

# YG CWM GWYDDON SCHOOL

## Transport Statement

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## Document Status

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# 1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS on behalf of Caerphilly County Borough Council (CCBC) to support an application for the proposed relocation and expansion of Ysgol Gymraeg Cwm Gwyddon, a Primary School located in Abercarn, Newport.
- 1.2 The current YG Cwm Gwyddon is located on Market Place, Abercarn, Newport. The School is located approximately 10 miles north of the centre of Newport, and has 234 students and 25 staff. The existing Site in its wider geography is shown in **Figure 1**.
- 1.3 The new school is to be located at the vacant site previously occupied by Cwmcarn High School, to the west of the A467 in Cwmcarn. The relocation and expansion will lead to the ability to accommodate a total of approximately 574 students and 50 staff. The proposed Masterplan is attached at **Appendix A**. Full details of the proposed development are included in **Section 4**.
- 1.4 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the site is Caerphilly County Borough Council (CCBC).
- 1.5 Scoping discussion have taken place with CCBC and the methodology of this Transport Statement has been agreed.
- 1.6 The TS conforms to the following structure:
  - **Section 2:** Relevant national and local transport policy review;
  - **Section 3:** The site's accessibility review;
  - **Section 4:** Details of the proposed development;
  - **Section 5:** Details of the proposed operation and Traffic Impact; and
  - **Section 6:** Summary and conclusion.

## 2 POLICY REVIEW

2.1 The proposed development has been considered against the following transport policies and guidance:

- Planning Policy Wales (PPW) Edition 10 (2018);
- Technical Advice Note (TAN) 18: Transport (2007);
- People, Places, Futures – The Wales Spatial Plan (2008);
- Wales Transport Strategy – One Wales – Connecting the Nation (2008);
- Sustainable Development Scheme ‘One Wales: One Planet’ (2009);
- The National Transport Plan (2010);
- Active Travel (Wales) Act (2013);
- 21<sup>st</sup> Century Schools and Education Band B Programme;
- Well-Being of Future Generations; and
- Local Development Plan 2010 (Adopted).

2.2 Relevant sections of the above policies are summarised below.

### National Policy

#### Planning Policy Wales Edition 10 (2018)

2.3 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.4 Chapter 4 of the policy sets out criteria that all future development should incorporate within design. In brief, developments should:

- Enable people to access jobs and services through shorter, more efficient and sustainable journeys;
- Support sustainable development;
- Promote an increase in physical activity, therefore improving health; and
- Help to tackle the causes of climate change.

2.5 This should be achieved through enabling more sustainable travel choices, such as measures to increase walking, cycling, public transport usage, increases to the use of low emission vehicles, reduction in the dependency on the car for daily travel and methods which aim to reduce single-occupancy private vehicle trips. Figure 8: The Sustainable Transport Hierarchy for Planning within the Policy document shows the hierarchical approach to reduce vehicle trips and can be viewed below.



## TAN 18 (2007)

2.6 Planning Policy Wales Technical Advice Note (TAN) 18: Transport encourages the use of sustainable modes of travel over private car trips. TAN 18 states that TANs:

**“May be material to decisions on individual planning applications and will be taken into account by the Assembly Government and Planning Inspectors where relevant to the determination of called-in planning applications and appeals.”**

2.7 TAN 18 promotes the integration between land use planning and transport and:

**“Securing the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.”**

2.8 In order to achieve the Welsh Assembly Government’s Environmental Strategy, TAN 18 sets out the following sustainable transport policy objectives which are relevant to the development site:

- **“ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;**
- **Managing parking provision;**
- **ensuring new development... include appropriate provision for pedestrians... cycling, public transport and traffic management and parking/servicing;**
- **encouraging the location of development near other related uses to encourage multi-purpose trips;**

- **promoting cycling and walking;**
- **supporting the provision of high quality, inclusive public transport;**
- **ensuring that transport infrastructure or service improvements necessary to serve the new development allow existing transport networks to continue to perform their intended functions.”**

2.9 Paragraph 6.1 under the heading ‘Walking and Cycling’ states, inter alia:

**“It is imperative that local authorities take into consideration the needs of walkers and cyclists in all development planning decisions, in line with the Assembly Government’s strategy for Walking and Cycling.”**

2.10 TAN 18 states that local authorities should:

**“Seek to maximise relative accessibility... where a development proposal is assessed as having relatively poor accessibility this may be sufficient ground to refuse planning permission.”**

## **Wales Transport Strategy - One Wales - Connecting the Nation (2008)**

- 2.11 The One Wales Transport Strategy aims to maximise the positive contribution that transport makes and to promote healthy lifestyles, such as walking and cycling for journeys. It prioritises actions that influence the number of trips, distance travelled, and mode of travel chosen, such as ensuring that new developments take transport implications into account.
- 2.12 The Welsh Government promotes the widespread adoption of Travel Plans by new developments. These assist with the efficient management of the highway network and promote alternative modes of transport.

