

# **Cardiff and Vale College: Barry Waterfront Campus**

## **Pre Application Consultation Report**

Welsh Education Partnership (WEPCo)

25 March 2024

**LICHFIELDS**

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## 1.0 Introduction

1.1 This Pre-Application Consultation ('PAC') Report relates to an outline planning application made by Lichfields on behalf of Cardiff and Vale College ('CAVC') and Welsh Education Partnership (WEPCo).

1.2 This document reports on the statutory and non-statutory consultation process undertaken by Lichfields and the project team. It describes the steps taken to ensure 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. Where comments have been received and there have been no changes made to the scheme, an explanation or response has been provided.

## Proposed Development

1.3 The application seeks permission for the following development:

***Proposed redevelopment of vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure, and engineering works***

## Scope Of Report

1.4 The requirement to undertake pre-application consultation applies to all planning applications for "major" development (full or outline) in Wales, as defined in Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended).

1.5 As set out in Article 4 Part 1A of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, the applicant must for a period of no less than 28 days before an application is submitted:

- 1 Display a site notice in at least one place on or near the land to which the proposed application relates;
- 2 Write to any owner or occupier of any land adjoining the land to which the proposed application relates;
- 3 Make the draft planning application information available publicly; and,
- 4 Consult with community and specialist consultees before applying for planning permission.

1.6 This Pre-Application Consultation Report, required as part of the process, provides evidence to the Local Planning Authority ('LPA'), Vale of Glamorgan Council, that the above requirements have been undertaken for the proposed development.

1.7 This document is structured as follows:

- 1 Section 2 – Outlines the process of engagement;

- 2 Section 3 – Provides a review of non-statutory consultation (Pre-Application Enquiry with Vale of Glamorgan Council) responses;
- 3 Section 4 – provides a review of statutory consultation responses; and,
- 4 Section 5 – Sets out conclusions.

## 2.0 **Process of Statutory Engagement**

2.1 This section of the report summarises the statutory consultation process that has been undertaken. It follows the requirements of the regulations that are set out in the introduction section, above.

### **Draft Planning Application**

2.2 The consultation draft documents comprising the planning application drawings and reports were made available for review and comment at “bwc-consultation.co.uk” from 18 January 2024 to 22 February 2024.

2.3 The website and comment form remained online beyond the statutory 28-day period. This was to ensure that consultees were not disadvantaged in the event that their notification letters were delayed in the post.

2.4 The proposed planning application documents and plans consulted on are listed below:

- 1 Application form and Site Ownership certificates;
- 2 Design and Access Statement;
- 3 Site Location Plan;
- 4 Full set of Plans, including:
  - a General Arrangement Ground Floor Plan
  - b General Arrangement First Floor Plan
  - c General Arrangement Second Floor Plan
  - d General Arrangement Roof Plan
  - e General Arrangement Elevations South, East and South West
  - f General Arrangement Elevations (Rendered) South, East and South West
  - g General Arrangement Sections AA, BB, CC, DD
  - h Bay Studies
  - i Landscape Masterplan;
- 5 Drainage Strategy and accompanying note;
- 6 Flood Consequences Assessment including:
  - a JBA Consulting Tidal Flood Modelling
- 7 Ecological Appraisal;
- 8 Arboricultural Impact Assessment including Tree Survey
- 9 Energy Statement;
- 10 Archaeological Desk Based Assessment;
- 11 Heritage Impact Statement;
- 12 Noise Impact Assessment;

- 13 Transport Statement;
- 14 Travel Plan;
- 15 Transport Plans and Drawings; and
- 16 Phase II Geo-Environmental Assessment.

- 2.5 Extracts of the website can be found at **Appendix 1**. Once the consultation period ended, the ability to submit online comments was suspended, however the rest of the website, including the consultation draft documents, remained available for viewing until 22February 2024.
- 2.6 The website was taken down in advance of the planning application being submitted to Vale of Glamorgan. This was to ensure no ambiguity over the final planning application submission, which will be made available for public viewing through the Council's Public Access planning portal.

## Site Notices

- 2.7 The requisite notices were displayed in a location that was visible and legible to passing pedestrians, without the need to enter the site on 18 January 2024. The site notices contained all the information set out in the form in Schedule 1D to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended).
- 2.8 They were displayed in both English and Welsh and were posted at the perimeter of the site. Photographs of the site notices in situ are provided at **Appendix 2**. A copy of the site notices can be found at **Appendix 3**.

## Adjoining Landowners and Occupiers Notice

- 2.9 A letter containing a copy of the site notice in both English and Welsh was delivered to the owners and/or occupiers of the adjoining land to the proposed planning application Site. A list identifying those to which notices were served is provided at **Appendix 4**, alongside a copy of the letter and notices sent to the adjoining landowners and occupiers.
- 2.10 The covering letter accompanying the notices identified where the recipient could view the planning application information online and the 28-day period to respond to the consultation exercise from the date of receipt of the letter was made clear. The letters were posted by first class post to the neighbouring owners and/or occupiers on 18 January 2024.

## Community Consultees

- 2.11 A letter, containing a copy of the site notice in both English and Welsh, was sent to Barry Town Cllr Dr Ian Johnson, Cllr Nic Hodges, Cllr Shirley Hodges, Cllr Steffan Wiliam (in addition to the Barry Town Council clerk) and the following Ward Councillors on 18 January 2024
- 1 Cllr Nic Hodges
  - 2 Cllr Mark Hooper
  - 3 Cllr Steffan Wiliam
  - 4 Cllr Ian Johnson



5 Cllr Susan Lloyd-Selby

2.12 The letter also identified where the recipients could view the planning application information online and informed them of the need to respond no later 28 days from the date of receipt.

2.13 A copy of the covering email and notice sent to the Town and Ward Councillors is provided at **Appendix 5**.

### **Specialist Consultees**

2.14 As part of the pre-application consultation process, the developer is only required to consult a consultee listed in the table to Schedule 4 of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, when the proposed development meets a “Description of Development” listed in column 2 of the table.

2.15 With reference to the schedule, the following specialist consultees were consulted:

- 1 Natural Resources Wales (‘NRW’);
- 2 Vale of Glamorgan Council Local Highway Department;
- 3 South Wales Fire and Rescue Service;
- 4 Welsh Ministers (CADW); and
- 5 Dwr Cymru Welsh Water (‘DCWW’).

2.16 Letters to the above consultees contained the information set out in the notice in Schedule 1C to the 2016 Order, as enclosed at **Appendix 6** and were sent via email.

2.17 The covering letter and notice sent to the specialist consultees contained details on how to view the planning application information electronically and highlighting the need to respond no later than 28-days from date of receipt of the letter and notice.

### **Pre-Application Enquiry**

2.18 In addition to the above statutory process, the applicant submitted a formal pre-application enquiry to Vale of Glamorgan Council. This was submitted on 27 October 2023. A formal pre-application meeting was held with Council officers on 7 December 2023.

2.19 A formal written response was received from Vale of Glamorgan officers on 20 February 2024. This confirmed that subject to adherence to criteria of Policy MD5, the principle of development is considered acceptable. The planning statement provides clear evidence as to how the development complies with Policy MD5.

2.20 In their pre-application enquiry response, the VoG Officers raised several queries and further information requests. These are addressed in accompanying planning statement and technical reports forming part of the formal planning application. These additional queries/requests are limited to:

- 1 The design of the building;
  - a Brick Colour

- b Entrance
- c Blind Walls
- 2 The potential noise sources arising from the development, most notably the students using the MUGA and the Air Source Heat Pump;
- 3 Details of proposed external lighting;
- 4 The requirement of a Green Infrastructure Statement;
- 5 Contaminated Land; and
- 6 Transport.

## 3.0 **Responding to Pre-Application Enquiry Feedback**

### **Design**

- 3.1 Sheppard Robson Architects (SRA) has taken a considered approach to designing within the context at Barry Waterfront. The intention is to provide a new civic building that has the solidity and gravitas of the proud industrial buildings of the past, which were in their day celebrations of the future, just as the College is now. Compositionally this led SRA to designing in brick, in a traditional manner, albeit with a contemporary purpose. The form of the building is composed of panelled bays, reflecting the inner structural logic, exactly like the near neighbour the late 19<sup>th</sup> century Pump House. And, like with the Pump House the regular panelled bays allow windows, doors or blank zones to be distributed as needed to meet the functional requirements within. Having so consciously taken our cues from the historic context we have carefully chosen a complimentary brick colour to give the College a stand-out prominence, worthy of this significant civic investment in the future.

### **Brick Colour**

- 3.2 The pre-application feedback from the Council highlighted the preference for the use of red brick for the proposal as it is more prevalent within the area. However, there is a wide range of materials/colours used on the surrounding buildings. Grey tones from cladding, white and blue shades of render, and expanses of timber all contribute to the streetscape. Notably, the existing red brick itself varies, with the Pump House and Good Sheds developments featuring darker red or brownish tones.
- 3.3 SRA acknowledge that a red brick building might seem like the natural choice. However, a well-designed grey/buff brick building offers distinct advantages. The aspiration is to create a landmark building, and a thoughtfully placed grey/buff structure will achieve this by providing a striking visual contrast. This contrast can make the new College a focal point, enhancing its presence and establishing a unique identity within the streetscape. Interestingly, the contrast can also heighten the appreciation of the existing red brick architecture, making the red tones appear richer and more vibrant.
- 3.4 SRA have prepared new visuals and street elevations that demonstrate how the proposed grey/buff brick building integrates with the surrounding context. The existing mix of grey cladding and white renders provides a connection to this approach. Additionally, the building incorporates feature metal cladding and metal-framed windows. Whilst both red and bronze tones work well to connect to the existing red/brownish brick, we now propose a bronze finish for the metal elements to further unify the design.
- 3.5 As the proposed building needs to comply to Welsh Government specifications as a funding partner, the use of render as a finish owing to longevity concerns is not a viable option. The chosen grey/buff brick aligns perfectly with the modern and contemporary aesthetic of the building, setting it apart from the surrounding red brick structures. Through our early engagement with the Vale of Glamorgan Council, they expressed support for the grey/buff brick proposal.

## **Entrance**

- 3.6 The design prioritises a holistic approach to materiality. The building form and architecture itself emphasise the entrance through a large recess, eliminating the need for a contrasting material to highlight it further. Additionally, the extensive glazing along the FYM elevation naturally draws attention to the main entrance, which is strategically positioned at the building's most prominent corner. Noting the proposal for a variation in brick colour to the surrounding industrial context discussed above, notably the pumphouse, it is important to the proposal for placemaking that the use of brick, and the way it is used as an intrinsic material (not a façade cladding effect) is reflective of and take cues from the way the bricks are used historically. Taking the pump house as the local precedent and also an absolutely typical traditional use of brick, the entire mass is composed of the same material, with a degree of moulding and panelling to add some surface detail. This is typical of most traditional brick and stone architecture, and something we have consciously replicated.

## **Blind walls**

- 3.7 The College functionality necessitates some solid walls, which have been strategically positioned away from the roadside elevations. The elevations facing Ffordd Y Milenwm and Hood Road are primarily glazed to provide active frontage and visual connection. To add visual interest to the blind walls and tie them into the traditional approach to a bayed (panelled) façade, a feature brick detail in panels has been proposed. This reflects the treatment of blind panels on surrounding historic buildings, notable the pumphouse.

## **Noise**

- 3.8 Officers note that a Noise Assessment will likely need to assess noise generated from students using the outdoor space and Multi Use Games Area (MUGA), as well as vehicles manoeuvring in the car park.
- 3.9 It should be noted the proposed MUGA has been omitted from the proposal and it is therefore no longer necessary to assess the noise effects arising from its use.
- 3.10 Car movements are not expected to give rise to noise levels above what is already experienced by sensitive receptors in this area given the proximity to major roads. As such, vehicle movements have not been included in the accompanying noise assessment.

