

Cardiff and Vale College: Barry Waterfront Campus Planning Statement

Welsh Education Partnership (WEPCo)

28 March 2024

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1.0 Introduction

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

1.2 The Planning Statement accompanies an application seeking planning permission in full for the proposed CAVC Barry Waterfront Campus ('Proposed Development') at land to the south of Hood Road, Barry, CF62 5QT ('the Site').

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

- 1 Application form and Site Ownership certificates;
- 2 Pre-Application Consultation Report;
- 3 Design and Access Statement;
- 4 Site Location Plan;
- 5 Full set of Plans (please see covering letter for full list);
- 6 Drainage Strategy including Surface Water Flood Modelling;
- 7 Flood Consequences Assessment including Tidal Flood Modelling
- 8 Ecological Appraisal;
- 9 Green Infrastructure Statement;
- 10 Arboricultural Impact Assessment including Tree Survey;
- 11 Energy Statement;
- 12 Archaeological Desk Based Assessment;
- 13 Heritage Impact Statement;
- 14 Noise Impact Assessment;
- 15 Transport Assessment;
- 16 Travel Plan;
- 17 Transport Plans and Drawings;
- 18 External Lighting Report;
- 19 Land Contamination Assessment Report;
- 20 Geotechnical and Geo-Environmental Desk Study Addendum;
- 21 Intrusive Geo-Environmental Factual Report.

Report Structure

1.4 The document is structured as follows:

- 1 Provides a summary of the consultation undertaken to date (Chapter 2)
- 2 Provides a description of the wider commercial and political context and reason for the proposal (chapter 3);
- 3 Description of the site and the surrounding area (Chapter 4);
- 4 Details on the proposed development (Chapter 5);
- 5 A summary of the planning policy context (Chapter 6);
- 6 An appraisal of the main policy issues which relate to this proposal (Chapter 7);
- 7 A summary of the main conclusions (Chapter 8).

Environmental Impact Assessment Considerations

- 1.5 Consideration has been given to the requirement or otherwise for an Environmental Impact Assessment (EIA) to be undertaken for the proposed development.
- 1.6 Schedule 2 of the Town and Country Planning (EIA) (Wales) Regulations 2017 sets out thresholds for development above which EIA is more likely to be required.
- 1.7 A formal screening request was submitted to the Council on 24 May 2022. The EIA Screening Opinion issued in response by Vale of Glamorgan Council on 6 September 2022 confirms that having considered the details of the proposed scheme and having regard to the selection criteria contained in Schedule 3 of the 2017 Regulations and WO Circular 11/99 an Environmental Impact Assessment is not required.

2.0 Consultation

Design Evolution

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

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

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

Pre-Application Advice Enquiry

2.3 A formal pre application enquiry was submitted to Vale of Glamorgan Council on 27 October 2023. A formal pre-app meeting was held with the Vale of Glamorgan officers on 7 December 2023.

2.4 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 would be considered acceptable.

2.5 This Planning Statement provides evidence demonstrating the compliance of the proposed development with Policy MD5.

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

- 1 The design of the building;
- 2 The potential noise sources arising from the development, most notably the students using the MUGA and from the operation of the proposed Air Source Heat Pumps;
- 3 Details of proposed external lighting;
- 4 The requirement of a Green Infrastructure Statement;
- 5 Contaminated Land; and
- 6 Highway and transportation arrangements.

2.7

Statutory Pre-Application Consultation

- 2.8 As detailed within the accompanying Pre-Application Consultation (PAC) Report, Lichfields and the project team undertook the statutory consultation process. The report confirms that the statutory requirements have been met, provides responses to comments made, and outlines any changes made to the proposal or associated documents based on the consultation undertaken.
- 2.9 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.
- 2.10 The Pre-Application Consultation Report sets out the feedback that has been generated by the consultation process. Consideration has been given to the comments made by specialist consultees, as well as members of the public.
- 2.11 Given the feedback received, both during Pre-Application Consultation and in response to Pre-Application Engagement with the Council, and as a result of the general design evolution, the applicant has made the following amendments to the scheme;
- 1 Site boundary along eastern and southern boundary updated to align with back of footpath;
 - 2 Planters added along Ffordd Y Mileniwm;
 - 3 Maintenance access pathway switched with planting along Ffordd Y Mileniwm to continue plaza;
 - 4 Rear plaza design updated to respond to building geometry, tree locations moved to suit around social lawn;
 - 5 The MUGA has been removed to accommodate an additional 31 car parking spaces;
 - 6 Area of rain garden/habitat added to allow for additional attenuation space
 - 7 2no. Minibus parking spaces added
 - 8 The servicing and delivery access on Hood Road has been converted from an egress to an access only, with vehicles accessing from Hood Road and exiting through the main site access.
 - 9 Bollards and boulders added to entrance plaza as part of vehicle mitigation strategy (indicative);
 - 10 Entrance plaza design updated to respond to building geometry and relocated canopy;
 - 11 Sprinkler tank reduced in size and generator location updated to suit;
 - 12 Additional gate and path added to boundary alongside sprinkler tank; and
 - 13 Fire escape pathway added in front of western elevation. Retaining wall added and edible garden area updated to suit.