## **Sustainable Development Scheme ‘One Wales: One Planet’ (2009)**

- 2.13 The Sustainable Development Scheme of the Welsh Assembly Government titled ‘One Wales: One Planet’ (May 2009) has a main outcome of “a low carbon transport network which promotes access rather than mobility, so that we can enjoy facilities with much less need for single occupancy car travel”. Under the heading of ‘What a Sustainable Wales Would Look Like’ is:
- **“Walking and cycling are much more commonplace. There is greatly enhanced provision for cyclists and pedestrians... with improved walking and cycling networks, as well as better street design and traffic management measures.**
  - **There is a coherent network of sustainable transport options within rural Wales.**
  - **Travel Plans are part of all new developments. All employers develop and implement Travel Plans.”**

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## Active Travel (Wales) Act (2013)

- 2.14 This Act makes it a legal requirement for local authorities in Wales to map and plan suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highway authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 2.15 By connecting key sites such as workplaces with active travel routes, the Act will encourage people to rely less on their cars when making journeys. In considering whether it is appropriate for a route to be regarded as an active travel route, a local authority must take into account:
- whether the route facilitates the making by, or by any description of, walkers and cyclists of active travel journeys; and
  - whether the location, nature and condition of the route make it suitable for safe use by, or by any description of, walkers and cyclists for the making of such journeys.
- 2.16 The Act requires Local authorities to produce and publish Existing Routes Maps. These maps show routes within the area that are suitable for active travel and which meet standards set by the Welsh Government. As such the Existing Routes Maps, do not show all available walking and cycling routes within an area. The Existing Routes Map for CCBC is attached at **Appendix B**.

## 21<sup>st</sup> Century Schools and Education Band B Programme

- 2.17 CCBC submitted a bid to the Welsh Government (WG) in relation to the 21st Century Schools Band B programme which runs from 2019 for a 7 year period and focuses on the improvement of the condition of school buildings and maximising community usage.
- 2.18 The funding is disaggregated as follows; 65% by WG and 35% by the Authority for maintained school proposals and 75% WG and 25% by the Authority for proposals linked to Special Schools and Student Referral Units.
- 2.19 The key aims of the 21st Century Schools and Colleges and Band B investment programme, outlined by Welsh Government are to:
- Reduce the number of poor condition schools;
  - Ensure that we have the right size schools in the right location, providing enough places to deliver Welsh and English medium education; and
  - Ensure the effective and efficient use of the educational estate for use by both Schools and the wider Community.
- 2.20 Two of the priority schemes identified for Phase 1 of the Band B programme are an expansion of provision at Trinity Fields School and relocation and expansion of Ysgol Gymraeg Cwm Gwyddon on the former Cwmcarn High school site.

## Well-being of Future Generations

- 2.21 The Well-Being of Future Generation (Wales) Act 2015 is about improving the social, economic, environmental and cultural wellbeing of Wales. It requires public bodies to think more about the



long-term, working with people and communities, looking to prevent problems and take a more joined up approach.

2.22 The Act puts in place seven well-being goals:

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

2.23 The Act sets out the sustainable development principle against which all public bodies in Wales should assess their decision-making. The aim of the legislation is to ensure the well-being of future generations through maximising the contribution public bodies make towards the well-being goals. In using the principle of sustainable development the authority has to consider the whole of the population it serves and the effects of its actions on future generations.

