

PLANNING STATEMENT

**Barry Waterfront
School**

March 2021



Summary

Proposal:

The construction of a new primary school, access, car parking, landscaping and associated works

Location:

Land to the west of Ffordd y Mileniwm, Barry

Date:

March 2021

Project Reference:

20.257

Client:

Barry Waterfront Consortium

Product of:

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Introduction

- 1.1 This Planning Statement accompanies a full planning application submitted on behalf of Barry Waterfront Consortium for the construction of a new primary school, access, car parking, landscaping and associated works on land to the west of Ffordd y Mileniwm, Barry.
- 1.2 The site comprises an irregularly shaped, brownfield parcel located at Ffordd y Mileniwm, Barry Waterfront. The site measures approximately 2ha and benefits from an access point located to the east of the site which is achieved via Ffordd y Mileniwm. To the north lies a disused railway track, just beyond lies the newly opened Goods Shed development at Hood Road. The residential properties of Mariners Walk adjoin to the south with another brownfield parcel adjoining to the east. The site lies within the defined Settlement Boundary of Barry, the only Key Settlement as defined within the LDP Settlement Hierarchy.
- 1.3 The proposed new primary school is being delivered by the Barry Waterfront Consortium of housing developers comprising Persimmon Homes, Taylor Wimpey and Barratt Homes who are responsible for constructing the new school in accordance with a Section 106 Agreement pursuant to outline planning permission reference 2009/00946/OUT. To accommodate the increased capacity generated by the homes approved within the outline consent, the Council's Cabinet formally agreed to provide additional school places to meet the future demand for Welsh Medium education by expanding Ysgol Sant Baruc from 210 places to 420 places from September 2022.
- 1.4 The application site is located within the Vale of Glamorgan administrative boundary. The Vale of Glamorgan Local Development Plan (LDP) 2011-2026 provides the local planning policy framework for the Vale of Glamorgan and was adopted by the Council on 28 June 2017. The site lies within the defined Settlement Boundary of Barry and is allocated under two Local Development Plan policies, MG3 (Strategic Site at Barry Waterfront) and MG6(3) (Provision of Educational Facilities). A new school for the Barry Waterfront development is promoted by the LDP.

- 1.5 The planning application comprises the following set of drawings prepared by Powell Dobson Architects;

Drawing name	Drawing reference
Site Location Plan	DR A 05 110
Proposed Site Plan	DR A 05 1000 Rev F
Proposed Ground Floor Plan	DR A 05 1001 Rev E
Proposed Ground First Plan	DR A 05 1002 Rev E
Proposed Roof Plan	DR A 05 1003 Rev D
Proposed Elevations	DR A 05 2000 Rev E
Proposed Sections	DR A 05 3000 Rev A

- 1.6 In addition, the following supporting documents are submitted.

Document	Prepared by
Planning application forms (1APP)	Asbri Planning
Planning Statement	Asbri Planning
Pre-application Consultation Report	Asbri Planning
Design and Access Statement	Powell Dobson Architects
Ecological Appraisal	Soltys Brewster
Landscaping Layout	Rob Malcomson Associates
Site Investigation	Integral Geotechnique
Drainage Strategy	Jubb
FCA	CDGrey
FCA Addendum	Jubb
Site Section Plan	Jubb
Section 1 of 3	Jubb
Section 2 of 3	Jubb
Section 3 of 3	Jubb
Proposed Drainage Layout	Jubb
Proposed Contours and Levels	Jubb
Vehicle Tracking 1 of 2	Jubb
Vehicle Tracking 2 of 2	Jubb

Proposed Highway Works	Jubb
Transport Statement	Jubb
Travel Plan	Jubb
CEMP	Galliford Try
Logistics Plan	Galliford Try

- 1.7 The statement takes the format of providing background information in section 2, an overview of the site and its surroundings at section 3 including a review of the relevant planning history. Section 4 will provide a description of the proposal with section 5 giving a summary of the planning history and pre-application discussions. Section 6 provides a summary of each of the application documents whilst Section 7 then identify the relevant planning policy to the proposal. Section 8 will provide an appraisal of the scheme against the planning policy and a conclusion is draw in section 8 to conclude the document.

Background

- 2.1 Ysgol Sant Baruc is a Welsh medium community school serving 3 to 11 year olds in South West Barry. In terms of admissions, there are 30 pupils per year group with a total capacity of 210 pupils, equating to a 1 form entry school. The school also has a 48 place part-time nursery.
- 2.2 Ysgol Sant Baruc comprises a main Victorian building and a two classroom block built in the 1980s. The school is on a very confined sloping site with no prospect of substantially increasing the site to meet 21st Century Schools standards. The school currently uses the dining facilities at the adjacent High Street Primary School as there is no catering provision at the school. In addition, the classrooms vary in size ranging from a pupil capacity of 23 to 30 children. The smaller size classes are too small to accommodate the school's admission number of 30 children. It is not possible to replace the school with a new build at its current location due to restricted outside space.
- 2.3 The 21st Century Schools Programme is a long-term strategic investment in educational estates throughout Wales. It is a unique collaboration between Welsh Government, the Welsh Local Government Association (WLGA), local authorities, colleges, and dioceses. All of the Vale of Glamorgan Council projects that were undertaken as part of Band A of the 21st Century Schools Programme have now been completed. The Council have been awarded Welsh Government Band B funding through the 21st Century School Programme to build the new school at Barry Waterfront.
- 2.4 "Cymraeg 2050: A million Welsh speakers" was published in July 2017, and sets out the long-term vision for the Welsh language. Increasing the number of Welsh speakers is one of the three key themes. The Welsh in Education Plan 2017 - 2021 sets out a direction for the development of Welsh medium and Welsh language education over the four year period, in line with the vision of "Cymraeg 2050: A million Welsh speakers" and Education in Wales.
- 2.5 In October 2007, a Consortium of house builders comprising Persimmon Homes, Taylor Wimpey and Barratt Homes entered into an agreement with Associated British Ports and the Welsh Government for the right to develop the Barry Waterfront area. In March 2012 planning permission was granted for comprehensive redevelopment of the site subject to conditions and a Section 106 Agreement. The site comprises 48.55 hectares of land. The development will include:

- The construction of approximately 1,700 dwellings
- New retail space
- Cafes, bars and restaurants
- New transport links to Barry Island
- New Primary School
- Community facilities

- 2.6 The Waterfront development is located to the south-west of Barry town centre and is positioned between the town centre and Barry Island. The Barry Waterfront development currently serves High Street and Holton Primary Schools for English medium primary provision, Ysgol Sant Baruc for Welsh medium primary provision and All Saints and St Helens primary schools for denominational education.
- 2.7 There is a need to meet future demand from the new housing developments in Barry, as well as the increased demand for Welsh medium education. A new 420 place (2 form entry) school building would accommodate the projected increase in pupil numbers from the new development. The increased capacity would also accommodate the projected increase in parents choosing Welsh medium education.
- 2.8 On 29 July 2019, the Vale of Glamorgan Council's Cabinet approved the proposal to expand Ysgol Sant Baruc from 210 places to 420 places from September 2021. On 4 July 2020, the Council's Managing Director approved a revised implementation date for the proposal to increase the capacity of Ysgol Sant Baruc from 210 places to 420 places. The proposal will now be implemented from September 2022 in line with the construction of the new school building.

Site description

General location

- 3.1 The application site is located within the Barry Waterfront area which is located to the south-west of Barry town centre and is positioned between the town centre and Barry Island.
- 3.2 The site is located to the west of Ffordd y Mileniwm, on land opposite the Asda Supermarket. The wider context to the site is made up of commercial enterprises (and residential) in the Pumphouse and Goodsheds, the Council's Southern Innovation Quarter (as yet undeveloped), an Asda Supermarket and a significant number of new dwellings.
- 3.3 The site falls within the mixed-use allocation for Barry Waterfront in the Council's Local Development Plan (Policy MG3) where approximately 1,700 dwellings will be built in total by 2022.

Surroundings and vernacular

- 3.4 The site comprises an irregularly shaped, brownfield parcel of land which measures approximately 2ha and is located to the west of Ffordd y Mileniwm, Barry. The site is currently characterised by scrubland with instances of vegetation noted towards the north east and towards the western boundary.
- 3.5 The site is situated on relatively flat, level ground at an approximate elevation of 9m AOD, adjacent to the Barry Number 1 Dock on the northern banks of the infilled estuary of the Cadoxton River. The land to the north and northwest rises quickly to an elevation of 20m AOD beyond the railway line, approximately 10m from the site boundary.
- 3.6 To the north lies a disused railway track, just beyond lies the newly opened Goodsheds development at Hood Road. The residential properties of Mariners Walk adjoin to the south with another brownfield parcel adjoining to the east.
- 3.7 A review of Natural Resources Wales' Development Advice Map shows the site lie within Flood Zone B, meaning it is an area known to have flooded in the past.
- 3.8 The Historic Wales maps identify there are no listed buildings or scheduled ancient monuments within the site boundary or in close proximity to the application site.
- 3.9 There are no Public Rights of Way (PRoW) within the site boundary.

Access

- 3.10 The application site is bound to the east by Ffordd y Mileniwm, from which it is accessed. Ffordd y Mileniwm forks off the A4055 at the Gladstone Road/Cardiff Road roundabout to form an east/west spine road through the waterfront area. The road is urban in nature, single carriageway and provides the main vehicular route to the waterfront retail area and some residential clusters.
- 3.11 Pedestrian access to the proposed development is off Ffordd Y Mileniwm which benefits from lit shared cycleway/footways on both sides of the carriageway. Consistent footway links are provided around the area, providing a network of well-lit paths. Pedestrians are afforded pelican and zebra crossings towards the eastern end of the Waterfront area.
- 3.12 The cycle facilities within the immediate vicinity of the site comprise of a segregated cycle/footway along Ffordd Y Mileniwm which was constructed as part of the previous Barry Waterfront regeneration scheme. Ffordd Y Mileniwm forms part of the National Cycle Network (NCN) Route 88. NCN 88 along its entirety links Newport, Cardiff, Bridgend and Margam.
- 3.13 There are 2 bus stops within 60m of the site's main pedestrian access point, along Ffordd Y Mileniwm. The 'Barry Asda' bus stop benefits from a layby and concise timetabling information. The 'Barry Asda' bus stop is served by the 95-bus service at a frequency of one bus an hour. Additional bus stops are located within Barry and benefit from more frequent services and a wider range of destinations, such as services 100, 98, 97 & 96;

95 - Heath Hospital - Barry Island via Cathays, City Centre, Llandough Hospital, Dinas Powys, Gibbonsdown, Barry
95A - Cardiff - Leckwith Retail Park - Llandough Hospital - Redlands Heights - Stanwell Rd - Penarth
96, 96A - Cardiff - Barry via Culverhouse Cross, Wenvoe, Barry Hospital, Barry College, Morrisons | 96A via Winston Square
97, 97A - Colcot Circular via Gibbonsdown, King Square, Barry Hospital | 97 clockwise | 97A anti-clockwise
98 - Highlight Park - King Square via Cwm Talwg, Morrisons
100 - Barry Town Circular (Sundays) via Colcot, Coldbrook, Cadogton, Town Centre, Barry Island, Highlight Park (Port Road) & Cwm Talwg

- 3.14 The site is located 1km (13-minute walk and 4-minute cycle) from Barry Railway Station, which is on the Vale Line. Barry Railway Station provides a 15-minute service Monday-Friday to Cardiff Central and beyond (Merthyr Tydfil & Aberdare). Southbound, there are 3 trains per hour to Barry Island and an hourly service to Bridgend via Rhooose.

