

Planning, Design and Access Statement

Ysgol Gymraeg Bro Morgannwg, Colcot Road, CF62 8YU

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Executive Summary

Background

The establishment of mixed-sex secondary school provision in Barry has been debated since public consultation was undertaken in 2013 to determine the extent of local support for co-education. In March 2014, the Council's Cabinet considered a report addressing the projected shortfall in the number of Welsh medium Secondary School places by September 2020 and requested work to be carried out to ensure there would be future accommodation. Despite an initially separate approach to co-education and Welsh medium expansion, it became evident a coordinated approach was necessary and resulted in the creation of the 21st Century Schools Programme.

21st Century Schools is a unique collaboration between Welsh Government; the Welsh Local Government Association (WLGA); Local Authorities; colleges and diocesan authorities. The programme was launched in March 2010 to address the projected shortfall in the number of English and Welsh medium Secondary School places by September 2020. Band A of the programme for the transformation and enhancement of a number of schools was approved by Welsh Government in December 2012 and will conclude in 2019. Following this, a comprehensive community engagement strategy was devised and implemented for Band B, the second wave of investment to address investment objectives for:

- growth in demand for Welsh medium education;
- reductions of surplus capacity and inefficiency in the system;
- expansion of schools in areas of increased demand for educational services;
- improved condition of educational assets; and
- making assets available for community use where demand exists.

Proposals

In August 2018, the Welsh Government approved the outline case for the Band B project 'Transforming English and Welsh Medium Education in Barry.' This Schools Investment and Reorganisation Programme will involve re-organisation of Secondary Schools in Barry to create the 'Barry Secondary Learning Community' (BSLC) involving:

- i. Full refurbishment and extension of Ysgol Gymraeg Bro Morgannwg; and
- ii. Building of the new Whitmore High School.
- iii. Building of the new Pencoedtre High School.

The revised scheme at Pencoedtre High School will involve the creation of a 900 pupil + 200 6th form secondary school, on the site of the existing Pencoedtre High School. The existing school is to be demolished in its entirety, but remain in use during construction of the new school.

Prior to commencement of these projects, the following groups will be consulted according to the community engagement strategy:

- Staff and governors;
- Parents and pupils;
- Community and Town Councils;
- Local Councillors, Ministers and AM's/MP's;
- Neighbouring Primary and Secondary Schools;
- Directors of Education and Central South Consortium Joint Education Service; and
- Vale of Glamorgan Youth Forum and Youth Cabinet.

Amalgamation of Secondary School education in the new BSLC, allows a shared vision and leadership whilst minimising the number of transitions between schools; maximise the benefits of continuous transition; and offer greater potential to improve levels of achievement for all pupils.

The programme demonstrates the Council's approach to sustainable development, contributing to The Well-being and Future Generations (Wales) Act 2015 to address social, cultural, economic and environmental wellbeing. Education is a key contributor to improving these with high standards of modern learning environments, supporting pupils to achieve their best potential. The programme takes a long-term view of need, considering projected growth and Welsh Language Strategy. Furthermore, creation of two new mixed-sex schools to replace aging single-sex schools shows a collaborative and inclusive approach aligning well with the Well-being Act's key objectives.

The programme is also reflective of commitments in the Welsh in Education Strategic Plan (WESP), ensuring demand for Welsh medium education is met in the long-term to contribute towards the Welsh Government's target of 1 million Welsh speakers by 2050. Furthermore, the Council have committed to part of the Corporate Plan 2016-2020 with a vision of achieving 'Strong Communities with a Bright Future' which is reflective of the Well-being of Future Generation's Act. Outcome 3 'An Aspirational and Culturally Vibrant Vale' offers objectives contributing to the 21st Century Schools programme; specifically, by raising achievement.

1 Introduction

- 1.1 This Planning, Design and Access Statement has been prepared on behalf of ISG and the Vale of Glamorgan, by KEW Planning, to support the planning application at Ysgol Gymraeg Bro Morgannwg. Appendix 1 contains the Location Plan. The subject site is in the administrative authority of the Vale of Glamorgan (VoG.)

Background

- 1.2 VoG has appointed ISG Construction for the delivery of the extensions to Ysgol Gymraeg Bro Morgannwg through the 21st Century School Band B programme.

Proposed Development

- 1.3 The application is seeking permission for the erection of extensions and refurbishment of the comprehensive element of the wider school campus; this will include:
- the erection of a new teaching block (design and technology);
 - the erection of a new sports hall;
 - the erection of a new reception /entrance area;
 - creation of new plant room;
 - the provision of a new MUGA play area;
 - the provision of a new 3G all-weather sports pitch;
 - the creation of a new coach drop off / pick up area.
- 1.4 There is a requirement to meet the BB98 Design Code and the Education Design Advice to ensure that the school meets modern standards.
- 1.5 The school is proposed to be built according to the following phases:
- **Phase 1** – Demolish existing single storey teaching block. Build new Multi Use Games Area (MUGA) before existing MUGA is built on.
 - **Phase 2** – New entrance, plant room, 3 storey teaching block and sports hall all built.
 - **Phase 3** – Once the new sports hall and changing rooms are operational the existing ones can be demolished.
 - **Phase 4** – New circulation hub and central ‘street’ built. Plant remodelled into new kitchen. Existing kitchen remodelled in to additional dining. Landscaping surrounding new 3 storey block and sports hall.
 - **Phase 5** – Once the new entrance is operational, the existing entrance can be remodelled into 6th Form. Single storey DT block built.
 - **Phase 6** - Existing offices remodelled into new classrooms.

Planning application

1.6 The documents in Table 1 comprise the planning application.

Table 1 – Application Documents

Item	Description	Author
1	Planning application forms (with completed ownership certificates)	KEW Planning
2	<p>Existing Floorplans:</p> <p>YBM-ASL-00-XX-DR-A- 0900 Rev P2 Site Location plan</p> <p>YBM-ASL-00-B1-DR-A-0001 REV P2 Existing lower ground floorplan</p> <p>YBM-ASL-00-00-DR-A-0002 REV P2 Existing ground floor plan</p> <p>YBM-ASL-00-01-DR-A-0003 REV P2 Existing first floor plan</p> <p>YBM-ASL-00-RF-DR-A-0004 REV P2 Existing roof plan</p> <p>Proposed Floorplans:</p> <p>YBM-ASL-00-B1-DR-A-0200 REV P4 Proposed lower ground floor plan</p> <p>YBM-ASL-00-00-DR-A-0201 REV P4 Proposed ground floor pan</p> <p>YBM-ASL-00-01-DR-A-0202 REV P4 Proposed first floor plan</p> <p>YBM-ASL-00-RF-DR-A-0203 REV P3 Proposed roof floor plan</p> <p>YBM-ASL-10-ZZ-DR-A-0251 REV P4 Proposed entrance block elevations</p> <p>YBM-ASL-20-ZZ-DR-A-0252 REV P5 Proposed circulation block elevations</p> <p>YBM-ASL-30-ZZ-DR-A-0253 REV P5 Proposed sports, IT & business block elevations sheet 1</p> <p>YBM-ASL-30-ZZ-DR-A-0254 REV P5 Proposed sports, IT & business block elevations sheet 2</p> <p>YBM-ASL-40-ZZ-DR-A-0256 REV P4 Proposed DT block elevations</p>	Austin Smith Lord Architects