2.24 The principle, also known as the five ways of working, is assessed below:

- Long Term - Forecasting of student numbers has been utilised to identify the demand for school places to ensure sufficient educational places in our schools;
- Prevention - Improving the quality of the Education estate generally will support students in their long term education and skills outcome in that they are more likely to succeed if their Educational experience is positive;
- Integration - The 21st Century Schools Programme is subject to Building Research Establishment Environmental Assessment Method (BREEAM) and Community Benefits of individual proposals are assessed and monitored for their impact on the Welsh economy. The proposals are also part of a strategy to promote Welsh Language and Culture;
- Collaboration - The 21st Century Schools Programme is a collaboration between Councils and Welsh Government to improve the quality of the Education estate; and
- Involvement - Through the consultation process the Council will ensure that there is full engagement with all relevant stakeholders, e.g. parents, students and the local community.

## Local Policy

### Local Development Plan 2010 (Adopted)

2.25 The current Local Development Plan (LDP) was adopted on the 23 November 2010 and identifies where new developments such as housing, employment, community facilities, and roads, will go. It provides a framework for local decision-making and brings together both development and conservation interests to ensure that any changes in the use of land are coherent and provides maximum benefits to the community.

- 2.26 The LDP sets out the council's land use policies and proposals to control development in the county borough up to 2021 and provides the basis by which planning applications will be determined consistently and appropriately. The plan gives a clear indication of where development will be encouraged and where it will be resisted.
- 2.27 The objectives of the Plan have been derived from land-use issues emanating from the four themes of the Community Strategy (Living Environment, Regeneration, Education for Life and Health, Social Care and Well-Being).
- 2.28 The following objectives are considered related to the proposed development:
- 3 Ensure the effective and efficient use of natural and built resources while preventing the unnecessary sterilisation of finite resources through inappropriate development;
  - Ensure that the environmental impact of all new development is minimised;
  - Improve energy, waste and water efficiency while promoting environmentally acceptable renewable energy to maintain a cleaner environment and help reduce our impact on climate change;
  - Encourage the re-use and / or reclamation of appropriate brownfield and contaminated land and prevent the incidence of further contamination and dereliction;
  - Concentrate new development in appropriate locations along existing and proposed infrastructure networks that are accessible to pedestrians, cyclists and to public transport in order to sustain and complement the role and function of individual settlements;
  - Reduce congestion by minimising the need to travel, promoting more sustainable modes of transport and making the most efficient use of existing transport infrastructure; and
  - Maximise the efficient use of the existing infrastructure and encourage the necessary improvements to the network to sustain necessary levels of development at appropriate locations across the County Borough.
- 2.29 A Draft Review Report of the adopted LDP was prepared for public consultation in February 2020. It considers the progress being made in implementing the adopted LDP and considers the issues that inform the decision on whether the adopted LDP needs to be revised.

## **Supplementary Planning Document – Car Parking Standards**

- 2.30 For Nursery / Infants / Primary Schools the car parking standards set out the following - 1 space per member of teaching staff, 1 space per 3 non-teaching staff, 1 space per 30 students visitor spaces, bus parking as required.
- 2.31 For Secondary Schools the car parking standards set out the following - 1 commercial vehicle space 1 space per member of teaching staff, 1 space per 3 non-teaching staff, 1 space per 30 students visitor spaces, bus parking as required.
- 2.32 The cycle parking standards set out the following:
- Day Nurseries & Creches – Short Term - 1 stand per 30 children;
  - Nursery, Infants & Primary Schools – Long stay - 1 stand per 5 staff and 1 stand per 20 children, Short Stay – 1 stand per 100 children; and

- Secondary Schools & Colleges of Further Education – Long Stay - 1 stand per 5 staff and 1 stand per 6 students of age 17, Short Stay – 1 stand per 100 children.

2.33 The following must also be considered:

- In addition to the non-operational parking such as home to school transport, an area must be provided for the picking up and setting down of school children within the curtilage of the school premises;
- In the case of Day Nurseries in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of. This should be assessed when the nursery is at full capacity. Where part-time staff are employed, they should be aggregated to their full time equivalents;
- Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable;
- With regard to buses, sufficient off street spaces should be provided for all services that the operator of the new school anticipates running for students, with the exception of passing service buses. The parking area should include a facility for vehicles to turn without reversing. In exceptional circumstances a circulation / turning area remote from student circulation areas would be acceptable;
- Where the school is used for dual social and adult educational purposes, the use of hard playground surfaces for parking is acceptable;
- Appropriate provision must be provided for use by disabled people; and
- Appropriate provision must be provided for parental drop off / 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 students walking or cycling to school is not jeopardised.

