

Cardiff and Vale College: Advanced Technology Centre Planning Statement

Cardiff and Vale College and Welsh Education Partnership (WEPCo)

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1.0 **Introduction**

1.1 This Planning Statement has been prepared by Lichfields on behalf of Cardiff and Vale College ('CaVC') and Welsh Education Partnership (WEPCo).

1.2 The Planning Statement accompanies an application seeking planning permission in full for the proposed Advanced Technology Centre (ATC) ('Proposed Development') at land to the south of Blackton Lane and west of Port Road, Cardiff Airport Business Park, Port Road, Rhoose, Barry, CF62 3BD ('the Site').

1.3 This document assesses the key planning issues associated with the proposal and considers the development in the context of national and local planning policy and guidance. This Statement should be read in conjunction with the other documents and plans that form part of the full planning application:

- 1 Application form and Site Ownership certificates;
- 2 Pre-Application Consultation Report ;
- 3 Design and Access Statement;
- 4 Site Location Plan;
- 5 Full set of Plans (please see covering letter for full list)
- 6 Foul Water and Surface Water Drainage Strategy Summary Statement;
- 7 Ecological Appraisal;
- 8 Arboricultural Impact Assessment including Tree Survey;
- 9 Green Infrastructure Statement;
- 10 Landscape and Visual Appraisal;
- 11 Energy Statement;
- 12 Archaeological Desk Based Assessment (including additional HSP Archaeological evaluation);
- 13 Transport Statement;
- 14 Travel Plan;
- 15 Transport Plans and Drawings Appended to the Transport Statement;
- 16 Glint and Glare Assessment;
- 17 Noise Impact Assessment;
- 18 External Lighting Assessment;
- 19 Ground Investigation Report including intrusive Geo-Environmental Factual Report;
- 20 Phase I Geo-Environmental Assessment; and
- 21 Phase II Geo-Environmental Assessment

Report Structure

- 1.4 The document is structured as follows:
- 1 Provides a summary of the consultation undertaken to date (Chapter 2)
 - 2 Provides a description of the wider commercial and political context and reason for the proposal (Chapter 3)
 - 3 Description of the site and the surrounding area (Chapter 4);
 - 4 Details on the proposed development (Chapter 5);
 - 5 A summary of the planning policy context (Chapter 6);
 - 6 An appraisal of the main policy issues which relate to this proposal (Chapter 7);
 - 7 A summary of the matters for discussion and potential inclusion within a section 106 agreement (Chapter 8);
 - 8 A summary of the main conclusions (Chapter 9).

Environmental Impact Assessment Considerations

- 1.5 Consideration has been given to the requirement or otherwise for an Environmental Impact Assessment (EIA) to be undertaken for the proposed development.
- 1.6 Schedule 2 of the Town and Country Planning (EIA) (Wales) Regulations 2017 sets out thresholds for development above which EIA is more likely to be required.
- 1.7 A formal screening request was submitted to the Council on 15 August 2023 (ref: 2023/00854/SC1). An EIA Screening Opinion issued in response by Vale of Glamorgan Council dated 7 November 2023 confirms that having considered the details of the proposed scheme and having regard to the selection criteria contained in Schedule 3 of the 2017 Regulations and WO Circular 11/99 an Environmental Impact Assessment is not required.

2.0 Consultation

Design Evolution

2.1 Key representatives from Cardiff and Vale College and WEPCo have been consulted with extensively throughout the early stages of design, by means of Client Engagement Meetings (CEMs), held approximately on a fortnightly basis, plus Technical Advisory (TA) reviews from the Welsh Government's Mutual Investment Model (MIM) team.

2.2 The draft emerging proposals were presented to Vale of Glamorgan Council and the Design Commission for Wales. These sessions focused on the key principles of the project, including the building setting, massing, façade finishes, entrances, landscape, and SuDs. The overall feedback on the project has been positive, and all comments have been considered. The following meetings have been held:

- 1 16th August 2023 – Meeting with VoG Economic Development Team
- 2 30th August 2023 – Meeting with VoG Town Planning. (Presentation of initial principles)
- 3 7th September 2023 – Meeting with VoG Highways Department
- 4 12th October 2023 – Meeting with Design Commission for Wales
- 5 7th December 2023 - Meeting with VoG Town Planning. (Pre-application feedback)

Pre-Application Advice Enquiry

2.3 A formal pre application enquiry was submitted to Vale of Glamorgan Council on 27/10/2023 (ref: 2023/00129/PRE). A formal pre-app meeting was had between the client team and Vale of Glamorgan officers on 7/12/2023.

2.4 A formal written response was received from Vale of Glamorgan officers on 4th March 2024. This confirmed that subject to addressing technical matters, the principle of development is considered accepted.

2.5 There were a number of requests/queries from Officers that are addressed in this statement and the accompanying technical reports. These are limited to:

- 1 Further research on agricultural land classification;
- 2 Whilst the design is confirmed as acceptable, the Council has requested that a massing/visual impact assessment forms part of the planning application;
- 3 The requirement of a Green Infrastructure Statement;
- 4 The requirement for a landscape and ecology management plan; and
- 5 Transport comments.

Statutory Pre-Application Consultation

2.6 As detailed within the accompanying Pre-Application Consultation (PAC) Report, Lichfields and the project team undertook the statutory consultation process. The report confirms that the statutory requirements have been met, provides responses to comments made, and

outlines any changes made to the proposal or associated documents based on the consultation undertaken.

- 2.7 Responses were received from Natural Resources Wales, Dwr Cymru Welsh Water, South Wales Fire and Rescue Service and Welsh Ministers (CADW). Three responses were received through the PAC website. No responses were received from the Local Highway Authority or Ward Councillors.
- 2.8 The Pre-Application Consultation Report sets out the feedback that has been generated by the consultation process. Consideration has been given to the comments made by specialist consultees, as well as members of the public.
- 2.9 Given the feedback received, both during Pre-Application Consultation and in response to Pre-Application Engagement with the Council, the applicant has added 2 minibus stops to accommodate pick up and drop off of students and staff on site (identified on the Landscape Illustrative Masterplan as Z).
- 2.10 As a result of the general design evolution since January 2024, the applicant has made the following amendments to the scheme;
- 1 Revised tracking has required a slight amendment to the kerbs around sprinkler tank located to the northwest of the site.
 - 2 Bollards and boulders added to front and rear plaza area as part of vehicle mitigation strategy;
 - 3 Soft landscaping to front entrance amended to suit fire tender access along front plaza;
 - 4 External gas storage added to the service yards on the eastern boundary of the site for workshop use. Battery added to service yard as part of the Net Zero Carbon Strategy. Storage container location/ASHP updated to suit; and
 - 5 Planting/SUDs features updated throughout the site to suit latest ARUP drainage strategy.

3.0 **The Applicants**

Cardiff and Vale College

- 3.1 Cardiff and Vale College (CAVC) is a renowned educational institution that has been serving the Cardiff and Vale region of Wales with excellence for many years. CAVC has around 30,000 full time equivalent students and is one of the UK's largest further education institutions.
- 3.2 CAVC has recently secured Welsh Government outline business case approval for a major £100m investment to deliver two new campuses. The first campus at Barry Waterfront is for a new general learning campus and will play a pivotal role in continuing the regeneration of the area.
- 3.3 The second site, which this planning statement relates to, is located near Cardiff Airport and will comprise an advanced technology learning campus. Both campuses are intended to replace CAVC's existing campus at Colcot Road.
- 3.4 A planning application for the Barry Waterfront campus will be submitted under separate cover.