## **Lighting**

- 3.11 The Officers request a lighting assessment to accompany the full planning application. A full lighting strategy has been prepared by ARUP. It should be noted as the MUGA has been omitted from the proposals, the assessment does not cover the MUGA.

## **Landscape**

- 3.12 Officers requested a Green Infrastructure (GI) statement to accompany the full planning application. A GI Statement has been prepared and will form part of the Planning Application documentation. This document identifies how GI has been incorporated into the outline landscape design for the Site and provides the relevant avoidance, mitigation

and/or compensation measures incorporated into the design to ensure the continued functioning of GI assets both within and adjacent to the Site.

## **Contaminated Land**

3.13 Officers identified the potential for contamination on the application site and the need for this to be further considered as part of a planning application.

3.14 Whilst a Geo Environmental Phase II report was made available as part of the Pre-Application Consultation pack this has now been updated with a Geo-Environmental Interpretive report which includes a Desk Based Study.

## **Transport**

3.15 In summary, VoG Highway Officers' comments related to the following:

1 Car parking provision;

Whilst Officers acknowledged that there is a parking provision shortfall when assessed against the SPG requirements it was recognised that these are maximum standards and that the site is a highly sustainable location in close proximity to major public transport links.

As discussed in further detail below, CAVC and the design team have opted to remove the Multi Use Games Area (MUGA) to respond to public comments received during the Pre-Application Consultation. This has provided an additional 30 car parking spaces, to increase the overall provision to 93 spaces.

2 Maintenance/delivery access on Hood Road;

A meeting was held with a VoG highway officer on 6th March 2024 to discuss the pre-app comments. During the meeting it was agreed that the proposed servicing and delivery access on Hood Road would be investigated as an access only, with servicing and delivery vehicles accessing from Hood Road and exiting through the main site access.

3 Requirement for a separate commercial vehicle space/area within the site;

Based on the operational requirements of the College, service areas are required to be kept separate from the car park to limit the conflict between servicing vehicles and car park users. Therefore, a separate access is required from Hood Road for servicing and delivery vehicles.

4 Suitable turning area to be provided for 15m coach within the site;

The use of coaches will be infrequent and limited to minimal times in the academic year. When minibuses are used the preference will be to drop off students and staff at the nearest bus stop – circa 100m from the application site.

5 Upgrade to bus stops on Ffordd y Mileniwm;

It was agreed with the highway officer at the 6th March meeting that upgrades to existing bus stops on Ffordd y Mileniwm would not be required if it can be demonstrated that there is sufficient space within the site to accommodate a 15m coach and an appropriate area to pick up and drop off students. As such, given the above this is no longer required.

- 6 A query on the proposed cycle parking location (northern boundary) and a proposal to provide an Active Travel Link from the existing construction access;

The site is small and constrained. The proposed location is the best fit for the cycle parking amongst other competing land uses, such as servicing, roads and amenity space. The northern boundary is considered to provide the highest level of safety and security.

It is not considered necessary to extend the active travel route through the site as the internal layout is intended to serve as a shared surface and the preference is for cyclists to dismount at the site entrance and to push their bikes to the cycle parking area. This is considered to be the safest option for cyclists, pedestrians and cars within the site.

The existing construction access is required for the servicing access and is therefore not a viable option for an Active Travel Route.

- 7 TROs required on existing access road;

There are double yellow lines present on both sides of the carriageway on the existing access road to Ysgol Gymraeg Sant Baruc and to the proposed site, as observed on site;

- 8 Swept path analysis of existing turning head fronting the CAVC site gates.

Swept path analysis has been undertaken of the existing turning head fronting the CAVC site gates and the Ysgol Sant Baruc gates and demonstrates that any vehicles inadvertently driving into the access road would be able to turn and leave in forward gear if both sets of gates were closed.

- 3.16 There was also a request for the following information within the Transport Assessment:

- 1 Further information with regards to the CAVC rider bus service;

It is envisaged that the 'CAVC Rider' service will be continued subject to extension of Welsh Government funding.

- 2 Safe routes plan for walking and cycling routes to the site;

This detail has been provided within Travel Plan and Transport Assessment and for completeness a Safe Routes Walking and Cycling Plan has also been developed.

- 3 That the Transport Assessment should appraise the junctions highlighted below;

- a Ffordd y Mileniwm/Site Access
- b Hood Road/Broad Street/Island Road
- c Ffordd y Mileniwm/Neptune Road/Hood Road;
- d Ffordd y Mileniwm/Gladstone Bridge Roundabout;
- e Ffordd y Mileniwm (Morrisons) roundabout; and
- f Gladstone Bridge/Broad Street/Gladstone Road A4055 Roundabout.

- 3.17 A meeting was held with a VoG highway officer on 6th March to discuss the pre-app comments. During the meeting, it was agreed that the TA should include an assessment of the following junctions as previously agreed with VoG:

- 1 Ffordd y Mileniwm/Site Access; and

2 Ffordd y Mileniwm/Neptune Road/Hood Road.

## 4.0 Responding to Pre-Application Consultation Feedback

- 4.1 This section of the report summaries the responses received to the statutory public consultation and those responses received from the specialist consultees. The responses have also been considered by the consultant team.
- 4.2 In line with the Data Protection Act 1998 and the General Data Protection Regulation ((EU) 2016/679) the addresses, contact information of private individuals and other identifiable information have been redacted. The personal information of specialist consultees has also been redacted. The public consultation did not ask for any personal details and where personal details were provided these were promptly deleted.

### Specialist Consultees

- 4.3 The comments received from specialist consultees are summarised below, together with the applicant's response.

Table 4.1 Summary of Specialist Consultee Responses and Applicant's response

Specialist Consultee	Comment(s)	Applicant's response
<b>Natural Resources Wales</b>	NRW have identified they would support the application if the planning authority attached 5 appropriately worded conditions  Condition 1 relates to a Construction Environmental Management Plan (CEMP)  Condition 2-5 relates to land contamination	The proposed conditions are reasonable, and the applicant supports the Council attaching the recommended conditions to any future planning permission.
<b>Dwr Cymru Welsh Water (DCWW);</b>	WW support the application but have noted the water supply in the immediate vicinity has insufficient capacity and request hydraulic modelling assessment to identify any reinforcement works required in the immediate vicinity	ARUP confirm that a Hydraulic Modelling Assessment has been undertaken which confirms that no reinforcement works are necessary.
<b>South Wales Fire and Rescue Service (SWFRS)</b>	South Wales Fire 'agree with the proposal'.	N/A
<b>Local Highway Authority</b>	No response	N/A
<b>Welsh Ministers (CADW)</b>	Raised no concern and confirms that no scheduled monuments or registered historic parks and gardens would be affected by the proposed development	N/A

Source: Lichfields PAC Exercise



4.4 A copy of the redacted specialist consultee responses can be found at **Appendix 7**.

### Community Consultees

4.5 Comments were received from Barry Town Council. It considered that the proposed building seems acceptable and hopes that the applicant is able to deliver ‘something iconic’.

4.6 Members of Barry Town Council confirmed that they were aware that the draft documents are just an indication of the future application that is likely to follow. They also confirmed that they would not be objecting.

### Members of the Public

4.7 63 comments were received within the statutory consultation period through the public consultation website (redacted copies of these are enclosed at **Appendix 8**) and have been thoroughly considered by Lichfields and the applicants. The comments received can be summarised into a limited number of themes as identified within Table 3.2 below.

Table 4.2 Summary of Public comments and Applicant’s response

Public Comments	Applicant’s response
<b>Transport</b>	
<p><b>Parking Provision</b></p> <p>The majority of the public comments raised concerns regarding the number of proposed parking spaces.</p>	<p>It is acknowledged in the submitted Transport Assessment (TA) that the proposed quantum of car parking is below the maximum car parking provision based on the VoGC Parking Standards SPG (March 2019). However, it is important to highlight that these are maximum standards and the SPG states that ‘using maximum standards which limit the amount of parking provided on developments can help focus attention on the overall travel context of a development including the availability of more sustainable modes of transport such as public transport, walking or cycling (page 10).</p> <p>However, in response to the public comments received, the site layout has been amended to provide an additional 31 spaces, resulting in a total provision of 93 spaces, of which 4 are designated as accessible spaces.</p> <p>The BWC site benefits from being within a short walking distance of Barry rail station which makes the BWC site more accessible by public transport compared to the existing Colcot Road campus.</p> <p>As described in the TA, existing public transport accessibility to the site is already of a good standard. Consideration has been made within</p>

	<p>the TA to the accessibility of the site by public transport with reference to the BREEAM Public Transport Accessibility Index (AI). Based on the assessment, the site achieves a score of 7.09 which equates to a good provision of BREEAM public transport nodes, as expected within a small urban centre.</p> <p>As set out in the TA, there are several bus services from bus stops located in close proximity to the site (within 500m of the site) which link to local facilities and residential settlements, as well as destinations further afield such as Cardiff. The site is served by a minimum of one bus every 20 minutes which represents a good level of bus service provision for the site. The site also benefits from being located in close proximity to Barry Rail Station which has frequent services to/from Aberdare, Cardiff Central, Merthyr Tydfil and Bridgend. There is a continuous pedestrian route from the rail station to the site via Broad Street and Hood Road.</p> <p>Also, subject to Welsh Government funding continuing, it is anticipated that the CAVC Rider bus service will serve the site. This bus service is free of charge for students and staff and provides routes between CAVC sites and local areas Mondays to Fridays between 08:00 and 18:00. Further information with regards to route and timetable is to be confirmed.</p>
<p><b>Overspill Parking</b></p> <p>There were concerns on the potential for overspill parking into adjoining neighbourhoods</p>	<p>Whilst the availability of car parking in nearby residential areas has been mentioned in the TA, staff and students at the site will be advised not to park in these areas. Details of alternative car parking provision will be set out in the Travel Plan and staff and students will also be made aware of the website which has information on car parking spaces in the local area that can be booked in advance.</p>
<p><b>Timing of Traffic Survey</b></p>	<p>A query has been raised with regards to the timing of the traffic survey, which was undertaken in October 2023, and that traffic flows would be higher during the warmer weather due to the proximity of the site to Barry Island Pleasure Park. However, it should be noted that whilst the College is open for the majority of the year, it is busier during term times and therefore the timing of the traffic survey is considered to be representative of the majority of the time when the college will be operating at a higher capacity. Thus, the surveys are considered acceptable.</p>

	<p>The trip generation calculations and car parking accumulation assessment within the TA is based on the maximum number of staff and students on site at the same time (855 students and 79 staff) and therefore represents a worst-case scenario.. In reality, the number of staff on site at any one time is likely to be less than this. The parking provision is therefore considered to be appropriate based on a realistic occupancy of the site by staff and students.</p>
<p><b>Congestion and Traffic Safety</b></p> <p>Points were made in regard to the existing congestion in this locality and the potential influx of more cars to exacerbate this issue.</p>	<p>In response to the concerns regarding traffic congestion on the local highway network, a junction modelling assessment has been undertaken within the TA which demonstrates that the proposed site access junction on Ffordd y Mileniwm will operate within its theoretical capacity for all scenarios in the AM and PM peak periods. The results of the modelling assessment at Ffordd y Mileniwm/Hood Road/Neptune Road junction demonstrates that the proposed development would also have a minimal impact on the overall performance of the junction during the AM and PM peak periods.</p> <p>As set out in the TA, the level of car parking is considered to be appropriate for this development due to the sustainable location of the site and the proximity to existing public transport and active travel networks. A Travel Plan will be provided for staff and students at the site to encourage the use of sustainable travel options to the site to negate the need to drive and park at the site. Any further increase in car parking provision is likely to result in an increase in vehicular traffic on the local highway network in the vicinity of the site, which has also been raised as a concern.</p>
<p><b>Amenity</b></p>	
<p><b>Odour</b></p> <p>Clarification was sought in regard to the potential odour from the air source heat pumps and justification for their location on the northern boundary of the site.</p>	<p>The proposed Air Source Heat Pumps (ASHP) will not produce an odour.</p> <p>ARUP confirm that the location of the ASHP is to satisfy operational and performance requirements.</p> <p>It is easier to access the ASHP, for maintenance purposes, from the ground floor. The proposed location is the best fit as it would not impact the proposed landscaping.</p>

