start / end times will limit the number of vehicles accessing the village in the afternoon pick-up period. If 20CS believes that the proposed Travel Plan will satisfactorily resolve the identified problems, it should be produced now and published in support of the Planning Application. The devil is in the detail. It will be too late after determination of the Planning Application for 20CS to discover that the problems cannot be satisfactorily resolved.
7. The conclusion in para 7.2.1 of the Transport Statement that "...there are no transport reasons why the proposed development should not be granted planning permission" is unsubstantiated and irresponsible. How can this conclusion be reached when there has been no attempt to address and resolve the real existing problems of traffic and parking inside the village and the exacerbation of those problems by the increased number of pupil-generated vehicles resulting from the development?
8. It is proposed that the new building will be constructed on the site while the old building remains in operation. Please confirm that all vehicles used by construction staff will be parked onsite and that no parking of those vehicles will be permitted on the roads within the village.

Yours sincerely



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Monday, 10 January 2022

Re: Planning Application –
Rebuilding of the school at St Nicholas CIW Primary.

Nathan Slater
Project Manager
21st Century Schools Programme

Dear Mr Slater - npslater@valeogglamorgan.gov.uk

I'm writing to strongly object to the proposed redevelopment of the school in St Nicholas on the existing site. I would like to take this opportunity to raise the following points for consideration and response.

The village currently has an ongoing issue with vehicles and the lack of adequate parking options at peak times from the school.

The proposed development would mean an additional vehicle will be waiting to collect between 3pm and 4pm with some arriving as early as 2.30pm in a rush to gain a parking spot and with the addition of the nursery, this simply exasperates the issue as there simply isn't enough adequate options to accommodate this number of cars to the site

The proposed voluntary one-way system isn't workable as there is no authority in charge to enforce this. To ensure that the highway remains clear, that vehicles aren't blocking entrances to neighbouring properties.

It's a regular problem of late, that roads and property are being blocked with cars when collecting/dropping off children, parking on grass verges and on residential driveways. Despite this being in contravention of the highways act.

There has been a track record of parents being verbally offensive to residents including myself, when asked not to block the roads.

In addition, it has been brought to schools' attention that there is an ongoing problem with residents being verbally abused by parents and the various parking issues.

Staff themselves regularly park in the school lay-by which could be used as a drop off point also parents and delivery vehicles stop/park in the middle of the road again stopping local residents from leaving.

The school was previously approached regarding traffic, they've informed residents they have no authority of the ongoing traffic situation outside school and will not become involved.

In my opinion this fails to address the problems we face in the community and which will be exasperated if the plans proceed. The problem is where vehicles have to park whilst waiting to pick up or drop off the children at the school premises.

The traffic surveys failed to research whether or not emergency vehicles could access houses or the local farm within the village at the peak times. This is a serious error and omission that if a serious incident were to occur and inhibit emergency services being able to gain access.

In addition, the plans fail to provide enough parking provisions for the increased staffing, resulting in adding to the problem of insufficient parking available and resulting in additional congestion to the ongoing parking problems.

The proposal fails to recognise or acknowledge the existing parking problems in the village in particularly around the school and church and the impact this has on residents nor does it address how much of a problem there is in accessing properties at peak times and that it didn't investigate problems only traffic movement.

The school has failed to communicate with the local village community, despite this being a priority for the school and the headteacher in their/her previous communications with the community.

The plans seem to be rushed through the planning process without any meaningful discussions/communications with the village community.

In the Vale of the Glamorgan local development plan 2011-2026 supplementary planning guidance indicates that plans/proposals should respond to the local character of neighbouring buildings. As the existing school is positioned within the conservation area the school plans are not in keeping with the conservation area. Please could you tell me how many replacements school builds have been built in/next to a conservation area.

Planning guidance also states that plans/proposals should provide a safe and accessible environment for all users giving priority to pedestrians, cyclists and public transport. In narrow lanes with no opportunity for passing safely this cannot be accommodated.

I look forward in seeing/hearing your response on the matter, and hope and look forward in seeing meaningful cooperation from the council.