Welsh Education Partnership

- 3.5 WEPCo is a joint venture partnership between the Development Bank of Wales (on behalf of Welsh Ministers) and Meridiam. The Welsh Education Partnership (WEPCo) are assisting CAVC in delivering two new campuses in the Vale of Glamorgan.
- 3.6 The proposed new campuses, which together will provide c.18,500sqm of learning space, would be financed via the Welsh Government's mutual investment model (MIM). CAVC will contribute to the financing cost, which will be offset by the proposed sale of the Weycock Cross (and Colcot Road) sites following planning permission being obtained for its redevelopment for residential purposes.

4.0 Site Context

Site Description

- 4.1 The site extends to approximately 3.5ha. It comprises undeveloped land that encompasses part of three fields, bounded by dense mixed-species hedgerows and trees. At the centre of the site is an 'L'-shaped field previously in agricultural use.
- 4.2 To the north and east of the site are two large fields that appear to have previously been in agricultural use but are currently overgrown scrub/grassland. To the south, the site encompasses another field, that is densely overgrown grassland with large areas of thick brambles.

Site Location and Surrounding Area

- 4.3 The site is located just east of Cardiff International Airport, approximately 1km north of Rhoose and c.2.5km west of Barry.
- 4.4 The site is defined on its south-eastern and south-western boundaries by the junction and roundabout system connecting Port Road and the airport car park access road. The north-western boundary of the site is defined by two buildings associated with the airport (an Aircraft Tool Hire and Dnata Catering) and associated access road and car parking. Northeast of the site are agricultural fields, intersected by a farm access road called Blackton Lane, beyond which lies Celtic International Hotel and The Vale Hotel and Touring Caravan Park. Approximately 250m north of the site is the A4226 main road.

Planning Context

Planning History

- 4.5 The Council's online planning register has been reviewed and set out below is the site's relevant planning history.

Table 4.1 : Planning History

Planning Reference	Description of Development	Decision (date)
1990/00922/OUT	Business Park (B1 & B8 uses), airport related industry, ancillary uses, warehousing, hotel, car parking, open space/ recreation, pilot training college, museum & highways	Approve (8 th August 1990)
2000/00132/OUT	Development of land adjacent to Cardiff International Airport for B1, B2 and B8 use	Approve (9 th February 2000)

Planning Reference	Description of Development	Decision (date)
2002/01648/OUT	Outline application for construction of a 144 bedroom hotel with function rooms, a fitness/leisure suite and associated car parking	Approve (28 November 2002)
2022/00660/SC1	Screening Opinion Request on the requirement of an Environmental Impact Assessment for the proposed development of the CaVC Advanced Technology Centre (ATC)	EIA required ('on a precautionary basis') (10 th October 2022)
2023/00854/SC1	Formal screening opinion to confirm if an Environmental Impact Assessment is required in respect of the proposed Cardiff and Vale College Advanced Technology Centre (ATC). This submission was made by Lichfields seeking to re-screen the proposed development with additional detail that was previously missing.	Screening not required

Source: VoGC Online Planning Register

Constraints / Designations

- 4.6 The Site is located within the Cardiff Airport and Gateway Development Zone (an Enterprise Zone) and Strategic Employment Allocation (2).
- 4.7 The site also falls within an Aviation Safeguarding Zone (ASZ) as per the Council's interactive policy map.

Flooding

- 4.8 The Site currently lies in an area identified as Flood Zone A – areas considered to be at little or no risk of fluvial or tidal/coastal flooding. TAN 15 states that new development should be directed away from zone C and towards suitable land in zone A, where river or coastal flooding will be less of an issue.
- 4.9 It is noted that amendments are proposed to be made to TAN 15 albeit the date it will become adopted is unknown. This includes an updated Flood Map for Planning which categorises flooding differently. This map identifies that the site is outside of any flood zone.

Ecology

- 4.10 The site is located within 2km of two Sites of Special Scientific Interest (Wales) (SSSI). Approximately 700m northeast of the Site is Barry Woodlands (Coedydd y Barri) and circa 1.5km southeast of the Site is Cliff Wood – Golden Stairs.

- 4.11 Nine locally designated Sites of Importance for Nature Conservation (SINC) are located within 2km of the Site. The closest of these is No. 328 (North West Bullhouse Brook) and No.329 (North Bullhouse Brook), approximately 200-400m south of the site. There is also a cluster of SINCS around Porthkerry Country Park between 800m-1.5km from the site, including No. 330, No. 331, No. 332, No. 333, No. 335, No. 353 and No. 354. No. 327 lies approximately 960m northeast, adjacent to the Barry Woodlands, with No. 326 approximately 850m due north along the River Waycock.

Landscape

- 4.12 The Nant Llancarfan Special Landscape Area is located approximately 600m to the north of the site, beyond the A4226 which forms a definitive character boundary.

Heritage

- 4.13 Porthkerry Conservation Area is circa 1km north of the Site.
- 4.14 Listed buildings within proximity to the Site (i.e. 1km) include Lower Porthkerry Farmhouse (Grade II listed, reference 19576, c.610m south east) and Upper Porthkerry Farmhouse (Grade II listed, reference 13621, c.680m south east).
- 4.15 In addition, the following Locally Listed historic assets (known as ‘Country Treasures’) are within 1km of the Site: Porthkerry – Upper Porthkerry Farmhouse (no. 474), Porthkerry – Upper Porthkerry Farm Stables (no.475), and Porthkerry – Lower Porthkerry Farm Cottage (no. 477).

Accessibility

- 4.16 Existing access to the site is at the northwest corner by way of a small T-Junction from a small unnamed road abutting the western boundary of the Site. There is no alternative existing access to the site. However, the site is bound to the south and west by existing roads.
- 4.17 The nearest rail station to the site is Rhoose Cardiff International Airport station, approximately 3.8km from the centre of the site. This journey is approximately a 45-minute walk or a 12-minute cycle from the site. The nearest pair of bus stops are located approximately 580m from the centre of the site on Port Road (outside the Holiday Inn Express). These two bus stops take the form of bus shelters with timetable information and are served by the 304 and 905 bus services. Cardiff Airport is located approximately 300m southwest of the site.

5.0 **Proposed Development**

5.1 The Proposal is to deliver a new education building focused on advanced technology within the Cardiff Airport and Gateway Development Zone.

5.2 The proposed description of development is:

“Development at land to the south of Blackton Lane and west of Port Road for a new Advanced Technology Centre for Cardiff and Vale College including landscaping, related infrastructure and engineering works”.

5.3 The main education building will contain advanced engineering space, workshops for building services, construction and motor vehicle, higher education space including a 150seat lecture theatre, recreational spaces, a learning and skills centre, four court multi-purpose hall, general spaces and café/reception.

5.4 The total site area extends to approximately 3.5ha. However, the campus buildings and associated infrastructure are proposed to take place in an approximate 2.7ha site area. The proposed Gross Internal Floor Area (GIFA) is 13,279 sqm.