## 3 ACCESSIBILITY

### Site Background

- 3.1 The proposed site for the new school is that previously occupied by the now vacant Cwmcarn High School.
- 3.2 Cwmcarn High School had a maximum student population of approximately 1000 students, ages 11-18 and 66 staff members (2014 data).albeit at the time of its closure (October 2018) there were approximately 400 students. The school had 51 classrooms and a Gross Internal Area (GIA) of 7,124.1m<sup>2</sup> (7096.1m<sup>2</sup> excluding store buildings), 105 car parking spaces for parents and staff, as well as other parking within the school area itself.
- 3.3 The Cwmcarn High School served an area of established housing within a former mining village, but it also had students travelling from further afield such as from the nearby city of Newport.
- 3.4 Demolition of the old school has taken place other than the relatively new build arts block which was retained being in good condition.
- 3.5 The Site location is shown in **Figure 1**.

### Highway Network

- 3.6 The Site is located to the west of the A467 in Cwmcarn. The A467 forms a ghosted right turn land with Chapel Farm Terrace, and this road forms a simple priority junction with an unnamed road which extends northwards past the residential roads of Chapel Farm Terrace, Marne Street and Priory Close to the west before coming to the school gates.
- 3.7 To the east of the site access road is a high retaining wall, with residential bay parking alongside. There are double yellow lines immediately outside of the school gates. Local roads have bays for residential parking, and a speed limit of 30mph.
- 3.8 The A467 has a speed limit of 50mph with a footway provided along the western side of the road and intermittent footways on the eastern side of the road.
- 3.9 The site can also be accessed from the north via Darren Drive, approximately 720 metres to the north of the southern access. Darren Drive also provides the access to the Prince of Wales Industrial Estate, Abercarn Cricket Club, Abercarn United AFC, Abercarn RFC and Abercarn Fire Station. This road is subject to a 30mph speed limit and is also accessed from the A467. There are no parking restrictions on Darren Drive
- 3.10 There is an existing public car park at the southern end of Darren Drive which is utilised by the sports clubs.

### Personal Injury Accident Review

- 3.11 The latest Personal Injury Accident (PIA) Data from Crashmap has been analysed (five years up to 2019).The results show that there were two PIAs along the A467 within proximity to the site (approximately 1000 metres between the north and south access). One incident was classified as Slight in terms of severity which occurred to the north of the access with Darrens Drive and involved cars. The other incident was classified as Serious and occurred approximately 350

metres to the north of the junction with the unnamed road (School Access), and involved a motorcycle. There was also a slight PIA that occurred on the B4591 and involved a car. There were no PIAs at the school entrances or within the internal residential / industrial roads. This data shows that there are currently no issues with highway safety within the vicinity of the school. The output is included at **Appendix C**.

## Pedestrians and Cyclists

- 3.12 Students, staff and visitors can gain easy access on-foot to the School using footways provided along the A467 and Darren Drive if travelling from the local areas of Cwmcarn or Abercarn. It is predicted that most students travelling to the school will come from further afield due to the large catchment of the school, where walking and cycling will not be realistic options.

## Bus

- 3.13 The nearest northbound bus stop to the school is located on the A467 approximately 120 metres to the south of Chapel Farm Terrace, which in turn is approximately 300 metres from the school gates. There is a southbound bus stop located 170 metres to the north Chapel Farm Terrace, which in turn is approximately 470 metres from the school gates access to this bus stop would be via the local footways on Brierley Place.
- 3.14 The X15 bus route serves these local bus stops and routes from Newport to Abertillery. It provides an hourly service between 07:06 – 19:23, and then every two hours until 23:08.

## Rail

- 3.15 The nearest railway station is Crosskeys located approximately 2km to the south of the site. The station provides a route to Cardiff Central and Ebbw Vale Town. The station is a three minute walk to the nearest bus stop served by the X15 bus route.
- 3.16 The station provides an alternative mode of travel to the car, which is most relevant for staff living beyond the local community.

## 4 PROPOSED DEVELOPMENT

- 4.1 The proposed development is a 2 Form Entry (FE) Primary School with a proposed GIA of 3053m<sup>2</sup> plus a Childcare area of 239m<sup>2</sup>, (total GIA 3,392m<sup>2</sup>).
- 4.2 The school will have 21 classrooms hosting approximately 574 students, aged 3-11 years and 50 Full Time Equivalent (FTE) staff members.
- 4.3 The existing YG Cwm Gwyddon School located in Abercarn will be relocated to the proposed site, with its current 234 students and 25 staff.