	<p>Other locations, namely the roof, were considered. However, the distance between the ASHP and the plant room would result in a poor performance which does not align with the Net Zero Carbon aspirations.</p>
<p><b>Noise</b></p> <p>Clarification was sought in regard to the potential noise from the air source heat pumps and justification for their location on the northern boundary of the site.</p>	<p>A noise assessment has been prepared by ARUP and accompanies the formal planning application. This assesses:</p> <ul style="list-style-type: none"> <li>• Domestic Hot Water Air Source Heat Pump (DHW ASHP)</li> <li>• x Air Source Heat Pump (ASHP)</li> <li>• 4 x Air Handling Unit (AHU)</li> </ul> <p>The assessment confirms that the proposal would result in no impact on the nearest sensitive receptors.</p> <p>The location of the air source heat pumps has been guided by efficiency and maintenance considerations.</p>
<p><b>Infrastructure</b></p>	
<p><b>Public Transport</b></p> <p>Given the onus on use of public transport to access the site, concern was expressed in regard to the performance of said public transport given the limited number of car parking spaces on site.</p>	<p>The applicant is sympathetic to concerns raised by the Public regarding the performance of public transport.</p> <p>It is important however to differentiate concerns relating to existing deficiencies and any potential deficiencies that the proposed development may give rise to.</p>

Source: Lichfields PAC Exercise

4.8

## 5.0 Conclusion

- 5.1 The pre-application consultation undertaken by the applicant has met the requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, as amended by the 2016 Amendment Order.
- 5.2 The local community, local members and specialist consultees have had the opportunity to be involved in the pre-application process through this consultation exercise. Responses were received from Natural Resources Wales, Dwr Cymru Welsh Water, South Wales Fire and Rescue Services, Welsh Ministers (CADW) and Barry Town Council. 63 responses were received through the website. No responses were received from the Local Highway Authority.
- 5.3 This 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.
- 5.4 Given the feedback received, the applicant and design team has made the following amendments to the scheme:
- 1 The Multi Us Games Area (MUGA) has been removed to accommodate an additional 31 car parking spaces; and
  - 2 Area of rain garden/habitat added to allow for additional attenuation space
- 5.5 Where a change has not been required this has been clarified within the applicant's response column included within Chapter 3 and Tables 4.1 – 4.2 above
- 5.6 There are further amendments to the scheme, but these have stemmed from design evolution rather than pre application consultation and the pre application enquiry. These are covered in detail in the accompanying planning statement.
- 5.7 Any outstanding matters that are of relevance to the determination of the planning application can be appropriately addressed through further discussions during the course of the application and/or via appropriate planning conditions that meet the established tests<sup>1</sup>.

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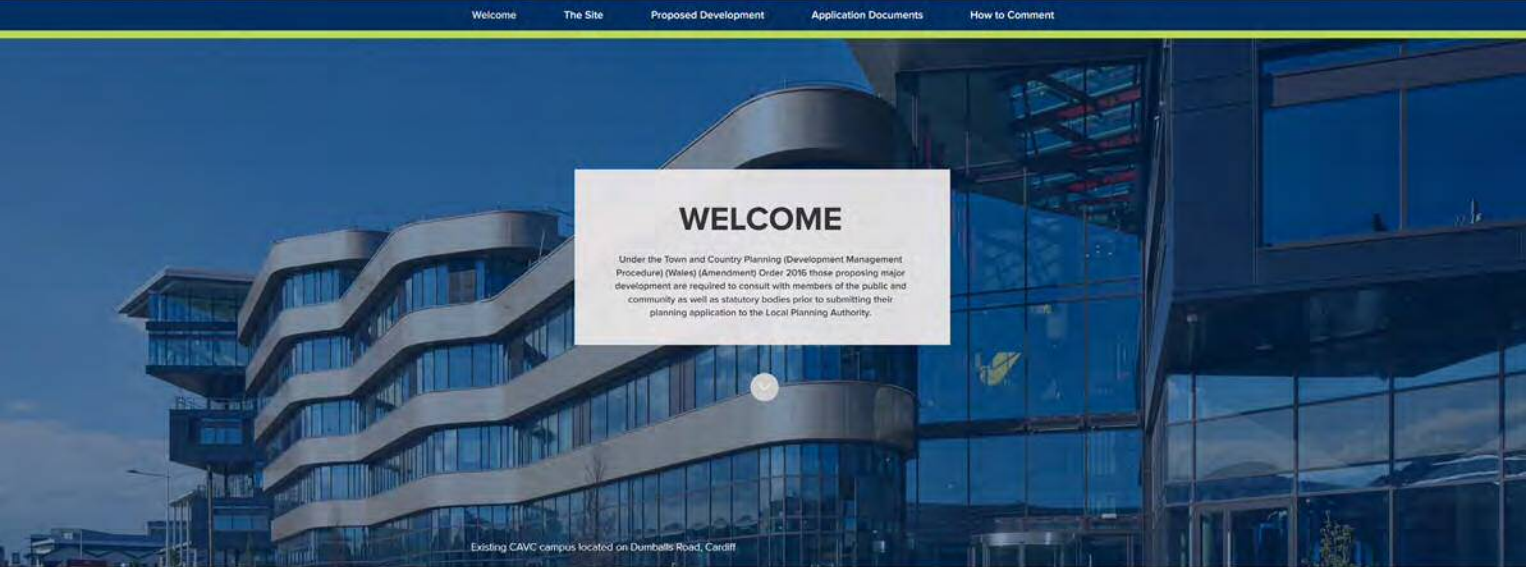
<sup>1</sup> The Use of Planning Conditions for Development Management (Welsh Government Circular 016/2014), October 2014. This document details the six tests that must be applied when drafting a planning condition. Conditions should only be imposed where they are both necessary and reasonable, as well as enforceable, precise and relevant to both planning and the development to be permitted.

## **Appendix 1 Website Extracts**

# Barry Waterfront Campus

## Public Consultation

[Welcome](#)   [The Site](#)   [Proposed Development](#)   [Application Documents](#)   [How to Comment](#)



### WELCOME

Under the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 those proposing major development are required to consult with members of the public and community as well as statutory bodies prior to submitting their planning application to the Local Planning Authority.

Existing CAVC campus located on Dumballs Road, Cardiff

This website provides details of the proposed 'state of the art' further education facility and community college for Cardiff and Vale College at land south of Hood Road, Barry.

The joint applicants, Cardiff and Vale College and WEPCo, intend to submit an application seeking full planning permission in March 2024. You are invited to make comments for the project team to consider before we submit the planning application.

It is important to note that this exercise is entirely separate from the statutory consultation that Vale of Glamorgan Council will conduct once the application seeking full planning permission has been submitted. The current process will not preclude you from making future comments and should you wish to do so, you may make further comments at that stage, for consideration by the Council.



## About Cardiff and Vale College and WEPCo

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.

The Welsh Education Partnership (WEPCo) are assisting CAVC in delivering two new campuses in the Vale of Glamorgan. WEPCo is a joint venture partnership between the Development Bank of Wales (on behalf of Welsh Ministers) and Meridiam.

CAVC has recently secured outline business case approval for a major £100m investment to deliver two new campuses in the Vale of Glamorgan. The Barry Waterfront site will be a general learning campus intended to replace the College's existing campus at Colbot Road and would play a pivotal role in continuing the regeneration of the area. The second site near Cardiff Airport will comprise an advanced technology learning campus.

This site is subject to a separate PAC process and planning application.



Existing CAVC campus located on Dumballs Road, Cardiff

# Barry Waterfront Campus

## Public Consultation

[Welcome](#)   [The Site](#)   [Proposed Development](#)   [Application Documents](#)   [How to Comment](#)

### The Site

The site comprises hardstanding and rough grassed land that appears to be a spoil heap/deposited material that, over time, has become vegetated and overgrown.

The site extends to 113 hectares and is located within the Waterfront area of Barry between Hood Road and Florida Y Mileniwm, to the west of Barry Docks.



Site Location Plan  
Click on the above image to view a larger version



Redwood Learning & Partners Limited (Redwood) is registered with the Information Commissioner's Office (registration number Z194022). Your response will be processed by Lichfields on behalf of Redwood. WEP.CO is not responsible for any personal data will be supplied by virtue of completion of the survey link. In the event that any personal data is supplied, it will be disseminated accordingly without undue delay. Responses to this consultation may become publicly available.



## Proposed Development

The proposal is to deliver a 'state of the art' further education facility and community college that is an inspiring learning environment for staff, students and visitors.

The facility will take the form of an L-shaped building with a central atrium which allows for distinct entry points – the main pedestrian entrance and a car park entrance both offering arrival into the atrium via the entrance plaza and the college courtyard respectively. The proposed development is arranged over three levels with the floor space reducing on the higher floors.

The proposed floorspace to be created is 5,960 sqm (gross internal). The ground floor would be higher than the first and second floors, with the central atrium extending the full height of the building.

The facility would accommodate up to 855 students and 212 staff.



### Ground Floor

### First Floor

### Second Floor

The atrium will become the focal point of the ground floor – it will be vibrant and social space will include a coffee shop and general store, dining area, kitchen and bakery. It will also be used as an event space for the College, including for open evenings. Hair and Beauty Therapy and Hospitality and Catering will have active street frontages open to the public either side of the atrium.



Strategy Ground Floor Plan  
Click on the above image to view a larger version



## External

The Proposed Development will also include a full-size Multi-Use Games Area (MUGA) in the western corner of the site, an external dining/social area, an entrance plaza and social lawn area, pedestrian walkways/cycleways, areas of hardstanding and a car park. The car park will be positioned to the rear of the building, on the western part of the Site.



CGI Sheppard Robson  
Click to scroll through and view a larger version

## Landscaping

Sensitive landscaping and a Sustainable Urban Drainage System (SuDS) will be incorporated into the Proposed Development wherever possible in locations that avoid underground services and their associated easements.



Landscape Masterplan  
Click on the above image to view a larger version

## Accessibility

The main vehicular access into the site will be via Flord Y Mienirw. Access into the car park will be controlled via an automatic rising arm barrier that will have an intercom connected to reception. The proposal includes 62 parking spaces, including 3 disabled bays and 8 Electric Vehicle Charging Points. 3 dedicated motorcycle spaces are proposed.

154 long stay cycle parking spaces and 10 short stay spaces are proposed. Long stay cycle parking is located along the northern boundary and short stay cycle parking is located by the main entrance off Hood Road.

A drop-off/pick-up bay has also been included for minibus access.

An additional through-route has been provided to the north of the building. This route will accommodate refuse, delivery, fire and maintenance vehicles. This will predominantly be used as a one-way route, exiting onto Hood Road.



# Barry Waterfront Campus

## Public Consultation

[Welcome](#) [The Site](#) [Proposed Development](#) [Application Documents](#) [How to Comment](#)

### Application documents

All the information which is required to be submitted as part of the formal planning application has been made available here for you to review.