5.5 The facility would accommodate up to 1896 students and 85 Full Time Equivalent (FTE) staff. There are likely to be 28 non-teaching FTE staff and 57 teaching FTE staff.

Ground Floor

5.6 Directly off the atrium space at ground floor are both the student services, and wellbeing zones. The ground floor atrium is also a social space with dining and coffee shop.

5.7 The atrium links to the workshops which include building services (green technologies), construction and motor vehicles (including EV). Engineering accommodation will be located to the south, around the main active travel entrance, to emphasise that the building is seeking to deliver an advanced technology hub.

First Floor

5.8 The first-floor hosts predominantly the Higher Education Business and Learning & Skills Centre (LSC), a lecture theatre and a small number of classrooms. The first floor is accessible via one of the four accommodation/escape stairs and also the main accommodation stair which sits in the middle of the atrium.

Second Floor

5.9 The top floor hosts the majority of the standard teaching accommodation, (classrooms, labs, ICT rooms with eSports facilities). The classrooms run around the perimeter of the teaching block forming a circulation route which overlooks the atrium and the more informal teaching spaces/social areas below.

External

5.10 The Proposed Development will also include a full size, two court Multi-Use Games Area (MUGA) within the northwest corner of the Site, external dining/social area, an entrance plaza and social area, pedestrian walkways, areas of hardstanding and a car park. The car

park will be positioned to the rear of the main building, on the western part of the site.. Sensitive landscaping and a Sustainable Urban Drainage System (SuDS) will be incorporated into the Proposed Development. An illustrative landscape masterplan is provided within the presentation on architectural approach which accompanies this submission.

- 5.11 Two service yards, which are curriculum spaces, will be provided. The yard for construction and building services will be positioned to the northeast of the site and will be largely hidden. The yard for advanced technology elements will be in the southwest of the site. However, it would be partially obscured by the level changes/raised mound along this side of the site.
- 5.12 To achieve BREEAM excellent the applicant is intending on utilising Photovoltaic (PV) array with the size and location of the array to be confirmed.

Access

- 5.13 The building will be arranged around a central circulation space connecting two main entrances, one facing an 'active travel' approach from Port Road, the other facing the vehicular approach and car park.
- 5.14 The proposed vehicle entry point for the College is the existing vehicle access at the northwest boundary. No vehicle access points are proposed along Port Road. Access from Port Road will be limited to pedestrians and cyclists. This is intended to tie in with wider proposals by the Council to deliver a segregated cycleway from the Weycock Cross roundabout in Barry to the Airport.
- 5.15 As part of the above 'active travel' entrance, an indicative bus stop location has also been shown on Port Road to encourage the use of public transport to the site which CaVC will seek the delivery of to encourage the use of public transport to access the site.
- 5.16 The car park includes 280 standard spaces, 14 disabled bays, 32 Electric Vehicle Charging Points, 10 Motorcycle spaces and 2 Minibus parking spaces.
- 5.17 284 long stay cycle parking spaces and 20 short stay cycle parking spaces are proposed.

6.0 **Planning Policy Context**

Planning Policy Context

6.1 This section details the planning policy context for the planning application, describing the Development Plan policies relevant to the consideration of the proposals, as well as providing an account of the prevailing national policy guidance and other documents that represent appropriate material considerations.

6.2 This policy 'framework' is then used as the basis for identifying a range of key planning policy 'themes' across the various policy documents against which this application should be properly assessed, to enable robust conclusions to be drawn on its appropriateness.

Development Plan and Material Considerations

6.3 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of a planning application must be made in accordance with the development plan unless material considerations indicate otherwise.

6.4 In this case, the statutory development plan comprises:

- 1 Future Wales: The National Plan 2040 (published 24th February 2021); and
- 2 The Vale of Glamorgan Local Development Plan 'LDP' 2011 -2026 and its associated Proposals Map (adopted in June 2017).

Vale of Glamorgan Local Development Plan 2011-2026 (LDP)

6.5 The Vale of Glamorgan Local Development Plan 'LDP' and its associated Proposals Map were adopted in June 2017. We consider the relevant policies within the LDP to be:

Strategic Policies

- 1 Policy SP1 - Delivering the Strategy
- 2 Policy SP7 – Transportation
- 3 Policy SP10 – Built and Natural Environment

Managing Growth Policies

- 4 Policy MG6 'Provision of Education Facilities'
- 5 Policy MG10 'St Athan – Cardiff Airport Enterprise Zone'
- 6 Policy MG17 'Special Landscape Areas'

Managing Development Policies

- 7 Policy MD1 'Location of New Development'
- 8 Policy MD2 'Design of New Development'
- 9 Policy MD7 'Environmental Protection'
- 10 Policy MD8 'Historic Environment'

- 11 Policy MD9 ‘Promoting Biodiversity’
- 12 Policy MD15 ‘Protection of allocated Employment sites’

Supplementary Planning Guidance

6.6 The LDP is supported by a number of SPGs that cover a range of topics. The following SPGs are of relevance:

- 1 Cardiff Airport and Gateway Development Zone (2019)
- 2 Biodiversity and Development (2018)
- 3 Parking Standards (2019)
- 4 Planning Obligations (2018)
- 5 Sustainable Development (1996-2011)
- 6 Travel Plan (2018)
- 7 Trees, Woodlands, Hedgerows and Development (2018)

Future Wales: The National Plan 2040

6.7 Future Wales: The National Plan was published in February 2021. The document forms the national development framework, setting the direction of travel for development in Wales to 2040. It forms part of the development plan and, amongst other things, provides a strategy for spatial planning and urban growth and regeneration. The policies of relevance are:

- 1 Policy 1 – Where Wales will grow
- 2 Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Planning Policy Wales (Edition 11) (‘PPW’)

6.8 National planning policy for Wales is set out within Edition 11 of Planning Policy Wales (‘PPW’), which was last updated in February 2021, and is also a material consideration. The overarching aim of PPW is to deliver sustainable development in line with the Well-being of Future Generations Act. Those chapters of PPW that are of particular relevance to the proposed development are set out below:

- 1 Chapter 2 – People and Places: Achieving Well-being through Placemaking
- 2 Chapter 3 – Strategic and Spatial Choices;
- 3 Chapter 4 – Active and Social Places; and
- 4 Chapter 6 – Distinct and Natural Places

Technical Advice Notes (‘TANs’)

6.9 PPW is supported by a series of TANs that cover a range of planning matters. TANs of most relevance are identified below;

- 1 Technical Advice Note 5 – Nature Conservation and Planning (2009)
- 2 Technical Advice Note 12 – Design (2016)

3 Technical Advice Note 18 – Transport (2007)

Replacement Local Development Plan

- 6.10 The Vale of Glamorgan Council is in the process of preparing a replacement Local Development Plan. Consultation on the ‘Preferred Strategy’ commenced on 6 December 2023 for a 10-week period. On adoption, the replacement LDP will replace the current LDP and will cover the period 2021-2036.
- 6.11 The ‘Preferred Strategy’ is a relatively early stage in the plan preparation process and seeks to set out a Vision for the council area by identifying issues and objectives and a broad spatial strategy for growth. It can only be afforded limited weight at this stage.