	<p>Existing Elevations:</p> <p>YBM-ASL-00-ZZ-DR-A-0257 REV P2 Alterations to existing teaching block elevations</p> <p>YBM-ASL-00-ZZ-DR-A-0258 REV P2 Alterations to existing DT block elevations</p> <p>YBM-ASL-00-ZZ-DR-A-0918 REV P2 Existing site elevations</p> <p>Proposed Elevations:</p> <p>YBM-ASL-00-ZZ-DR-A-0928 REV P2 Proposed site elevations</p> <p>YBM-ASL-00-ZZ-DR-A-0929 REV P2 Overhead view from the south east</p> <p>YBM-ASL-00-ZZ-DR-A-0930 REV P2 Overhead view from south west</p> <p>YBM-ASL-00-ZZ-DR-L-0900 REV P6 External works general arrangement – whole site (with landscaping)</p> <p>YBM-ASL-00-ZZ-M3-A-0925 REV P1 Proposed site sections</p>	
3	Planning, Design and Access Statement	KEW Planning
4	Pre-Application Consultation	KEW Planning
5	Transport Assessment	AECOM
6	Draft Travel Plan	AECOM
7	Sustainability BREEAM Pre-Assessment Rev A and Part L2A Compliance Assessment Rev A	Hoare Lea
8	Environmental Noise Assessment	MACH Acoustics
9	Flood Consequence Assessment	AECOM
10	Civil & Structural Engineering Services Stage 3 report (Includes Drainage Strategy)	Shear Design
11	Arboricultural Report (inc. Tree Survey Data & Tree Constraints Plan)	ArbTS

12	Preliminary Ecological Assessment & BREEAM Ecology Report	AECOM
13	Bat Activity Survey Report	AECOM
14	Bat Roosting Survey Report	AECOM
15	All-Weather pitch flood lighting Rev 1	Hoare Lea
16	Planning application fee of £15,200 made payable to Vale of Glamorgan Council	VOG

Structure of Statement

1.7 This report contains the following:

- **Section 2** – an analysis of the site and surrounding area, indicating the site specific conditions which potentially affect the proposed development.
- **Section 3** – a review of the planning history records, which are a material consideration.
- **Section 4** – provides a summary of the relevant planning policies which the proposed development should comply with.
- **Section 5** – explains the reasons that planning permission should be awarded conditional approval.
- **Section 6** – sets out a summary of the conclusions and scheme benefits.

2 Site and Surrounding Area

2.1 This section reviews the prevailing conditions of the existing site and the surrounding area, which are material factors when assessing the suitability of the proposed development.

The Site

2.2 Figure 1 provides an aerial image of the site. Ysgol Gymraeg Bro Morgannwg consists of both secondary and primary schools. Ysgol Gymraeg Bro Morgannwg is the only Welsh-medium Secondary School in the entirety of the Vale of Glamorgan, with students travelling across the county to attend. A primary school is located on site (approved in 2011 records 2 and 3 in Table 2 in section 3), creating the collective of Ysgol Gymraeg Bro Morgannwg. The proposed extensions relate solely to the Secondary School.

2.3 The existing buildings range in height from single to three storeys. There is a considerable change in the topography across the subject site, with the majority of the playing fields being approximately 2m lower than the school buildings. The gradient increases from south to north, with some pronounced gradients in some places. This is shown in Figure 2 with steps to access certain parts of the building on the west side of the school.

Figure 1 - The subject site



Figure 2 – Buildings on the west part of the school



2.4 The secondary school is seeking to increase capacity to 1660, as a Welsh-medium education is in high demand.

2.5 Ysgol Gymraeg Bro Morgannwg shares its access road with Barry Hospital. The existing traffic flow can be congested at peak times (8-9am and 3-4pm.). It is for this reason that the proposed coach / bus parking area for Ysgol Gymraeg Bro Morgannwg is to be located on Port Road, to the north. The reduction in traffic would benefit both the school and hospital, avoiding congestion.

2.6 The existing school has undergone various extensions and refurbishments throughout its lifetime. Taken over in 2000 as Ysgol Gymraeg Bro Morgannwg, there have been 8 programmes of work, resulting in the final extension to the dining hall in 2005.

The Surrounding Area

2.7 There are residential properties (refer to [Figure 3](#)) that are immediately adjacent to the southern boundary of the subject site. The playing fields create a substantial barrier between the school buildings and these properties. Greenbanks Drive and a number of trees and

vegetation that define the boundary, which act to obscure and absorb noise between the two land uses.

Figure 3 – Residential properties to the south



- 2.8 To the east is Barry Hospital, which predominantly provides outpatient services, which is accessed from Colcot Road. Colcot Road connects to Port Road (A4226), which provides access to both Barry, Bonvilston and Cardiff International Airport (CWL.)
- 2.9 The southern side of Port Road has two storey semi-detached dwellings. The Colcot Arms public house is approximately 200m distance from the subject site, and a playground in the immediate vicinity. Tesco's is located approximately 1 km distance to the west, a Texaco petrol filling station is approximately 2 km to the east, which also includes a Ford car show room.
- 2.10 Whitmore High School is adjacent to the north which is also undergoing development in line with 21st Century Schools programme, to deliver a new High School. Barry has 21 schools; 17 Primary (13 English, 4 Welsh medium) and 4 Secondary (3 English, 1 Welsh medium.)
- 2.11 The A4050 Culverhouse to Cardiff airport bus, cycling and walking transport routes are on the western boundary. The national cycling route also runs along the western boundary. Adjacent to the south west is the Dyffryn Basin and Ridge Slopes Special Landscape Area and a Site of Importance for nature Conservation (SINC).

- 2.12 To the far south is a considerable area of public open green space - Barry Sports Centre. There is future potential for the Sports Centre and School to forge links and possibly utilise facilities around a timetabled agreement.

Accessibility

- 2.13 The site is accessible by a choice means of transport with bus route 96 servicing the site and Barry Train Station is approximately 3 miles away. There are also cycle and walking routes on Port Road.

3 Planning History

- 3.1 Research of the statutory online register has revealed 4 records pertaining to the subject site, which are set out in Table 2.
- 3.2 Records 2 and 3 are relevant, which approved the Welsh primary school which sits alongside the secondary school. These applications demonstrate that VoG planning officers consider that the school campus is capable of delivering an increase in floorspace with new pupils.