### Vehicular Access and Parking

- 4.4 There will be a southern access and a northern access into the school. The southern access to the school is via the existing unnamed road, which connects to Chapel Farm Terrace and onto the A467 in the form of a ghosted right turn lane. The northern access to the site is via Darrens Drive which also joins the A467 in the form of a ghosted right turn lane.
- 4.5 There are 71 car parking spaces across the site, 55 are accessible via the southern access and 16 are accessible via the northern access, four of these spaces are for disabled parking. The northern access will provide an access point for parents drop off and pick up. There are 61 car parking spaces for parents in the northern public car park. There is a bus layby via the southern access that can accommodate four large buses at any one time and minibus parking.
- 4.6 The parking standards set out a requirement of 50 spaces for staff and 19 spaces for visitors parking, taking the total parking requirement to 69 spaces. The school is providing slightly more spaces but this number includes four accessible spaces so overall the provision is considered acceptable.
- 4.7 Swept path analysis has been undertaken for a School bus to access and egress the site in a clockwise direction. Swept path for fire tender has also been undertaken for both accesses, these can be found at **Appendix D**.

### Pedestrian Access

- 4.8 Access to the school on foot or cycle will be via either of the school entrances. Internal footways from the site will link with the existing local footway network. The cycle parking standards set out that 10 spaces for staff and 34 spaces for children should be provided, bringing the total requirement to 44 spaces.
- 4.9 There will be cycle parking available within the school for both students and staff.

### Deliveries and Collections

- 4.10 Deliveries and collections at the school will be made via the northern access. These will be limited to outside of peak drop off / pick up times.

## 5 SITE OPERATION AND TRAFFIC IMPACT

### Operational Times

5.1 **Table 5.1** shows the current start and finish times for the school, including Breakfast Club and After School clubs and activities. These times are staggered due to COVID.

**Table 5.1: School Start and Finish Times**

Classes	Start	Finish
Breakfast Club	08:00	08:45
Nursery (Morning Session)	08:45	12:00
Nursery (All Day Session)	08:45	15:00
Main School (Reception)	08:45	15:00
Main School	08:45	15:10
After School Clubs	15:15	16:15

### Student and Staff Numbers

5.2 **Table 5.2** shows the current start and finish times for the school, including Breakfast Club and After School clubs and activities.

**Table 5.2: Student and Staff Numbers**

Class	Students	Staff	Classrooms
Childcare Unit	48	6	2
Nursery	30 (plus 30 Rising 3s and 16 SRB places)	44	19
Main School	420		
Total	574	50	21

### Traffic Impact

5.3 The proposed school will have a GIA of 3,289.6m<sup>2</sup> which will result in a net reduction of 3,835m<sup>2</sup> in comparison to the previous Cwmcarn High School which had a GIA of 7,124m<sup>2</sup>.

5.4 The proposed school will also have a net reduction in traffic due to the reduction in staff and student numbers in comparison to the previous Cwmcarn High School, with 426 fewer students (1000 – 574) and 16 fewer staff (66 – 55).

- 5.5 The site provides 71 car parking spaces to accommodate staff members. The northern car park, which is located outside of the School site provides 61 car parking spaces for parent drop off / pick up. Currently, the YG Cwm Gwyddon school provides on-street parking only for parents, so the proposed school offers a much-improved arrangement.

## Mitigation

- 5.6 Active Travel Planning will form part of the development proposals to minimise single-occupancy travel.
- 5.7 The travel planning will focus on measures that are appropriate for students, staff and visitors. These measures will include the following:
- Details on local walking and cycling routes;
  - Bus and train timetable information;
  - Personalised travel planning;
  - Car share details and incentives;
  - Travel planning days;
  - Cycle parking; and
  - Showers and lockers available for users.
- 5.8 The School will prepare a Travel Plan (enforced through a Planning Condition) prior to occupation as required by the local highway authority.