3.0 **The Applicants**

Cardiff and Vale College

3.1 Cardiff and Vale College (CAVC) is a renowned educational institution that has been serving the Cardiff and Vale region of Wales with excellence for many years. CAVC has around 30,000 full time equivalent students and is one of the UK's largest further education institutions.

3.2 CAVC has recently secured Welsh Government outline business case approval for a major £100m investment to deliver two new campuses. The first campus at Barry Waterfront is for a new general learning campus and will play a pivotal role in continuing the regeneration of the area. The second site near Cardiff Airport will comprise an advanced technology learning campus and permission for this is sought under separate cover. Both campuses are intended to replace CAVC's existing campus at Colcot Road.

Welsh Education Partnership

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

3.4 The proposed new campuses, which together will provide c. 18,500 sqm of learning space, would be financed via the Welsh Government's mutual investment model (MIM). CAVC will contribute to the financing cost, which will be offset by the proposed sale of the Weycock Cross and Colcot Road sites following planning permission being obtained for their redevelopment for residential purposes.

4.0 **Site Context**

Site Description

- 4.1 The application site extends to 1.078-hectares and is located between Hood Road and Ffordd Y Mileniwm, to the west of Barry Docks. The site lies at approximately 8m Above Ordnance Datum (AOD).
- 4.2 The majority of the site is located on an artificially created area of land that was introduced during the 1880s construction of Barry Docks, a process which joined the formerly separate Barry Island (c.330m south of the site) to the mainland. Prior to this, the site extended into the tidal mudflats of the Cadoxton River.
- 4.3 Today the site comprises modern, hardstanding and rough grassed land that appears to be a spoil heap/deposited material that, over time, has become vegetated and overgrown.
- 4.4 The site is enclosed by modern-metal fencing and is currently not publicly accessible. Along the north-western boundary of the site is a new road that connects with Hood Road to the east. The topography of this part of the site is generally flat and at the same level as the filled-in railway sidings to the north of the site. It is understood that this level broadly reflects the historic topography of the wider site, from the 1880s to the late-20th century.
- 4.5 The site's topography is generally level in the west, centre and northeast of the site. With the eastern shrubland at a higher elevation, approximately 1.5m compared to the rest of the site. Adjacent plots are at a similar level and similar topography.

Site Location and Surrounding Area

- 4.6 The surrounding land use is recorded as predominantly, industrial and residential. Barry saw rapid industrial development in the early 1900s reaching its peak towards the 1970s, with a steady decline to present day. Recent developments including regeneration initiatives comprise residential and commercial development to the north and south of the site.
- 4.7 To the south, is the Ysgol Gymraeg Sant Baruc Primary School which forms part of the wider 'Barry Waterfront' redevelopment being progressed by the Waterfront Consortium comprising Persimmon Homes, Taylor Wimpey and Barratt Homes. Immediately to the North of the site is the Goodsheds development, a mixed use development.

Constraints/Designations

Accessibility

- 4.8 The nearest railway station to the site is Barry station, approximately 1km from the centre of the Site. This journey is approximately a 13-minute walk from the site.
- 4.9 The closest bus stop is the 'Barry ASDA' stop, located approximately 50m west of the site, along Ffordd Y Mileniwm. The stop serves the B1 bus service which routes from Highlight Park to Barry Island.

- 4.10 A continuous footway is available at the eastern and southern site boundary, along both sides of Ffordd Y Mileniwm and Hood Road. Good pedestrian infrastructure is available throughout Barry Waterfront, providing safe and suitable access to local facilities including Barry High Street, Barry Railway Station, and the docks.

Flooding

- 4.11 The Site currently lies in an area identified as Flood Zone B – Areas known to have flooded in the past.
- 4.12 It is noted that amendments are proposed to be made to TAN 15 and are due to come in imminently. This includes an updated Flood Map for Planning which categorises flooding differently. This map identifies that the site is within Tidal Flood Zone 2.

Ecology

- 4.13 No part of the site is covered by any statutory designations. However, the Severn Estuary Special Area of Conservation (SAC) /Special (Protection Area (SPA)/RAMSAR is located circa 7.7km east of the site, whilst Ferm Walters Site of Special Scientific Interest (SSSI) and Cliff Wood-Golden Stairs SSSI are located 1.7km northwest and 1.6km west at their closest point to the site, respectively.
- 4.14 No part of the site is covered by any non-statutory designations. There are eight Sites of Importance for Nature Conservation (SINCs) and two Local Nature Reserves (LNRs) within 2km of the site, the closest of which is North Cwm Barri, 939m west of the site.

Heritage

- 4.15 There are no designated or non-designated historic assets within the site, and the site is not located within a Conservation Area.
- 4.16 The site falls within the setting of two listed buildings: the North Hydraulic Pumping House (Grade II) and All Saints' Church (Grade II).

Landscape

- 4.17 The site is not within a Special Landscape Area and has very little landscape value given its central urban location.

Planning History

- 4.18 The proposed development site has a very limited direct planning history. An EIA screening request (reference 2022/00661/SC1) for the development of an educational campus was submitted on 24 May 2022. Vale of Glamorgan Council confirmed on the 6 September 2022 that the proposed development is unlikely to comprise EIA development and therefore does not require the submission of an Environmental Statement.

5.0 **Proposed Development**

5.1 The proposal is to deliver a ‘state of the art’ further education facility (Use Class F1) and community college that is an inspiring learning environment for staff, students and visitors at land to the south of Hood Road, Barry.