Key Policy Considerations

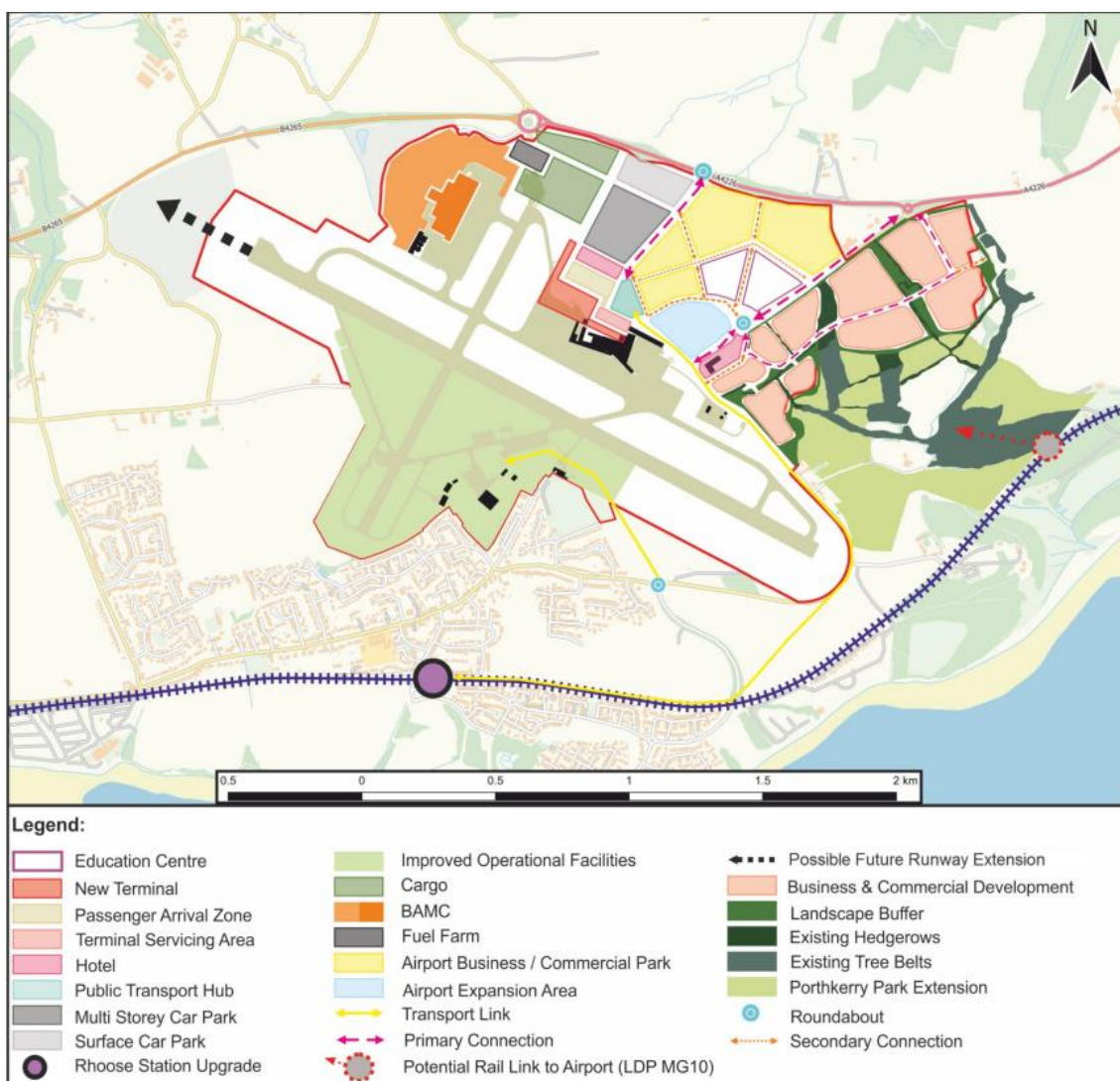
- 6.12 A review of the policy framework has identified six key policy tests that need to be considered in determining the enclosed planning application.
- 6.13 The key policy tests are as follows:
- 1 Is the principle of the proposed development acceptable?
 - 2 Do the design principles embody good placemaking?
 - 3 Does the development conserve and enhance the natural environment?
 - 4 Is the development acceptable in terms of Landscape Character matters?
 - 5 Is the development acceptable in terms of drainage and flood risk?
 - 6 Does the development conserve and enhance the historic environment?
- 6.14 Other policy considerations are as follows:
- 1 Does the development deliver energy and sustainability benefits?
 - 2 Does the development meet Transport and Accessibility Requirements?

7.0 Planning Policy Assessment

Is the principle of the proposed development acceptable?

- 7.1 The site forms part of the St. Athan/Cardiff Airport Enterprise Zone under LDP Policy SP2.
- 7.2 To facilitate the Enterprise Zone, Policy MG10 allocates 77.4Ha of land surrounding the airport with an intention for development to focus on business and employment uses. The site is therefore the subject of a wider mixed-use allocation catering specifically for the needs of the aerospace industry and high-tech manufacturing (Use Class B1, B2 and B8).
- 7.3 Whilst at face value Policy MG10 is seeking the delivery of B class uses, the delivery of the Enterprise Zone is to be guided by a Masterplan – this is now included within the ‘Cardiff Airport and Gateway Development Zone’ Supplementary Planning Guidance (SPG). The SPG includes a masterplan for the Enterprise Zone which identifies the proposed development site as an education centre (see figure 1).

Figure 1 Enterprise Zone Illustrative Masterplan



Source: Cardiff Airport and Gateway Development Zone' Supplementary Planning Guidance

- 7.4 We consider that the education centre envisaged through the SPG is a complimentary use that is aligned with the objectives of Policy MG9 and MG10. We therefore consider that the principle of the proposed Advanced Technology Centre is in accordance with the adopted Development Plan.
- 7.5 We note that Policy MD15 seeks the protection of allocated employment sites from non B-Class uses except for minor ancillary uses such as cafés, crèches and training facilities which generate employment opportunities and support the wider function of employment sites. The LDP advises that such ancillary uses should not affect the integrity of the employment allocations, or unacceptably reduce employment land supply.
- 7.6 As the proposal is for a state of the art education facility (use Class D1) and is intended to provide training operations that support the wider function of the employment allocation, no conflict with Policy MD15 is envisaged as evidenced through the identification of the application site as an education centre in the Enterprise Zone SPG.
- 7.7 The proposed development is envisioned to complement the Enterprise Zone’s core strategies, encompassing innovation, manufacturing, green technologies, and engineering delivering on the overarching strategic vision for the area.
- 7.8 The principle of development for an educational facility on this site is therefore firmly established.

Do the design principles embody good placemaking?

- 7.9 Policy MD2 sets out the key principles that developers should consider in respect of design, amenity and access. It aims to protect the local character of the Vale of Glamorgan’s towns and villages by securing high quality design that is of the appropriate scale and form and provides clear principles to be achieved. The relevant principles are discussed in detail below.
- 7.10 As previously mentioned, the Design Commission for Wales were consulted on the design and the proposed scheme now reflects the outcomes of positive conversations had with the panel with regards to good design and placemaking.