## 6 SUMMARY AND CONCLUSION

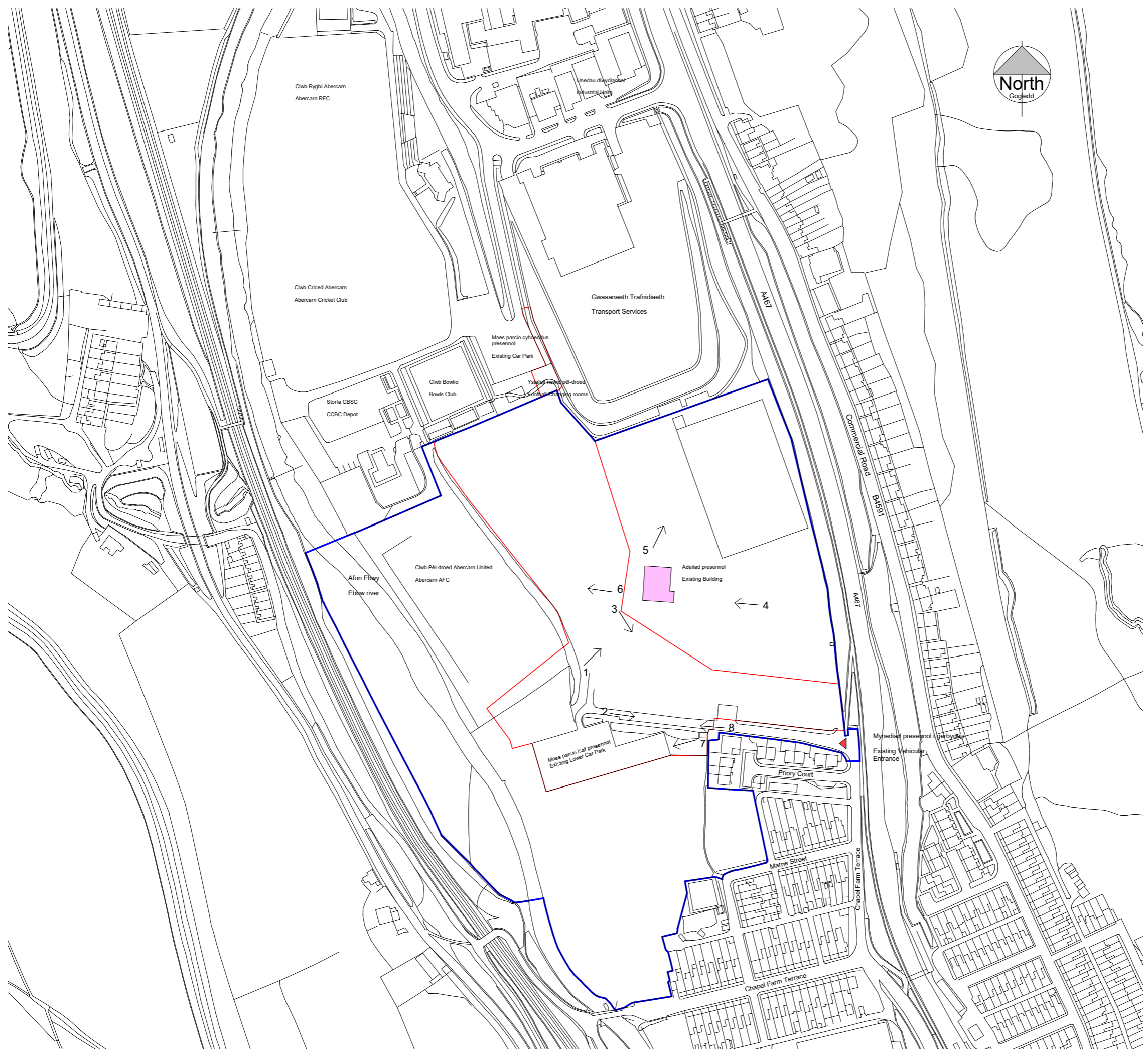
- 6.1 This Transport Statement has been prepared by RPS to support an application for the proposed relocation and expansion of Ysgol Gymraeg Cwm Gwyddon, a Primary School located in Abercarn, Newport.
- 6.2 YG Cwm Gwyddon is located on Gwyddon Road, Abercarn, Newport. The School is located approximately 10 miles north of the centre of Newport. The existing Site has 234 students and 25 staff. The new school is to be located at the vacant site of the Cwmcarn High School, to the west of the A467 in Cwmcarn. The relocation and expansion will lead to the ability to accommodate a total of approximately 574 students and 50 staff.
- 6.3 The proposed school is within easy access of local footways, cycleway and bus stops. Most students travel to the school via coach, due to the large catchment of the school.
- 6.4 The site provides two accesses, the southern access will provide an access point for buses and staff and includes 71 car parking spaces of which 55 are in the lower south car park and 16 spaces accessible via the northern access, four of which are accessible spaces. There is also a bus bay at the south of the site. The northern access will provide an access point for parents drop off and pick up where there are 61 car parking spaces available. Cycle parking will be provided in the line with the CCBC standards.
- 6.5 It is proposed that the increase in staff and students can be accommodated on the site. There is a reduction in staff and student numbers in comparison to the previous Cwmcarn High School.