5.2 The proposed description of development is:

“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”

5.3 The facility will take the form of a 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.

5.4 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.

5.5 The facility would accommodate up to 855 students and 79 staff (34 Non-teaching FTE and 45 Teaching FTE).

Ground Floor

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

First Floor

5.7 The first-floor hosts the Care and Independent Living Skills (ILS) department, alongside a Wellbeing gym, Learning and Skills Centre (LSC) and a small number of classrooms. The Independent Living Skills department will include an external garden space, accommodated via a terrace at Level 01. The terrace will provide opportunities for independent learning, teaching and growing with the provision of raised planting beds, a covered seating area, a greenhouse and a shed.

Second Floor

5.8 The second floor contains a cluster of general classrooms and IT rooms as well as the Art and Design department. The studios are positioned next to each other allowing the two spaces to function independently or to be opened-up if a large gallery space if needed.

5.9 A small breakout space is also provided to give an alternative to the large social spaces on other floors.

External

- 5.10 The Proposed Development will also include 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. The accompanying architectural presentation sets out further details.
- 5.11 To achieve BREEAM excellent the applicant is intending on utilising Photovoltaic (PV) array on the roofs of each building. The sizing of the panels is to be confirmed.
- 5.12 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. An illustrative landscape masterplan is enclosed.

Access

- 5.13 The proposal includes 93 parking spaces, including 4 disabled bays and 8 Electric Vehicle Charging Points. 3 dedicated motorcycle spaces are proposed.
- 5.14 160 long stay cycle parking spaces and 10 short stay spaces are proposed. Long stay cycle parking is located along the northern boundary and is in accordance with the Council's parking standards. Short stay cycle parking is located by the main entrance off Hood Road.
- 5.15 A drop off/ pick up bay has also been included for minibus access. The main vehicular access into the site will be via Ffordd Y Mileniwm. Access into the car park will be controlled via an automatic rising arm barrier that will have an intercom connected to reception.
- 5.16 An additional through-route has been provided to the north of the building. This route will accommodate refuse, delivery, fire and maintenance vehicles. Following discussions with Vale of Glamorgan Officers this route will predominantly be used as a one-way route, accessed via Hood Road.

6.0 **Planning Policy Context**

- 6.1 This section details the planning policy context for the planning application, describing the Development Plan policies relevant to the consideration of the proposals, as well as providing an account of the prevailing national policy guidance and other documents that represent appropriate material considerations.
- 6.2 This policy ‘framework’ is then used as the basis for identifying a range of key planning policy ‘themes’ across the various policy documents against which this application should be properly assessed, to enable robust conclusions to be drawn on its appropriateness.

Development Plan and Material Considerations

- 6.3 Section 38(6) of the Town and Country Planning and Compulsory Purchase Act 2004 places a statutory duty on Vale of Glamorgan Council to determine this planning application in accordance with the development plan, unless material considerations indicate otherwise.
- 6.4 In this case, the statutory development plan comprises:
- 1 Future Wales: The National Plan 2040 (published 24th February 2021); and
 - 2 The Vale of Glamorgan Local Development Plan ‘LDP’ 2011 -2026 and its associated Proposals Map (adopted in June 2017).

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

- 6.5 The LDP sets out the local planning context against which the application should be determined unless material considerations indicate otherwise.
- 6.6 It is considered that the relevant policies within LDP to be:

Strategic Policies:

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

Managing Growth Policies:

- 4 Policy MG6 ‘Provision of Education Facilities’
- 5 Policy MG7 – Provision of Community Facilities
- 6 Policy MG17 – Special Landscape Areas

Managing Development Policies

- 7 Policy MD1 - Location of New Development
- 8 Policy MD2 - Design of New Development
- 9 Policy MD3 - Provision for Open Space
- 10 Policy MD4 - Community Infrastructure and Planning Obligations

- 11 Policy MD7 - Environmental Protection
- 12 Policy MD8 – Historic Environment
- 13 Policy MD9 - Promoting Biodiversity

Supplementary Planning Guidance

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

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

Future Wales: The National Plan 2040

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

- 1 Policy 1 – Where Wales will grow
- 2 Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking
- 3 Policy 3 – Supporting Urban Growth
- 4 Policy 7 – Delivering Affordable Homes

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

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

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

Technical Advice Notes (‘TANs’)

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

- 1 Technical Advice Note 5 – Nature Conservation and Planning (2009)
- 2 Technical Advice Note 12 – Design (2016)
- 3 Technical Advice Note 18 – Transport (2007); and
- 4 Technical Advice Note 24 – The Historic Environment (2017)

Replacement Local Development Plan

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

Key Policy Considerations

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

7.0 **Planning Policy Assessment**

Is the principle of the proposed development acceptable?