TITLE	LAST MODIFIED
<a href="#">Application Form</a>	19 Jan Lichfields UK
<a href="#">Arboriculture Impact Assessment</a>	19 Jan Lichfields UK
<a href="#">Archaeological Desk Based Assessment</a>	19 Jan Lichfields UK
<a href="#">Design Access Statement</a>	19 Jan Lichfields UK
<a href="#">Ecological Appraisal</a>	19 Jan Lichfields UK
<a href="#">Energy Statement</a>	19 Jan Lichfields UK
<a href="#">Flood Consequence Report</a>	19 Jan Lichfields UK
<a href="#">Geo Environmental Assessment</a>	19 Jan Lichfields UK
<a href="#">Heritage Impact Statement</a>	19 Jan Lichfields UK
<a href="#">Noise Impact Assessment</a>	19 Jan Lichfields UK
<a href="#">Planning Statement</a>	19 Jan Lichfields UK
<a href="#">Plans</a>	19 Jan Lichfields UK
<a href="#">Surface Water Drainage Strategy</a>	19 Jan Lichfields UK
<a href="#">Transport Assessment and Travel Plan</a>	19 Jan Lichfields UK



Information Limited & Natural Limited (Lichfields) is registered with the Information Commissioner's Office (registration number: 202010223). Your responses will be handled by Lichfields on behalf of our client, WEP/CO. It is not envisaged that any personal data will be supplied by virtue of completion of the survey but in the event that any personal data is supplied, it will be de-identified and deleted without further notice. Responses to this consultation may be made publicly available.

# Barry Waterfront Campus

## Public Consultation

[Welcome](#)   [The Site](#)   [Proposed Development](#)   [Application Documents](#)   [How to Comment](#)

### How to comment

Should you wish to submit comments on the current proposals, please complete the online form:

[Complete Survey](#)

The closing date for comments is 16 February 2024. Comments received after this date may not be taken into account.

An analysis of the feedback received and any changes to the scheme will be reported in the pre-application consultation report to be submitted as part of the planning application.



Registered (Limited & Part-time Limited) (Lichfields) in conjunction with the Information Commissioner's Office registration number ZENR023. Your response will be managed by Lichfields on behalf of our client, WEP CO. It is not envisaged that any personal data will be required by virtue of completion of the survey tool, in the event that any personal data is supplied, it will be managed and stored without undue delay. Responses to this consultation may be made publicly available.

## **Appendix 2 Site Notice Evidence**





## **Appendix 3 Site Notice Copy**

**SCHEDULE 1B Articles 2C & 2D  
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING  
PERMISSION**

Town and Country Planning (Development Management Procedure) (Wales)  
Order 2012

**PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING  
PERMISSION NOTICE UNDER ARTICLES 2C AND 2D**

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

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

Proposed development at land to the south of Hood Road, Barry.

**I give notice that** Cardiff and Vale College and Welsh Education Partnership Company is intending to submit a full planning application for the redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

You may inspect copies of:

- The proposed application;
- The plans; and
- Other supporting documents

Online at: **[BWC-consultation.co.uk](http://BWC-consultation.co.uk)** and computer facilities are available to view this information at Barry Library, King Square, Barry, CF63 4RW. The opening times are as follows:

- Monday - 9.30am - 7.00pm
- Tuesday - 9.30am - 5.30pm
- Wednesday - 9.30am - 5.30pm
- Thursday - 9.30am - 5.30pm
- Friday - 9.30am - 5.30pm
- Saturday - 9.30am - 4.00pm

Anyone who wishes to make representations about this proposed development must write to the agent using the online survey at the above website address by 16 February 2024

**Si**

**Date:** 18 January 2024



**ATODLEN 1B Erthygl 2C & 2D.  
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM  
GANIATÂD**

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru)  
2012

**CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM  
GANIATÂD CYNLLUNIO HYSBYSIAD O DAN ERTHYGLAU 2C a 2D**

(i'w gyflwyno i berchnogion a/neu feddianwyr tir cyffiniol ac ymgylgoreion cymunedol; ac i'w arddangos drwy hysbysiad safle ar neu gerllaw lleoliad y datblygiad arfaethedig)

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

Datblygiad arfaethedig ar: Tir i'r de o Hood Road, Y Bari

**Rwyf yn hysbysu bod** Coleg Caerdydd a'r Fro ('CCAF') a Cwmni Partneriaeth Addysg Gymraeg, mewn perthynas â'r ymgynghoriad cyn ymgeisio ar gyfer yr ailddatblygiad o safle tir llwyd gwag yng Nglannau'r Bari ar gyfer campws addysg newydd i CCAF gan gynnwys tirlunio a gwaith seilwaith a pheirianeg gysylltiedig. Pob mater, ac eithrio mynediad strategol, wedi'i gadw.

Gallwch weld copïau o'r canlynol:

- y cais arfaethedig;
- y planiau; a
- dogfennau ategol eraill

Ar-lein at: **[BWC-consultation.co.uk](http://BWC-consultation.co.uk)** a mae cyfleusterau cyfrifiadur ar gael i weld y wybodaeth hon yn Llyfrgell Y Barri, Sgwâr y Brenin, Y Barri, CF63 4RW rhwng yr oriau canlynol:

- Dydd Llun 9:30 am – 7:00pm
- Dydd Mawrth 9.30am - 5.30pm
- Dydd Mercher 9.30am - 5.30pm
- Dydd Iau 9.30am - 5.30pm
- Dydd Gwener 9.30am - 5.30pm
- Dydd Sadwrn: 09:30 – 4.00pm.

Rhaid i unrhyw un sy'n dymuno gwneud sylwadau ynglŷn â'r datblygiad arfaethedig hwn ysgrifennu at a ceisydd/yr [REDACTED] manylion cyswllt ar y wefan erbyn 16 Chwefror 2024.

**Llofnod:** [REDACTED]

**Dyddiad:** 18 Ionawr 2024

## **Appendix 4 List of Adjacent Landowner/Occupier and Copy of Covering Letter and Notice**

- 4.1 The Vale of Glamorgan Council
- 4.2 BOW Trading Limited
- 4.3 Persimmon Homes Limited
- 4.4 Taylor Wimpey UK Limited
- 4.5 ABP Property Development Company Limited
- 4.6 DS Properties (Goods Shed) Limited
- 4.7 Restruct Holdings Limited
- 4.8 BAM Apartments Limited
- 4.9 DS Holdings (Penarth) Ltd
- 4.10 Republico Limited

Owner/Occupier

**Date:** 18 January 2024

**Our ref:** 66602/05/JCO/TR/28813143v1

Dear Sir or Madam

## **Barry Waterfront Redevelopment**

### **Statutory Pre-Application Consultation for the proposed Barry Waterfront Campus**

We write on behalf of the applicant, Cardiff and Vale College ('CAVC') and Welsh Education Partnership Company, in relation to the pre application consultation for the proposed redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

Applicants for all planning applications with a site area of over 1 hectare in Wales must undertake pre-application consultation with the public, the community and specialist consultees for a period of no less than 28 days before an application is submitted.

A pre-application notice is therefore enclosed with this letter which provides you with the information on how to view and comment on the proposed planning application mentioned above by the date set out on the notice.

\*\*\*

### **Ymgynghoriad statudol cyn ymgeisio ar gyfer yr ailddatblygiad o Campws Glannau yr Bari**

Rydym yn ysgrifennu ar ran yr ymgeisydd, Coleg Caerdydd a'r Fro ('CCAF') a Cwmni Partneriaeth Addysg Gymraeg, mewn perthynas â'r ymgynghoriad cyn ymgeisio ar gyfer yr ailddatblygiad o safle tir llwyd gwag yng Nglannau'r Bari ar gyfer campws addysg newydd i CCAF gan gynnwys tirlunio a gwaith seilwaith a pheirianeg gysylltiedig. Pob mater, ac eithrio mynediad strategol, wedi'i gadw.

Rhaid i ymgeiswyr ar gyfer pob cais cynllunio gyda arwynebedd safle o dros 1 hectar yng Nghymru gynnal ymgynghoriad cyn ymgeisio gyda'r cyhoedd, y gymuned ac ymgynghorwyr arbenigol am gyfnod o ddim llai na 28 diwrnod cyn cyflwyno cais.

**LICHFIELDS**

Mae rhybudd cyn ymgeisio ynghlwm wrth y llythyr hwn sy'n rhoi'r wybodaeth i chi ar sut i weld a rhoi sylwadau ar y cais cynllunio arfaethedig a grybwyllir uchod erbyn y dyddiad a nodir ar yr hysbysiad.

Yours faithfully / Yn gywir



**Tobias Robinson**  
Senior Planner

Enclosures Notice

## **Appendix 5 Community Consultee Covering Email and Notice Copy**

## Tobias Robinson

---

**From:** Tobias Robinson  
**Sent:** 18 January 2024 18:10  
**Cc:** Cem Kosaner  
**Subject:** BWC PAC Notice - Ward Councillors [LICH-DMS.FID443664]  
**Attachments:** BWC Pre Application Consultation Community Consultee Notice(29033294.1).pdf

Dear Ward Councillors,

Please find attached a copy of the notice informing of the Pre-Application Consultation that commences today (18.01.2023) in respect of the proposed redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus (BWC) for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

Copies of the draft application documents can be viewed at [bwc-consultation.co.uk](http://bwc-consultation.co.uk)

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

Kind regards  
Tobias

**Tobias Robinson**  
**Senior Planner**  
BA (Hons) MSc  
Lichfields, Helmont House, Churchill Way, Cardiff CF10 2HE  
T 029 2043 5880 / M 07880384248  
E [tobias.robinson@lichfields.uk](mailto:tobias.robinson@lichfields.uk)

**Lichfields.uk** 



This email is for the use of the addressee. It may contain information which is confidential and exempt from disclosure. If you are not the intended recipient you must not copy, distribute or disseminate this email or attachments to anyone other than the addressee. If you receive this communication in error please advise us by telephone as soon as possible.  
Nathaniel Lichfield & Partners Limited (trading as "Lichfields") is registered in England, no. 2778116, registered office at The Minster Building, 21 Mincing Lane, London EC3R 7AG.

**SCHEDULE 1B Articles 2C & 2D  
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING  
PERMISSION**

Town and Country Planning (Development Management Procedure) (Wales)  
Order 2012

**PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING  
PERMISSION NOTICE UNDER ARTICLES 2C AND 2D**

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

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

Proposed development at land to the south of Hood Road, Barry.

**I give notice that** Cardiff and Vale College and Welsh Education Partnership Company is intending to submit a full planning application for the redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

You may inspect copies of:

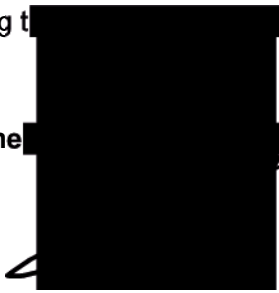
- The proposed application;
- The plans; and
- Other supporting documents

Online at: **[BWC-consultation.co.uk](http://BWC-consultation.co.uk)** and computer facilities are available to view this information at Barry Library, King Square, Barry, CF63 4RW. The opening times are as follows:

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- Wednesday - 9.30am - 5.30pm
- Thursday - 9.30am - 5.30pm
- Friday - 9.30am - 5.30pm
- Saturday - 9.30am - 4.00pm

Anyone who wishes to make representations about this proposed development must write to the agent using the above website address by 16 February 2024

Signature



Date: 18 January 2024

**ATODLEN 1B Erthygl 2C & 2D.  
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM  
GANIATÂD**

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru)  
2012

**CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM  
GANIATÂD CYNLLUNIO HYSBYSIAD O DAN ERTHYGLAU 2C a 2D**

(i'w gyflwyno i berchnogion a/neu feddianwyr tir cyffiniol ac ymgylgoreion cymunedol; ac i'w arddangos drwy hysbysiad safle ar neu gerllaw lleoliad y datblygiad arfaethedig)

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

Datblygiad arfaethedig ar: Tir i'r de o Hood Road, Y Bari

**Rwyf yn hysbysu bod** Coleg Caerdydd a'r Fro ('CCAF') a Cwmni Partneriaeth Addysg Gymraeg, mewn perthynas â'r ymgynghoriad cyn ymgeisio ar gyfer yr ailddatblygiad o safle tir llwyd gwag yng Nglannau'r Bari ar gyfer campws addysg newydd i CCAF gan gynnwys tirlunio a gwaith seilwaith a pheirianeg gysylltiedig. Pob mater, ac eithrio mynediad strategol, wedi'i gadw.