Regards

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[REDACTED]
[REDACTED]
[REDACTED]
07.01.21

FAO Nathan Slater

21st Century Schools Programme

Vale of Glamorgan Council.

Dear Sir

RE : Preplanning Consultation

St Nicholas C/W Primary School

As a local resident living in close proximity to this school, I wish to make the following observations regarding this renewed application.

The information pack includes the following statements -

- Heritage Impact Assessment for 21st Century Schools programme : I quote from site location context "St Nicholas sits alongside one of the vehicular routes to the city, the A48...Para 1.3 original application not granted due to impact that increased capacity would have on local highway infrastructure.
- Referring to Planning Policy Wales, para 3.3.1 and 3.3.2 preserve public spaces also includes public rights of way and use of highways in this area.
- 3.3.7 states it is inappropriate to locate schools adjacent to busy roads.
- Technical advice note 3.3.12 objectives include creation of safe cycling and walking routes, restricting car access around schools etc.
- 3.5.3 state current proposal includes onsite parking measures and drop off areas alleviating existing congestion issues experienced at existing school and would constitute an improvement.
- 4.2.1 location St Nicholas is a minor rural settlement which can support an appropriate level of development to meet local needs.

The drop off area proposed may be sufficient in the mornings but not in the afternoon period when cars begin queueing from pre 3pm. The few road spaces are quickly occupied. Currently vehicles queue on the A48 and School Lane hence local residents are unable to access or leave their properties in this period, the lanes being too narrow to permit passing. The school seems unaware that parent transport for after school pick up starts to arrive at 2.30pm adding to the number of vehicles belonging to local residents who have no alternative parking areas on their property. Additional traffic would be generated by journeys to and from the twice daily nursery provision, this would add to the existing problems. A visit to the area between 2.30 and 3.30 pm by your planning department would present an accurate picture of the problems faced by local residents. This fact has been

brought to your attention before in connection with access for blue light vehicles to this part of the village.

The objectives stated at the beginning of the letter appear to have been largely ignored. The overall height of the proposed building seems unnecessarily high at 9m and not in keeping with its surroundings "of a minor village settlement" in a conservation area.

There does not appear to have been an investigation into the suitability of the site which lies in an area known for its sink holes. For more than 20 years I lived in the property adjacent to the west boundary and can remember the day a cow sank up to its head in the field behind. Other holes have appeared many times on the north side of the village in the last 60 years that I have lived in St Nicholas. All of the above reasons lead me to believe this is an unsuitable site for the proposed building.

Yours faithfully

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Your Ref: 2021/00005/PAC

10 January 2022

Mr Nathan P Slater
Senior Policy Planner
Planning Department
The Vale of Glamorgan Council
Dock Office
Barry
CF63 4RT

BY EMAIL: npslater@valeofglamorgan.gov.uk

Dear Mr Slater,

Proposed Development at St Nicholas Church in Wales Primary School, St. Nicholas

I **object** to the proposed development at St Nicholas Church in Wales Primary School, St. Nicholas (“the Proposed Scheme”).

Whilst I recognise the need for a more modern school in St Nicholas, I am opposing this application as I do not believe that the current Proposed Scheme has an acceptable impact on the community and the local infrastructure.

My main observations are provided hereafter:

1- The Proposed Scheme does not address the challenges the traffic increase and location of the school puts on the local infrastructure and the local community.

The traffic with the current school is already a major issue with parents parking on the roads and blocking any residents and emergency traffic during school drop off and pick-up. The issue is particularly acute in the afternoon as parents try to park to wait for their children. The Proposed Scheme does not address this issue and mainly focuses on the morning drop off. In addition, the new school will result in a slight increase of the number of pupils which therefore will exacerbate the issue.

2- The design of the Proposed Scheme is not sympathetic to its surrounding

The Proposed Scheme will be at the heart of St Nicholas in close proximity of the church and of nearly all the listed buildings in the village. The proposed development is partially in the conservation area and as a result should respect the constraints of the St Nicholas conservation area.