- 7.1 The Site is located within the existing settlement of Barry – within the defined settlement boundary. Whilst the majority of the site comprises ‘white land’ i.e. no specific allocation, the western tip of the site is located within the MG3 Strategic allocation.
- 7.2 Policy MG3 seeks to guide the redevelopment of ‘Barry Waterfront’ as a strategic site for a residential led mixed use scheme including education. However, given that the vast majority of the site falls beyond the geographic demise of MG3, Policy MD5 is of most relevance.
- 7.3 Policy MD5 supports development within settlement boundaries where the following set criteria can be met:
- 1 Makes efficient use of land or buildings;
 - 2 Would not prejudice the delivery of an allocated development site;
 - 3 Is of a scale, form, layout and character that is sympathetic to and respects its immediate setting and the wider surroundings and does not unacceptably impact upon the character and appearance of the locality;
 - 4 The proposal would not result in the loss of natural or built features that individually or cumulatively contribute to the character of the settlement or its setting;
 - 5 Would not result in the unacceptable loss of public open space, community or tourism buildings or facilities;
 - 6 Has no unacceptable impact on the amenity and character of the locality by way of noise, traffic congestion and parking;
 - 7 Makes appropriate provision for community infrastructure to meet the needs of future occupiers.
- 7.4 The site comprises previously developed land. Redevelopment of brownfield opportunities seeks to make most efficient use of land and is in accordance with Policy MD5 and is consistent with PPW which seeks to prioritise the redevelopment of brownfield land.
- 7.5 The proposed development would complement the mix of uses sought through Policy MG3 concerning the Barry Waterfront Strategic Site and we do not consider that the proposals would prejudice the delivery of the allocated development site.
- 7.6 The scale, form and layout of the proposal responds to the site’s context and constraints, namely flood risk, existing utilities and heritage considerations. This is demonstrated within the accompanying plans and Design and Access Statement.
- 7.7 The site is vacant and is enclosed by modern-metal fencing and is currently not publicly accessible. The proposals would bring back into active beneficial use a long-term vacant site. It seeks to deliver activity and footfall which will complement the wider regeneration initiative for the area. There would be no loss of existing public open space, community or tourism buildings.

- 7.8 From a transport perspective, there are no fundamental constraints that would prevent the proposed development from progressing. As evidenced in the accompanying Transport Statement, there would not be an unacceptable impact on traffic congestion. Furthermore, sufficient cycle and car parking is to be provided on site to serve the staff and students.
- 7.9 The proposed development will provide much needed modern further education facilities for a significant number of staff and students within Vale of Glamorgan. It also provides a clear synergy with surrounding uses and the strategic allocation at Barry Waterfront.
- 7.10 The proposed use on this site – previously developed and within an urban setting – is in accordance with Policy MD5 and the principle of development is therefore firmly established.

Do the design principles embody good placemaking?

- 7.11 Policy MD2 of the Council's LDP refers to all new development. One of the key requirements of this policy states that new development will be permitted where the proposed development is *“(1) of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment and protects existing features of townscape or landscape interest and (2) responds appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix, and density;”*, this is supported by Planning Policy Wales (Edition 11) and TAN12- Design (2016).

Respond appropriately to the local context and character

- 7.12 The character of the site and surrounding area is largely characterised by Barry Waterfront. The vision for this area is to create a sustainable new urban quarter with distinctive neighbourhoods, attractive places and community facilities that complement, integrate and link with Barry Town and Barry Island, whilst taking full advantage of the maritime setting of the No.1 Dock
- 7.13 The proposed campus building has been designed to be contemporary in appearance but of the highest quality in design. It will achieve a strong sense of place and be of a scale that sensitively fits into the Innovation Quarter Masterplan vision and complements adjoining developments. This approach has been discussed with the Design Commission for Wales and the Vale of Glamorgan, who are both receptive to it.
- 7.14 The proposal presents a strong frontage and vibrant streetscene onto Ffordd Y Mileniwm. The proposed building mass will be three storeys high (albeit utilising commercial floor to ceiling heights) and prioritise its relationship with Ffordd Y Mileniwm and Hood Road.
- 7.15 It is considered that this innovative design responds well to the wider strategic site allocation (MD3) and in doing so is in accordance with the principles of Policy MD2.

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

- 7.16 Whilst the site is subject to a number of technical constraints, social space has been maximised where possible which aligns with the need to encourage community cohesion – a key principle within PPW.

7.17 It is important to highlight however that as an educational facility for young adults, public access would be restricted. A security strategy has been developed whereby there is 3 levels of security on site: public access, controlled access and secure access. The rear of the site will be secured by fencing and gates. The building will form the secure line to the front of the site. This strategy ensures that the site can be fully locked down by the College if needed (for example during Bank Holidays).

7.18 The above measures will ensure crime and anti-social behaviour is appropriately managed.

7.19 For users of the building, the two entrance plazas to the front and rear of the building include gathering, seating and dining spaces. The rear plaza space is sheltered from coastal winds and includes seating and a grass lawn. The front plaza responds to its active frontage and position within the Innovation Quarter by including feature paving banding, a rain garden and tree planting whilst avoiding the proposed diverted service easement. The bistro entrance will be accessible via a separate entrance along the frontage accompanied with the outdoor dining opportunities.

Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists, and public transport users

7.20 The site is sustainably located and benefits from existing public transport connections.

7.21 The closest bus stop is the 'Barry ASDA' stop, located approximately 50m west of the site, along Ffordd Y Mileniwm. A bus timetable is available at the stop. The stop serves the B1 bus service which routes from Highlight Park to Barry Island. The bus operates 1 service per hour between 7:30-17:00 on weekdays and 08:45-16:50 on Saturdays. The service does not operate on Sundays.