Gallwch weld copïau o'r canlynol:

- y cais arfaethedig;
- y planiau; a
- dogfennau ategol eraill

Ar-lein at: **BWC-consultation.co.uk** a mae cyfleusterau cyfrifiadur ar gael i weld y wybodaeth hon yn Llyfrgell Y Barri, Sgwâr y Brenin, Y Barri, CF63 4RW rhwng yr oriau canlynol:

- Dydd Llun 9:30 am – 7:00pm
- Dydd Mawrth 9.30am - 5.30pm
- Dydd Mercher 9.30am - 5.30pm
- Dydd Iau 9.30am - 5.30pm
- Dydd Gwener 9.30am - 5.30pm
- Dydd Sadwrn: 09:30 – 4.00pm.

Rhaid i unrhyw un sy'n dymuno gwneud sylwadau ynglŷn â'r datblygiad arfaethedig hwn ysgrifennu at a ceisydd/yr asiant drwy defnyddio's manylion cyswllt ar y wefan erbyn 16 Chwefror 2024.

**Llofnod:**



**Dyddiad:** 18 Ionawr 2024



## **Appendix 6 Specialist Consultee Covering Letter and Notice Copy**

South Wales Fire and Rescue Service  
Forest View Business Park  
Llantrisant  
CF72 8LX

**Date:** 18 January 2024  
**Our ref:** 66602/05/JCO/TR/29032268v1

Dear Sir or Madam

## **Barry Waterfront Redevelopment**

### **Statutory Pre-Application Consultation for the proposed Barry Waterfront Campus**

We write on behalf of the applicant, Cardiff and Vale College ('CAVC') and Welsh Education Partnership Company, in relation to the pre application consultation for the proposed redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

Applicants for all planning applications with a site area of over 1 hectare in Wales must undertake pre-application consultation with the public, the community and specialist consultees for a period of no less than 28 days before an application is submitted.

A pre-application notice is therefore enclosed with this letter which provides you with the information on how to view and comment on the proposed planning application mentioned above by the date set out on the notice.

\*\*\*

### **Ymgynghoriad statudol cyn ymgeisio ar gyfer yr ailddatblygiad o Campws Glannau yr Bari**

Rydym yn ysgrifennu ar ran yr ymgeisydd, Coleg Caerdydd a'r Fro ('CCAF') a Cwmni Partneriaeth Addysg Gymraeg, mewn perthynas â'r ymgynghoriad cyn ymgeisio ar gyfer yr ailddatblygiad o safle tir llwyd gwag yng Nglannau'r Bari ar gyfer campws addysg newydd i CCAF gan gynnwys tirlunio a gwaith seilwaith a pheirianeg gysylltiedig. Pob mater, ac eithrio mynediad strategol, wedi'i gadw.

Rhaid i ymgeiswyr ar gyfer pob cais cynllunio gyda arwynebedd safle o dros 1 hectar yng Nghymru gynnal ymgynghoriad cyn ymgeisio gyda'r cyhoedd, y gymuned ac ymgynghorwyr arbenigol am gyfnod o ddim llai na 28 diwrnod cyn cyflwyno cais.

**LICHFIELDS**

Mae rhybudd cyn ymgeisio ynghlwm wrth y llythyr hwn sy'n rhoi'r wybodaeth i chi ar sut i weld a rhoi sylwadau ar y cais cynllunio arfaethedig a grybwyllir uchod erbyn y dyddiad a nodir ar yr hysbysiad.

Yours faithfully / Yn gywir

  
**Tobias Robinson**  
Senior Planner

Enclosures Notice

## SCHEDULE 1C Article 2D

### CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales)  
Order 2012

### CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE 2D

(to be served on specialist consultees, as defined by article 2(1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012

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

Proposed development at land to the south of Hood Road, Barry.

**I give notice that** Cardiff and Vale College and Welsh Education Partnership Company is intending to submit a full planning application for the proposed redevelopment of vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

A copy of the proposed application; plans and other supporting documents can be viewed online at [BWC-consultation.co.uk](http://BWC-consultation.co.uk).

In accordance with the requirements of article 2E of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, a consultation response must be sent by the 16 February 2024 via email, the online form at [BWC-consultation.co.uk](http://BWC-consultation.co.uk) or by post to:

Barry Waterfront Campus  
Lichfields,  
Helmont House,  
Churchill Way,  
Cardiff,  
CF10 2HE

**Signed:**

**Date:** 18 January 2024

## ATODLEN 1C Erthygl 2D

### YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru)  
2012

### YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO HYSBYSIAD O DAN ERTHYGL 2D

(i'w gyflwyno i ymgynghoreion arbenigol, fel y'u diffinnir gan erthygl 2(1) o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

**Diben yr hysbysiad hwn:** mae'r hysbysiad hwn yn ddeisyfiad ffurfiol am ymateb i ymgynghoriad cynymgeisio o dan erthygl 2D o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad arfaethedig ar: Tir i'r de o Hood Road, Y Bari.

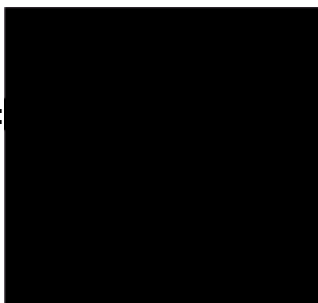
**Rwyf yn hysbysu bod** Coleg Caerdydd a'r Fro ('CCAF') a Cwmni Partneriaeth Addysg Gymraeg, mewn perthynas â'r ymgynghoriad cyn ymgeisio ar gyfer yr ailddatblygiad o safle tir llwyd gwag yng Nglannau'r Bari ar gyfer campws addysg newydd i CCAF gan gynnwys tirlunio a gwaith seilwaith a pheirianeg gysylltiedig. Pob mater, ac eithrio mynediad strategol, wedi'i gadw.

Mae copi o'r cais arfaethedig; cynlluniau; a dogfennau ategol eraill wedi eu hatodi/ar gael i'w harchwilio ar lein at [BWC-consultation.co.uk](http://BWC-consultation.co.uk).

Yn unol â gofynion erthygl 2E o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012, rhaid anfon ymateb i'r ymgynghoriad drwy e-bost, drwy [BWC-consultation.co.uk](http://BWC-consultation.co.uk). neu drwy'r post erbyn 16 Chwefror 2024:

Ymgynghoriad Cwmpys Glannau y Bari  
Lichfields,  
Helmont House,  
Churchill Way,  
Cardiff,  
CF10 2HE

**Llofnod:**



**Dyddiad:** 18 Ionawr 2024

## **Appendix 7 Specialist Consultee Responses**



Llywodraeth Cymru  
Welsh Government

Plas Caeveur, Unit 57, Cefn Coed  
Park, Namgarw, Cardiff, CF15 7QQ  
Ffôn 0300 025 6000  
E-bost [cadw@gov.wales](mailto:cadw@gov.wales)  
[www.cadw.gov.wales](http://www.cadw.gov.wales)  
0300 025 6000  
[cadw@gov.wales](mailto:cadw@gov.wales)/[cadw@llyw.cymru](mailto:cadw@llyw.cymru)  
[www.cadw.gov.wales](http://www.cadw.gov.wales)

Lichfields

Eich cyfeirnod  
Your reference

66602/05/JCO/TR/28813143v1

By email

Ein cyfeirnod  
Our reference

LC

Dyddiad  
Date

6 February 2024

Llinell uniongyrchol  
Direct line

0300 0256004 Sir

Ebost  
Email:

[cadwplanning@gov.wales](mailto:cadwplanning@gov.wales)

Dear Sir/Madam

## **Pre-Planning Application - Redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works, Barry Waterfront**

Thank you for your letter of 18 January inviting our comments on the pre-planning application consultation for the proposed development described above.

### Advice

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

Our records show there are no scheduled monuments or registered historic parks and gardens that would be affected by the proposed development.

We therefore have no comments to make on the proposed development.

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

### Assessment

#### Scheduled Monuments

GM029 The Bulwarks Camp  
GM120 St Barruch's Chapel  
GM135 Barry Castle  
GM301 Highlight Medieval House Site  
GM310 Round Barrow 612m N of Bendrick Rock  
GM344 Highlight Church, Remains of  
GM360 Westward Corner Round Barrow

Mae Gwasanaeth Amgylchedd Hanesyddol Llywodraeth Cymru (Cadw) yn hyrwyddo gwaith cadwraeth ar gyfer amgylchedd hanesyddol Cymru a gwerthfawrogiad ohono.

The Welsh Government Historic Environment Service (Cadw) promotes the conservation and appreciation of Wales's historic environment.

Rydym yn croesawu gohebiaeth yn Gymraeg ac yn Saesneg.  
We welcome correspondence in both English and Welsh.



BUDDSODDWR MEWN POBL  
INVESTOR IN PEOPLE



GM419 Knap Roman Site  
GM446 Site of Medieval Mill & Mill Leat Cliffwood

Registered Parks and Gardens

PGW(Gm)58(GLA) Cold Knap Park  
PGW(Gm)63(GLA) Romilly Park

This pre-planning application is regarding a redevelopment for a new educational campus at Barry Waterfront.

The above designated historic assets are located inside 3km of the proposed development, but intervening topography, buildings and vegetation block all views between them. Consequently, the proposed development will have no impact on the settings of these designated historic assets.

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

Yours sincerely,

Laura Cooper  
Casework Officer



## **Annex A**

### Our role

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

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

### National Policy

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

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

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

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

### Historic Parks and Gardens

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

Ein cyf/Our ref: CAS-247394-X0B7  
Eich cyf/Your ref: 29032221v1

Lichfields  
Helmont House  
Churchill Way  
Cardiff  
CF10 2HE

Dyddiad/Date: 13 February 2024

Annwyl Syr/Madam/Dear Sir/Madam,

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

**BWRIAD/PROPOSAL: SUBMIT A FULL PLANNING APPLICATION FOR THE PROPOSED REDEVELOPMENT OF VACANT BROWNFIELD SITE AT BARRY WATERFRONT FOR A NEW EDUCATIONAL CAMPUS FOR CARDIFF AND VALE COLLEGE INCLUDING LANDSCAPING, RELATED INFRASTRUCTURE AND ENGINEERING WORKS**

**LLEOLIAD/LOCATION: Barry Waterfront, Vale of Glamorgan**

Thank you for providing a requisite notice to us under Article 2D of the above Order. We received a copy of your proposed application on 18 January 2024.

**We have concerns with the application as proposed. However, we are satisfied that these concerns can be overcome by the planning authority attaching the following conditions to any planning permission granted:**

**Condition 1: Construction Environmental Management Plan**

**Condition 2-5: Land Contamination**

**Please note, without these conditions, we would be likely to object to the planning application. Further details are provided below.**

**Protected Sites and Habitats Regulations Assessment (HRA)**

The application site is situated within approximately 7.7km of the Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site. Section 4.9 of the Ecological Appraisal states that there is the potential for some level of surface / ground hydrological connection between the application site and the Severn Estuary and discusses the potential impact pathways of contaminated surface water run-off during construction and operation, and the potential for pollution incidents during construction.

The proposal is therefore considered relevant to the Severn Estuary SAC, SPA and Ramsar site and we advise that the proposal will need to be considered under Regulations 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) for the aforementioned impact pathways.

Section 5.3 of the Ecological Appraisal states that appropriate pollution prevention measures will be employed during the construction phase of the proposal and lists the relevant Pollution Prevention Guidelines, which we concur with. We would therefore recommend that pollution prevention measures are secured within a Construction Environmental Management Plan (CEMP) in this instance. Further details are below.

### Pollution Prevention

Due to the close proximity of the proposal site to Barry Dock, the close surface water network pathway to the docks, pathways to Protected Sites and site contamination we would recommend the following condition be attached to any planning permission granted.

### Condition 1

No development or phase of development, including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed.
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Soil Management: details of topsoil strip, storage and amelioration for re-use.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use.
- Traffic Management: details of site deliveries, plant on site, wheel wash facilities.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

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

Justification: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development or phase of development and implemented for the protection of the environment during construction.

### **Land Contamination and Controlled Waters**

We have reviewed:

1. Phase I Geo-Environmental Assessment – Barry Waterfront, Barry. HSP Consulting, Project number: C3297, July 2020.
2. Phase II Geo-Environmental Assessment Report (Final) – Barry Waterfront, Ffordd Y Mileniwm. HSP Consulting, Project number: C3297, November 2020.

### Potential Land Contamination

We have reviewed both the above reports and although a Phase 2 Geo-environmental assessment was completed, no groundwater samples were taken or leachability testing completed on the soil samples, even though contamination was observed in the soil samples across the site. The report assesses the risk to controlled waters as very low based on this limited sampling schedule. We acknowledge this conclusion, but consider it is based on limited information and therefore we would request the following conditions to be attached to any planning permission granted should our concerns not be addressed in the planning application submission.

### Condition 2

No development, of land known to be / suspected of contamination, shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
  - i. all previous uses
  - ii. potential contaminants associated with those uses
  - iii. a conceptual model of the site indicating sources, pathways and receptors
  - iv. potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Justification: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

### Condition 3

Prior to the <occupation or operation> of the <development or phase of development> a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Justification: To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

#### Condition 4

Prior to the occupation or operation of the <development or phase of development>, a long term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long term monitoring plan should include:

- Details of the methods and triggers for action to be undertaken
- Timescales for the long term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required (for x years)
- Timescales for submission of monitoring reports to the LPA e.g. annually
- Details of any necessary contingency and remedial actions and timescales for actions
- Details confirming that the contingency and remedial actions have been carried out.

The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

Justification: A long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters.

#### Condition 5

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

Justification: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

#### Informative/ advice to LPA

We would advise the LPA that these conditions have been recommended as we are satisfied that there are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site. However, further details will be required in order to ensure that risks are appropriately addressed prior to development commencing.

In line with the advice given in Planning Policy Wales we understand that the Authority must decide whether to obtain such information prior to determining the application or as a condition of the permission. Should the LPA decide to obtain the necessary information under condition we would request that the above conditions are applied.

#### Informative/ advice to applicant

We recommend that developers should:

1. Follow the risk management framework provided in [Land contamination risk management \(LCRM\)](#)

2. Refer to '[Land Contamination: a guide for developers](#)' (WLGA, 2017) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to our [groundwater protection](#) advice on [www.gov.uk](http://www.gov.uk)

In addition we advise that the treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit.

Excavated materials that are recovered via a treatment operation can be re-used on-site under the [CL:AIRE Definition of Waste: Development Industry Code of Practice](#). This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.

#### Further Advice

##### *Drainage*

We note the use of SUDs for collection of surface water runoff arounds the site with eventual discharge to a surface water sewer. The collection methods and infrastructures should be lined or impermeable to limit infiltration of water into the ground due to wide spread contamination across the site.

##### **Flood Risk**

The planning application proposes highly vulnerable development (new educational campus). The application site is within Zones A and B of the Development Advice Map (DAM) contained in TAN15 (2004). However, our [Flood Map for Planning](#) (FMfP) identifies part of the application site to be at risk of flooding and within Flood Zone 2 Sea.

We have reviewed the Flood Consequences Assessment produced by JBA (Doc Ref. LPT-JBA-XX-XX-RP-Z-0001-S3-P03- Ffordd\_y\_Mileniwm\_Flood\_Consequences\_Assessment – Final Revision November 2023). We concur with the findings that the development is shown to comply with the requirements of TAN15.

##### **European and fully Protected Species and Schedule 1 Protected Birds**

We note an Ecological Appraisal has been undertaken. In the first instance we advise that advice from the Local Authority's ecologist should be sought with regard to protected species. At planning application stage we would expect to be consulted by the Local Planning Authority with regard to European and fully protected Species under the Wildlife and Countryside Act, including Schedule 1 protected birds, should their ecologist need our advice on these matters.

##### **Other Matters**

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

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

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

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

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

Yn gywir / Yours faithfully

**Annabelle Evans**

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

E-bost/E-mail: [southeastplanning@cyfoethnaturiolcymru.gov.uk](mailto:southeastplanning@cyfoethnaturiolcymru.gov.uk)  
Ffôn/Phone: 03000 65 5027

Croesewir gohebiaeth yn Gymraeg a byddwn yn ymateb yn Gymraeg, heb i hynny arwain at oedi./Correspondence in Welsh is welcomed, and we will respond in Welsh without it leading to a delay.

## Tobias Robinson

---

**From:** [REDACTED]  
**Sent:** 08 February 2024 09:47  
**To:** Tobias Robinson  
**Subject:** RE: BWC PAC Notice: The Fire and Rescue Authority concerned- South Wales Fire Service [LICH-DMS.FID443664]

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

CAUTION: This email originated from an external source.

Good Afternoon,

South Wales Fire and Rescue Service have looked at the application and agree with the application.

Further comment will be made at full planning application stage.

Kind Regards,

Adrian Gibson

---

**From:** Tobias Robinson <[tobias.robinson@lichfields.uk](mailto:tobias.robinson@lichfields.uk)>  
**Sent:** Thursday, January 18, 2024 5:49 PM  
**To:** Business Support <[swfs@southwales-fire.gov.uk](mailto:swfs@southwales-fire.gov.uk)>  
**Subject:** BWC PAC Notice: The Fire and Rescue Authority concerned- South Wales Fire Service [LICH-DMS.FID443664]

Dear Sir/Madam

Please find attached a copy of the covering letter and notice informing of the Pre-Application Consultation that commences today (18.01.2024) in respect of the proposed redevelopment of a vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works.

Copies of the draft application documents can be viewed at [BWC-consultation.co.uk](http://BWC-consultation.co.uk)

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

Kind regards  
Tobias

**Tobias Robinson**  
**Senior Planner**  
BA (Hons) MSc  
Lichfields, Belmont House, Churchill Way, Cardiff CF10 2HE  
T 029 2043 5880/M 07880384248  
E [tobias.robinson@lichfields.uk](mailto:tobias.robinson@lichfields.uk)

**[Lichfields.uk](http://Lichfields.uk)** 



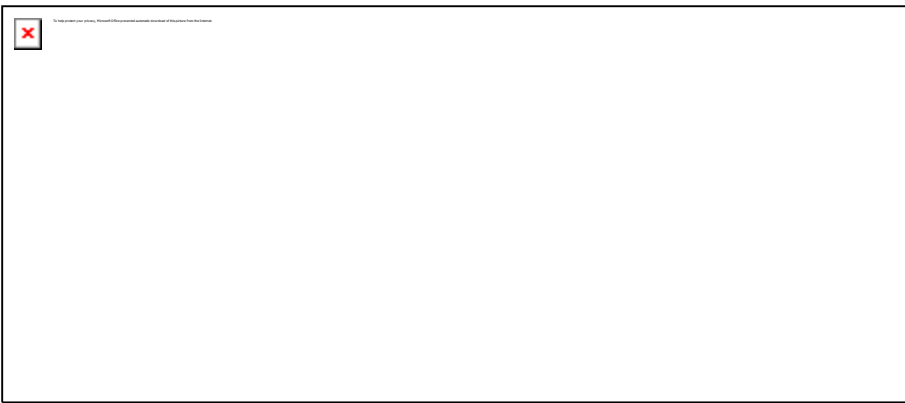
**Unlocking  
schemes through  
the demonstration  
of viability**



**VIEW FRAMEWORK**

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Nathaniel Lichfield & Partners Limited (trading as "Lichfields") is registered in England, no. 2778116, registered office at The Minster Building, 21 Mincing Lane, London EC3R 7AG.



-- Mae'r neges e-bost hon ac unrhyw

ffeiliau sydd ynghlwm wrthi yn gwbl gyfrinachol ac wedi'u bwriadu at sylw y person neu sefydliad y maent wedi eu cyfeirio ato yn unig. Na chaniateir i chi adolygu, ailanfon, lledaenu na defnyddio'r wybodaeth uchod ar unrhyw gyfrif: peidiwch a chymryd unrhyw gamau o ganlyniad a gan ddibynnu arni. Os ydych wedi derbyn y neges e-bost hon ar gam, wnewch chi hysbysu'r anfonydd ar unwaith a dileu'r e-bost a'i chynnwys oddi ar eich system os gwelwch yn dda. Barn neu safbwyntiau'r awdur yw'r rhai a fynegir yn y neges e-bost hon ac nid ydynt yn adlewyrchu o anghenraid barn neu safbwyntiau Gwasanaeth Tan Ac Achub De Cymru onis dywedir yn bendant fel arall. Bydd pob eitem o bost a anfonir i'r cyfeiriad hwn yn cael ei monitro gan system e-bost corfforaethol y Gwasanaeth Tan ac efallai y caiff ei harchwilio gan berson arall, sy ddim o reidrwydd y derbynnydd gwreiddiol, er mwyn dod o hyd i ddefnydd o ddeunydd anaddas neu dorri rheolau polisiau. Os nad yw hyn yn dderbyniol i chi, peidiwch a defnyddio'r dull yma o gyfathrebu a Gwasanaeth Tan Ac Achub De Cymru. Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg - byddwn yn ymateb yn gyfartal i'r ddau ac yn ateb yn eich dewis iaith heb oedi. This e-mail and any files transmitted with it are confidential and intended solely for the use of the recipient(s) only. Any review, retransmission, dissemination or other use of, or taking any action in reliance upon this information by persons or entities other than the intended recipient(s) is prohibited. If you have received this e-mail in error please notify the sender immediately and destroy the material whether stored on a computer or otherwise. Any views or opinions presented within this e-mail are solely those of the author and do not necessarily represent those of South Wales Fire and Rescue Service, unless otherwise specifically stated. All mail sent to and from this address will be monitored by our corporate e-mail system and may be scrutinised by persons other than the addressee for unsuitable content or contraventions of policy. If this is unacceptable to you please do not use this method of communication with the South Wales Fire and Rescue Service. We welcome correspondence in Welsh and English - we will respond equally to both and will reply in your language of choice without delay.

Mr Tobias Robinson  
Litchfields,  
Helmont House,  
Churchill Way,  
Cardiff,  
CF10 2HE

**Date: 07/02/2024**  
**Our Ref: PPA0008532**

Dear Mr Robinson

**Grid Ref: 311117 167403**

**Site Address: Land to the south of Hood Road, Barry,**

**Development: 2D - Proposed redevelopment of vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works**

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

Firstly, we note that the proposal relates to a college at Hood Road and acknowledge that the site comprises of a potential windfall development with no allocated status in the Local Development Plan (LDP). Accordingly, whilst it does not appear an assessment has been previously undertaken of the public sewerage system, we offer the following comments as part of our appraisal of this development.

Please note, notwithstanding the following assessment, we would advise there is also a mandatory requirement to undertake pre-application consultation with all 'Specialist Consultees', including Dwr Cymru Welsh Water as the statutory water and sewerage undertaker, in accordance with Schedule 4 of Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016. As a major development, amounting to more than 1000 sqm, you will be statutorily required to consult Welsh Water and a substantive response will be issued within 28 days from the date of the notice as per the requirements of Article 2E.

### **Public Sewerage Network**

The proposed development site is located in the immediate vicinity of a separate sewerage system, comprising combined, foul and surface water public sewers, which drains to Cog Moors Wastewater Treatment Works (WwTW).