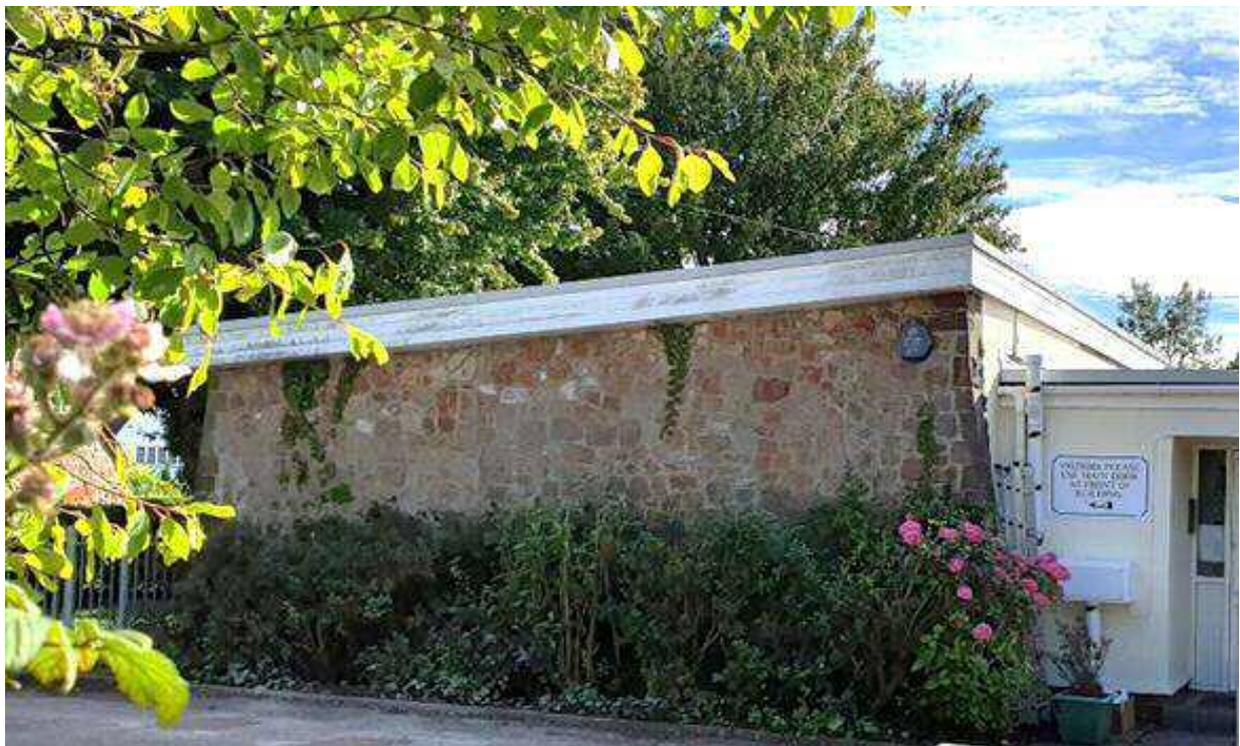
Due to the size of the proposed school building, it will also be more visible than the current school and as such shall aim to blend in the conservation area to preserve its overall aspect as stated in Vale of Glamorgan LDP policy MD8 and the proposed design fails to achieve this aim.

The pre-planning application, and the Planning, design, and access statement, all indicate that the material used for the building will be a predominantly brick faced building.

This choice of materials differs significantly from the buildings in the vicinity of the Proposed Scheme as none of those buildings have brick walls. As shown on the photo (below), the existing school building used stones on non-rendered wall which is more in line with the other building of the conservation area. The use of brick will therefore not preserve nor enhance the conservation area.

It is also worth noting that the height of the building will be above 9m. This height seems excessive as it will make the new school building the tallest building in St Nicholas (with exception of the Church Tower). This is once again not aligned with the conservation area.

This also means that St Nicholas CIW school hall will have an extremely high ceiling with a large void which will not be of any use but will be more difficult to heat up. This does not align with the aim of minimising carbon and other greenhouse gas and limiting energy consumption.



3- Open spaces provision

In your email to Ian Perry of the 22 December reproduced, below, you provided the following justification for the provision of open space in St Nicholas:

"In terms of open space provision, the reference in the Planning Statement relates to the Council's Open Space Background Paper which calculates open space provision by Ward. Consequently, this figure relates to the open space available in the Wenvoe Ward area. However, in terms of the community ward for St. Nicholas the open space in this location can be broken down as follows (see attached map for reference):

- *Cemeteries and Churchyards = 0.29ha*
- *Outdoor Sports Facilities = 1.01ha*
- *Golf Course = 89.21ha*
- *Public Parks and Gardens = 14.64ha*
- *Amenity Greenspace = 0.02ha*
- *Provision for Children and Young People = 0.11ha*

Total: 105.28ha or 16.07ha (excluding golf course)

In terms of outdoor sports facilities in the settlement of St Nicholas itself, the existing school sports field of 1.1ha at the school is the only outdoor sports facility within the settlement. The proposal would result in a loss of 0.14 leaving 0.96ha of the outdoor sports facility space. The standard for outdoor sports facility provision is 1.6ha per 1000 population. The last official recorded population for the settlement of St Nicholas relates to the 2011 census which stated the settlement had a population of 417 people. This would equate to an outdoor sports facility provision of 0.7ha. However, it is acknowledged that this is outdated, and additional housebuilding has taken place in St Nicholas which would increase the overall population. Therefore, an informal estimate of population can be made using the latest mid-year estimate (2020) based on lower super output area geography and weighting the population distribution by dwellings. This would result in an estimated population in St Nicholas of 542 people, equating to an outdoor sports facility space requirement of 0.87ha. Consequently, although the proposal does result in a small loss of overall outdoor sport facility space, there remains sufficient space to serve the settlement of St Nicholas."

Using the same ration of 1.6ha per 1000 population, the outdoor sports facility space provision is sufficient only if the population of St Nicholas stays inferior to 600. This means that based on your population estimate, the current proposal would remain adequate only if the village population does not grow more than 10.7%. This does not provide a lot of growth potential for the village, and it seems to indicate that the project is not future proof on this aspect. In addition, since 2011, the Redrow / Waterstone developments have resulted on an extra 117 dwellings in the village, so it is likely that the population has increased more significantly than 125 people. Whilst the results of 2021 Census will only be available in a couple of months, it is likely that they will show that St Nicholas population is closer to 600 and thus the open space might not be sufficient.

Another key point of the justification is that the school field remain accessible to the community. Despite the school currently blocking the access, it must be noted that it was a commitment of the 2019 planning application. In addition, as part of the examination of the LDP, the question of open spaces provision in St Nicholas was raised. This question was addressed at the hearing session 18 – action point 7. The conclusion was that no additional open spaces were required in St Nicholas on the basis that:

- The school playing fields can be included in the open space provision

- The school have confirmed that the playing fields are made available for public use outside of school hours, in the evenings and weekends for informal recreational use. (point 3.6 of <https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/LDP/Action-Points/HS18-AP7.pdf>)

The security plan does not show any side access to the playing field as it is nowadays, and the access details in the application seems to indicate that the playing field will not be accessible on the same terms than the existing ones (no free access outside school hours). This could have a significant impact on the community and be non-compliant to the Vale of Glamorgan planning policy (MG-25), it is believed that this point (access to the school playing field) should be addressed at this stage of the process.

4- School opening hours and community access.

It was previously stated that the Proposed Scheme will benefit the community because St Nicholas CIW school will be available for the community after school hours for clubs or meetings. The Draft planning application states in section 21: opening hours that the school will be opened Monday and Friday between 7:00 and 17:00. These opening hours seems incompatible with the community accessing the school. Furthermore, the transport assessment does not consider any requirement for parking or traffic outside school hours. It is therefore unclear if the school will be available to the community and its potential impact has not been assessed.

Yours Sincerely,