7.22 A drop off/pick up bay will be provided within the site to provide minibus access. Subject to continued Welsh Government funding, the existing CAVC Rider bus service which currently provides a route to the Colcot Road campus, will be diverted to provide a route for students and staff to the BWC site.

7.23 The site is located within a 900m walking distance of Barry Railway Station, equating to an approximate 13-minute walk or 3-minute cycle. The station provides access to locations including Llantwit Major and Bridgend to the west, Dinas Powys and Cardiff to the east and stations further afield on the Transport for Wales Valley Lines network.

7.24 Pedestrian access to the site will be from 3 locations along Ffordd y Mileniwm and Hood Road. Cycle access to the site will be via the main vehicular access from Ffordd y Mileniwm via an existing section of road that serves the site and the new primary school. A drop off/pick up bay has been provided within the site to provide minibus access.

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

7.26 The proposals have sought to deliver a safe and accessible environment that prioritises pedestrians, cyclists and public transport users.

7.27 It is therefore considered that the proposal will be in accordance with the relevant design principles outlined in Policy MD2.

Does the development conserve and enhance the natural environment?

- 7.28 Policy SP10 emphasises the preservation and enhancement of the diverse built and natural environment and heritage of the Vale of Glamorgan. This includes protecting the architectural and historic qualities of buildings and conservation areas, historic landscapes, parks, gardens, the Glamorgan Heritage Coast, sites designated for nature conservation, and important archaeological and geological features.
- 7.29 Policy MD9 echoes this and requires new development proposals to prioritise conserving and enhancing biodiversity interests, except when it can be demonstrated that the need for the development significantly outweighs the biodiversity value of the site; and the impacts of the development can be satisfactorily mitigated and managed through appropriate future management regimes.
- 7.30 Policies MG19, MG20 and MG21 builds upon these policies and provides further protection to Sites and Species of European Importance and nationally protected sites and species.
- 7.31 A desk study and Extended Phase I survey was undertaken by EDP during May 2023. The findings are summarised below:

Habitats

- 7.32 The main habitats within the site, together with their dominant/characteristic plant species, were identified by undertaking an Extended Phase 1 Habitat Survey in May 2023. The site has been developed previously and therefore predominantly comprises bare ground and hardstanding. An unmanaged poor-semi-improved grassland area exists within the eastern part of the site, delineated by scrub and the boundary fence to Hood Road/Ffordd Y Mileniwn Road. Other habitats include ephemeral/short perennial vegetation, characterised by species typical of this habitat type, and two small areas of outgrown amenity planting which now form stands of young-semi-mature trees.
- 7.33 The site has been regularly disturbed by adjacent construction activities and is regularly utilised to facilitate movement of heavy machinery and building materials for adjacent consented development to and from Ffordd Y Mileniwn Road. The hardstanding areas have also been used for loading and storage of building materials for the adjacent school development.
- 7.34 Development proposals will result in the loss of all semi-natural habitat present within the Site. Given the extent and distribution of habitats present combined with their low distinctiveness and/or botanical diversity, however, such losses are not considered significant.

Protected Species

- 7.35 An assessment of the site's suitability to support protected species was undertaken during the Extended Phase 1 Habitat Survey and with reference to desk study records. As described above, the site encompasses a relatively small area comprised of predominantly hardstanding and bare ground. Semi-natural habitat is limited to the area of poor semi-improved grassland, scrub, short perennial vegetation and amenity tree planting of limited ecological importance. Habitat within the site may, however, support a very limited

assemblage of protected/notable species including nesting birds and a common reptile population opportunistically utilising the site for foraging, resting and dispersal. Given the limited potential of the site to support significant populations of protected/notable species, no further detailed phase 2 surveys were considered necessary in this instance. Precautionary measures of clearance during the pre-construction phases of future development are instead proposed, to ensure no harm/disturbance to protected and notable species such as nesting birds during construction.

Statutory Designations

- 7.36 No part of the site is covered by any statutory designations. However, Severn Estuary Special Area of Conservation (SAC) /Special (Protection Area (SPA)/RAMSAR is located circa 7.7km east of the site, whilst Ferm Walters Site of Special Scientific Interest (SSSI) and Cliff Wood-Golden Stairs SSSI are located 1.7km north west and 1.6km west at their closest point to the site, respectively.

Non-Statutory Designations

- 7.37 No part of the site is covered by any non-statutory designations. There are eight Sites of Importance for Nature Conservation (SINCs) and two Local Nature Reserves (LNRs) within 2km of the site, the closest of which is North Cwm Barri 939m west of the site. Given the potential surface water and/or groundwater connectivity of the application site to this designation, the proposed development includes an appropriate management system for wastewater and surface water runoff through implementation of a sustainable drainage strategy.
- 7.38 With respect to potential impacts upon these designations following proposed development of the Site, no direct or indirect effects are anticipated due to their spatial distance from the Site and lack of ecological or hydrological connectivity.

Ecology Summary

- 7.39 It is considered that potential impacts upon habitats and protected species occurring/potentially occurring within the Site will be adequately mitigated and compensated for through implementation of the ecological mitigation and enhancement strategy as noted within Section 5 of the EDP Ecological Appraisal.
- 7.40 Proposals include the provision of open green spaces within new development for recreation and amenity whilst the proposed planting of hedgerows and fruit bearing trees/shrubs, combined with planting in association with proposed rain gardens will provide/enhance opportunities for wildlife post development and provide qualitative benefits to biodiversity.
- 7.41 EDP considers that the scheme is capable of delivering long-term ecological and wider ecosystem service benefits that meet relevant national and local planning policy (SP10 and MD9) requirements for the conservation of the natural environment.