Respond appropriately to the local context and character

- 7.11 The character of the site and surrounding area is largely characterised by Cardiff Airport and ancillary uses. The proposed allocations through the LDP seek to intensify these uses in this area and seek to create a *“major business destination that will complement the existing and proposed offers of Barry and rest of the Vale of Glamorgan as well as the wider Capital region by becoming a:*
- 1 *Recognised base for a range of aerospace companies;*
 - 2 *Business destination for related local and international business;*
 - 3 *Specialist location for education, training, research and development; and*
 - 4 *A major transport interchange”*
- 7.12 The proposal presents a valuable job opportunity seeking to embody design and placemaking principles outlined within PPW. It is considered that the proposed education

use will align with the desired vision for this area and in doing so will complement the emerging character of this locality.

- 7.13 Furthermore, as demonstrated on page 32 of the submitted DAS, a buffer zone has been set up to the north of the main building to ensure that any future development around the site is not impacted by the proposed ATC development (i.e. ensuring adequate amenity through not developing at the site boundary edge).

Promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour

- 7.14 Whilst the site is subject to a number of technical constraints, social space has been maximised where possible which aligns with the need to encourage community cohesion – a key principle within PPW.
- 7.15 It is important to highlight however that as an educational facility for young adults, public access would be restricted. A security strategy has been developed whereby there is 3 levels of security on site: public access, controlled access and secure access. The intention is for the rear and sides of the site to be made fully secure by fencing and gates. The building will form the secure line to the front of the site. This strategy ensures that the site can be fully locked down by the College if needed (for example, out of hours and during bank holidays).
- 7.16 The above will ensure crime and anti-social behaviour is appropriately managed.
- 7.17 A large, 3 storey, central atrium will serve as the main throughfare connecting all departments becoming the ‘heart’ of the proposal.
- 7.18 The central atrium will connect the two main entrances, one facing an ‘active travel’ approach from Port Road, the other facing the vehicular approach and car park. The proposal also includes a MUGA. As such, the design and layout of the proposal seeks to deliver a social space that encourages community cohesion and activity.
- 7.19 Other technical matters detailed within Policy MD2, such as accessibility, flooding and ecological effects, are discussed in detail below. Subject to technical matters being addressed it is considered that the proposal would be in accordance with the relevant principles outlined in Policy MD2.

Does the development meet Transport and Accessibility Requirements?

- 7.20 Whilst the site is located outside the settlement boundary, it forms part of a strategic scale allocation and will therefore benefit from major infrastructure improvements as the strategic site develops.
- 7.21 The nearest rail station to the proposed site is Rhose Cardiff International Airport station, approximately 3.8km from the centre of the site. This journey is approximately a 45 minute walk or a 12 minute cycle from the site. It should also be noted that Vale of Glamorgan railway lines are set to be enhanced through the South Wales Metro scheme.
- 7.22 The proposed car park will provide 280 standard spaces, 14 disabled bays, 32 Electric Vehicle Charging Points, 10 Motorcycle spaces and 2 Minibus parking spaces.

7.23 . There are a total of 280 cycle parking spaces proposed on site which will be covered and provided using two tier cycle racks. A further 20 short stay cycle parking spaces will be located adjacent to the two entrances into the building. Pedestrian and cycle access to the site will be provided from Port Road to tie in with the segregated cycle route being brought forward by the Council. Cycle access to the site is also provided through the car park located in the northwest of the site to access additional cycle parking spaces.

Transport Assessment

7.24 A full Transport Assessment has been undertaken by SLR (dated 05 April 2024) which analysed the current accessibility of the scheme for all modalities including sustainable forms of transport such as walking and cycling. The report also modelled key junctions including the Waycock Cross roundabout.

7.25 In summary, SLR conclude that, there are no fundamental constraints from a transport perspective. Pedestrians and cyclists would be able to commute to the site from Rhoose and forthcoming future cycle routes would improve the viability of cycling from Barry. Bus services are sufficiently regular from a wide range of local and regional destinations and that, based upon demand, the college could establish dedicated CAVC Rider services if required and subject to Welsh Government continued funding. With regard to the Local Highway network the impact was considered minimal in most cases along local junctions.

Travel Plan

7.26 A Travel Plan is also provided with this planning application that details how the development proposals will deliver specific interventions to improve the usage of suitable methods of transport by students and staff who will work and study at the ATC.

7.27 The Travel Plan targets to “*reduce car vehicle trips made by students by 2.5% from the baseline travel survey*” and “*Increase the number of public transport trips by 2.5% from the baseline travel survey*” amongst students. Amongst staff the travel plan sets two objectives; “*reduce single occupancy vehicle trips*” and “*Increase the proportion of car sharing trips*”.

7.28 Furthermore, CAVC currently has a flexible working policy whereby non student facing staff are able to work up to 50% of their time from home. Additionally, the standard lecturing staff contract allows lecturers to work from home one day a week to undertake ‘marking and teaching preparation’ activity.

7.29 Full time Further Education (FE) students typically attend college for face-to-face lectures on three days a week, with the remaining two days being a combination of, work placement, self-study or ‘online’ engagement.

7.30 These measures, which are currently employed by CAVC at their other campuses, significantly reduce the attendance on site of full-time students and members of both teaching and ancillary staff.

7.31 In addition to the above, a number of interventions are proposed, including:

- Appointment of a Travel Plan Co-ordinator (this is standard as part of a Travel Plan)
- Deliver dedicated transport notice boards

- Provide a travel plan welcome pack for students and staff enrolling at the ATC
- Reduce transport need through working from home measures
- Encourage the use of Carsharing through signing up for ‘Liftshare’
- Discussions with bus operators on the potential of providing additional routes to serve the increased demand in this locality.

7.32 An additional measure that is reliant on external Welsh Government funding is A CAVC Rider Bus Service. This currently operates between CAVC sites, and the intention is to continue this service for this site subject to continuation of Welsh Government funding.

7.33 It is considered that with careful monitoring, on an annual basis, the objectives of the Travel Plan are achievable for the proposed development.

Transport Conclusion

7.34 Given the above summary of the Transport Assessment undertaken by SLR and the proposed Travel Plan, it is considered that the proposal is acceptable from an accessibility and safety perspective and therefore adheres to principles within PPW and the statutory Development Plan. It is therefore considered that the proposal will be in accordance with the relevant design principles outlined in Policy MD2 and is complimentary of the emerging strategic transport link being delivered toward the St Athan enterprise zone and the wider principles of Policy SP7.

Does the development conserve and enhance the natural environment?

7.35 Policy SP10 emphasises the preservation and enhancement of the diverse built and natural environment and heritage of the Vale of Glamorgan. This includes protecting the architectural and historic qualities of buildings and conservation areas, historic landscapes, parks, gardens, the Glamorgan Heritage Coast, sites designated for nature conservation, and important archaeological and geological features.

7.36 Policy MD9 echoes this and requires new development proposals to prioritise conserving and enhancing biodiversity interests, except when it can be demonstrated that the need for the development significantly outweighs the biodiversity value of the site; and the impacts of the development can be satisfactorily mitigated and managed through appropriate future management regimes.

7.37 Policies MG19, MG20 and MG21 build upon these policies and provides further protection to Sites and Species of European Importance and nationally protected sites and species.