### Conclusion

- 6.6 It is concluded that the proposed redevelopment will have no detrimental impact on the local highway network as the proposal includes for fewer staff and students than the previous school in this location. The impact is therefore considered not to be severe.
- 6.7 Accessibility to the School by all modes is good, with sufficient staff car parking, drop-off / pick-up collection areas, and facilities for cyclists and pedestrians.
- 6.8 The School will prepare a Travel Plan prior to occupation which will promote Active Travel which seeks to increase the number of people travelling on foot and by cycle, as well as public transport.
- 6.9 Overall, it is concluded that the proposal accords with both central and local government transport planning policy providing safe and suitable access and provides for sustainable travel whilst not impacting on the local road network. As such there are no transport related reasons why the proposed Schools relocation and expansion should not be permitted.

## Figures

## Figure 1 – Site Location

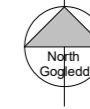


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## Appendices

## Appendix A – Masterplan



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## Appendix B – Existing Routes Map



# Map Llwybrau Teithio Llesol Cyfredol a Gymeradwywyd Chwefror 2018

## Active Travel Existing Routes Map Approved February 2018

### Allwedd:

- Parciau Gwedig
  - Ystadau Diwydiannol
  - Ffin Awdurdod Unedol
- ### Map Llwybrau Teithio Llesol a Gymeradwywyd
- Heol Heb Lwybr Troed
  - Llwybr Beicio (ar heol, heb Arwahanu).
  - Llwybr Beicio (ar heol, Arwahanu)
  - Llwybr beicio (ar hyd yr heol)
  - Llwybr troed (i ffwrdd o'r heol)
  - Llwybr troed (ar hyd yr heol)
  - Llwybr troed/llwybr beicio arwahanu (ar hyd yr heol)
  - Llwybr troed/llwybr beicio arwahanu (i ffwrdd o'r heol)
  - Llwybr troed/llwybr beicio lle rhennir defnydd (ar hyd y heol).
  - Llwybr troed / llwybr beicio lle rennir (i ffwrdd o'r ffordd)
  - Llwybrau Diogel i'r Ysgol