Does the development conserve and enhance the historic environment?

7.42 The aim of local policy MD8 is to protect the qualities of the built and historic environment of the Vale of Glamorgan.

Heritage

7.43 For listed and locally listed buildings, development proposals must preserve or enhance the building, its setting and any features of significance it possesses. The heritage statutory consideration for the proposal is s.66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 As amended (“the 1990 Act”).

7.44 As noted within the accompanying Heritage Impact Statement, the application site is a vacant gap that currently makes no contribution towards the significance of the surrounding listed buildings. The proposed campus building has been designed so that its scale, design and materials complement the surrounding architectural context of the site. A review of existing views towards the North Hydraulic Pumping House (Grade II) and All Saints’ Church (Grade II) shows that, overall, the proposed development is subservient in scale and would not affect the prominence or local landmark status of these buildings. As such the proposal would preserve or slightly enhance the settings of the two affected listed buildings, preserving their significance in accordance with the relevant legislative, national and local policy requirements.

7.45 The introduction of a modern college campus building, with active frontages at ground floor, is consistent with the character of the emerging innovation quarter in this location. The high-quality design and educational use would signify regeneration in the area, linking with Barry Waterfront’s industrial heritage through the proposed massing and use of contextual materials.

7.46 It is clear from the above assessment that the development would accord with local policy MD8, but also s.66(1) of the 1990 Act, PPW and Barry Development Guidelines SPG.

Archaeology

7.47 The aim of Policy SP10 and MD8 is to ensure development proposals “*preserve and where appropriate enhance*” the historic environment within the Vale of Glamorgan. This includes important archaeological features.

7.48 The planning application is accompanied by a Desk Based Archaeology Assessment which confirms that there are no non-designated archaeological assets within the site and 15 within the 500m study area. These comprise 14 monuments and 1 findspot. Therefore, and as per the Archaeology DBA the archaeological potential is generally expected to be **very low to low**.

7.49 There is low potential for paleoenvironmental remains to exist within the site due to the likely presence of Tidal Flat superficial deposits, where beach sands usually have low survival rates due to the inherent extreme mobility.

7.50 Should any archaeological remains be present within the site, below the existing made ground, these could be impacted by the proposed intrusive ground works within the site.

The proposed piling will need to extend below the existing made ground within the site, which is considered to extend to a depth of between 11m to 20m below ground level, so that it can be secured within the underlying bedrock. Therefore, and due to the specific nature of the site, there may not be any feasible mitigation that can be implemented.

7.51 The proposed landscaping within the south-western part of the site is unlikely to require intrusive works that would penetrate below the depths of existing made ground within this part of the site. Any archaeological remains in this part of the site would be unaffected by the proposed development.

7.52 As the archaeological potential within the site is considered to be **very low to low** for all periods, the chances of the proposed piling impacting archaeological remains is low. As such, the site cannot be considered to be either a “site of archaeological interest” or contain “important archaeological features” (see Local Development Plan Policies MD8 and SP10).

7.53 Accordingly, the development is in accordance with the Local Development Plan.

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

7.54 PPW refers to the need to ensure that drainage systems have sufficient capacity and water quality measures and the requirement that development should reduce and must not increase flood risk to the site or elsewhere (Paragraphs 6.6.9 and 6.6.25). PPW also identifies thresholds above which approval from the SuDS Approval Body (the ‘SAB’) is required before construction can commence (i.e., new developments of more than 1 dwelling or where the area of construction work exceeds 100sqm). The proposed development exceeds both thresholds. Whilst the SAB process is separate to the planning application process, the two must align for consistency.

7.55 LDP Policy MD7 aims to prevent development that results in, from increased flood risk, unacceptable impact on people, residential amenity, property and/or the natural environment. The Policy continues by stating that new developments will be expected to avoid unnecessary flood risk and meet the requirements of TAN15. As noted within Paragraph 6.2 of TAN15:

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

7.56 The development site largely lies within an area categorised as Flood Zone B – Areas known to have flooded in the past. Based on proposed end use (i.e., college), proposed development is classified as Highly Vulnerable. The TAN 15 considers Highly Vulnerable uses within Flood Zones B as being compatible subject to a drainage strategy and flood risk assessment.

Drainage

7.57 The accompanying Foul and Surface water drainage Summary Statement , and proposed drainage schematic (Appendix B of strategy note) considers flood risk and the principles of sustainable drainage.

- 7.58 Having referred to the hierarchy of discharge and discussed the matter with Dwr Cymru Welsh Water (DCWW), ARUP who are advising on drainage matters propose to outfall the sites storm water into the DCWW storm sewer located in Ffordd y Milleniwm. A discharge rate has been agreed with DCWW with the ultimate outfall being the Barry Dock. A combination of raingardens, permeable paving, a green roof and a vortex separator have been proposed to ensure the storm water leaving the site has been treated to an appropriate level. The proposed drainage strategy will be subject to SAB approval.
- 7.59 The proposed development will generate foul flows and therefore requires a foul drainage connection. Statutory records received from DCWW show a public combined sewer is present within the site. DCWW has been consulted via the SAB Pre App and PAC process to establish whether a connection to this combined sewer is acceptable and have confirmed that there is sufficient capacity in their network to accommodate the proposed foul flow. DCWW suggested that a connection is made between manholes, ST11671303 and ST11671319.
- 7.60 It is proposed to connect foul flows generated by the development to the DCWW combined sewer upstream of ST11671303, as shown on SK001 Drainage Schematic in Appendix B of the Drainage Summary Statement.