7.38 A desk study and Extended Phase I survey was undertaken by EDP during May 2023. This was followed by detailed surveys in respect of bats and reptiles completed in October 2023. A final Ecological Appraisal Report (submitted with this application) was issued by EDP in April 2024. The findings to date are summarised below:

Habitats

7.39 The main habitats within the site, together with their dominant/characteristic plant species, were identified by undertaking an Extended Phase 1 Habitat Survey in May 2023. The site

is subdivided into three grassland fields (F1-F3); F3 is predominantly dense bramble (*Rubus* spp.) and blackthorn (*Prunus spinosa*) scrub with some open mosaic of poor semi-improved grassland habitat. F1 and F2 have historically been in arable use but left fallow in recent years. These are now representative of improved/poor semi-improved grassland habitat of limited botanical and structural diversity, such that loss of these habitats is not considered significant. Proposed informal social spaces present new opportunities for wildlife through supplementary seeding and/or sensitive management, including towards the north west of the site where a Cherry Tree Walk is to be delivered.

7.40 Field boundaries are largely delineated by tree lines or defunct native species poor hedgerows with dense scrub. These appear to have been left unmanaged for some years, with leggy outgrowth and a dense understory of blackthorn self-seeding up to 30m in places from the original hedge line. None of the hedgerows are considered 'Important' in accordance with the Hedgerow Regulations Act 1997, nevertheless hedgerows are typically considered a priority habitat for Wales and also facilitate the dispersal of protected/notable species across the site and immediate landscape.

7.41 Of further pertinence, a linear strip of broadleaved woodland has developed along the southwestern edge of the site boarding Port Road. This features some mature trees with a dense understory providing an important habitat corridor for protected/notable species potentially present. Broadleaved semi-natural woodland is a priority habitat for Wales and the proposed development therefore seeks to retain this habitat as far as reasonably possible.

Protected/Notable Species

7.42 With respect to protected/notable species, grassland, scrub and boundary hedgerows/treelines provide suitable habitat for a foraging/commuting bat assemblage. As such, additional surveys took place and inform the Ecological Appraisal Report prepared by EDP.

7.43 However, given the relative isolation of the site from the wider landscape due to main roads and proximity of Cardiff Airport combined with its small size, the presence of a notable bat assemblage is limited. With respect to roosting bats, there are no onsite buildings with only one tree on site recognised to be of 'low suitability' to support roosting bats. To inform the importance of the site for a bat assemblage, manual transect surveys and automated detector surveys were undertaken on 3 occasions during 2023.

7.44 Analysis of the manual transect surveys indicate that the site supports low levels of bat activity, with what activity there is being dominated by common and widespread species such as common pipistrelle (*Pipistrellus pipistrellus*) and soprano pipistrelle (*Pipistrellus pygmaeus*).

7.45 Bats have been considered within the design evolution, with a focus of retaining vegetated boundaries particularly hedgerows and associated woodland combined with enhancement of these habitats through infill shrub planting, and sensitive management to create more structurally diverse habitats site. Where loss is unavoidable new, compensatory shrub and tree planting is proposed elsewhere across the development site.

7.46 An initial assessment of the Site's suitability to support dormouse was undertaken during the Extended Phase 1 Habitat Survey and with reference to desk study records. No

incidental dormouse evidence was recorded during the Phase 1 Habitat survey, in addition the habitat was considered sub-optimal for this species primarily due to its size and location and isolation from dormouse populations in the wider south Wales area due to presence of main roads and existing development. To further inform an assessment, a desk study search for records up to 6km from the site was undertaken from the past 10 years, during which only two records of dormouse field signs were returned (over 2.3km northeast and 6km northwest). Therefore, no further surveys for dormouse were considered necessary in this instance with the species presumed absent from the site.

- 7.47 Areas of woodland, field margins and the mosaic of rough grassland and scrub present within the Site also provide suitable basking, foraging, dispersal and hibernation opportunities for common and widespread reptile species. Following detailed artificial refugia surveys, no common reptiles were identified on-site.

Statutory Designations

- 7.48 No part of the site is covered by any statutory designations. However, Severn Estuary Special Area of Conservation (SAC) /Special Protection Area (SPA)/RAMSAR is located circa 9km southeast of the site whilst Barry Woodlands Site of Special Scientific Interest (SSSI) and Cliff Wood – Golden Stairs SSSI are located 680m northeast and 1.45km southeast of the site at its closest point respectively. Given the distance and spatial separation of the sites from such designations, no direct significant effects are anticipated upon the qualifying features of these designations.
- 7.49 Given potential surface water and/or groundwater connectivity between the site and these designated sites, the design seeks to avoid impacts to these designations through the appropriate management of surface water runoff through the implementation of a sustainable drainage strategy during both the construction and operational phases of development.

Non-statutory Designations

- 7.50 No part of the site is covered by any non-statutory designations. There are nineteen Sites of Importance for Nature Conservation (SINCs) and one Local Nature Reserve (LNR) within 2km of the site, the closest of which is North West Bullhouse Brook, 300m south of the site (a watercourse). In respect of other non-statutory designations within the potential zone of influence of the site, these are considered sufficiently distant from the site such that there are no pathways through which impacts are likely to arise.
- 7.51 Overall, the survey work did not identify any fundamental constraints to development of the site that cannot be adequately mitigated through a sensitive masterplan design aimed at retaining the woodland and hedgerow resource as far as possible. Where loss is unavoidable, this has been compensated through the provision of new shrub planting in accordance with the requirements of local and national planning policy to provide a net biodiversity benefit.
- 7.52 It should be noted that small pockets of green space and SuDS areas have been built into the design with biodiversity in mind using native wildflower seed mixes and bulb planting, which have been designed to deliver both wildlife and amenity benefits.

Ecological Mitigation

7.53 The development layout, reflects some important measures to avoid, mitigate or compensate for ecological impacts (as described above), as well as other measures designed to provide long-term ecological enhancements. This embedded mitigation comprises the following:

- 1 The retention of c.0.06ha/72% of woodland habitat/mature tree planting along the eastern boundary of the Site;
- 2 Retention of trees T1-T6 as illustrated within the Arboriculture Impact Assessment
Inclusion of sustainable drainage features including a swale and rain gardens, to manage surface water run-off from new development; and
- 3 Inclusion of new green infrastructure features including shrub, tree and grassland planting as illustrated at Appendix 1 of the Ecological Appraisal prepared by EDP.

Arboricultural and Landscaping Considerations

7.54 Whilst the site layout has been designed to retain as many trees and grouping of trees as possible some vegetation will be lost to accommodate the development.

7.55 The AIA notes that a total of 29 individual trees will be lost to the development, 2 of which are Category B, and the remaining Category C. 2 Category U trees will also be lost but as noted within the Tree Survey Report these are trees that are in such a condition that they cannot realistically be retained as living trees. A small section of the dense planting along Port Road – which is categorised as Category B as noted within accompanying tree survey assessment - will be lost to deliver suitable access.

7.56 The accompanying Green Infrastructure Statement, prepared by EDP, sets out the proposed arboricultural mitigation. Importantly, the provision of new tree planting along the southern boundary of the site and throughout the built development will deliver approx. 130 additional trees. This quantum delivers significantly more than the PPW requirement of 3:1 tree replacement.