Proposals

- 4.1 The proposals comprise of a scheme to address allocation MG6 (3) of the LDP, in the form of a primary school and nursery.
- 4.2 The school comprises two storeys, 14 classrooms, 1 nursery room, a main hall, sports hall and ancillary rooms such as offices, kitchen space, w/c's and resource rooms. It measures approx. 20m long x 65m wide 7m high to eaves and 9.9m to ridge. The proposed material palette comprises contemporary choices which reflect the site's prominent location within the wider Barry Waterfront area and has been discussed with officers;
- Red facing brickwork;
 - Aluminium windows and doors;
 - Coloured glass spandrel panels;
 - Brushed Stainless steel signage;
 - Colour coated metal cladding panels;
 - Aluminium surround feature projection;
 - Aluminium standing seam roof;
 - Feature glass entrance canopy.
- 4.3 Externally, proposals benefit from the following facilities:
- 3 court MUGA;
 - Soft social areas;
 - Hard social areas;
 - Under 7 Grassed football pitch (43m x 33m);
 - Under 9 Grassed football pitch (61m x 43m);
 - Under 11 Grassed football pitch (79m x 52m);
 - Segregated nursery and reception play areas;
 - Staff car park;
 - Entrance Plaza; and
 - Habitat areas.
- 4.4 The hard landscaping scheme provides informal areas for children to run and play with varying surfaces. A MUGA is proposed alongside segregated reception and nursery outdoor play areas.
- 4.5 Natural features are proposed wherever possible, and sustainable drainage schemes such as the swale and pond enhance the ecological value of the site. Species will be chosen to be of appropriate ultimate proportions in relation to the amount and disposition of the space available, to avoid conflict with built form, underground services and vehicle and pedestrian access requirements. The palette of species identified will provide seasonal interest, through either flowers, foliage, fruit and shoots or a

combination of these attributes. They will be appropriate to the site conditions and the local microclimate, and will include pollinator species. The swales will be seeded to create wildflower grassland areas.

Access and parking

- 4.6 Vehicles will access the site via a priority junction off Ffordd Y Mileniwm which road leads to an internal, small roundabout which will provide drop off facilities for school mini-buses, taxis for pupils with assisted needs and commercial/servicing vehicle. It should be noted there is no provision for parent's parking within the school ground and onsite parents' drop off and collection by car will be prohibited, except for children with assisted needs. To the north of the roundabout is a 42-space staff car park; including 3 disabled spaces and 3 visitor spaces. Refuse and service vehicle will access the site from a priority junction off Ffordd Y Mileniwm, with bins located adjacent to the mini roundabout proposed.
- 4.7 The mini roundabout allows cars to turn and exit without causing delay and congestion. This also allows for a dedicated servicing and deliveries stop off zone, directly adjacent to the plant room, kitchen and bin store.
- 4.8 Parking will be provided in line with The Vale of Glamorgan's 2019 SPG on parking standards. This development is classified as an Educational Establishment in Zone B. The parking requirements for the development are set out as follows;
- 1 commercial vehicle space;
 - 1 space per each member of teaching staff & 3 visitor spaces
- 4.9 On the basis that up to 38 Full Time Equivalent teaching staff will be employed on-site, the provision of 42 spaces have been provided on site to accord with the parking standards.
- 4.10 Cycle parking will be provided in the form of covered Sheffield Stands in line with The Vale of Glamorgan's 2019 SPG on parking standards.
- 4.11 Pedestrians will primarily approach from the east, along Ffordd y Mileniwm and via the entrance plaza. Ffordd Y Mileniwm benefits from lit shared cycleway/footways on both sides of the carriageway. Pedestrian access from the nearby Barry Railway station will be from the north, which is well served by pedestrian links.

Planning history & Pre-application

Planning History

- 5.1 A review of the Council's Planning Search facility confirms that the site has the following, relevant planning history;

Proposals	Decision
2009/00946/OUT- Development of vacant land at Barry Waterfront for residential (C3), retail (A1), cafes, bars and restaurants (A3), hotel (C1), offices (B1) and community and leisure uses (D1 and D2). Development of vehicular and pedestrian/cycle access including a new link road, re-grading of site to form new site levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision	Approved - 2 Mar 2012
2014/00229/EAO- Deletion of Conditions 1 and 2, Variation of Conditions 3, 5, 19 and 20 of 2009/00946/OUT for the development of vacant land at Barry Waterfront	Approved - 27 Jun 2019

Pre-application discussions

- 5.2 A pre-application enquiry was submitted to the LPA in October 2020. Officers' views were requested in respect of the following matters;
- Confirmation of compliance with LDP Policies insofar as officers can conclude at this pre-app stage, but in particular, SP2, MG3 and MG6;
 - Notwithstanding the above, commentary on the quantum of development;
 - Design and materials;
 - Planning application strategy;
 - Drainage/SAB;
 - Planning application documentation required to accompany a submission; and
 - Any Planning Obligations required.
- 5.3 A pre-application response was received in December 2020 following a meeting held between Council Officers and member of the Design Team on the 12th November. The pre-application response is

summarised as follows;

- The principle of this development is acceptable;
- The proposed school is of a simple composition and there is no objection in principle to a linear building of this general size and form;
- Principle design concerns relates to the roof insofar that the particularly squat pitch results in a building form which would not add positively to the built environment;
- Buff brick would not be appropriate and this should be amended to red;
- The projecting entrance would appear as an interesting feature and would give legibility to the building;
- There is quite a mix of the lighter and darker grey cladding around the site so there is not necessarily one obviously better option in terms of continuity;
- I have no fundamental objection to the relationship between the layout and the neighbouring dwellings;
- Careful consideration should be given to ensuring an adequate means of enclosure along this boundary and landscaping/trees etc should be incorporated if at all possible;
- A high-level fence/railing along the site frontage would not be a visually appropriate form of development along this well used link road and it would be to the detriment of the appearance of the site/wider built environment. Nevertheless, the rationale for a secure enclosure was acknowledged and a request was made for this to be further considered;
- Any forthcoming application would need to include a clear justification for the amount and type of outdoor space being provided, and the standards that this amount has been based on; and
- Policy MD9 of the LDP states that new development proposals will be required to conserve and where appropriate enhance biodiversity interests.