Flood Risk

- 7.61 It is anticipated that amended TAN15 will come into force during the determination of the proposed development. Therefore, a Flood Consequences Assessment (FCA) including tidal and surface water modelling accompanies this planning application. The assessment and modelling confirms that surface water and small watercourse flood risk will not be increased by this development.
- 7.62 Updated detailed tidal modelling undertaken by JBA Consulting in October 2023 shows that the proposed development is predicted to be flood free up to the extreme 0.1% AEP plus climate change event, allowing for a 75 year lifetime of development (2098). This FCA has demonstrated that all acceptability criteria set out in TAN15 have been satisfied.
- 7.63 Detailed modelling has been undertaken to assess the surface water flood risk, refer to Appendix C of the Drainage Statement.
- 7.64 The proposed finished levels will be at or below the existing levels, to ensure that the volume of storage available below the anticipated flood level is retained in the developed site. The existing levels will be retained along the boundaries of the site to ensure that the existing flood flow paths will be retained.
- 7.65 During extreme events, the proposed car park will be flooded by surface water; however, pedestrian routes around the building will not be impacted, ensuring safe access and egress during these events.
- 7.66 The development will not impact on water quality or runoff and will not increase the risk of flooding within the site or elsewhere. It is therefore considered that the proposed drainage strategy is in accordance with the flooding and drainage principles within Policy MD7 and TAN15. As noted previously, the drainage strategy will be subject to detailed drainage design and SAB Full Application prior to its construction.

Does the development deliver energy and sustainability benefits?

- 7.67 The delivery of sustainable development is at the heart of the Welsh planning system and energy and sustainability considerations form part of many of the national and local planning policies. Indeed, PPW Paragraph 2.13 identifies fostering economic activity and development that generates its own renewable energy as one of the 5 key principles for facilitating the right development in the right place.
- 7.68 Point 12 of Policy MD2 (Design of new development) within the Vale of Glamorgan LDP seeks to mitigate causes of climate change through sustainable design, construction, and demolition, to minimise carbon and other greenhouse gas emissions.
- 7.69 Whilst Policy MD19 is only relevant to renewable energy focused schemes it demonstrates the importance of renewable energy technologies in responding to climate change. As such, it is important that, where possible, new development plays their part in delivering on site renewable technologies.
- 7.70 The Barry Waterfront project is a pathfinder College scheme under the Welsh Government's MIM and target Net Zero Carbon in operation.
- 7.71 The Energy Statement Report that accompanies this planning application demonstrates that the buildings overall energy usage and CO₂ emission has been minimised by a three-stage approach:
- 1 Passive design – reduce the need for energy
 - 2 Active Design - supply energy efficiently and recover energy wherever practical
 - 3 Use of renewable technologies
- 7.72 The passive design stage is crucial in helping to achieve a low energy building as it looks to reduce the need for energy to be generated in the first instance. During the early stages of design development, close attention was paid to co-ordinating and integrating the structure and the occupied areas to improve the performance of the building thermal envelope and reducing air leakage as priorities. There are significant improvements on Part L Building Regulations minimum standards.
- 7.73 Active Design relates to systems that have been incorporated into the design of the building, such as LED lighting and low velocity pipework, to ensure energy is used efficiently. A full list of measure are included within the Energy Statement (paragraph 3.4).
- 7.74 In terms of renewable technologies given the project constraints PV and air source heat pumps (ASHPs) are considered the most viable low carbon technology solution for this project and have been progressed as part of the architectural design process (RIBA Stage 3).
- 7.75 As a project funded by Welsh Government in part, the College will be assessed for its sustainability using the Building Research Establishment Environmental Assessment Method (BREEAM). A BREEAM score of >75% (Excellent) is being targeted alongside the intention to create a Net Zero Carbon development.
- 7.76 The proposed development therefore presents the opportunity to deliver sustainability benefits in accordance with PPW and LDP Policies MD2 and MD19.

Does the development meet Transport and Accessibility Requirements?

- 7.77 The general basis of national and local policy in relation to transport accessibility is to ensure that new developments do not have an unacceptable impact on the existing highway network and to locate new development so that it is accessible by a choice of means of transport.
- 7.78 Chapters 3 (Paragraph 3.12) and 4 (Paragraph 4.1) of PPW aim to reduce the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling. Community safety, access and inclusivity are also key concepts of good design. PPW also supports the location of development near other related uses to encourage multi-purpose trips and reduce the length of journeys.
- 7.79 Policy MD 1 sets out the framework for future development to take place on unallocated sites within the Vale of Glamorgan. New development will be directed to those locations that are accessible by sustainable transport and reduce dependence on the private car which will ensure the efficient use and reuse of land and buildings and effectively manage important resources.