The additional planting and well thought out landscaping is illustrated on the Planting Plan on page 40 of the DAS. The plan illustrates significant areas of wildflower meadow planting, native buffer planting and areas of more formal hedge and flower planting will be delivered across the site. Alongside the retention of the majority of the category A woodland and native hedgerow, it is considered that the scheme will deliver significant ecological improvements across the site.

Natural Environment Summary

7.57 Against an overall low ecological activity associated with the site, the mitigatory measures proposed in addition to including well-designed planting and rain gardens and, it is considered that the proposals would deliver benefits to biodiversity as well as visual amenity, connectivity and ecosystem resilience. As such, it entirely accords with LDP Policies SP10 and MD9.

Is the development acceptable in terms of Landscape Character matters?

- 7.58 The site is not located within a Special Landscape Area (SLA) but is in close proximity to Nant Llancarfan SLA.
- 7.59 Special Landscape Areas (SLA) have been designated to protect areas of the Vale of Glamorgan that are considered to be important for their geological, natural, visual, historic or cultural significance. Having reviewed the 'Designation of SLA: Review Against Historic Landscapes Evaluations Update' (Feb 2011) Nant Llancarfan SLA is considered to have outstanding historic and cultural landscape value.
- 7.60 Policy MG17 states that development proposals within SLAs will be required to fully consider the impact of the proposal on the SLA through the submission of a Landscape and Visual Impact Assessment (LVIA). Whilst a full LVIA does not accompany this application, as the site is not located within the SLA, ARES has prepared a landscape and visual appraisal. This document concludes that from the majority of the assessed views, of which there are 14, views of the site and building are not visible due to dense vegetation, hedgerows and existing trees to roadsides, field boundaries and the site boundary. In addition, the topography of the surrounding land further restricts the views of the building.
- 7.61 The Appraisal notes that the building is likely to be visible from wider views from approx. 2km north and 0.8km east of the site and from viewpoints close to the site boundary along Port Road. However, this localised impact should be considered within the context of the existing allocation for education use on the site and the wider allocation for business uses as part of an Enterprise Zone.
- 7.62 It is considered that the A4226 acts as an existing barrier and is lined with mature trees which will shield the SLA from the proposed development. Further, additional planting will provide natural screening in the immediate context. Therefore, the visual impact upon the SLA will be negligible and the significant localised affect is acceptable given the allocation and Vision for this area.

Is the development acceptable in terms of flood risk, water capacity and quality matters?

- 7.63 PPW refers to the need to ensure that drainage systems have sufficient capacity and water quality measures and the requirement that development should reduce and must not increase flood risk to the site or elsewhere (Paragraphs 6.6.9 and 6.6.25). PPW also identifies thresholds above which approval from the SuDS Approval Body (the 'SAB') is required before construction can commence (i.e., new developments of more than 1 dwelling or where the area of construction work exceeds 100sqm). The proposed development exceeds both thresholds. Whilst the SAB process is separate to the planning application process, the two must align for consistency.
- 7.64 LDP Policy MD7 aims to prevent development that results in, from increased flood risk, unacceptable impact on people, residential amenity, property and/or the natural environment. The Policy continues by stating that new developments will be expected to avoid unnecessary flood risk and meet the requirements of TAN15. As noted within Paragraph 6.2 of TAN15:

“New development should be directed away from zone C and towards suitable land in zone A, otherwise to zone B, where river or coastal flooding will be less of an issue.”

- 7.65 The development site largely lies within an area categorised as Flood Zone A – an area considered to be at a low probability of flooding. Based on proposed end use (i.e., college), proposed development is classified as Highly Vulnerable. The TAN 15 considers Highly Vulnerable uses within Flood Zones A as being compatible.

Drainage

- 7.66 The accompanying surface water drainage strategy note (prepared by Arup, 4th March 2024), and proposed drainage schematic (Appendix B of strategy note) considers flood risk and the proposed sustainable drainage solutions to be delivered as part of the design.

Surface Water

- 7.67 A drainage strategy was submitted to VoG Council via a SAB pre-application on the 14th November 2023 and formal SAB pre-application comments were received in February 2024. The SAB raised comments and requested further information to be submitted for full SAB approval, however offered no objection in principle to the proposed drainage scheme.
- 7.68 A schematic illustrating the proposed surface water drainage strategy can be seen in Appendix B of the ARUP Drainage Strategy – Summary Statement. The statement notes that the SuDS Manual hierarchy of discharge has been used to determine the appropriate storm water disposal form.
- 7.69 Water will also be reused on site through the pumping of harvested rainwater to the northern workshop for reuse. However, only a portion of the surface water flows can be reused within the building. Consideration of infiltration flow to ground is therefore required for the remaining flows, in line with the hierarchy.
- 7.70 Subject to further ground investigation testing, the current strategy is to infiltrate surface water flows to ground within the site, either at source via permeable paving and raingardens, or by transmitting to a soakaway cell in the north of the site. Attenuation storage is provided via the attenuation cell and permeable subbase beneath the car park, accommodating storm flows up to the 1:100 year storm event, with a 40% allowance for climate change. Overland flow paths have been considered if this return period is exceeded or in the case of a blockage, and the existing flow directions have been retained.
- 7.71 Page 39 of the DAS illustrates the extensive Swale, Rain Garden and Permeable Paving strategies employed across the site to capture, treat and convey surface water runoff. This mechanism seeks to slow runoff due to the site’s topography sloping toward the north-eastern corner of the site.
- 7.72 Communication with the SAB Officers is ongoing and will continue as more information is gained regarding the permeability of the existing ground to infiltrate drainage flows. The surface water drainage design will be agreed with the SAB through a full SAB application following detailed design.

Flood Risk

- 7.73 It is noted that the latest NRW flood maps indicate that a very limited area of the site is at risk of surface water flooding due to a localised low point in the existing natural contours. The emerging flood zone guidance identifies a small area on the edge/outside of the site within Flood Zones 2 and 3.
- 7.74 As such, and as concluded by Arup, a Flood Consequences Assessment was not required to be submitted with this application.
- 7.75 Whilst the NRW surface water flooding maps show that there is a small discrete patch of low surface water flood risk, near to the western boundary within the proposed car park this is not considered to be an issue for this application.
- 7.76 The surface water flooding coincides with a local depression identified in the topographical survey and is likely to be the result of rainfall ponding in the low area during extreme storm events.
- 7.77 As discussed in the above section, the development proposals will include a fully designed SuDS drainage system and therefore surface water flooding during heavy rainfall events will be managed as part of the proposed storm drainage provision.

Drainage and Flooding Conclusion

- 7.78 It is considered that the above information clearly demonstrates that the scheme accords with the principles of LDP Policy MD7 given that the scheme will not result in increased flood risk and the surface water run off will be appropriately managed through a variety of SuDs solutions.

Does the development conserve and enhance the historic environment?

- 7.79 The aim of local policy MD8 is to protect the qualities of the built and historic environment of the Vale of Glamorgan. Given the low built historic value associated with the site, confirmed following and its surrounding, only archaeological impacts are considered within this Planning Statement.