5.4 A further highway response was received on the 18th December and are summarised as follows;

- The school at full capacity will equate to a total of 516 pupils (420 primary school pupils and 96 nursery pupils) attending the school with a GFA of 2760m²;
- Further information has been requested in respect of;
 1. Staffing numbers; breakfast and after school clubs;
 2. Swept paths for large coaches, buses and commercial vehicles entering the school site;
 3. Any Traffic Regulation Orders required. School frontage zig zag lines or any TROs to protect school frontage and

- maintain free flow of traffic;
 - 4. Modal splits justification for the level of pick up and drop off provision;
 - 5. Safe walking routes shown on maps;
 - 6. Flow diagrams showing direction and volume of potential vehicular flows in and out of the school site;
 - 7. School PM Peak i.e. 15:00 – 16:00 traffic data;
- The following comments were made in respect of the proposed layout;
 1. 5 spaces for pick up and drop off area needs to be re-visited based on modal splits;
 2. No coach/bus provision has been provided on site or commercial bays. Justification required. If bus stops on Ffordd Y Mileniwm to be used then the S106 monies will need to provide shelters prior to occupation of school and show safe walking route to the school gates;
 3. Possible conflict with entry into staff parking area and exit out of pick up and drop off area.
 4. Crossing point to be provided across the main access into the school.

5.5 The following comments were received from the Council's Active Travel Officer;

- Space for a 70 seater coach needs to be provided to future proof the site.
- Safe crossing points need to be provided to enable safe cycling to school.
- Provision for safe cycle and scooter parking needs to be provided alongside EV charging points

5.6 The following changes have been made to the scheme following pre-application discussions with the LPA:

- The pitch of the roof has been increased;
- Proposed materials comprise of red brick and dark grey cladding; and
- A Transport Statement and Travel Plan have been completed to inform the proposed layout in respect of access and parking matters.

Supporting documents

- 6.1 The following section intends to provide a brief overview of the supporting documents and reports which have been prepared to accompany the planning application for the proposed development.

Design & Access Statement

- 6.2 A Design and Access Statement has been submitted in support of the application. The statement was prepared by Powell Dobson Architects and explains the various facets of design and access in relation to the site alongside outlining planning policy relevant to the proposal. The statement also explains how the proposal complies with the 5 principles of good design identified in TAN12.

Ecology

- 6.3 A Preliminary Ecological Appraisal completed by Soltys Brewster in July 2019 is submitted to accompany the application. An Extended Phase 1 Habitat survey undertaken in July 2019 identified a limited range of habitats present at the proposed site including scattered coniferous and broad-leaved trees, dense scrub, semi-improved neutral grassland, ephemeral/short perennial and bare ground. The majority of the site consists of bare ground and spoil heap which is of little or no ecological importance. The site was considered to provide habitats for terrestrial invertebrates, as well as providing suitable conditions to support common reptiles. The survey found evidence of birds nesting on and adjacent to the proposed site and it is highly likely that birds are using the scattered trees and dense scrub habitats present for foraging and nesting purposes. Invasive plants species including Japanese Knotweed and Wall Cotoneaster were also noted at the site during the current survey.
- 6.4 The Preliminary Ecological Appraisal recommended that the habitats present along the railway embankment corridor be retained as part of the development as these areas represent the most suitable habitats to support terrestrial invertebrates and common reptiles and their retention will allow for continued green connectivity along the railway embankment to the newly created brownfield meadow to the south of the West Pond development. Further recommendations are included within the report, these include a requirement to;
- Erect fencing prior to commencement to minimise any impacts to terrestrial invertebrates and reptiles;
 - Comply with seasonal ecological constraint; and
 - Appropriately treat invasive species on site.

Site Investigation

- 6.5 A Site Investigation Report completed by Integral Geotechnique is submitted to accompany the application. The SI Report provides recommendations in respect of site preparation, foundations and floor slabs, excavations and formations; access road and parking areas; and drainage and service ducts. Further survey works are recommended including additional sampling and testing for asbestos, groundwater and gas.

Drainage Strategy & Flood Risk

- 6.6 The Drainage Strategy completed by Jubb sets out the proposed surface and foul water strategy for the site. In respect of surface water, the strategy confirms that the developer is committed to working closely with the VoG SAB officers to develop the drainage design to meet the requirements of Schedule 3 of the Flood and Water Management Act 2010. Subject to SAB approval and agreement with DCWW, the proposed development will discharge to an existing 600Ø sewer which eventually discharges to the nearby Barry docks. A number of SuDs features are proposed to treat surface water, like swales/wetlands, attenuation basins and permeable paving prior to their discharge into the waterbody.
- 6.7 It is proposed that Foul Water (FW) will discharge from the proposed school building to the foul drainage in the adjacent road east of the site.
- 6.8 The Drainage Strategy confirms that consideration has been given to a Flood Consequence Assessment completed by CDGray and a FCA Addendum completed by Jubb. A finished site level of at least 8.52m AOD and FFL of 9.55m AOD for the school is recommended to satisfy TAN15. Due to the proposed development raising site levels, A minimum of 530m³ compensatory flood storage is required. This is achieved by reducing levels to the U9 football pitch and providing a depression to the northern triangular area. A ditch to the northern boundary will also be required to convey overland flow to the lower area provided for compensatory flooding.

Highways

- 6.9 A Transport Statement and Travel Plan has been completed by Jubb to accompany the planning submission. The TS confirms that pedestrian infrastructure within Barry Waterfront has been subject to significant improvements; Barry Waterfront comprises consistent footway links, by means of roadside provision and traffic free pathways which facilitate a comprehensive network of well-lit and attractive walking routes. The area is supported by a network of bus services along Ffordd y Mileniwm and Barry Rail Station which is 1km to the south west of the site.