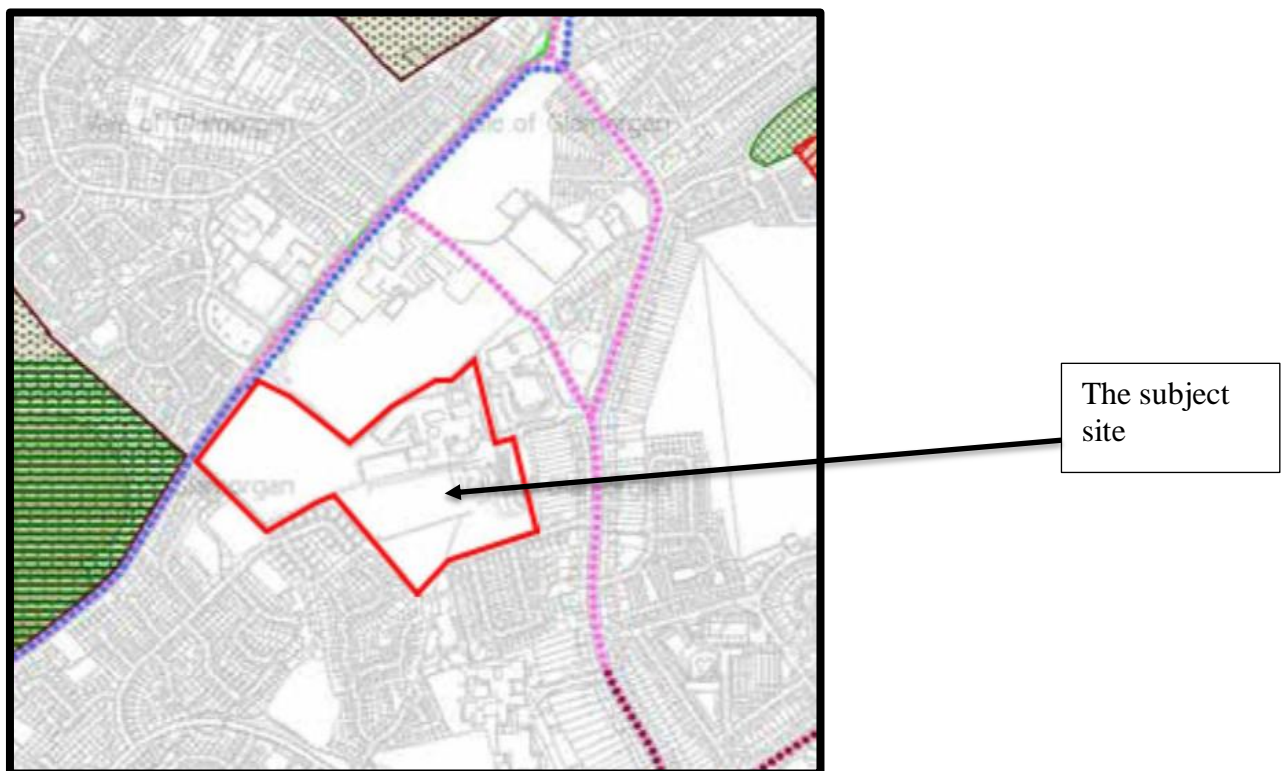
Table 2 – Records for the subject site

No.	Reference	Site address	Description of Development	Decision	Date
1	2018/00614/RG3	Barry Comprehensive School, Port Road West, Barry	External temporary changing room	Approved	1 August 2018
2	2011/00577/RG3	Ysgol Gyfun Bro Morgannwg, Colcot Road, Barry	Amendment to planning consent granted 4 March, 2011 - new school and rugby pitch	Approved	29 Jul 2011
3	2010/01206/RG3	Ysgol Gyfun Bro Morgannwg Site, Colcot Road, Barry	New Welsh medium school	Approved	4 Mar 2011
4	1999/00773/REG3	Barry Comprehensive School, Port Road West, Barry	Demolition of 2 no. pavillions, formation of new access, erection of new three storey teaching block, kitchen/dining hall and creation of temporary contractors access	Approved	3 September 1999

4 Relevant Planning Policies

- 4.1 All development should be in accordance with the statutory development plan (s38 of the Planning and Compulsory Purchase Act 2004), unless material considerations indicate otherwise. National Planning Policy and supplementary planning documents are afforded material weight in decision making. The statutory development plan comprises of the adopted Vale of Glamorgan Local Development Plan (June 2017.) [Appendix 2](#) contains the full planning policies.
- 4.2 The site itself holds no designations and is shown as 'white land' (yet within the settlement boundary for Barry) on the adopted proposals map (refer to [figure 4](#) for an extract of the map).

Figure 4 – Extract of the adopted VoG Local Plan Proposals Map



- 4.3 There are a number of designations shown in the Proposals Map nearby which include the following:
- Adjacent to the A4050 Culverhouse to Cardiff Airport bus route (solid green line in figure 5);
 - Adjacent to the A4050 Culverhouse to Cardiff Airport cycling and walking route (dotted blue in in figure 5);

- Adjacent to national cycle route – Port Road West to Colcot Road (dotted pink line in figure 5);
- Within the Aviation Safeguarding Zone;
- Adjacent to a Site of Special Scientific Interest (SSSI) (green shaded area in figure 5);
- Adjacent to a Site of Importance for Nature Conservation (SINC) (horizontal green in figure 5);
- Adjacent to the Duffryn Basin & ridge slopes Special Landscape Area.

National Planning Policy

- Planning Policy Wales (PPW) - Edition 10 (2017).
- TAN 5 – Nature Conservation & Planning (2009) provides guidance on the way to manage development and protect biodiversity and ecological species.
- TAN 8 – Renewable energy (2008) provides guidance on land use planning in relation to renewable energy.
- TAN 11 – Noise (1997) sets out how the planning system can be used to minimise the adverse impact of noise without placing unreasonable restrictions on development.
- TAN 12 - Design (2016) provides guidance on how good design should be achieved through the planning process.
- TAN 15 – Development and Flood Risk (2004) provides guidance on how to allow development within flood risk areas.
- TAN 16 – Sport, Recreation and Open Space (2009) provides planning for sports, recreation and open space as part of new development proposals.
- TAN 18 - Transport (2007) describes how to integrate land use and transport planning. It explains how transport impacts should be assessed and mitigated.
- TAN 20 – Planning and the Welsh Language (2017) sets out guidance on the consideration of the Welsh language as part of the Development Plan process.
- TAN 21 - Waste (2014) provides guidance on the role of land use planning in the management and control of waste.

Local Planning Policy

- Vale of Glamorgan Local Development Plan 2017
- Supplementary Planning Guidance (SPG) – Parking 2015

4.4 The secondary school falls within parking zone 4. The Parking SPG requires that developments should provide 1 operational commercial vehicle space and 1 space per

teaching staff; 1 space per 2 ancillary staff and 1 space per 20 students of age 17 and 3 visitor spaces.

VoG Local Plan (June 2017)

4.5 The relevant planning policies (refer to [Appendix 2](#) for full policies) from the VoG adopted Local Plan are as follows:

- Policy SD1: Delivering the strategy
- Policy SP7: Transportation
- Policy SP10: Built and natural environment
- Policy MD1: Location of new development
- Policy MD2: Design of new development
- Policy MD5: Settlement boundary (Barry settlement)
- Policy MG6: Provision of education facilities
- Policy MG7: Provision of community facilities
- Policy MG16: Transport proposals
- Policy MD3: Provision of open space
- Policy MD4: Community infrastructure & planning obligations
- Policy MD7: Environmental Protection
- Policy MD9: Promoting biodiversity

5 Design and Access Assessment

5.1 The proposed development must be accompanied by a Design and Access Statement, as it is classified as 'Major' development. This statement has been prepared in accordance with the Design and Access Guidance in Wales (April 2017.)

Amount

5.2 The existing school is to be refurbished and extended to allow for an expansion in its current capacity to 1,660 pupils. The existing sports hall (with associated changing provision) and MFL teaching block (located adjacent the existing car park) will be demolished. Five new extensions are proposed across the site to replace accommodation which is no longer fit for purpose and allow for the aforementioned increase in capacity:

- A new single storey staff/visitor entrance and administration building. (660m² GIA)
- A new three storey circulation and staff building (535m² GIA)
- A new sports hall and adjacent three storey teaching block (2220m² GIA)
- A single storey extension to the existing DT department (520m² GIA)
- An extension to the existing dining area to create a new kitchen (50m² GIA)

5.3 All of the new extensions are connected to the existing building and will have a similar massing to the section onto which they adjoin. In addition to the new build elements there will be some refurbishment of the retained buildings which will result in minor changes to the existing elevations (new windows etc.)

Massing and Scale

5.4 The new staff/visitor entrance and administration building will be located on the site of the existing MFL block which is to be demolished. A new plateau will be constructed in this area raising the ground level to a similar height as the main pedestrian approach from the east. This removes the need for ramps and stairs which would be required if the entrance were to be constructed at the existing ground level (which is around 2 metres lower than the main approach) and improves accessibility. Another benefit of locating the entrance at a higher level is improved visibility and presence when viewed from the main approach to the site. The entrance will feature a pitched roof which echoes the roof forms of many of the existing building across the site. This extension also includes a new plant room which is located at a lower level adjacent the existing activity studio, reducing its visual prominence.