This site is crossed by a public sewer with the approximate position being marked on the attached Statutory Public Sewer Record. In accordance with the Water Industry Act 1991, Dwr Cymru Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs. No part of any building will be permitted within the protection zone of the public sewers measured 3 metres either side of the centreline. Our strong recommendation is that your site layout takes into account the location of the assets crossing the site and should be referred to in any master-planning exercises or site layout plans submitted as part of any subsequent planning application. Further information regarding Asset Protection is provided in the attached Advice & Guidance note.

You are also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist you may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus in and around your site. Please be mindful that under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

### **Surface Water Drainage**

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. As highlighted in these standards, the developer is required to explore and fully exhaust all surface water drainage options in accordance with a hierarchy which states that discharge to a combined sewer shall only be made as a last resort. Disposal should be made through the hierarchical approach, preferring infiltration and, where infiltration is not possible, disposal to a surface water drainage body in liaison with the Land Drainage Authority and/or Natural Resources Wales.

It is therefore recommended that the developer consult with Vale of Glamorgan council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, DCWW is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation. Please refer to further detailed advice relating to surface water management included in our attached Advice & Guidance note.

In addition, please note that no highway or land drainage run-off will be permitted to discharge directly or indirectly into the public sewerage system.

### **Foul Water Drainage – Sewerage Network**

We have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. We advise that the flows should be connected to the combined sewer between manholes ST11671303 and ST11671319.



Should a planning application be submitted for this development we will seek to control these points of communication via appropriate planning conditions and therefore recommend that any drainage layout or strategy submitted as part of your application takes this into account. In addition, for the purpose of any forthcoming planning application submission, we request that details are submitted for the proposed surface water removal strategy. However, should you wish for an alternative connection point to be considered please provide further information to us in the form of a drainage strategy, preferably in advance of a planning application being submitted.

You may need to apply to Dwr Cymru Welsh Water for any connection to the public sewer under Section 106 of the Water industry Act 1991. However, if the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com).

### **SEWAGE TREATMENT**

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

### **WATER SUPPLY**

The water supply system in the immediate vicinity has insufficient capacity to serve the development and will also cause detriment to existing customers' water supply. A hydraulic modelling assessment is required to establish the scope of any reinforcement works to be completed in advance of making the connection. As part of the formal planning consultation process, we will seek to ensure that the assessment (and any associated reinforcement works) is completed in advance of the determination of the application or controlled by way of planning condition.

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

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

Please quote our reference number in all communications and correspondence.



Yours faithfully,



**Owain George**  
**Planning Liaison Manager**  
**Developer Services**

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



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.  
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We welcome correspondence in  
Welsh and English

Dŵr Cymru Cyf, a limited company registered in  
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Gymraeg neu yn Saesneg

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Nelson, Treharris, Morgannwg Ganol CF46 6LY.

## **Appendix 8 Public PAC Responses**

# LF66602 Barry Waterfront Campus

Do you have any comments on the proposals?			Response Percent	Response Total
1	Open-Ended Question		100.00%	63
1	22/01/2024 14:40 PM ID: 236065881	Looks great but far too few car parking spaces for staff, students and visitors. Traffic will have to be carefully managed in such a small area. The roads nearby become heavily congested now already at peak times, let alone when this is built.		
2	30/01/2024 17:38 PM ID: 236688193	Yes - what about parking? Public transport is not an option for many who live in rural Vale. Busses are unreliable and often the timetable does not fit in with class times (allowing for staff to arrive prior to the lesson to set up/ evening classes). Many villages do not have railway stations so this is not an option. I for one am extremely worried about how I will get to work; we have seen that college campuses with little parking are a hindrance to staff (as in Dumballs Road) and the lack of parking adds stress at the start of busy and already stressful jobs. I appreciate the need to reduce unnecessary car use but the infrastructure in Wales is not sufficient at this present time. I fear I will have to resign if parking is not adequate.		
3	31/01/2024 10:23 AM ID: 236732030	As a parent and nearby resident my initial reaction is out of concern with regards to the proximity of this development to the school my daughter will be attending. Particularly the outdoor open space and vehicle access. The traffic along ffordd y mileniw m is increasing and this will only add to that. How will links to public transport be improved? I.e footbridge to Barry train station?		
4	31/01/2024 10:32 AM ID: 236733167	I am a local resident to the area, the lack of car parking here concerns me. 62 spaces is not sufficient for 800 pupils and 200 staff , look at how people travel to the current college and you can see the lack of parking is a real problem here. The neighbouring houses will suffer and our streets will become full of college people parking outside our homes.  The other consideration needs to be given to traffic levels on ffordd y mileniw m, the road is congested enough as it is , something needs to be done to improve access for this end of barry prior to moving a building of such large occupancy here		
5	31/01/2024 10:49 AM ID: 236735748	Whilst all for this development I am concerned that there is insufficient parking space to accommodate both staff and pupils. The current bus services to the waterfront are not good and I would hope would be improved to encourage their use rather than travelling by car.		
6	31/01/2024 10:56 AM ID: 236736605	The amount of parking spaces for over 1000 students and lecturers is a joke. There is very little parking space around the area for the goodsheds or the school as it is. Adding an extra 1000 people to the area will mean people parking on the (far to narrow as it is!) residential streets. This isn't a sustainable development and no thought is being given to the residents of the area. Unless a solution can be sought with the island car parks whereby students and lecturers can park for free this will end up causing nothing but friction between the college and residents		
7	31/01/2024 11:04 AM ID: 236737630	The parking provisions are going to cause a huge. The public transport in Barry also can't this, so parking must be better		
8	31/01/2024 11:07 AM ID: 236738032	This is a great idea however jot for the residents in the area. It will increase traffic and you do not have sufficient car park for staff and students which means there will be friction between residents and your staff!!  Rethink the car space and you will have more support		
9	31/01/2024 11:15 AM ID: 236738873	The road Ffordd Y Mileniwm is already extremely busy in the morning. Adding another building with more parents dropping off their children off will make the road a traffic nightmare.		

## Do you have any comments on the proposals?

			Response Percent	Response Total
		Also lack of parking means that it's inevitable that students & staff will end up parking on the nearest estate. I live on said estate & there are not enough spaces for the people that live here let alone anyone else. It's already dangerous to walk my young son to the Welsh school already on the main road. Adding more incoming traffic will make it even more likely to result in an accident		
10	31/01/2024 11:17 AM ID: 236739150	A parking solution will be needed as no where near enough parking on site and this will only lead to cars being parked in the nearby estates.		
11	31/01/2024 11:19 AM ID: 236739308	As someone who lives in the area and also works for the college, there needs to be more parking. The parking at City Centre is terrible because of lack of spaces. Unless you get there at 7.30 you won't get a space. I could walk to this campus, but that won't be an option for everyone.		
12	31/01/2024 11:25 AM ID: 236739962	I'm not sure how this is going to work in addition to the already huge amounts of traffic around the area. It seems to be poorly thought out as having in excess of 1000 people arrive along with residential, Asda and Island traffic is going to be bedlam.  We have the Goodsheds with limited parking and now this. Where are students/lecturers going to park?		
13	31/01/2024 11:25 AM ID: 236739985	The number of onsite parking spaces proposed is not adequate for the number of staff & students. More provisions need to be made as not to impact those of us that live within the surrounding area.		
14	31/01/2024 11:31 AM ID: 236740593	Parking?? This seems a worry for local residents if not addressed.		
15	31/01/2024 11:33 AM ID: 236740883	Yes. There is not enough space for parking. The traffic is bad enough down here without adding to it. This will cause a lot of hassle for the residents in the surrounding area		
16	31/01/2024 11:35 AM ID: 236741060	Not enough parking for staff and students, This will lead to an increase in students parking in residential streets aswell as shop car parks and other places which parking is unviable		
17	31/01/2024 11:54 AM ID: 236743157	There is not enough parking. Such a large complex with so many students and teachers needs more parking. The roads around the area are already congested and the proposed development does not cater for all the cars.		
18	31/01/2024 11:58 AM ID: 236743697	No problem with campus but would suggest they made alternative parking arrangements for example island car park		
19	31/01/2024 12:06 PM ID: 236744648	There are not enough car parking spaces for the number of students and teachers.  As a resident of Barry Waterfront estate we already have a traffic problem with numbers of people visiting the Island.		
20	31/01/2024 12:14 PM ID: 236745521	I suggest a deal is made whereby the students and lecturers to use the Barry island car park for free. Not having a competent parking solution is just going to cause huge friction between residents and the college. The estate is already overrun with people trying to park on it when they visit the local area, which is unfair.		
21	31/01/2024 12:15 PM ID: 236745611	Not enough parking provided for students and lecturers. There is already a parking issue around the housing in this area and this is going to compound the issue further causing friction between the residents and college. Suggest further thought is put into this		
22	31/01/2024 12:36 PM ID: 236747868	Parking may be an issue and you may wish to consider this for students. Will there be improved road networks?		



## Do you have any comments on the proposals?

			Response Percent	Response Total
23	31/01/2024 12:38 PM ID: 236748118	Utterly ridiculous.  Only 60 odd parking spaces. There isn't enough room down here as it is		
24	31/01/2024 12:43 PM ID: 236748653	Will cause too much extra traffic to an already heavily built up area. 62 spaces for approximately 1000 people is nowhere near enough and will cause parking chaos for local residents like myself.		
25	31/01/2024 12:48 PM ID: 236749160	I am a current resident at the waterfront and parking and traffic is already a massive issue in the area. I am concerned there isn't ample parking at all.		
26	31/01/2024 13:21 PM ID: 236752592	The location for this development is a very poor decision in my opinion. The road infrastructure already struggles with traffic flow, so to add to it is ill conceived.  The site will offer limited parking for the size of venue. The development of the Goodsheds etc already has inadequate parking.  At school transition times the roads are chaos & parents are parking on residential streets, in Asda car park (with permission I believe).  Developing the campus on the current site makes so much more sense in terms of location, traffic flow etc.		
27	31/01/2024 13:51 PM ID: 236755797	I have concerns over the parking situation for the site. 62 spaces for an expected 1K persons is insufficient. I am a close resident and we are already struggling in the residential area with people parking on the street, at times blocking access. This will further exacerbate the issue. Some kind of supported parking solution needs to be put in place - perhaps the overflow lot further down towards the island could be considered for purpose?		
28	31/01/2024 13:51 PM ID: 236755856	Parking in the local area is already poorly managed.  A more suitable parking solution is required for students and staff.  Residential parking needs to be introduced and enforced.		
29	31/01/2024 13:56 PM ID: 236756542	Absolutely diabolical that you would put a building with not enough adequate parking. It's mayhem in the mornings and afternoon with the Welsh school being there. This should not have been given permission to be built.		
30	31/01/2024 14:08 PM ID: 236758131	Insufficient on site parking for expected number of staff and students. This will cause issues with people parking on waterfront where parking is already limited for residents Suggest reduced parking charges for staff/students in existing harbour public car park Currently £6 for the day Overflow parking site is rarely open during the week !! So plenty of spaces available		
31	31/01/2024 14:20 PM ID: 236759656	I have noted that there are not a large number of car parking spaces on the site for long staying students and staff. I imagine that the college are encouraging active travel due to the number of cycle spaces that are proposed. Please can it be ensured that active travel and public transport are encouraged heavily by the college. This will be of benefit to the students in terms of their health, and to the local community who do not wish for the local area to become congested.		
32	31/01/2024 14:28 PM ID: 236760807	The parking provision is completely inadequate for the numbers envisaged. As a resident of Harbour Walk whose house backs on to the empty area of land that belongs to TFW, I would be very interested to know if there are any plans at all for the use of that site by the college. There should be a pedestrian access from opposite the railway bridge on Hood Road on to the campus to facilitate students and staff arriving by train into Barry Station. A 14 day consultation period is inadequate.		