Transport Assessment

- 7.80 Responding to the above policy, the enclosed Transport Assessment concludes that the Site is well located and provides opportunities for good connectivity with the mobility networks, including walking, cycling, public transport, and road, providing access by a choice of means of transport.
- 7.81 Vehicular access to the Site will be provided from the existing access from Ffordd y Mileniwm which currently serves Ysgol Gymraeg Sant Baruc. Additional access will be provided from Hood Road to be used by servicing and delivery vehicles only.
- 7.82 The highway assessment for the proposed site access on Ffordd y Mileniwm demonstrates that the junction will operate within its theoretical capacity for all scenarios during the AM and PM peak periods. The junction modelling assessment for the Ffordd y Mileniwm/Hood Road/Neptune Road signalised junction demonstrates that the junction is approaching capacity in the 2033 Future Year + Development (Sensitivity) scenario which is based on the worst-case assumption of 100% staff and students on site. The results demonstrate that the proposed development will have a minimal impact on the overall performance of the junction during the AM and PM peak periods.
- 7.83 The conclusion of the highway network assessment is that the effect of the development on the highway network is not significant in terms of highway capacity and does not give rise to any severe residual impacts.

Travel Plan

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

- 7.85 The Travel Plan targets to “*reduce car vehicle trips made by students by 2.5% from the baseline travel survey*” and “*Increase the number of public transport trips by 2.5% from the baseline travel survey*” amongst students. Amongst staff the travel plan sets two objectives; “*reduce single occupancy vehicle trips*” and “*Increase the proportion of car sharing trips*”.
- 7.86 A number of interventions are proposed, including:
- 1 Appointment of a Travel Plan Co-ordinator (this is standard as part of a Travel Plan);
 - 2 Deliver dedicated transport notice boards;
 - 3 Provide a travel plan welcome pack for students and staff enrolling at the BWC;
 - 4 Reduce transport need through working from home measures;
 - 5 Encourage the use of Carsharing through signing up for ‘Liftshare’;
- 7.87 An additional measure that is reliant on external Welsh Government funding is a CAVC Rider Bus Service. This currently operates between CAVC sites, and the intention is to continue this service for this site subject to continuation of Welsh Government funding.
- 7.88 It is considered that with careful monitoring, on an annual basis, the objectives of the Travel Plan are achievable for the proposed development.

Transport Conclusion

- 7.89 Given the above summary of the Transport Assessment undertaken by SLR and the proposed Travel Plan, it is considered that the proposal is acceptable from an accessibility and safety perspective and therefore adheres to principles within PPW and the statutory Development Plan. It is therefore considered that the proposal will be in accordance with the relevant design principles outlined in Policy MD2.

8.0 Conclusion

8.1 At the heart of Planning Policy Wales is the intention for the planning system to contribute to the achievement of sustainable development and meeting national wellbeing goals and this is also reflected in local policy contained within the adopted Vale of Glamorgan Local Development Plan.

8.2 As discussed in full within Chapter 7, the proposed development fully aligns with these principles and will deliver a wide range of planning, community and environmental benefits. These are summarised below:

- 1 The proposal is set to make optimal use of a brownfield site within the settlement boundary whilst delivering a state-of-the-art education facility for Cardiff and Vale College.
- 2 The development has been designed through an iterative process, with pre-application consultation with the Council and Design Commission for Wales influencing the design and massing of the building to ensure an appropriate response to the surroundings and adjacent heritage asset. In particular, the proposed design complements existing buildings forming part of the Innovation Quarter informed by the design brief for the area, whilst responding to the opportunity to develop a bespoke landmark building for a state-of-the-art educational facility.
- 3 The development incorporates an appropriate drainage strategy. This will ensure that the proposed development does not increase the risk of flooding on site or elsewhere.
- 4 The design and height of the building responds to its context and will positively contribute to the regeneration of the area. Also integral to the development design is energy efficiency, to minimise the developments carbon emissions.
- 5 The scheme is capable of delivering long-term ecological and wider ecosystem service benefits that meet relevant national and local planning policy requirements for the conservation of the natural environment.
- 6 This proposal, in tandem with the Advanced Technology Centre, unlocks the residential potential of the existing Colcot Road Campus, a sustainable brownfield site. This aligns with the LDP's windfall development provisions, specifically policy MG1, which seeks to deliver 840 dwellings via windfall opportunities by 2026. As such, the benefits of the proposals are widespread, multifaceted, and not limited to the application site alone.

8.3 The proposed development is a high quality, centrally located and necessary community use that will provide an attractive place to learn and work.

Wider Regeneration

8.4 The proposed development at Barry Waterfront forms an integral component of the wider regeneration of the area. The proposed campuses not only foster educational development but also points towards a positive economic outlook for the Region. The projects' potential to attract investment, generate economic activity, and create employment opportunities should be weighed in the decision-making process to ensure sustainable growth and prosperity for the Region. It is clear that the economic benefits of the scheme and the role it plays in wider regeneration should be a material consideration in the planning decision.

- 8.5 Whilst the economic benefits of the scheme should not be overlooked it is important to highlight that the proposal as a standalone planning application is entirely compliant with the statutory development plan and there are no technical constraints to suggest that planning permission should not be granted.
- 8.6 To conclude, the development is acceptable in terms of its general principle and against detailed policy objectives and requirements. We therefore respectfully submit that planning permission should be granted for the development.

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