5.5 The new single storey DT extension is located to the north east and will adjoin the existing DT department. The parapet of the new building will be higher than the existing single storey

building as it needs to achieve a floor to ceiling height of at least 2.7 metres to comply with current guidance. This is higher than the 2.3 metre floor to ceiling height found in the existing DT classrooms. The new building closes off the north side of the existing car park area forming a new courtyard onto which the dining hall will open.

- 5.6 A new three storey circulation and staff block will be constructed on the site of the former sports hall and changing rooms. The new building will sit between an existing three storey teaching block and the existing activity studio. This building will become the primary pupil entrance and will provide connectivity between a number of buildings and levels in the existing school.
- 5.7 The new three storey teaching block and sports hall will connect onto an existing three storey teaching building which is to be retained. The new teaching block will mirror the pitch and height of the existing building. A strip of curtain wall glazing is proposed to create separation between the new and existing buildings.
- 5.8 Finally the existing dining and kitchen block located to the east will be extended to accommodate a new kitchen. This extension will follow the eaves height of the existing building onto which it adjoins.

Materials

- 5.9 The existing site consists of both primary and secondary level educational buildings. The primary school was completed in 2014 and is located to the south of the existing secondary school. It features a contemporary palette of cladding materials consisting of brick, dark grey aluminium window frames and dark grey and blue cladding panels. The secondary school has undergone various changes throughout its lifespan and was extended between 2000 and 2005. It features a broad palette of materials and is predominately clad in brick which varies in colour and texture across the site. There are also large areas of curtain walling with coloured spandrel panels and the science block completed in 2003 features horizontal bands of render. The contrasting material palettes and architectural styles of the primary and secondary school buildings mean that there is currently no sense of cohesion across the site. It is therefore proposed that the new extensions share a similar palette of materials to the existing primary school to reinforce Ysgol Gymraeg Bro Morgannwg's identity as a single through school.

- 5.10 The new extensions will share a single palette of cladding materials so that there is a clear distinction between this phase of works and the existing buildings. This will also give the building a more cohesive appearance as currently there are a number of conflicting architectural styles and materials across the site.
- 5.11 The new extensions will be predominately clad in a buff brick which will be similar in appearance to the primary school. The circulation block, sports hall, staff and visitor entrance feature dark grey standing seam metal cladding at high level. The verticality of this material will contrast against the horizontality of the brickwork to break up the massing of these buildings.
- 5.12 The two new entrances for visitors/staff and pupils feature large areas of curtain wall glazing and are framed by dark blue cladding panels to signal their presence as key access and egress points.
- 5.13 The teaching buildings feature Ribbon windows to maximize daylight and emphasize the horizontality of these blocks. Doors and window frames will be anthracite grey PPC aluminium. Windows to the new three storey teaching block will include dark grey louvres to match the window frames for ventilation.

Inclusive Design

- 5.14 The new extensions have been designed to be fully inclusive and will meet all statutory requirements. New access and egress points will feature level thresholds throughout. A new lift will be installed in the circulation block to improve accessibility and corridors will be sized to allow for wheelchair movement and turning. The new changing area will feature a number of accessible changing rooms and accessible WC's are included throughout the building. The main entrance will feature a power operated door.

Landscape

- 5.15 The new landscape will connect with and respond to the existing and new buildings creating a cohesive environment across the site. The landscape design includes:
- A new 3G rugby pitch
- A M.U.G.A (Multi Use Games Area) with six courts for tennis, basketball and netball
 - Clearly defined and welcoming entrance zones
 - An outdoor dining area adjacent the existing dining hall

- A large hard external social area with seating, trees and shrub planting for all year interest
- Habitat creation to the boundaries of the site
- A designated area to create a future habitat of seasonal interest, support ecological diversity and reduce maintenance
- A designated area to create a future growing area/kitchen garden
- A new drop off with space to accommodate 11 coaches, with 3 No. parking spaces for mini-buses
- Accessible pathways across the site for all users
- Access for emergency vehicles
- Sustainable drainage integrated into the proposed habitat areas in the form of new swales
- Additional cycle parking
- A new path connecting the site to Greenbank's Drive

5.16 The landscape has been designed to improve accessibility across the site, addressing several significant level changes with new DDA compliant footpaths. The new staff and visitor entrance is elevated above the existing ground level so that it sits on a plateau at a similar height to the existing car park and entrance approach, removing the need for ramps and steps. The approach down to the main external social space and pupil entrance has been designed to incorporate shallow gradients suitable for wheelchair users. Further accessible paths and ramps are proposed to connect the school buildings to the new multi-use games area and the 3G pitch and drop off to the north of the site.

Hard Landscape Strategy

5.17 The hard landscaping scheme has been designed to be robust and hard wearing. The school entrances, external social spaces and footpaths will be paved predominately with tarmac with brick paving to denote the visitor entrance and a coloured tarmac strip to denote the main pupil entrance. Vehicle access routes are to include vehicular grade tarmac for durability. Appropriate tactile paving will be provided at the proposed access points to ensure that pedestrians, wheelchair users and those with special mobility requirements.

Soft Landscape Strategy

5.18 Tree and shrub planting is proposed to provide shelter from the weather and create a sense of enclosure. Planting areas will be used to subdivide areas of surfacing and tree planting will be sited in planting beds to ensure access to adequate air and water and reduce reliance on

artificial irrigation. Existing tree species will be supplemented and new planting species will be selected to diversify existing habitats and encourage wildlife such as birds, bees and other insects. Key pedestrian routes will be highlighted by boulevard planting and the entrance plaza will have an urban character with feature planting. Hedge planting will be used where possible.

- 5.19 A future habitat area and wild flower meadow planting is proposed to the site boundary to enhance screening between neighbouring properties and school grounds and enhance opportunities for wildlife. Sustainable drainage will be integrated into the proposed habitat areas in the form of new swales.

Sports Pitches

- 5.20 The development includes a new 3G Rugby pitch which is located to the north of the site adjacent the new drop off. The new pitch is positioned as far away as possible from existing housing to reduce the impact of the associated flood lighting on neighbouring properties. A new six court tarmac MUGA is proposed to the south of the existing school building, this will be un-lit and only used during school hours.

6 Justification for Planning Permission

6.1 This section of the Planning, Design and Access Statement provides the justification for permitting the proposed extensions and refurbishments, with associated sports facilities to the secondary school campus, when assessed in relation to the adopted planning policy framework. The planning issues associated with the proposed development are as follows:

- a) Principle of development – extension of the school facilities
- b) Design and the impact on the character of the surrounding area
- c) Impact on neighbouring residential amenity
- d) Transport Impact upon the highway capacity
- e) Ecology and Landscaping

a) Principle of development – extension of the school facilities

6.2 Policy MD1 (Location of new development) directs new development within the settlement boundaries, which promote the use of sustainable modes of transport. The proposed works would be within Barry settlement boundary, on brownfield land, seeking to make efficient use of the existing campus. [Table 3](#) sets out the existing and proposed floorspace. The proposed development would comply with policy MD1, reinforcing the role of the key settlement of Barry, providing additional community facilities, for both educational and recreational purposes.

Table 3 – Floorspace schedule

Floor	Existing Floorspace (Gross External) sqm	Proposed Floorspace (Gross External) sqm
Lower Ground Floor	2060	2535
Ground Floor	6720	8425
First Floor	2465	3225
Total	11,245	14,185

6.3 The proposed extensions would allow for an increase in the capacity of the school to meet future demand for Welsh medium school places. The net increase proposed is 300 pupils, taking the capacity of the secondary school is 1660 pupils. Policy MG6 (Provision of

education facilities) allocates sites which have been identified for new schools and / or extensions / refurbishments to cope with additional demand for pupils in the plan period. This was formerly agreed by Council Cabinet in March 2017. Therefore, the principle of the refurbishment works and new extensions to the secondary school at the subject site has been agreed by VoG. Consequently, the proposed development complies with both policies MD1 and MG6.