- 6.10 Proposals comprise 42 spaces in line with the Councils standards; 38 for FTE teaching staff; 3 visitor spaces and 1 commercial space. The TS confirms that
- 6.11 The TS confirms a residual increase of 86 vehicle movements in the AM peak and 71 movements in the After-School Peak are forecast as result of the development proposal. This is equivalent to a maximum increase of 1.4 vehicles per minute.
- 6.12 The TS confirms that the majority (70%) of the residential communities within the school catchment area are situated within 1-mile walking distance to the school with a small portion of the population living between 1 to 2 miles of the site. Therefore, it is considered that a high percentage of pupils will be drawn locally within suitable walking distance from the site and hence will travel to school by foot or bicycle/scooter. The modal split confirms that 62% of students will walk to school; 2% will cycle; 5% by bus and only 30% are expect to travel by Car.
- 6.13 A school TP has been developed to ensure travel choices information is provided to staff, students, parents and visitors; to increase the number of journeys undertaken by healthy and creative modes public transport; and to promote healthier lifestyles for all users of the site.

Planning policy context

Introduction

- 7.1 The planning policy framework for the determination of this application is provided by national planning guidance, together with the statutory development plan.
- 7.2 National planning policy is contained within the eleventh edition of Planning Policy Wales (PPW), published by the Welsh Government in February 2021. PPW is supported by 21 topic-based Technical Advice Notes (TANs), a number of which are relevant, Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.
- 7.3 The statutory development plan for this site is currently provided by the Vale of Glamorgan Adopted Local Development Plan 2011-2026, which was formally adopted by the Council on 28 June 2017. This is supported by a number of topic specific supplementary planning guidance (SPG).

Planning Policy Wales

- 7.4 PPW Edition 11 is the principal document for planning considerations in Wales. PPW provides land use planning policy and should be taken into account when preparing planning applications.
- 7.5 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the newly published Future Wales document set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) (when adopted) and Local Development Plans (LDPs).
- 7.6 Sustainable development is defined as:
“Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.
Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. “

- 7.7 Under Section 2 – People and Places – Achieving Well Being through Placemaking, 5 Key Planning Principles are highlighted, under the general heading of *Achieving the Right Development in the Right Place* which are:
- 1. Growing our economy in a sustainable manner*
 - 2. Making best use of resources*
 - 3. Facilitating Accessible and Healthy Environments*
 - 4. Creating and Sustaining Communities*
 - 5. Maximising environmental protection and limiting environmental impact.*
- 7.8 Section 3 – Strategic and Spatial Choices states that effective strategic placemaking requires early collective consideration of placemaking issues at the outset, in the formulation of a development plan, or when developing specific proposals.
- 7.9 Paragraph 3.3 emphasises that good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places.
- 7.10 Section 3.8 relates to how good design can help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places
- 7.11 Community safety is a key social consideration with the aim to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.
- 7.12 Section 4 – Active and Social Places defines those places which promote our social, economic, environmental and cultural well-being by providing well-connected cohesive communities. Places which are active and social contribute to the seven goals of the Well-being of Future Generations Act. The key issues in this theme include:
- *assisting in the delivery of cohesive communities which will meet the needs and are accessible to all members of society, including older people;*
 - *tackling inequalities between communities, delivering services and jobs closer to where people live and acknowledging the importance*

of inclusive communities and the wider environment for good health and well-being;

- *improve sustainable access to services, cultural opportunities and recreation facilities to support people to adopt healthy, culturally fulfilled lifestyles*

- 7.13 Paragraph 4.1.10 states that the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car*
 - *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
 - *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*
- 7.14 Section 6 – Distinctive and Natural Places requires that development plan strategies, policies and development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places, be these of natural, historic or built environments, ensuring their longevity in the face of change. This means both protecting and enhancing landscapes, habitats, biodiversity, geodiversity and the historic environment in their own right as well as other components of the natural world, such as water resources or air quality.
- 7.15 Paragraph 3.55 of PPW confirms that “Previously developed (also referred to as brownfield) land (see definition overleaf) should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.
- Future Wales**
- 7.16 Published on the 28th February 2021, Future Wales comprises the first development plan of its kind within Wales. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.
- 7.17 Future Wales’ spatial strategy is a guiding framework for where large scale change and nationally important developments will be focused over the next 20 years. The strategy blends the existing settlement

patterns and the distribution of jobs and homes with a vision of managing change and future trends for the benefit of everyone in Wales.

- 7.18 The National Plan acknowledged the urgent actions and changes in behaviour that were introduced in response to the COVID-19 pandemic and how they will emerge as permanent features of life. These include using spaces differently, travelling less and spending more time working from home. The Nation Plan notes that the planning system must respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places. Planning Policy Wales is the primary source of detail on how the planning system will support reconstruction efforts.
- 7.19 Future Wales divides Wales into four regions, North, Mid Wales, The South West and The South East. Page 162 highlights how *'Across the South East there are a range of strategic issues. Many of these issues have national, regional and local dimensions and will be delivered through co-ordinated action at all levels.'*
- 7.20 The National Plan identifies 11 outcome that can be achieved over the next 20 years if the planning system – through Future Wales and other development plans – is focused on the long-term and provides quality development in the right places for the right reasons. These Outcomes are inter-related and inter- dependent, and will improve places and well-being across Wales. The intention is to create a Wales where people live....
1. ... and work in connected, inclusive and healthy places
 2. ... in vibrant rural places with access to homes, jobs and services
 3. ... in distinctive regions that tackle health and socio economic inequality through sustainable growth
 4. ... in places with a thriving Welsh Language
 5. ... and work in towns and cities which are a focus and springboard for sustainable growth
 6. ... in places where prosperity, innovation and culture are promoted
 7. ... in places where travel is sustainable
 8. ... in places with world class digital infrastructure
 9. ... in places that sustainably manage their natural resources and reduce pollution
 10. ... in places with biodiverse, resilient and connected ecosystems
 11. ... in places which are decarbonised and climate resilient
- 7.21 Within the document, the Welsh Government highlight how the development of Future Wales is a direct response to the obligations of the Well-being of Future Generations (Wales) Act 2015. The 2015

Act established seven well-being goals – for national government, local government, local health boards and other specified public bodies. They are as follows;

- *A prosperous Wales;*
- *A resilient Wales;*
- *A healthier Wales;*
- *A more equal Wales;*
- *A Wales of cohesive communities;*
- *A Wales of vibrant culture and thriving Welsh language.*

7.22 Policy 1 (Where Wales will grow) confirms that whilst the Welsh Government supports sustainable growth in all parts of Wales, in three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- Cardiff, Newport and the Valleys
- Swansea Bay and Llanelli
- Wrexham and Deeside

7.23 Policy 2 (Shaping Urban Growth and Regeneration) confirms that “the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- creating a rich mix of uses;
- providing a variety of housing types and tenures;
- building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
- increasing population density, with development built at urban densities that can support public transport and local facilities;
- establishing a permeable network of streets, with a hierarchy that informs the nature of development;
- promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and
- integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.
- Planning authorities should use development plans to establish a vision for each town and city. This should be supported by a spatial framework that guides growth and

regeneration, and establishes a structure within which towns and cities can grow, evolve, diversify and flourish over time”.