Archaeology

- 7.80 The aim of Policy SP10 and MD8 is to ensure development proposals “*preserve and where appropriate enhance*” the built and natural environment within the Vale of Glamorgan. This includes important archaeological features.
- 7.81 The planning application is accompanied by a Desk Based Archaeology Assessment (prepared by Lichfields, 22nd November 2023). This assessment is summarised below.
- 7.82 There are no non-designated archaeological assets within the site and 75 within the 500m study area utilised within the accompanying Archaeology Desk Based Assessment. These comprise of 61 monuments and 14 findspots.

- 7.83 The archaeological potential of the site is generally expected to be moderate, based on the archaeological desktop research. There is low potential for paleoenvironmental remains to exist within the site due to a lack of any superficial deposits that aid in preservation.
- 7.84 Should any archaeological remains be present within the site, below the existing made ground, these could be impacted by the proposed intrusive ground works within the site. Any archaeological remains below the level of made ground could be impacted through truncation or being wholly removed during activities associated with the construction of a new three-story building, the releveling of the site and laying of hard surfaces, as well as the removal of a number of trees and hedgerows.
- 7.85 As per the recommendations within the Archaeology DBA, an appropriately staged programme of archaeological works has been undertaken across the site to further clarify the potential for hitherto unknown archaeological remains.
- 7.86 The programme of archaeological works was undertaken by qualified professionals in accordance with a Written Scheme of Investigation agreed with officers at Glamorgan-Gwent Archaeological Trust (GGAT).
- 7.87 The archaeological evaluation of the application site comprised the excavation, investigation and recording of 12 trial trenches located both within the footprint of the proposed building, and to provide coverage of the wider development site. The work was carried out between the 4th and 8th March 2024.
- 7.88 The evaluation has determined that there is a limited presence of archaeological remains, focused on the southeast part of the site, in Trench 9. The remaining area is devoid of surviving features, deposits, structures, artefacts or ecofacts.
- 7.89 The below ground remains of a 20th century building foundation in Trench 9 correlate to the mapped structures associated with the wartime airfield, originally built as an RAF base in 1942. The upper structural elements have all been previously demolished, leaving only concrete and brick foundations, and mapping indicates deconstruction may have been at some point between 1965 and 1969.
- 7.90 As noted at paragraph 6.2.4 of the Archaeological Evaluation, the area has been more widely affected by relatively modern activity. The construction may have involved a wholesale levelling of the area, and the lack of in situ demolition rubble that might be expected after the buildings were deconstructed is further suggestive of widespread levelling of the site with the majority of material removed elsewhere.
- 7.91 We therefore consider that any development on site would be in accordance with the principles outlined in Policy SP10 and MD8.

Does the development deliver energy and sustainability benefits?

- 7.92 The delivery of sustainable development is at the heart of the Welsh planning system and energy and sustainability considerations form part of many of the national and local planning policies. Indeed, PPW Paragraph 2.13 identifies fostering economic activity and development that generates its own renewable energy as one of the 5 key principles for facilitating the right development in the right place.

- 7.93 Point 12 of Policy MD2 (Design of new development) within the Vale of Glamorgan LDP seeks to mitigate causes of climate change through sustainable design, construction, and demolition, to minimise carbon and other greenhouse gas emissions.
- 7.94 Whilst Policy MD19 is only relevant to renewable energy focused schemes it demonstrates the importance of renewable energy technologies in responding to climate change. As such, it is important that, where possible, new development plays their part in delivering on site renewable technologies.
- 7.95 The combined projects at Cardiff Airport and Barry Waterfront are the pathfinder College schemes under the Welsh Government's MIM and target Net Zero Carbon in operation.
- 7.96 The Energy Statement Report accompanies this planning application demonstrates that the building's overall energy usage and CO₂ emission has been minimised through a three stage approach:
- 1 Passive design – reduce the need for energy;
 - 2 Active Design - supply energy efficiently and recover energy wherever practical; and
 - 3 Use of renewable technologies.
- 7.97 The passive design stage is crucial in helping to achieve a low energy building as it looks to reduce the need for energy to be generated in the first instance. During the early stages of design development, close attention was paid to co-ordinating and integrating the structure and the occupied areas to improve the performance of the building thermal envelope and reducing air leakage as priorities. These are significant improvements on Part L Building Regulations minimum standards.
- 7.98 Active Design relates to systems that have been incorporated into the design of the building, such as LED lighting and low velocity pipework, to ensure energy is used efficiently. A full list of measures are included within the Energy Statement (paragraph 3.4).
- 7.99 The ATC will generate a significant proportion of its energy through an extensive roof mounted solar photovoltaic (PV) array, augmented with a battery system. A Glint and Glare Assessment, which Cardiff Airport has been consulted on, accompanies the application which includes the PV formation.
- 7.100 The building will also be implementing an Air Source Heat pump system to deliver space heating and Domestic hot water within what is designed to be an all-electric building.
- 7.101 These interventions (PVs, air source heat pumps and general sustainability measures) will all act towards delivering on the College's assessment for its sustainability against BREEAM standard. A BREEAM score of >75% (Excellent) is being targeted alongside the intention to create a Net Zero Carbon development.
- 7.102 It is considered that the ambitious environmental targets and proposed end credentials of the project are of significant importance to the successful delivery of the scheme and represent the overarching intentions of the Vale of Glamorgan and Welsh Government to address climate change head on. As such it is considered that the proposed development therefore wholly aligns with PPW and LDP Policies MD2 and MD19.

8.0 Conclusion

- 8.1 At the heart of Planning Policy Wales is the intention for the planning system to contribute to the achievement of sustainable development and meeting national wellbeing goals and this is also reflected in local policy contained within the adopted Vale of Glamorgan Local Development Plan.
- 8.2 As discussed in full within Chapter 7, the proposed development fully aligns with these principles and will deliver a wide range of planning, community and environmental benefits. These are summarised below:
- 1 The proposal is set to deliver on the allocation of the land under the St. Athan/Cardiff Airport Enterprise Zone (LDP Policy SP2) in providing a state of the art educational facility that is complementary to the surrounding airport and aviation uses. The development has been designed through an iterative process, with pre-application consultation with the Council and Design Commission for Wales influencing the design and massing of the building to ensure an appropriate response to the surroundings and landscape character.
 - 2 The applicant is committed to delivering an appropriate drainage strategy and will continue to engage with the SAB Officers to achieve this. This will ensure that the proposed development does not increase the risk of flooding on site or elsewhere.
 - 3 The design and height of the building responds to its context and the proposed future context for the area. Also integral to the development design is energy efficiency, to minimise the developments carbon emissions.
 - 4 The scheme is capable of delivering long-term ecological and wider ecosystem service benefits that meet relevant national and local planning policy requirements for the conservation of the natural environment.
 - 5 This proposal, in tandem with the Barry Waterfront Campus project, unlocks the residential potential of the Colcot Road Campus, a sustainable brownfield site. This aligns with the LDP's windfall development provisions, specifically policy MG1, which seeks to deliver 840 dwellings via windfall opportunities by 2026. As such, the benefits of the proposals are widespread, multifaceted, and not limited to the application site alone.
- 8.3 Overall, the development is entirely compliant with the statutory development plan and there are no technical constraints to suggest that planning permission should not be granted. As such, we therefore respectfully submit that planning permission should be granted for the development.

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