- 6.4 Policy MG7 (Provision of community facilities) states *“to meet the identified needs of development within the plan period, new / enhanced community facilities will be sought in areas where need cannot be met by existing facilities based on the most up to date evidence of need. Proposals which provide new or enhanced multi use community facilities, including the co-location of healthcare, **school**, library and leisure facilities and other community services in accessible locations will be favoured”* (our emphasis.) The proposed development would seek to deliver substantial new sport and recreational facilities, within an existing community facility. Therefore, this is in line with policy MG7 with the potential to share the new 3G all weather sports pitch with the local community and sports teams.

b) Design and the impact on the character of the surrounding area

- 6.5 Policy MD2 (Design of new development) requires development to create high quality, healthy, sustainable and locally distinct places. The new buildings are clad predominantly with brick and dark grey standing seam metal. These materials were selected for their aesthetic qualities and durability. A dark blue coloured cladding panel would be used to define the two main entrances. The new buildings would use a similar materials palette to the adjacent primary school to create a visual link between the two.
- 6.6 The proposed classroom arrangements and layout of the proposed refurbished rooms and new extensions have been designed scheme to meet the Design Code criteria of BB98, as well as deliver connectivity with the neighbouring land uses, to ensure integration with the immediate community.
- 6.7 The proposed extensions are limited to the built-up areas of the school campus. The bulk and massing of the extensions have been informed by the existing site constraints in terms of the layout, and the design of the existing school itself. The extension to create the new sports hall is three storeys in height, which mimics the height of the existing building in that location. The new entrance has been designed with the materials to match the existing campus and the primary school, to ensure that the proposal is in-keeping with the character of the

surroundings. The proposed development therefore responds positively and appropriately to the local context in terms of the scale, materials, and urban grain.

- 6.8 The proposals include enhancements to the school campus, such as new planting, a fruit and vegetable area, external dining area and improved safety measures such as traffic calming, zebra crossings and additional coach parking. This seeks to promote healthy and active environments, whilst also providing a safe and accessible atmosphere for all users, giving priority to pedestrian and cycle users.
- 6.9 The sharing of the all-weather pitch for the local community and sports clubs, plus the provision of a new MUGA for pupils enhances the access to recreational facilities, which seeks to improve people's quality of life healthy living.
- 6.10 The proposed extensions (new build only) are set to achieve a BREEAM 'Excellent' rating, which would mitigate against the impact on the causes of climate change, seeking to minimise waste and carbon emissions. Overall, the proposed development would comply with the criteria of policy MD2.

c) Impact on neighbouring residential amenity

- 6.11 Policies MD5 and MD7 require development proposals to demonstrate that they will not result in an unacceptable impact on people, residential amenity or the natural environment.
- 6.12 The proximity of housing to the southern boundary requires consideration to activities that produce high levels of noise to protect amenity. The application is supported by a noise report produced by MACH Acoustics, which confirms that there would be negligible impact on neighbouring occupiers. In addition, a Lighting Strategy has been produced by Hoare Lea. This sets out that the proposed lighting solution would provide luminosity levels that would not negatively impact on the amenity of the surrounding residents.
- 6.13 The proposed Multi Use Games Area (MUGA) would be located in the southern corner of the existing playing fields. The MUGA would be in operation at the same time as the school opening hours. The MUGA would be used for games such as basketball, tennis, badminton and football. The playing fields are in use for some of these activities already. Therefore, the noise levels are very unlikely to be any louder than the existing ambient noise levels.

- 6.14 The 3G all-weather pitch is to be located in proximity to the new coach drop-off / pick-up area is to be created. This is the furthest possible location away from the residential to the south and south west. It is proposed for flood lights to be utilised; the hours of operation for the flood lights would be until 10pm at night 7 days a week.
- 6.15 The proposed sports facilities would not be in use during times which would result in unacceptable and negative impact on amenity. The hours of operation, the orientation, layout and proposed landscaping along the southern and south western boundary have been considered in order to protect and maintain existing living conditions for all nearby occupants.

d) Transport Impact upon the highway capacity

- 6.16 AECOM has prepared a full Transport Assessment with draft Travel Plan to address the requirements of policies MG16 (Transport proposals) and MD4 (Community infrastructure and planning obligations.) The proposal includes new transport infrastructure in the form of the new coach drop-off / pick-up area, which allows 14 coaches and 3 mini buses to be parked at any one time. There are also new pedestrian safety measures introduced with zebra crossings and speed humps.
- 6.17 The existing car park comprises 88 spaces, in addition to a separate car park located near the school reception, which has capacity to accommodate 16 parking spaces (which includes 2 parking spaces for disabled users and spaces for visitors.) Another parking area, adjacent and separate to this provides parking for school minibuses. There is an unmade overflow car park located to the south of the main parking area with 36 spaces. There is 10 sheffield cycle parking stands to park 20 bicycles. Therefore, the current car parking capacity at the comprehensive school equates to 140 parking spaces.
- 6.18 The proposals for the school are for the expansion and refurbishment solely for the secondary element of the school, including the erection of a new teaching block and improvement to the sports facilities. As the proposals are an expansion to the existing comprehensive school and not a new development, it is not considered necessary to apply the VoG Parking Standards 2015, adopted as SPG, to the existing car parking provision at the school.
- 6.19 The proposals for car parking at the secondary school are as follows:
- Retain the 88 spaces in the existing general car park;

- Removal of the visitor and disabled parking at the existing entrance, to allow the expansion of the school building as part of the proposals; and
- Formalise the unmade over flow car parking area, providing 34 parking spaces.

6.20 The total parking spaces proposed will be 122 spaces, as a replacement to the existing 140. The parking proposals as part of the secondary school expansion result in an overall reduction of 18 car parking spaces, based on the existing parking provision. The proposals would not see an increase in staff levels but there will be increases in student numbers. The VoG parking standards includes parking guidance for sixth form students and makes provision for 1 car parking space per 20 students. The sixth form uplift of 132 students would equate to a total of 7 parking spaces. However, the 122 car parking spaces proposed as part of the secondary school expansion are considered sufficient and do not include this addition, this will work to reduce the overall existing car parking situation and the reliance on private car use.

6.21 The trip generation and distribution data is set out within section 5 of the Transport Assessment (TA.) The data indicates there will be an extra 89 vehicles at peak AM and PM times. Table 5.12 in the TA shows the existing pupils plus the additional pupils would have 29% travelling by car; 38% by school bus and 32% would walk. This data was analysed and the Barry hospital and YGBM junction had the largest increase at 32% at AM peak and 43% PM peak. However, the removal of the school buses from this junction results in a 10% decrease. Therefore, the junction net increase in use is 27% AM peak and 38% PM peak. Whilst this increase is not insignificant, it should be viewed in the context of part of the proposed additional pupil population already being within consented capacity (equating to 228 of the assessed additional 527 pupils). Potential measures associated with restricting parking on the approach to the junction have been identified to ensure its operational capacity is realised.