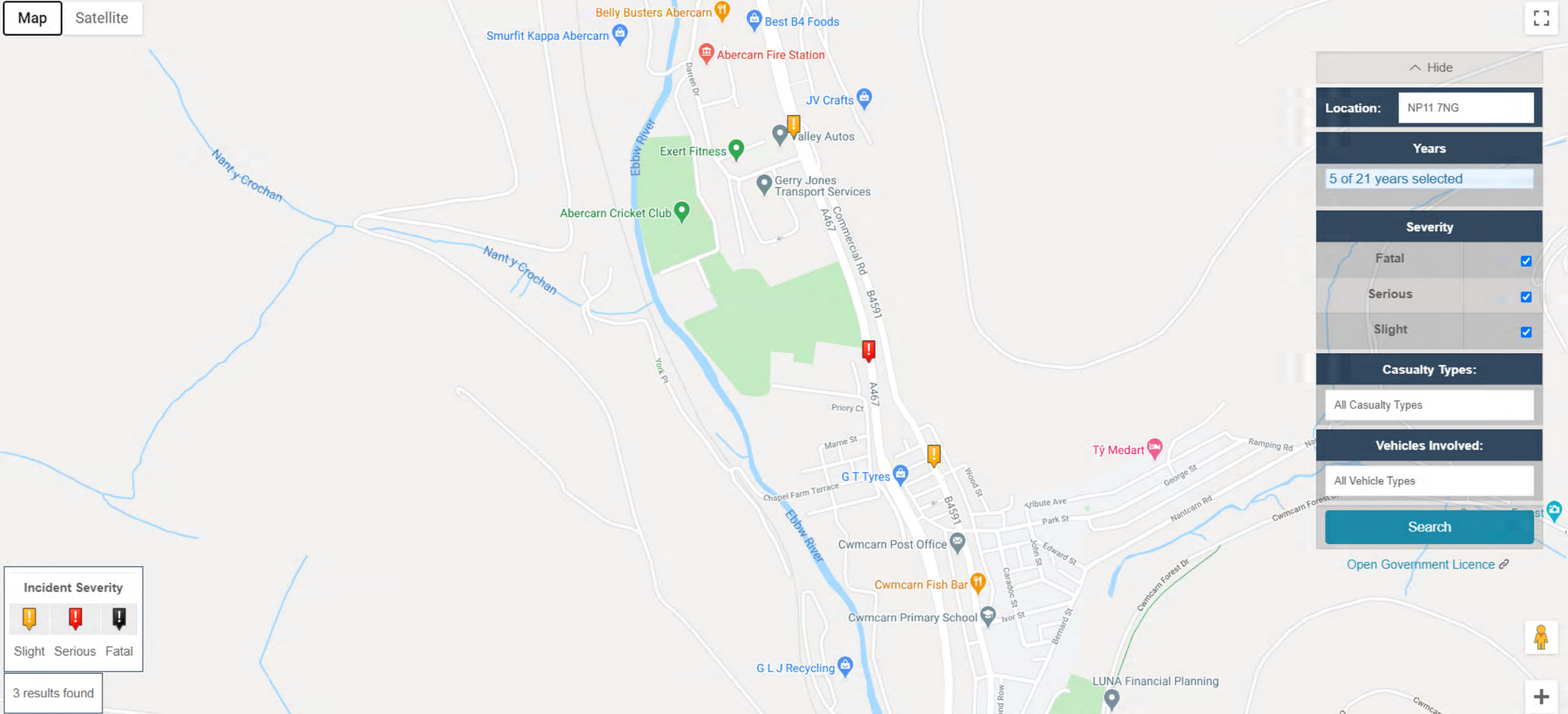
### Key:

- Country Parks
  - Industrial Estate
  - Unitary Authority Boundary
- ### Approved Active Travel Routes Map
- Road without Footway
  - Cycle Route (on road, Non Segregated)
  - Cycle Route (on road, Segregated)
  - Cycle track (alongside road)
  - Footpath (away from road)
  - Footway (alongside road)
  - Segregated footpath/cycle track (alongside road)
  - Segregated footpath/cycle track (away from road)
  - Shared use footpath/cycle track (alongside road)
  - Shared use footpath/cycle track (away from road)
  - School Safe Routes

**Llwybr 1 - Y Drenewydd i Orsaf Rheilffordd Rhydni**  
**Datganiad:**  
 Mae'r Llwybr wedi cael ei gynnwys ar lwybrau presennol Map Teithio Llesol gan ei fod ond ychydig oddi ar y safon ddisgwyliedig. Mae hyn yn rhannol oherwydd naturdi-gyfeiriad y llwybr.  
**Llwybr 9 - Ynys-ddu i Gwmfelin-fach**  
**Datganiad:**  
 Mae'r llwybr wedi cael ei gynnwys ar lwybrau presennol Map Teithio Llesol gan ei fod ond ychydig oddi ar y safon ddisgwyliedig. Mae hyn yn rhannol oherwydd nodweddion gwledig y llwybr.  
**Link 1 - Bute Town to Rhydny Rail Station**  
**Statement:**  
 The route has been included in the existing routes Active Travel Map as it only slightly departs from the expected standard. This is mainly due to the non direct nature of the route.  
**Link 9 - Ynys-ddu to Cwmfelinfach**  
**Statement:**  
 The route has been included in the existing routes Active Travel Map as it only slightly departs from the expected standard. This is mainly due to the rural characteristics of the route.

## Appendix C – Crashmap Data

Map Satellite



**Incident Severity**

Slight
  Serious
  Fatal

3 results found

Hide

**Location:** NP11 7NG

**Years**  
5 of 21 years selected

**Severity**

Fatal	<input checked="" type="checkbox"/>
Serious	<input checked="" type="checkbox"/>
Slight	<input checked="" type="checkbox"/>

**Casualty Types:**  
All Casualty Types

**Vehicles Involved:**  
All Vehicle Types

**Search**

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## Appendix D – Swept path