## Do you have any comments on the proposals?

			Response Percent	Response Total
33	31/01/2024 15:35 PM ID: 236769355	As someone who lives on the waterfront development I am concerned at the lack of parking for the college. We already have visitors to the island parking outside our houses because they don't want to pay to park on the Island. Are we now to expect lecturers / students parking outside our houses as well. We already have pavements blocked because there is not enough parking for the residents this is only going to add to the problem - and don't get me started on extra parking for the proposed marina!!!  ██████████		
34	31/01/2024 15:42 PM ID: 236770193	I have huge concerns over parking for both staff and students. Students are used to driving and parking at the Colcot Road site will want to continue to do the same. This will lead to students looking to park in the surrounding residential estate which is already struggling with resident's own cars.  I am also concerned over the bus stops. The site on Colcot Road is often bustling with students leaving. On the proposed site the bus stop is right outside the primary school along a busy road.  The increased traffic on Ffordd y Mileniwm will also cause further congestion which often sees long traffic jams as it is.		
35	31/01/2024 18:10 PM ID: 236784330	As a resident of Phase 1 aka West Pond I can see that parking will be a big issue. That needs to be addressed or there will be additional parking on our streets. No doubt at all. I am all for the college going forward. It all looks very pretty but little mention of actual local infrastructure is there? Where are the additional buses, public transport as well. OK, there are lots of bike spaces but little mention of anything else. How about letting the students use the free empty car park by the play area in Phase 1?		
36	31/01/2024 18:12 PM ID: 236784443	More parking to stop overflow into residential areas		
37	31/01/2024 18:13 PM ID: 236784520	Ensure there is enough parking spaces to ensure there is no overflow into residential areas. This will be a cause of conflict		
38	31/01/2024 18:20 PM ID: 236785005	Yes. I think it is a stupid place to put the college as the roads are already congested. Also having only 62 parking spaces for 200+ staff and 800+ students is ridiculous! Parking is already limited in the area, this will just make it worse! Public transport infrastructures need to be improved first!		
39	31/01/2024 18:48 PM ID: 236786609	I am in favour of your plans and welcome them but your parking expectations are laughable.		
40	31/01/2024 18:51 PM ID: 236786769	The roads can't cope with the number of residents already. Sometimes it takes 40 mins to get down Ffordd y Mileniwm. This would be unacceptable.		
41	31/01/2024 20:03 PM ID: 236790861	The campus may be a great addition but with the nearby residential areas already suffering from blocked roads caused by beach goers not willing to pay for parking, I am extremely concerned by the lack of planning for car parking. 62 parking spaces for 255 staff and 855 students (!!) is a ridiculously under planned proposal. Either introduce free parking for students and staff on the old harbour and overflow car park, or significantly increase the number of available parking spaces at the campus. Also introduce more double yellow lines on the main road please and at intersections of Fford Y Millennium and Fford Y Docciau.  Another huge concern is the increased traffic in what is already a one-way-in one-way-out system around the island. The residents already suffer from traffic jams around the school/Asda daily and any area near the beach on a sunny day. It is unclear to me what measures have been put in place to mitigate the effect of 1000 new people using the roads on the residents who live and pay council taxes in the area.		

## Do you have any comments on the proposals?

			Response Percent	Response Total
		Many of the areas around the island are privately maintained, how will the campus ensure that the presence of that many people will not cost the residents tenfold in private company grounds management fees caused by hugely increased footfall in the area?		
42	31/01/2024 20:22 PM ID: 236791845	Build it sod the NIMBYs		
43	31/01/2024 21:01 PM ID: 236793847	Too little parking for the pupils/staff. Building too close to the pavement and dominating. Roads are over crowded as it is without added congestion.		
44	31/01/2024 21:11 PM ID: 236794408	Yes, what a crazy place to site this with the new school causing issues with parking and constant red lights (which are constantly faulty) and from when families park in Asda. This is only going to add to this.  The chaos it will cause in an already busy area without consideration of parking is beyond stupid. Not enough parking for a quarter of the staff let alone the approximate 800 students - absolute madness.  A parking strategy should be the Number one priority for this project. It's crazy.  Every project in the Vale has absolutely zero consideration for residents or the strain on infrastructure!		
45	31/01/2024 22:51 PM ID: 236798639	I have concerns about the location being so close to a primary school. Also the area gets busy enough as it is during school drop off and pick up times adding a college campus here would be detrimental to the area and the safety of the school children.		
46	01/02/2024 03:08 AM ID: 236802731	Not enough parking and already busy road		
47	01/02/2024 10:41 AM ID: 236838649	As a resident of Ffordd Y Mileniwm, I find it staggering that a project of this size has been proposed when there is a clear lack of infrastructure in regards to the road network.  On a daily basis, the road is at a standstill and with all of the cars with their engines running only increases the pollution levels in the area.  It mentions that there is approximately 15k vehicles passing by the proposed area each day. The survey was taken out of season, so during warmer times that number can be doubled.  The residents of Barry Island and the Waterfront have been shortchanged in regards to the road access due to the sheer volume of vehicles on the road and the distinct lack of safety as well.  There are only minimal amounts of safety barriers around the school and on a daily occurrence, children are running across the road. The speed that vehicles drive down the road in the early hours and twilight hours is just scary. There are poor road markings and confusion on traffic lights for whose right of way it is and again there are daily incidents for this.  I oppose the development of the college site due to the crippling impact it will have on the roads in the area.		
48	01/02/2024 10:42 AM ID: 236838846	855 pupils, 212 staff and only 62 parking places?!? Can't be serious even if all the students arrive by public transport or foot/ bike and only half the staff were in there still isn't enough parking places. Need to double those 62 else it will be carnage down there. Asda across the road has a parking eyes now only allowing 3 hours stay.		
49	01/02/2024 12:08 PM ID: 236851436	This is going to bring more congestion to an already busy road especially since the school has been built!		

## Do you have any comments on the proposals?

			Response Percent	Response Total
50	01/02/2024 13:23 PM ID: 236862169	62 on site parking spaces is no where near what is required on a development on a main busy highway that sees considerable congestion already & where parking is already a major issue with nearby supermarket & good sheds attraction. If size of plot of land is an issue then utilise parking land already set aside by VOG council for day visitors to Barry Island.		
51	01/02/2024 15:14 PM ID: 236877183	Parking does not look sufficient, this is bound to impact on residents in the area, the roads are busy enough as it is.		
52	01/02/2024 16:29 PM ID: 236887401	This is a great idea . However parking will be a issue and clearly not been though about . How is the weight of traffic going to be managed to reduce the least amount of impact on the residents . The traffic and parking is already unmanageable at time for people living in the area asda car park is becoming a nightmare at pickup and drop off already. There needs to be a reminder that the council have not adopted the estates so any added traffic foot flow, rubbish though the estate will impact on residents as they will have to pay the cost kf keeping it tidy		
53	01/02/2024 17:24 PM ID: 236894699	Adequate parking needs to be considered - not all staff can use public transport. Lack of parking causes a lot of stress and anxiety - we cannot eliminate car use until the infrastructure of public transport works		
54	01/02/2024 17:42 PM ID: 236896695	Lack of parking, this hasn't been thought through and will have a negative effect on housing in the area with cars parked all over the place.		
55	01/02/2024 18:19 PM ID: 236899738	There will not be enough parking spaces. Us residents find it an issue at the moment with people parking anywhere they find a space including across our drives blocking us in in our own homes. 62 parking spaces for that many staff and pupils is ridiculous		
56	01/02/2024 22:45 PM ID: 236914479	More parking facilities. Otherwise this will lead to problems for residents. Also a different entrance and exit and not onto main road.		
57	01/02/2024 23:31 PM ID: 236915808	This is appalling planning. Traffic is already extremely heavy along this road with access to the island, housing estates, supermarket and now school- this added traffic will make the road even more difficult for local residents. The allocated parking for this site is nowhere near enough for the staff or pupils and with the availability of visitor parking on local estates already extremely limited ( due to the already poor planning of council and developers) this will pose further danger to local residents and pedestrians.  Residents have repeatedly complained about the poor layout of the roads and poor traffic lights however the council has always refused to rectify these issues despite far too many serious accidents on this road. Adding further traffic to this road will undoubtably increase the number of accidents on this road.  The council continue to have delusional aspirations of everyone using public transport however given how unreliable it consistently is then people will continue to use their cars. This plan needs to pay more careful consideration to local residents, the implications of additional traffic and needs to ensure sufficient parking is available for the staff and pupils using this site.		
58	02/02/2024 07:37 AM ID: 236923132	Like the shops, bakery, public facing store ideas No mention of public transport links? Ffordd y Millenium is already really busy and this will add hundreds of cars. Surrounding roads need to be looked at, double yellow lines/residents parking before this is opened. Why is drop off only for minibus? Think we need more Make sure the area is continuously monitored for anti social behaviour and littering - already a problem around asda		
59	02/02/2024 10:08 AM ID: 236934008	Your parking plans are totally inadequate, 62 spaces for over 1000 people? You arnt going to get over 800 people on public transport/ walking/cycling, given the survey you did on the way people travel, which clearly shows the majority of people travelling by car. You need to reassess this and build multi floor garage.		

## Do you have any comments on the proposals?

			Response Percent	Response Total
60	02/02/2024 15:50 PM ID: 236968173	<p>Why are the benches specified with softwood? Isn't that less waterproof than hardwood ?</p> <p>Is there a nursery planned for the new site to replace the current one ?</p>		
61	02/02/2024 19:36 PM ID: 236984271	<p>Road infrastructure cannot cope currently with island plus resident traffic. You want to add a potential 1000 cars to that at peak times!! Roads have to be able to take that and they can't.</p> <p>Also only 62 car parking spaces will mean that they will be parking on surrounding roads causing more congestion.</p> <p>This has not been thought through as usual and needs an alternative site.</p>		
62	12/02/2024 19:19 PM ID: 237635142	<p>Parking is already a problem, this will only make it worse.</p> <p>Especially with further planned for the waterfront this will make situations worse.</p>		
63	14/02/2024 08:22 AM ID: 237721631	<p>Vale of Glamorgan Sixth Form College</p> <p>Dear Sir/Madam,</p> <p>We are writing to express our support of the proposed development of the Vale of Glamorgan's Sixth Form College. We believe that it's a great regeneration opportunity for the site, and will no doubt bring further investment to the local area. We do, however, have minor concerns in relation to the proposed further education facility and community college for Cardiff and Vale College. The proposed development site directly adjoins our land located to the north, which houses the award-winning Good Sheds mixed-use facility, along with Junction House, which provides housing within the area.</p> <p>We understand that the proposed developments' waste and utility facilities, in the form of air source heat pumps, are to be located along the northern boundary of the site, which as identified, directly adjoins our site.</p> <p>In light of the above, we have concerns surrounding the increase in noise and odour pollution along the northern boundary of the site. This is a particular concern given the mixed-use nature of the Good Sheds facilities and adjacent residential properties.</p> <p>To conclude, we believe that the proposals would be a great addition to the area, however we'd be grateful if an explanation is provided to justify the location of the proposed waste and utility facilities at the site. We are open to discuss the proposals with Cardiff and Vale College and WEPCo, to ensure that the development provides as many benefits as possible.</p> <p>Kind regards,</p> <p><span style="background-color: black; color: black;">[REDACTED]</span></p>		
			answered	63
			skipped	0

the 1990s, the number of people in the world who are poor has increased from 1.2 billion to 1.6 billion. The number of people who are extremely poor has increased from 600 million to 800 million.

There are a number of reasons for this. One is that the world population has increased from 5 billion to 6 billion. Another is that the world economy has not grown fast enough to keep pace with the population increase. A third is that the world economy has grown, but the benefits have not been distributed evenly.

There are a number of ways in which the world economy can be made to grow faster. One is to increase the amount of capital invested in the world economy. Another is to increase the amount of labor in the world economy. A third is to increase the amount of technology in the world economy.

There are a number of ways in which the benefits of the world economy can be distributed more evenly. One is to increase the amount of social services provided in the world economy. Another is to increase the amount of social insurance provided in the world economy. A third is to increase the amount of social justice provided in the world economy.

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