6.22 The additional pupils at the school (on what are currently on site) will generate an additional 202 vehicle movements during the AM and PM weekday peak hours. An assessment has been undertaken of the impact of this increase on surveyed junctions in the study area in 2021, the expected opening year of the development. This has identified that the proposed development will generally result in increases in traffic of no more than 5%, with the exception of the A4050/Barry Hospital and YGBM access signal-controlled junction and the Barry Hospital/YGBM priority junction. Whilst the increases at these junctions are not insignificant, they should be viewed in the context of the actual increase in pupils over the

existing consent. Furthermore, potential measures associated with restricting parking on the approach to the junction have been identified to ensure its operational capacity is realised.

e) Ecology and Landscaping

- 6.23 Policy MD9 requires development proposals to conserve and where appropriate enhance biodiversity interests. A Preliminary Ecological Assessment (PEA) and subsequent surveys for bats and roosting bats have been prepared by AECOM, to support the application. The PEA states that reptile surveys are recommended within the improved grassland area of the site. These should be undertaken between March – June and will be conducted whilst the planning application is being determined, to assess whether there are any reptiles present. In the event the survey detects reptiles are present, the recommended mitigation measures and potential translocation works would be scheduled.
- 6.24 It is recommended that all the Root Protection Zones (RPZ) for the trees / woodland should be mapped out to avoid damage. Where possible all the existing planting; woodland and hedgerows should be retained. The PEA recommends the creation of green corridors to provide habitats for wildlife and create connectivity across the site. These are to be created and are shown on drawing number YBM-ASL-00-ZZ-DR-L-0900 REV P6. The building works should also take place outside of the breeding and nesting season to avoid disruption to birds.
- 6.25 A modest amount of bat activity was recorded and the dominant species was common pipistrelle *Pipistrellus pipistrellus*. Other species identified comprise soprano pipistrelle *Pipistrellus pygmaeus*, Nathusius' pipistrelle *Pipistrellus nathusii*; brown long-eared *Plecotus auritus*, noctule *Nyctalus noctula*, serotine *Eptesicus serotinus*, Leisler's *Nyctalus leisleri*, and Myotis sp. The surveys indicate that the site does not provide a significant foraging resource for the local bat population. Bat activity was recorded along the site boundary; however, the numbers and types of species recorded are considered typical for a suburban fringe location.
- 6.26 It is recommended that where the broadleaved plantation woodland is to be removed to facilitate the construction of the new access footway, the gap should be kept as small as possible so that the canopy connection is retained above the footpath and the treeline not severed. External light spill near the gap should be avoided, as these are used by commuting and foraging bats. Where the broadleaved plantation woodland is being thinned works should be limited to crown lifting and removal of small saplings. The felling of larger trees should be avoided in order to maintain the canopy connection for bats.

6.27 Landscaping forms an important element of the scheme to enhance and deliver a visually aesthetic appearance, that helps to create a sense of place. Section 5 provides a detailed explanation of the proposed soft and hard landscaping. Policy MD3 (provision for open space) encourages as part of new development proposals areas of open space on-site. The school campus has a dedicated area of open space in the form of the playing fields. The proposed development includes the creation of a MUGA and a 3G all-weather sports pitch. There are also considerable areas of new planting along the southern boundary. A Landscape Habitat Management Plan (LHMP) is to be produced to ensure all existing and enhanced landscaping is well maintained.

6 Conclusions

6.1 All development should be sustainable in order to meet the national and local planning policy objectives. Sustainable development must meet the three key deliverables, which are environmental, economic and social factors. The proposed development meets all of the key criteria as demonstrated below.

Environmental

6.2 The proposed development is within the primary settlement boundary of Barry, where new development is directed. The principle of development is established, through this virtue, where development should make efficient use of land. The development is within the curtilage of an existing school campus and on previously developed land, which is promoted, reducing the impact on greenfield sites.

6.3 The proposed development promotes the use of sustainable forms of transport through the provision of cycle parking; shared transport solutions (coaches and mini buses) and walking. This seeks to mitigate against the impact on the highway network and also improve sustainable forms of transport. This is confirmed in both the Transport Assessment and the draft Travel Plan.

6.4 The ecological value of the site has been assessed and there are opportunities to ensure there would be no negative impact. Any potential species have and will be surveyed to avoid the risk of any loss of protected species. Mitigation and enhancement works are proposed through the retention and creation of new planting areas. This improves the site's ecological value, encouraging wild life and species to flourish.

6.5 A BREEAM Pre-Assessment has been undertaken and the proposed new build elements of the development are to achieve an 'Excellent' rating. This reduces the overall impact on climate change and ensures the development is as sustainable as possible.

Economic

6.6 There would be an increase in staff required to teach pupils and ancillary staff providing employment opportunities.

6.7 During the construction phase, there would be a requirement for local contractors to be employed to deliver the project within the programme delivery timescale. This creates employment opportunities for the local skilled labour force.

- 6.8 The project seeks to provide young people with an improved teaching environment to learn, encouraging young people to enjoy gaining the required knowledge in the national curriculum, resulting in the ability to gain employment.

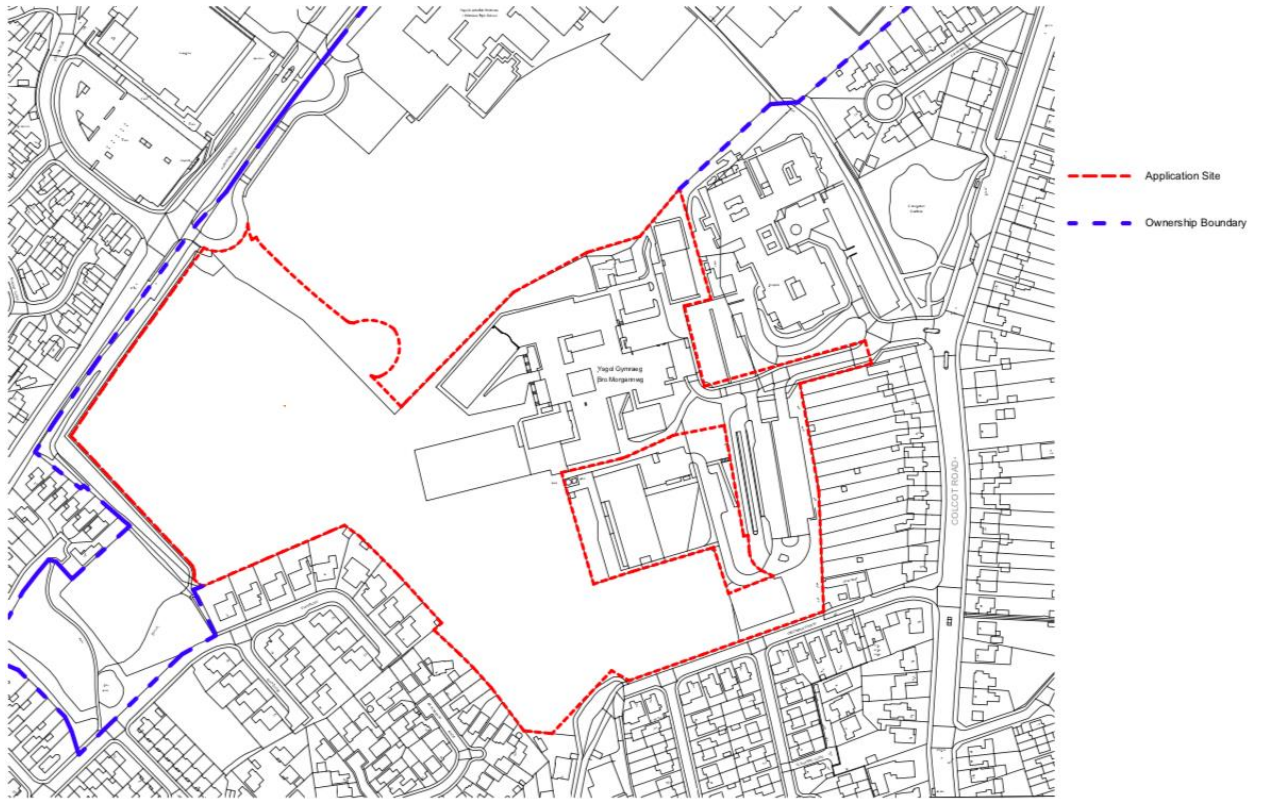
Social

- 6.9 The project would deliver several social benefits, improving education and community facilities. There are recognised health benefits that should result from the new MUGA and 3G all-weather sports pitch. This also provides the opportunity to build and foster community relationships and partnerships.

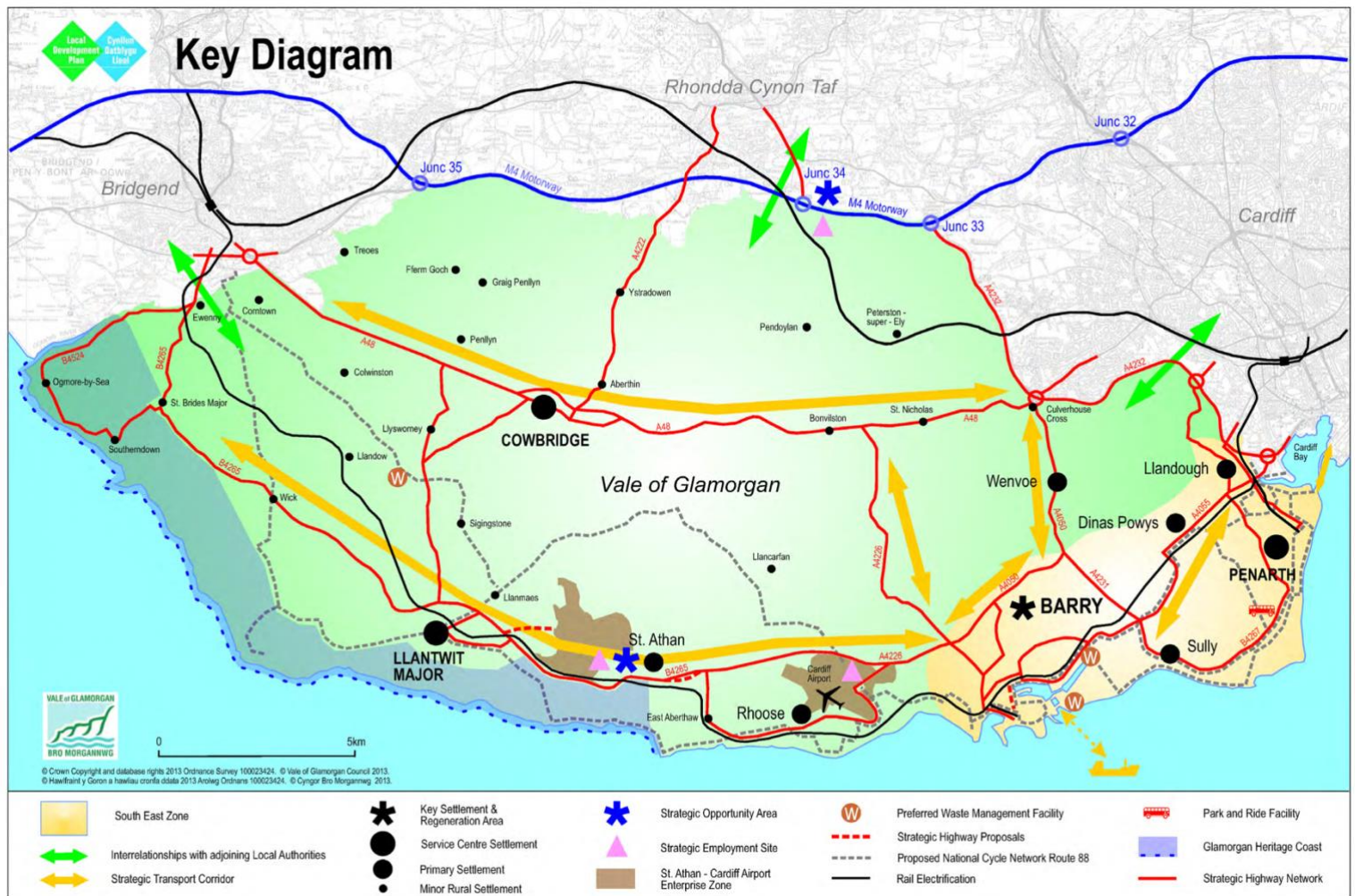
Alignment with Development Plan

- 6.10 In conclusion, the proposed development has been assessed in relation to the adopted planning policy framework that constitutes the development plan. The proposals seek to enhance the education facilities, which is high in demand, within an existing school campus. Measures have been adopted to ensure that the development would not have any negative impact upon the surrounding land uses and is as environmentally sustainable as possible. Consequently, we consider that the development aligns with the objectives of the development plan and should be approved.

Appendix 1 - Location Plan



Appendix 2 – Planning Policies



POLICY SP1 - DELIVERING THE STRATEGY

The strategy will seek to improve the living and working environment, promote enjoyment of the countryside and coast and manage important environmental assets. This will be achieved by:

1. Providing a range and choice of housing to meet the needs of all sectors of the community;
2. Promoting a range of employment sites intended to meet the needs of the Vale of Glamorgan and the wider capital region;
3. Reinforcing the role of Barry, service centre settlements and primary settlements as providers of cultural, commercial and community services;
4. Promoting sustainable transport;
5. Delivering key infrastructure linked to the impacts of development;
6. Protecting and enhancing the built, natural and coastal environment;
7. Promoting opportunities for sustainable tourism and recreation; and
8. Favouring development that promotes healthy living.

POLICY SP7 - TRANSPORTATION

Sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and promote the objectives of the South East Wales Regional Transport Plan and the Local Transport Plan will be favoured. Key priorities for the delivery of strategic transportation infrastructure will be:

1. A new Barry Island Link Road;

2. A new northern access road at St Athan enterprise zone;
3. Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile lane);
4. Improvements to the B4265 at Gileston – Old Mill;
5. Modernisation of the valley lines;
6. The National Cycle Network route 88; #;
7. Cycle routes at:
 - A4050 Culverhouse to Cardiff airport;
 - A48 Culverhouse Cross to Bridgend via Cowbridge; and - Barry waterfront to Dinas Powys
8. Bus park and ride at Cosmeston, Penarth
9. Bus priority measures at:- A4050 Culverhouse to Cardiff airport;- A48 Culverhouse Cross to Bridgend via Cowbridge;- Merrie Harrier Cardiff Road Barry to Cardiff via Barry Road; - Leckwith Road, Llandough to Cardiff; and- Lavernock Road to Cardiff via the Barrage

Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling.

All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network.

POLICY SP10 - BUILT AND NATURAL ENVIRONMENT

Development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan including:

1. The architectural and / or historic qualities of buildings or conservation areas, including locally listed buildings;
2. Historic landscapes, parks and gardens;
3. Special landscape areas;
4. The Glamorgan Heritage Coast;
5. Sites designated for their local, national and European nature conservation importance; and
6. Important archaeological and geological features

POLICY MG6 - PROVISION OF EDUCATIONAL FACILITIES

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.

Para 6.41 The Educational Facilities Background Paper also identifies a number of schools that need to be extended or improved to cater for additional needs arising from new developments. In these cases the schools are considered to be capable of extension within the confines of the existing school sites and therefore no additional land has been allocated for these infrastructure improvements.

POLICY MG7 - PROVISION OF COMMUNITY FACILITIES

Land is allocated for the future development of new community infrastructure at:

1. Barry waterfront (as part of mixed use)
2. St Cyres (as part of mixed use)
3. Ogmore residential centre
4. Cosmeston farm (as part of mixed use)

To meet the identified needs of development within the plan period, new / enhanced community facilities will be sought in areas where need cannot be met by existing facilities based on the most up to date evidence of need.

Proposals which provide new or enhanced multi use community facilities, including the co- location of healthcare, school, library and leisure facilities and other community services in accessible locations will be favoured.

6.42 Community facilities such as community halls, libraries, schools and leisure centres are essential to the social and physical well-being of residents and are key components in maintaining the vitality and viability of community life in both urban and rural settlements.

6.43 In order to understand the future requirements for community facilities during the Plan period, and inform the Infrastructure Delivery Plan, the Council has undertaken an assessment of existing community facilities (community buildings, library space and built sport facilities) within the Vale of Glamorgan¹¹. The assessment highlights existing deficiencies, identifies the nature of demand for additional community facilities arising from planned and windfall housing developments, and identifies where new or enhanced facilities are required to accommodate future growth.

6.45 Policy MG7 also promotes the development of multi-use community facilities that offer a range of accessible community based services such as leisure, health care, education community meeting space and other essential community services. Such facilities can assist in reducing travel demand, promote sustainable communities, and facilitate in the effective delivery of community facilities by a number of organisations. In this regard, the Plan will also favour development of multi-use facilities on the sites identified in Policy MG7, in association with educational proposals identified in Policy MG6, and planning proposals that improve the viability, accessibility or community value of existing services and facilities such as village shops, post offices, rural petrol stations, village & church halls and rural public houses.

POLICY MG16 - TRANSPORT PROPOSALS

WALKING AND CYCLING

1. National Cycle Network Route 88 and associated local urban and rural connections #.
2. A4050 Port Road to Cardiff Airport.
3. A48 Culverhouse Cross to Bridgend.
4. Eglwys Brewis Road in conjunction with the proposed Northern Access Road, St Athan Enterprise Zone.
5. Barry waterfront to Dinas Powys.

RAIL

6. Modernisation of the valley lines.

BUS

7. A4050 Culverhouse to Cardiff Airport.
8. A48 Culverhouse Cross to Bridgend via Cowbridge.
9. Merrie Harrier Cardiff Road Barry to Cardiff via Barry Road.
10. Leckwith road, Llandough to Cardiff.
11. Lavernock Road to Cardiff via the barrage.
12. Bus park and ride at Cosmeston Penarth.

HIGHWAYS

13. Barry Island link road.
14. Northern access road (St Athan enterprise zone).
15. Gileston - Old Mill B4265.

16. Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile Lane).
17. Cross Common Road junction improvements.
18. North of A48, Bonvilston Road improvements.
19. Link Road between A48 and Llantwit Major Road, Cowbridge.

INTERCHANGES

20. Barry Dock Station bus interchange.

HIGHWAY IMPROVEMENT WORKS

In addition, to mitigate the impact of development on the highway network, highway improvement works in the form of corridor or junction improvement schemes will be required.

POLICY MD1 - LOCATION OF NEW DEVELOPMENT

New development on unallocated sites should:

1. Have no unacceptable impact on the countryside;
2. Reinforce the role and function of the key settlement of Barry, the service centre settlements, primary settlements or minor rural settlements as key providers of commercial, community and healthcare facilities;
3. Where appropriate promote new enterprises, tourism, leisure and community facilities in the Vale of Glamorgan;
4. In the case of residential development, support the delivery of affordable housing in areas of identified need;
5. Have access to or promote the use of sustainable modes of transport;
6. Benefit from existing infrastructure provision or where necessary make provision for new infrastructure without any unacceptable effect on the natural or built environment;
7. Where possible promote sustainable construction and make beneficial use of previously developed land and buildings;
8. Provide a positive context for the management of the water environment by avoiding areas of flood risk in accordance with the sequential approach set out in national policy and safeguard water resources; and
9. Have no unacceptable impact on the best and most versatile agricultural land.

POLICY MD2 - DESIGN OF NEW DEVELOPMENT

In order to create high quality, healthy, sustainable and locally distinct places development proposals should:

1. Be 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;
2. Respond appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix, and density;
3. Where appropriate, provide new or enhanced areas of public realm particularly in key locations such as town centres, major routes and junctions;
4. Promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour. In the case of retail centres, developments should provide active street frontages to create attractive and safe urban environments;
5. Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users;
6. Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;
7. Where appropriate, conserve and enhance the quality of, and access to, existing open spaces and community facilities;
8. Safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance;

9. Provide public open space, private amenity space and car parking in accordance with the council's standards;
10. Incorporate sensitive landscaping, including the retention and enhancement where appropriate of existing landscape features and biodiversity interests;
11. Provide adequate facilities and space for the collection, composting and recycling of waste materials and explore opportunities to incorporate re-used or recyclable materials or products into new buildings or structures; and
12. Mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition, and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.

POLICY MD 3 - PROVISION FOR OPEN SPACE

Where there is an identified need for public open space, new residential development with a net gain of 5 or more dwellings will be required to provide public open space in accordance with the following standards:

1. Outdoor sports provision 1.6 hectares per 1,000 population
2. Children's equipped play space 0.25 hectares per 1,000 population
3. Informal play space 0.55 hectares per 1,000 population.

Where there is an identified need for public open space provision, major new commercial developments, where floorspace to be created exceeds 1000 sqm or the site is 1 hectare or more, will be required to provide public open space at a ratio of 16 sqm per full time equivalent employee.

In order to create sustainable places areas of open space will usually be required to be provided on-site as part of new development proposals. Where it is not practical or desirable to make provision on-site, appropriate off-site provision or financial contributions for improvements to existing facilities will be required in lieu of on-site public open space.

POLICY MD4 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Where appropriate and having regard to development viability, the Council will seek to secure new and improved community infrastructure, facilities and services appropriate to the scale, type and location of proposed developments through the use of planning obligations. Community infrastructure may include the provision or improvement of:

1. Affordable housing;
2. Educational facilities;
3. Transport infrastructure and services for pedestrians, cyclists, public transport and vehicular traffic;
4. Public open space, public art, leisure, sport and recreational facilities;
5. Community facilities;
6. Healthcare facilities;
7. Service and utilities infrastructure;
8. Environmental protection and enhancement such as nature conservation, flood prevention, town centre regeneration, pollution management or historic renovation;
9. Recycling and waste facilities; and
10. Employment opportunities and complementary facilities including training.

POLICY MD5 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Settlement boundaries have been defined around all the settlements within the LDP settlement hierarchy. New development within these settlements will be permitted where the proposed development:

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; and
7. Makes appropriate provision for community infrastructure to meet the needs of future occupiers.

POLICY MD7 - ENVIRONMENTAL PROTECTION

Development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment from either:

1. Pollution of land, surface water, ground water and the air;
2. Land contamination;
3. Hazardous substances;
4. Noise, vibration, odour nuisance and light pollution;
5. Flood risk and consequences;
6. Coastal erosion or land stability;
7. The loss of the best and most versatile agricultural land; or 8. Any other identified risk to public health and safety.

Where impacts are identified the Council will require applicants to demonstrate that appropriate measures can be taken to minimise the impact identified to an acceptable level. Planning conditions may be imposed or legal obligation entered into, to secure any necessary mitigation and monitoring processes.

In respect of flood risk, new developments will be expected to avoid unnecessary flood risk and meet the requirements of TAN15. No highly vulnerable development will be permitted within Development Advice Map (DAM) zone C2. Development will only be permitted in areas at risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements set out in TAN15.

POLICY MD9 - PROMOTING BIODIVERSITY

New development proposals will be required to conserve and where appropriate enhance biodiversity interests unless it can be demonstrated that:

1. The need for the development clearly outweighs the biodiversity value of the site; and
2. The impacts of the development can be satisfactorily mitigated and acceptably managed through appropriate future management regimes.

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