- 7.24 Policy 33 (National Growth Area – Cardiff, Newport and the Valleys) confirms that;

“Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region. Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure. The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Cardiff, Newport and the Valleys’ strategic role and ensure key investment decisions support places in the National Growth Area and the wider region.

The Welsh Government supports Cardiff’s status as an internationally competitive city and a core city on the UK stage. Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night time economy and finance.

The Welsh Government supports an increased strategic role for Newport as a focus for sustainable, long-term growth and investment. The Welsh Government will work with authorities within the region and in England to promote Newport’s strategic role and ensure key investment decisions in Wales and England support Newport.

The Welsh Government supports co-ordinated regeneration and investment in the Valleys area to improve well-being, increase prosperity and address social inequalities. The Welsh Government will work with regional bodies, local authorities, businesses, the third sector, agencies and stakeholders to support investment, including in the manufacturing sector, and to ensure a regional approach is taken to addressing socio-economic issues in the Valleys.

The Welsh Government supports development in the wider region which addresses the opportunities and challenges arising from the region’s geographic location and its functions as a Capital Region”.

- 7.25 It is further confirmed that “Cardiff, Newport and the Valleys are identified in policy 1 as a National Growth Area where development will be directed. This will be supported by policies 2, 3, 6 and 8 which will ensure that development is sustainably located with easy access to public transport and other public services. Towns and cities must grow in a sustainable way and in a way which promotes placemaking. They should consider the

needs of all residents, including older people and people with disabilities, and ensure that specialist housing provision is considered and planned for. Public sector land will be used effectively to demonstrate exemplar forms of development and placemaking”.

Technical Advice Notes

- 7.26 The following TANs are considered relevant to this planning application:

Technical Advice Note 5 – Nature Conservation and Planning

- 7.27 TAN 5 provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation.

Technical Advice Note 15 – Development and Flood Risk (2004)

- 7.28 TAN 15 supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles (section 2.2 PPW), and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed.

Technical Advice Note (TAN) 12: Design (2016)

- 7.29 TAN 12 provides guidance on how good design should be achieved through the planning process. The document recognises that design is a process of analysis of the surrounding area recognising and resolving any issues that may be present.

Technical Advice Note (TAN) 18: Transport (2007)

- 7.30 TAN 18 explains how to integrate land use and transport planning with particular emphasis on how transport impacts should be assessed and mitigated through well designed developments.

Technical Advice Note (TAN) 20: Planning and the Welsh Language (2017)

- 7.31 TAN 20 provides guidance on how the Welsh language may be given appropriate consideration in the planning system and on compliance with the requirements of planning and other relevant legislation

Well-being of Future Generations (Wales) Act 2015

- 7.32 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives.

Vale of Glamorgan Council's Local Development Plan (LDP)

- 7.33 A review of the Vale of Glamorgan Council's Local Development Plan (LDP) Proposals Map confirms that the site lies within the defined Settlement Boundary of the Key Settlement of Barry and is allocated under two Local Development Plan policies, MG3 and MG6 (3), respectively.
- 7.34 The following LDP policies are considered to be the most relevant in the context of the proposed development:

Policy reference	Relating to
<i>Strategic Policies</i>	
SP1	Delivering the Strategy
SP2	Strategic Sites
SP10	Built and Natural Environment
<i>Managing Growth Policies</i>	
MG3	Strategic Site at Barry Waterfront
MG6	Provision of Educational Facilities
<i>Managing Development Policies</i>	
MD1	Location of New Development
MD2	Design of New Development
MD4	Community Infrastructure and Planning Obligations
MD5	Development Within Settlement Boundaries
MD7	Environmental Protection
MD9	Promoting Biodiversity
MD19	Low Carbon and Renewable Energy Generation

- 7.35 The most pertinent policies have been reproduced below;
- 7.36 Policy MG3 (Strategic Site at Barry Waterfront) confirms that *"Land at Barry Waterfront is allocated for the development of 1,700 new dwellings, 5,824 sqm (net) new retail floorspace, a hotel, cafe, bars and restaurants, offices (class B1), community, leisure and **education facilities**. The site will be served by the development of the Barry Island Link Road and additional sustainable transport infrastructure"*.
- 7.37 The supporting text of policy MG3 confirms the Council's vision for Barry Waterfront as *"The creation of 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."*

7.38 In respect of education provision Policy MG3 commits to the delivery of a *"A new primary school within 'West Pond' to meet the educational needs of the English medium primary and nursery school children generated by the development"*.

7.39 Policy MG6 set out the Council's provision of educational facilities and confirms that *"Land is allocated for the development of new schools at:*

1. *The Penarth Learning Community, Sully Road, Penarth (12.89 ha);*
2. *Llantwit Major (secondary and primary schools) Ham Lane, Llantwit Major (10.79 ha);*
3. ***A new primary and nursery school at Barry Waterfront, Barry (2.0 ha)***
4. *A new primary school at land to the north and west of Darren Close, Cowbridge (2.0 ha)*
5. *A new primary and nursery school at land at Upper Cosmeston Farm, Lavernock (1.0 ha)*
6. *A new primary and nursery school on land to the north of the railway line, Rhoose (1.0 ha)*

in addition, existing schools will be extended or improved to meet demand for school places during the plan period".

Supplementary Planning Guidance

7.40 The following adopted supplementary planning guidance are considered relevant to the proposal:

- Barry Development Guidelines SPG;
- Biodiversity and Development SPG;
- Parking Standards SPG March 2019;
- Sustainable Development SPG; and
- Travel Plan SPG

Other relevant documents

7.41 The following 'other' guidance' has also been considered;

- Welsh National Marine Plan;
- Manual for Streets (Welsh Assembly Government, DCLG and DfT March 2007)
- Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management

Appraisal

Overview

8.1 This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

- The **principle of development** in terms of land use planning policy and sustainable development;
- The impact of the development on the **character and appearance of the surrounding area**;
- The impact of the development in respect of **residential amenity**
- The acceptability of the development in terms of **highway capacity and safety**.
- Other **Material Considerations**

The principle of development in terms of land use planning policy and sustainable development;

8.2 The majority of the site lies within an allocated Strategic Site (Barry Waterfront) under LDP Policy MG3 and is allocated under Policy MG6 (3) (Provision of Educational Facilities). All of the site lies within the settlement boundary with the land not subject to the above designations lying in unallocated white land.

8.3 Policy MG3 is a strategic policy which seeks to manage and implement the regeneration of Barry Waterfront. Policy MG3 specifically requires the provision of educational facilities to accommodate the level of residential growth, notably the construction of approximately 1,700 new dwellings. Whilst Policy MG3 specifies the need to deliver an English medium primary, Cabinet ratified to approved the proposal to expand Ysgol Sant Baruc from 210 places to 420 places from September 2021.

8.4 Policy MG6 sets out the requirements for new educational facilities and confirms the need for a new primary and nursery school at Barry Waterfront, Barry (2.0 ha). It is without question that the proposals meet the aspirations of this policy requirement.

8.5 The small proportion of 'unallocated land' is still located within the settlement boundary (Policy MD5) therefore the principle of development of this element is also acceptable subject to compliance with pertinent national and local planning policies.

- 8.6 Finally, a number of outline planning consents dating back over 30 years have established the principle of an educational facility within the wider MG3 allocation. It is without question that the principle of development in this location is acceptable and this has been reaffirmed by pre-application discussions held with the Local Planning Authority and discussed in detail within section 4 of this Statement.
- 8.7 The principle of development is therefore firmly established and as such is in accordance with future Wales National Plan Policies 1, 2, 3 & 33; Planning Policy Wales paragraphs 3.25, 3.55 & 3.61, the Well-being of Future Generations (Wales) Act and LDP Policies MG3, MG6 and MD5.

The impact of the development on the character and appearance of the surrounding area

- 8.8 The proposed school comprises a linear, two storey building under a pitched roof, with 14 classrooms, 1 nursery room, a main hall, sports hall and ancillary rooms such as offices, kitchen space, w/c's and resource rooms. It measures approx. 20m long x 65m wide 7m high to eaves and 9.9m to ridge. An assessment of the surrounding built context including the large adjacent Asda superstore and residential development which comprises 2 and 3 storey pitched roof buildings confirms that proposals are acceptable in respect of size and form.
- 8.9 The proposed material palette is considered both contemporary and appropriate with reference to site surroundings. The red brick has been carefully selected to take cues from the nearby Pumphouse and Goodsheds developments and also the recently constructed residential properties at Neptune Road, Mariners Walk and beyond. Dark Grey cladding is proposed to provide interest to the elevation; the dark grey is not only a nod to the industrial heritage of the area but also complements the modern additions to the Goodsheds and Pumphouse. The material palette was discussed with officers during pre-application discussions and the original palette has therefore been revised accordingly in response to officer comments.
- 8.10 The proposed development will contribute positively to the existing built environment and is of a size and form which does not compete with existing features of importance but will complement these successfully. The proposals incorporate expanses of landscaping in the form of playing fields and also swales and habitat creation zones which will enhance the existing landscape features and biodiversity interests.
- 8.11 The proposed layout confirms that a 2.4m high secure, anti-climb fence is proposed around the site in accordance with SBD standards.

This is necessary to ensure sufficient privacy for the proposed use. Timber fencing is proposed internally to break up segregated playing areas including the reception play and the nursery play areas. The MUGA is proposed to be enclosed by a 3m high sports pitch fence, this will allow for the games area to be used safely to its full potential and for an array of ballgame activities.

- 8.12 The proposals therefore fully accord with PPW paragraphs 3.3 – 3.18, TAN12, Well-being of Future Generations (Wales) Act and Policy MD2 of the LDP which seeks to create high quality, healthy and distinct places by contributing positively to the built form.

The impact of the development in respect of residential amenity

- 8.13 The school building is proposed in a linear fashion, with the principal elevation running alongside Ffordd y Mileniwm. The school sits within a generous plot with sports pitches, a MUGA and outdoor hard and soft social spaces proposed to the rear of the site.
- 8.14 The school itself is located over 30m from the nearest dwellings in Mariners Walk and Ffordd y Mileniwm, and these properties generally side on to the site.
- 8.15 As discussed in sections 7.2-7.5 above, the site has been allocated for this purpose for a prolonged period of time, but the location of existing residential properties has been shown due regard and this has informed the siting of the school building itself and the main play areas. Further, schools are commonly located in residential areas and as such the relationship proposed is considered to be acceptable from an amenity perspective.
- 8.16 The proposals are considered to safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance and as such comply with PPW section 3, TAN12, Well-being of Future Generations (Wales) Act and Policy MD2 of the LDP.

The acceptability of the development in terms of highway capacity and safety.

- 8.17 It is proposed to access the site via a priority junction off Ffordd Y Mileniwm. With the exception of the formation of the priority junction, the surrounding highway infrastructure is in place. The principal of delivering a school in this location has been agreed and the infrastructure provision has been designed to accommodate flows associated with the delivery of a new primary school. The local highway network is therefore considered to be able to successfully

accommodate a 420-pupil primary school and the associated childcare facility.

- 8.18 The proposed development site is located with very good access to public transport services operating along Ffordd y Mileniwm, including bus stops, cycle routes and pedestrian provisions. Barry Railway station is within easy commutable distance from the site by foot and bicycle given its proximity to the site and local topography. The site's sustainability credentials naturally reduce the need for private car-borne trips. The catchment of the school is local and as such it is anticipated that many traveling to and from the school will do so via sustainable means and without reliance on the private car.
- 8.19 It is proposed to provide a total of 42 car parking spaces within the vicinity of the proposed primary school. Car parking has been provided in accordance with the Council's SPG which requires 1 space per Full time Equivalent member of teaching staff, 1 commercial space and 3 visitor spaces. Cycle parking will be provided in the form of covered Sheffield Stands in line with The Vale of Glamorgan's 2019 SPG on parking standards. It should be noted there is no provision for parent's parking within the school ground and onsite parents' drop off and collection by car will be prohibited, except for children with assisted needs. It is understood that to enforce this, the vehicle access will be manned by a member of the staff at the start and end of the school day to oversee the use of the gated access. Any parents arriving at the school by car during the collection and drop off periods will not be allowed to enter the school car park. The school drop off/pick up policy will be made clear to all parents during the site induction periods and will be reminded through the regular newsletters
- 8.20 The TS confirms that the majority (70%) of the residential communities within the school catchment area are situated within 1-mile walking distance to the school with a small portion of the population living between 1 to 2 miles of the site. Therefore, it is considered that a high percentage of pupils will be drawn locally within suitable walking distance from the site and hence will travel to school by foot or bicycle/scooter. The modal split confirms that 62% of students will walk to school; 2% will cycle; 5% by bus and only 30% are expect to travel by Car. The application will be accompanied by a travel plan which will introduce a series of initiatives and measures to encourage safe, healthy and sustainable travel options.
- 8.21 It is therefore considered that the proposed development can be safely accommodated without impacting the local highway network and the scheme therefore complies with PPW paragraphs 3.12 &

3.13, TAN18, Well-being of Future Generations (Wales) Act and LDP Policy SP7.

Other Material Considerations

Ecology

- 8.22 The submitted Ecological Appraisal confirms that the majority of the site consists of bare ground and spoil heap which is of little or no ecological importance. The appraisal notes a number of recommendations, including the retention of the habitat present along the railway embankment corridor. All recommendations contained within the ecology report have been adhered to or can be secured via appropriately worded condition. Further, Schedule 3 of the Flood and Water Management Act 2010 demands that ecology and water quality are given significant consideration as part of the drainage proposals; the layout confirms a commitment to provide swales and habitat zones to ensure biodiversity net gain is achieved.
- 8.23 The proposed development therefore complies with PPW Section 6.4, TAN5, Well-being of Future Generations (Wales) Act and LDP Policy MD9.

Drainage & Flood Risk

- 8.24 CD Gray have prepared a Waterfront-wide FCA which has informed previous phases of the Barry Waterfront redevelopment. A FCA Addendum has been produced to inform the proposed engineering strategy including proposed finish floor levels and the proposed drainage scheme. It is acknowledged that drainage proposals must adhere to the standards set by Schedule 3 of the Flood and Water Management Act 2010. The design team are work closely with VoG SAB team to ensure a compliant scheme can be achieved.
- 8.25 The proposed development therefore complies with PPW paragraphs 6.6.22 – 6.6.29, TAN15, Well-being of Future Generations (Wales) Act and LDP Policy MD7
- 8.26 ***BREEAM Excellence/Sustainability*** - The school has been designed to ensure that sustainability is at its core and the building will provide a contemporary building that will maximise natural daylight and natural ventilation.
- 8.27 The proposed development therefore complies with the core message that underpins PPW, TAN12, Well-being of Future Generations (Wales) Act and LDP Policies MD2

The Future Wellbeing of Welsh Language

- 8.28 The proposal strongly supports the Welsh Government ambition to see the number of people able to enjoy speaking and using Welsh

reach a million by 2050. The proposal does this through enabling the provision of a modern beacon to Welsh-medium education in Barry. This proposal will provide a 'new for old' replacement teaching, sports and dining facility for Barry's Welsh-medium primary school. This will further stimulate demand for Welsh-medium education and ensure a strong future for the Welsh language in Barry.

- 8.29 The proposals seek to increase capacity of the existing Ysgol Sant Baruc from 210 to 420 and the new facility will help to encourage families to choose Welsh-medium education. The proposal supports the well-being goals by recognising that by improving the condition of school premises there can be a positive impact on the education and skills outcomes; therefore, complying with TAN 20.

Conclusion

- 9.1 This Planning Statement accompanies a full planning application submitted on behalf of the Barry Waterfront Consortium for the construction of a new primary school, access, car parking, landscaping and associated works on land to the west of Ffordd y Mileniwm, Barry.
- 9.2 The proposed new primary school will enhance Welsh-medium educational offering in the area. The school is intended to be delivered as a 2-form entry school, for 420 primary school pupils and 96 nursery pupils to replace the existing Ysgol Sant Baruc which is at capacity and is not capable of accommodating further growth on site. The proposals follow the Vale of Glamorgan Council's Cabinet approval to expand Ysgol Sant Baruc from 210 places to 420 places from September 2022. The scheme is supported by Welsh Government's 21st Century Schools Programme and will help realise Welsh Government's aspirations for a million Welsh speakers by 2050.
- 9.3 The application site is allocated within the LDP under Policies MG3 (Barry Waterfront) and MG6 (Provision of Educational Facilities) for educational use. Further, a number of outline planning consents dating back over 30 years have established the principle of an educational facility in this location. It is without question that the principle of development in this location is acceptable and this has been reaffirmed by pre-application discussions held with the Local Planning Authority and discussed in detail within section 4 of this Statement.
- 9.4 The proposed primary school and associated works has been designed to recognise the site's opportunities and constraints. The design development and supporting information has justified the proposed scale and position of the buildings, and provides a high quality development.
- 9.5 On this basis, it is considered that the proposed development accords with relevant national and local planning policy and guidance and any material planning considerations. It is therefore requested that the Vale of Glamorgan Council grant planning permission accordingly.