

Business Case Addendum

LA name – RCT

Programme – Rolling Programme

Project name – YG Cwm Rhondda

Business case stage – OBC

BCSG review date – 06 November 2025

Addendum date – 11 November 2025

Business Case Addendum

College response to Welsh Government following queries raised following BCSG review 06 November 2025.

A. STRATEGIC CASE

Policy Area: Sustainable Communities for Learning

REDACTED

Local authority response:

Policy Area: NZC and Condition/Suitability

Please provide current estimate of embodied carbon for the building showing how you will meet the current target of 600kgCO₂e/m².

Local authority response:

Policy Area: Tertiary Education

BTEC Sport is mentioned but will there be broader vocational and skills-based provision at the new site? Does the school plan on offering VCSEs at 14-16 for example?

Could you please provide evidence of collaboration, partnership and alignment with the broader Welsh Medium Tertiary landscape in RCT.

Could you please provide detail on the take up of Esgol as a solution to maintain breadth.

Could you please confirm how the LA intending to ensure viability of the sixth form and how are the Welsh medium provisions and local college collaborating

Local authority response:

Number on roll:

Could you please confirm the number of learners currently on roll splitting the 6th form provision from Y7-11.

Business Case Addendum

Local authority response:

Policy Area: Support for Learners Division, Additional Learning Needs Branch

How will learners with ALN benefit from this proposal? Will it contribute to a more inclusive learning environment and make the school more accessible to learners with ALN?

Local authority response:

Policy Area: Transport Policy, Active Travel

Encouraging to see commitment to developing an Active Travel Plan and incorporating infrastructure such as cycle and scooter storage into the school design. The proximity to Porth town centre and the new transport hub presents a valuable opportunity to promote multi-modal sustainable travel. The inclusion of a Traffic Impact Assessment that considers pedestrian and cycling routes is also welcome.

While 68% of pupils arrive via school transport, how are the remaining 32% travelling? Has any postcode analysis been undertaken to assess the potential for active travel to the existing site among pupils who do not receive home-to-school transport?

Given that the new school will be built on the existing site, is there scope to begin behaviour change support now, for pupils, parents, and staff, to build momentum ahead of the new development? This could include engagement activities, travel planning, and promotion of walking, wheeling, and cycling, which would complement future infrastructure improvements. The active travel team within the local authority could advise on support available either internally, or via third sector opportunities.

To strengthen delivery, we encourage early engagement with the local Active Travel team going forward, to ensure any facilities and infrastructure align with active travel guidance and best inclusive practise.

Local authority response:

Business Case Addendum

Policy Area: Digital Inclusion

It is not clear how the new school will support digitally excluded people in the local community. Could the school consider providing community access to a dedicated space within the building that offers public access to WiFi and digital devices? This would help enable connectivity, access and opportunity to develop basic digital skills - supporting those who are digitally excluded.

Local authority response:

Economic Case

Whilst the qualitative case is strong, there are large cost differences. The scale of difference between shortlisted options, from 'do minimum' to 'do maximum preferred' option (both in scale of the option and then the cost) is noticeable. Are there other considerations that would be included to help reduce cost when looking at more intermediate options?

Local authority response: