

# Planning Statement

**Ysgol Gyfun Gymraeg Glantaf Special Resources Base**

**Ysgol Gyfun Gymraeg Glantaf**

**Bridge Road**

**Llandaff North**

**Cardiff CF14 2JL**

**November 2023**

**DRAFT**

**theurbanists**

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## 1. Introduction and Background

This statement accompanies a planning application for a proposed Special Resources Base (SRB) and the associated infrastructure at Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North, CF14 2JL. This report sets out the planning context for the site and the project, and provides a planning assessment of the proposed development.

The proposed SRB will serve the existing school and its current 22 SRB pupils, whilst also increasing the available capacity of SRB spaces to 60. The spaces will comprise 30 ASD (Autism Spectrum Disorder) spaces and 30 CLN (Complex Learning Needs) spaces. Due to the increase in SRB capacity, the school will also require an increase in the number of staff which is estimated to be at a ratio of 1 to 1 for SRB pupils.

At the heart of the proposal is the ambition to improve the education facilities and inclusivity to achieve a higher standard of education across the board for all future learners at Ysgol Gyfun Gymraeg Glantaf by providing improved facilities for the faculty and pupils to benefit from. With this in mind, the preferred option has been selected so that the integration of the SRB into the existing site best supports the existing layout and also the pupils and the members of staff.

## 2. The Site

The site is adjacent to River Taff, Gabalfa Road and the A4054 (Bridge Road over the River Taff). The site is within the Llandaff North Ward and borders on the Llandaff electoral ward which is directly to the east over the River Taff. The proposals map attached with the current Local Development Plan shows that the site is partly within the River Corridor along the Taff.

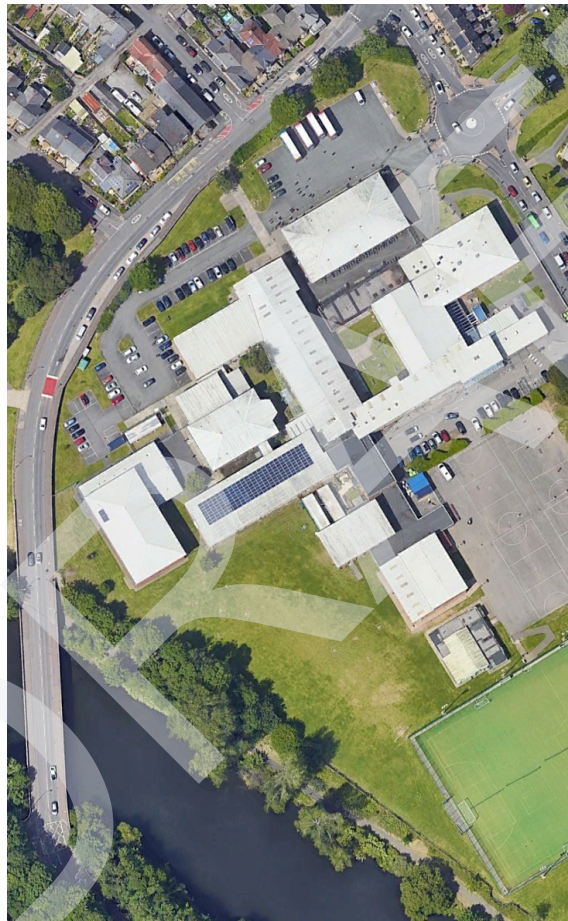


Figure 1: Google Earth aerial image of the site.

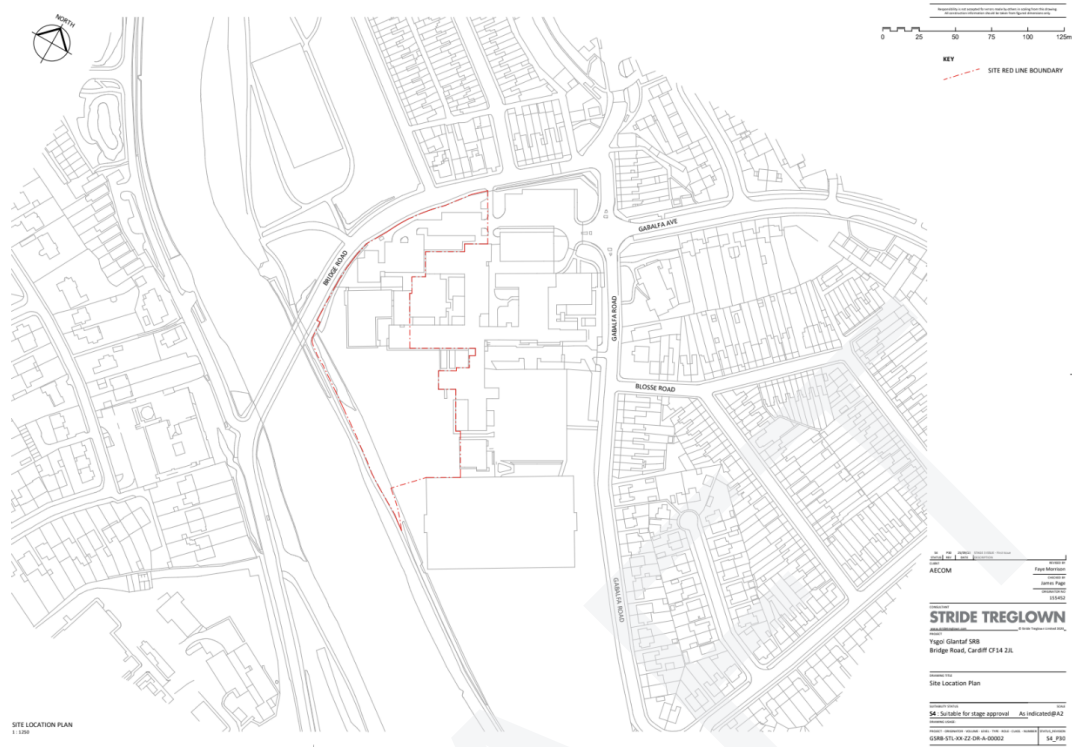


Figure 2: Proposed development site.

The development site is approximately 1.14ha in size and currently supports a sports field and two demountable teaching units which currently house the existing SRB units, as well as existing car parking and adjacent amenity areas. The site is bound to the east by the school building or further car parking / amenity areas, to the west by the River Taff and to the north and west by the A4054, to the south by the school all-weather sports pitch.

Vehicular and pedestrian access to the proposed development site is currently available from the main school entrance on Gabalfa Road. An additional pedestrian gate is also present on the A4054 Bridge Road.

### 3. Planning History

The following approved planning applications are relevant to the proposed development:

- **18/01543/MNR:** Replacement windows & doors and infill cladding panels to school - Ysgol Gyfun Gymraeg Glantaf Bridge Road Llandaff North Cardiff.
- **13/01399/DCO:** Replacement windows on various elevations - Ysgol Gyfun Gymraeg Glantaf Bridge Road Llandaff North Cardiff.
- **97/00182/W:** Conversion of an existing flat roof at the school to pitched configuration - Ysgol Gyfun Gymraeg Glantaf Gabalfa Road Llandaff North Cardiff.
- **90/02060/W:** Convert existing roof on maths block to pitched roof - Ysgol Gyfun Gymraeg Glantaf Gabalfa Road Llandaff North Cardiff.
- **89/01102/W:** Proposed new lift - Ysgol Gyfun Gymraeg Glantaf Gabalfa Road Llandaff North Cardiff.

## 4. The Proposed Development

The development proposed consists of the following:

- A proposed Special Resource Base which will accommodate classrooms, a performance hall, learning kitchen, community cafe, staff rooms and changing rooms internally.
- Externally, new play areas (including a 2G football pitch), a cycle store and footpaths are proposed with a new direct pedestrian link to the Taff Trail. The existing car park will be relined to improve the parking arrangement.
- A Sustainable Urban Drainage System (SuDS) will also be integrated into the scheme from the initial design considerations and is further supported by an FCA.

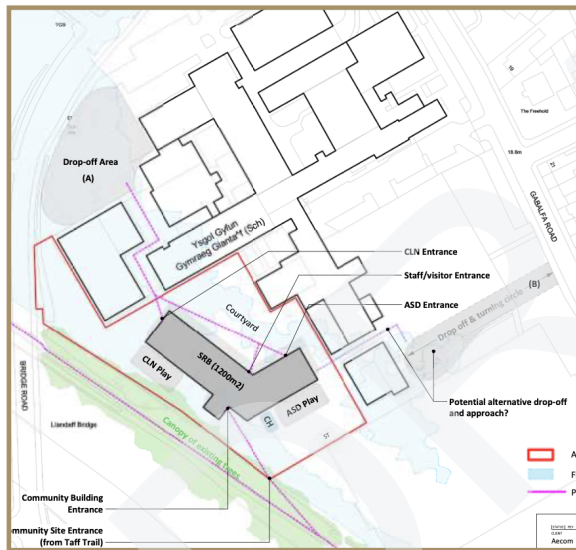
## 5. The Design Process

The design process implements a three stage design process which then presents a final design to be expanded upon.

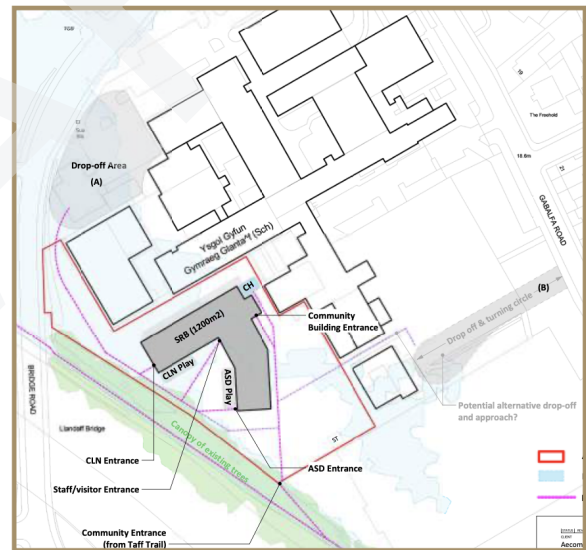
The below is a summary of the design process which is further explained in the Design and Access Statement.

## Initial Development Site Options

A range of options were initially considered for the position and form of the new SRB. These options ranged in terms of location and building footprint. Each of the initial site options considered both proximity to the school for inclusion and integration, as well connections to the Taff Trail and the surrounding community. After a review of the initial options a priority was placed on the connection and integration of the proposed with the existing school.



**Option 1**



**Option 2**

Figure 3: Some of the initial site options explored.

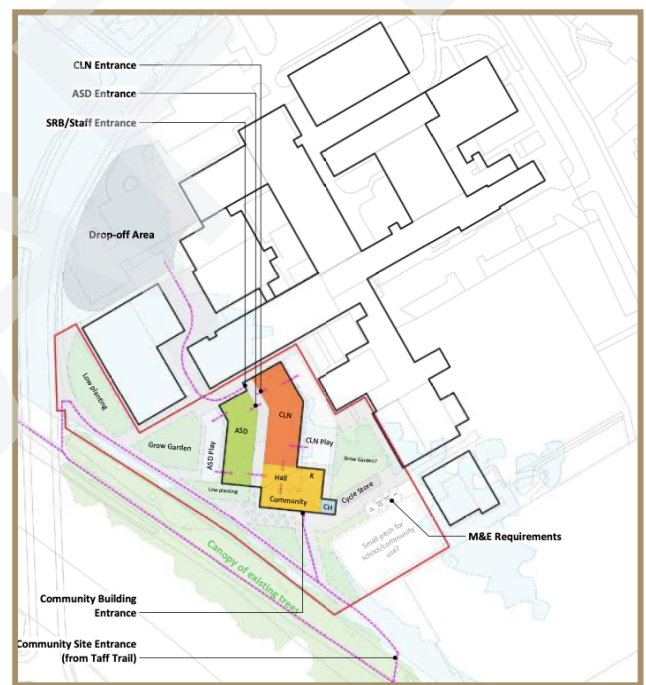


## Developed Site Options

In response to the previous options discussed, a number of advanced site options were then undertaken. These options considered integration much more, with the possibility of physical connection to the existing school to try and shorten the approach from the proposed drop-off area for the students.



**Option 1**



**Option 3**

Figure 4: Examples of developed site options explored.

## Advanced Site Options

On integration, functionality and design grounds Option 3 was preferred and was developed further via two options. Both options explored a single storey layout intended to link directly to the existing school as illustrated below. The ASD & CLN 'wings' are provided with their own entrances off a main circulation area where the SRB pupils would arrive and unwind before entering their designated classrooms.



Figure 5: The two advanced site options.

## Developed Design

The preferred advanced site option was then developed into a developed design. The advanced options presented on the previous page (to the right) was chosen for development as it was considered to have minimal impact on the existing school site (soft play) and to create less of an impact on the teaching rooms in the existing school building at ground floor level.

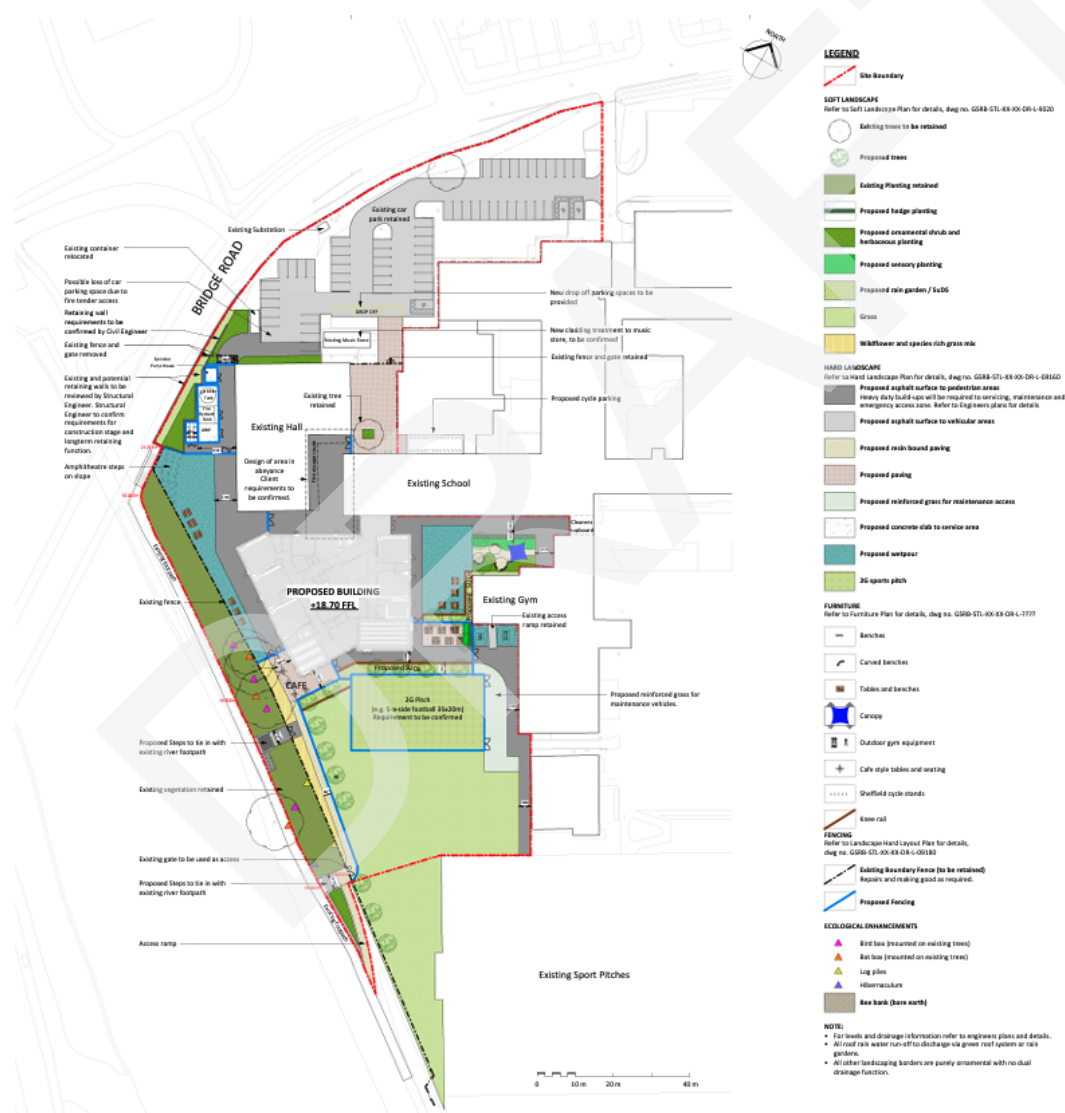


Figure 6: Proposed final site plan.

A simple material planning that reflects those on the existing school is proposed for the developed design to ensure that it is further integrated to the existing school structure and appears as one.

## **6. Planning Policy Context**

This section sets out the planning policy context for the proposed development. It examines the relevant national and local planning policy covering national and local policy contexts. It includes the following:

- National Planning Policy and Technical Advice Notes
- Local Strategies and adopted planning policy

### **6.1 National Planning Policy**

#### **The Wellbeing of Future Generations Act (2015)**

The Well-being of Future Generations Act requires public bodies in Wales to consider the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.

The Planning Act (Wales) 2015 states that Local Planning Authorities must exercise their function in relation to the determination of planning applications “...as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 (annex 2), for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.” (PA(W), Sec.2(2))

The Act puts in place seven well being goals. The Act makes it clear that the listed public bodies must work to achieve all of the goals, not just one or two. The goals are identified below.

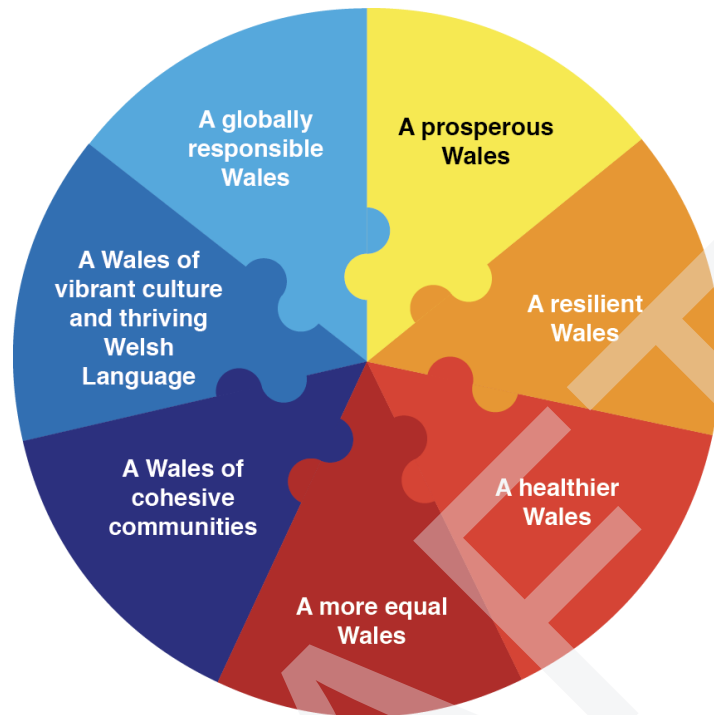


Figure 7: Well being Goals.

The Future Generations Act defines Sustainable Development in Wales as: “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.” It sets out five ways of working needed for Public Bodies to achieve the seven well-being goals: balancing short-term needs with the needs to safeguard the ability to also meet long-term needs; considering how the public body’s well-being objectives may impact upon each of the well-being goals, on their objectives, or on the objectives of other public bodies; involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves; acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives; and preventing problems occurring or getting worse may help public bodies meet their objectives.

## Planning Policy Wales (2021) Ed. 11

Planning Policy Wales (PPW) is the Welsh Government's land use planning policy for Wales. It replaces the 2018 edition of PPW. A strong focus on placemaking and sustainable development is retained as key elements to deliver the wellbeing goals and direct development plans and development management decisions.

PPW describes the process of placemaking as an “inclusive process, involving all of those with a professional or personal interest in the built and natural environment, which focuses on developing plans, making decisions and delivering developments which contribute to the creation and enhancement of sustainable places” (par. 2.6) and it “...is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws on an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well being in the widest sense” (p.14).

PPW recognises the impact of the Covid-19 pandemic and strives to “ensure that the post-Covid world has people's wellbeing at its heart” (par. 2.22). PPW leads the way in ensuring this, and contains the principles and policies needed for recovery. Building Better Places, published by Welsh Government in July 2020, highlights the key policy priorities and actions in PPW to aid recovery.

It sets out the key planning principles of '*achieving the right development in the right place*' by the principles of: growing our economy in a sustainable manner; making best use of resources; facilitating healthy and accessible environments; creating and sustaining communities; and maximising environmental protection and limiting environmental impact. These are then underpinned by National Sustainable Placemaking Outcomes in relation to each principle.

PPW sets out the four key themes which contribute to placemaking thus: strategic and spatial choices; active and social places; distinctive and natural places; and productive and enterprising places. Each theme contributes in different ways to the placemaking outcomes.

## Planning Policy Wales Edition 12 (update to Chapter 6)

PPW is currently scheduled to be updated late in 2023, while Chapter 6 has been updated with immediate effect. This updated chapter has been set out in guidance, published on the 18th October 2023, titled 'Addressing the nature emergency through the planning system: update to Chapter 6 of Planning Policy Wales'.

This update sets out several main changes to that version of the same chapter in Edition 11; these being:

- **Green Infrastructure:** A stronger emphasis will be placed on a proactive approach, covering cross boundary consideration, identifying key outputs of green infrastructure assessments, the submission of proportionate green infrastructure statements with planning applications and signposting Building with Nature standards.
- **Net Benefit for Biodiversity and the Step-wise Approach:** Off-site compensation is acknowledged as a last resort, and the need to consider enhancement and long-term management at each step is recognised. Green Infrastructure statements are set out as a requirement to demonstrate the 'step-wise approach' i.e. avoid, minimise, mitigate/restore, compensate on-site, compensate off-site. This links to the DECCA framework of ecosystem resilience to decide enhancements (Diversity, Extent, Condition, Connectivity and Aspects)
- **Protection for Sites of Special Scientific Interest:** The updated chapter strengthens the approach to the protection of SSSIs with increased clarity on the position of site management and exemptions for minor development necessary to maintain a 'living landscape'. This sets out that: Development not for management of the SSSI must be avoided; there may be desirable intervention is SSSIs relating to public benefits (access, travel, education) or to secure its role as a living landscape; there is presumption against all other forms of development; and only in wholly exceptional circumstances, with no likely harm to a SSSI, and with prior broad and clear agreement for mitigation and enhancement may a development be allowed.
- **Trees and Woodlands:** a close alignment is taken with the step-wise approach, as well as promotion of new planting as part of development based on securing the right tree in the right place.

## Future Wales - The National Plan 2040

Future Wales - The National Plan 2040 was adopted in February 2021 as the national development framework setting the direction of development in Wales to 2040. The NDF provides a strategy to address key national priorities through the planning system, including developing a vibrant economy, developing strong ecosystems, achieving decarbonisation and climate-resilience and improving the health and wellbeing of communities.

Future Wales sets out 11 outcomes comprising the vision for Wales in 2040. The aim is for a Wales where people live:

- In connected, inclusive and healthy places;
- In vibrant rural places with access to homes, jobs and services;
- In distinctive regions that tackle health and socio-economic inequality through sustainable growth;
- In places with a thriving Welsh Language;
- In towns and cities which are a focus and springboard for sustainable growth;
- In places where prosperity, innovation and culture are promoted;
- In places where travel is sustainable;
- In places with world class digital infrastructure;
- In places that sustainably manage their natural resources and reduce pollution;
- In places with biodiverse, resilient and connected ecosystems; and
- In places which are decarbonised and climate resilient.

Future Wales divides Wales into 4 regions with Cardiff falling within the South-East Region, with Newport, Bridgend, Monmouthshire, and the Valleys. It designates Cardiff, Newport and the Valleys as one of the two National Growth Areas, with growth and investment focused on Cardiff, and proposes that the region is covered with a Strategic Development Plan. It provides a series of national policies (ch.4, Strategic and Spatial Choices), including:



- Policy 1 – Where Wales will grow.
- Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking.
- Policy 3 – Supporting Urban Growth and Regeneration – Public Sector Leadership.
- Policy 9 – Resilient Ecological Networks and Green Infrastructure.
- Policy 12 – Regional Connectivity.
- Policy 17 – Renewable and Low Carbon Energy and Associated Infrastructure.

Policy 1 identifies that Cardiff is a key location for future growth and Policy 2 sets out the need to create spatial frameworks to achieve the placemaking aims of the Wales planning system. Policy 2 also sets out the key Strategic Placemaking Principles: mixtures of uses; a variety of housing; walkable scales; increased densities in towns and cities; integration with street networks; plot-based development; and green infrastructure.

Policy 3 sets out how the Welsh Government will play an active, enabling role to support the delivery of urban growth and regeneration. It details that the Welsh Government will assemble land, invest in infrastructure and prepare sites for development. Policy 3 explains how local authorities and other public sector bodies will work together to unlock the potential of their land and support them to take an increased development role.

Policy 9 (Resilient Ecological Networks and Green Infrastructure) emphasises the importance of; identifying areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.

Policy 12 (Regional Connectivity) states that planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time.

Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Policy 17 (Renewable and Low Carbon Energy and Associated Infrastructure) explains how the Welsh Government strongly supports the principle of developing renewable and low carbon energy from all technologies and at all scales to meet our future energy needs.

## **Active Travel (Wales) Act (2015)**

The Active Travel (Wales) Act (2015) set out that Welsh ministers must publish annual reports on the amount of active travel journeys made in Wales. There is also a requirement for Local Authorities to identify and plan for active travel routes and increase the provision for walking and cycling, and encourage users to rely less on cars. Local highway authorities are required to give greater consideration to the requirements of walkers and cyclists and provide greater infrastructure provision to them. The act also highlights the need to build connections between key sites such as workplaces, hospitals, schools and shopping areas with active travel routes.

## **Technical Advice Notes (TANs)**

Technical Advice Notes should be read in conjunction with Planning Policy Wales. TANs should be taken into account by the local planning authorities in the preparation of Development Plans. They may be material to decisions on individual planning applications and will be taken into account by inspectors and the Welsh Government in the determination of appeals and called-in planning applications. The following TANs are relevant to the proposed development:

### Technical Advice Note 12, Design (2016)

The revised Technical Advice Notes (TAN) aims to equip all those that are involved in the design of development with advice on how sustainability, through good design, may be facilitated through the planning system. It sets out the core design principles that any development

proposal must follow to help create a sustainable environment and exhibit a high level of design quality. These are structured via five the following key objectives of good design:

- Access - Ensuring ease of access for all.
- Character - Sustaining of enhancing local character; promoting legible development; promoting a successful relationship between public and private space; promoting quality, choice and variety; and promoting innovative design.
- Community Safety - Ensuring attractive, safe public spaces and security through natural surveillance.
- Environmental Sustainability - Achieving efficient use and protection of natural resources and enhancing biodiversity.
- Movement - Promoting sustainable means of travel.



Figure 8: Objectives of Good Design.

## TAN 5: Nature Conservation and Planning

This Technical Advice Note provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It brings together advice on sources of legislation relevant to various nature conservation topics which

may be encountered by local planning authorities. The key principles of planning for nature conservation are set out followed by advice about the preparation and review of development plans, including the relevant statutory requirements.

## TAN 15: Flooding

The TAN provides technical guidance which 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, and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development, can be assessed.

The proposed development lies within Zone B and Zone C1 of the Natural Resources Wales (NRW) Development Advice Map (DAM). Zone C1 denotes areas of the floodplain that are served by significant infrastructure, including flood defences. In the Flood Map for Planning, the site is located in Flood Zone 2 (Rivers). Flood Zone 2 represents areas with a less than 1 in 100 (1%) but greater than 1 in 1000 (0.1%) chance of flooding in a given year, including climate change.

The proposed development will have a 'highly vulnerable' development vulnerability classification, according to Technical Advice Note 15: Development and Flood Risk (TAN15). Highly vulnerable development can take place within Zone C1 and Zone 2 subject to the application of the Justification Test, including acceptability of consequences.

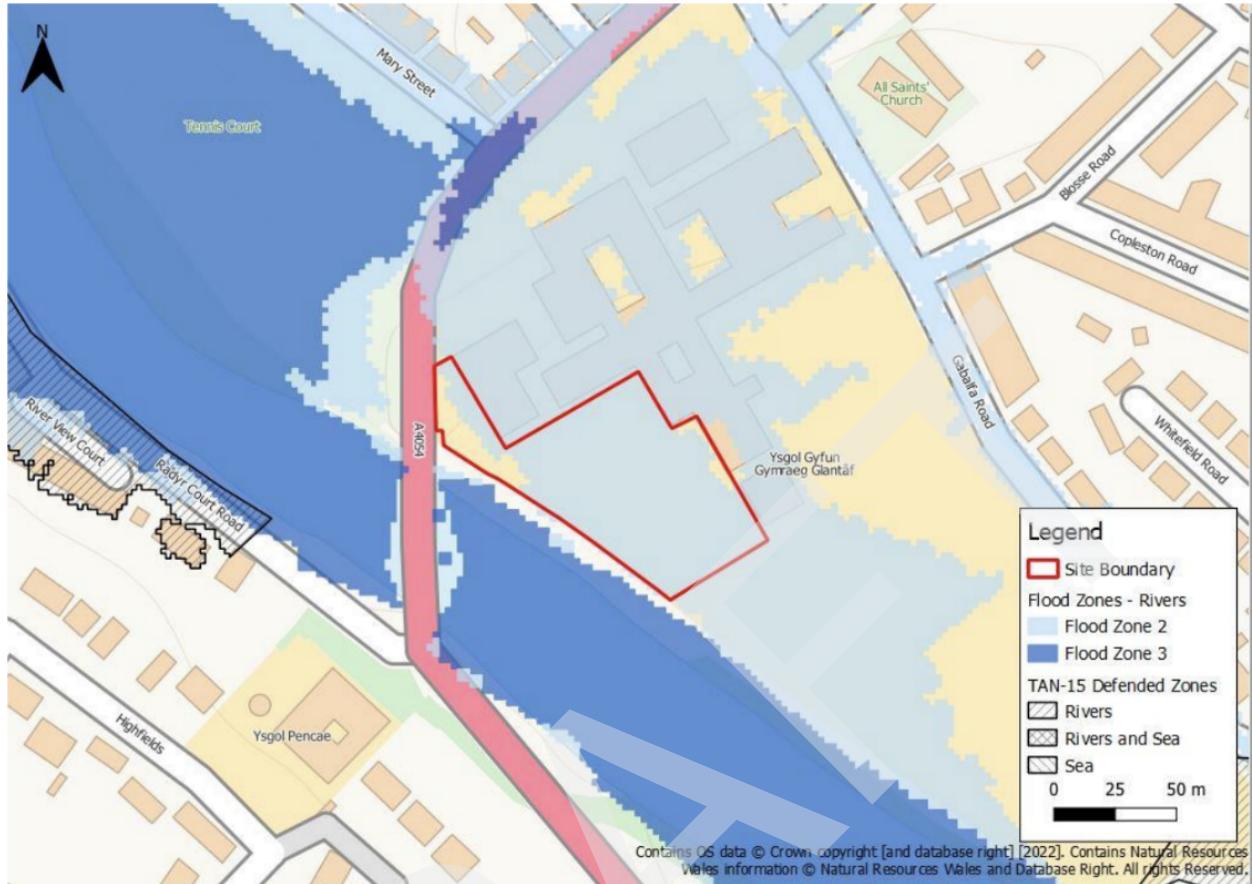


Figure 9: Proposed development site in the Flood Maps for Planning.

TAN 18: Transport

The TAN recognises that Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. It states PPW and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

## 6.2 Local Planning Policy

### **Cardiff Local Development Plan 2006-2026**

The Cardiff City Council adopted the Local Development Plan (LDP) in January 2016. The LDP outlines the broad approach the Council will take to ensure sustainable development between 2006 and 2026.

The LDP is currently being updated and will be superseded by the 2021 - 2036 LDP, which has recently completed its call for consultation on strategic options. The LDP broadly aims to respond to the Cities future needs and ensure the infrastructure for growth is assured and also to further promote active trail and place making.

The key development policies (2006 - 2026) are summarised below:

#### KP5 Good Quality and Sustainable Design

The aim of this policy is to ensure that all proposed development is of high quality and sustainable design. New development should make a positive contribution to the creation of distinctive communities, places and spaces. In order to achieve this development must: respond to the local character and context of the built and natural setting; be legible, accessible and safe; maximising renewable energy solutions etc.

#### KP15 Climate Change

This policy sets out the key considerations to be made in order for development to mitigate against the effects of climate change and adapt to its impacts. Factors to be considered include: reducing carbon emissions; protecting and increasing carbon sinks; adapting to the impacts of climate change; promoting energy efficiency and renewable energy; preventing development that increases flood risk; and, avoiding developing in areas susceptible to flood risk.

## KP16: Green Infrastructure

The policy aims to ensure that Cardiff's green infrastructure assets are strategically planned and delivered through a green infrastructure network. It states the following with regard to Green Infrastructure

Cardiff's distinctive natural heritage provides a network of green infrastructure which will be protected, enhanced and managed to ensure the integrity and connectivity of this multi-functional green resource is maintained. Protection and conservation of the natural heritage network needs to be reconciled with the benefits of development. Proposed development should therefore demonstrate how green infrastructure has been considered and integrated into the proposals. If development results in overall loss of green infrastructure, appropriate compensation will be required. Natural heritage assets are key to Cardiff's character, value, distinctiveness and sense of place.

The green infrastructure network is important for its own sake and for its contribution to the wider quality of life, including the value that people attach to it. It provides a range of economic, social and environmental benefits including reducing impacts of climate change (KP15), enhanced biodiversity habitat and species connectivity (EN5, EN6 and EN7), providing greater opportunities for sports and recreation (C4), contributing to the communities' health and wellbeing (C6) and providing visual benefits for all (KP5).

New developments should incorporate new and / or enhanced green infrastructure of an appropriate size, type and standard to ensure no fragmentation or loss of connectivity. Where the benefits of development outweigh the conservation interest, mitigation and/or compensation

## C1 Community Facilities

This policy supports proposals for new and improved community facilities, health and religious facilities will be encouraged, subject to the following criteria being satisfied: i. The facility would

be readily accessible to the local community it is intended to serve by public transport, walking and cycling; ii. The facility would not unduly prejudice the amenities of neighbouring and nearby residential occupiers; iii. The facility would not detract from the character and appearance of a property or the locality; iv. The facility will not lead to unacceptable parking or traffic problems; v. The facility is designed with the greatest possible flexibility and adaptability to accommodate additional community uses without compromising its primary intended use.

#### C4: Protection of Open Spaces

States that development will not be permitted on areas of open space unless: i. It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and ii. The open space has no significant functional or amenity value; and iii. The open space is of no significant quality; or iv. The developers make satisfactory compensatory provision; and, in all cases; v. The open space has no significant nature or historic conservation importance.

#### C7: Planning for Schools

This policy states where a need has been identified for new and improved school facilities as a result of development, the Council will seek contributions towards the cost of additional education provision. Development of nursery, primary, secondary and sixth form education should: i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use.

#### LDP Constraints and Proposals Map

In the Constraints and Proposals Map, the site is adjacent to a SINC (River Taff), is in a River Corridor, and is partially within Flood Zone 2.



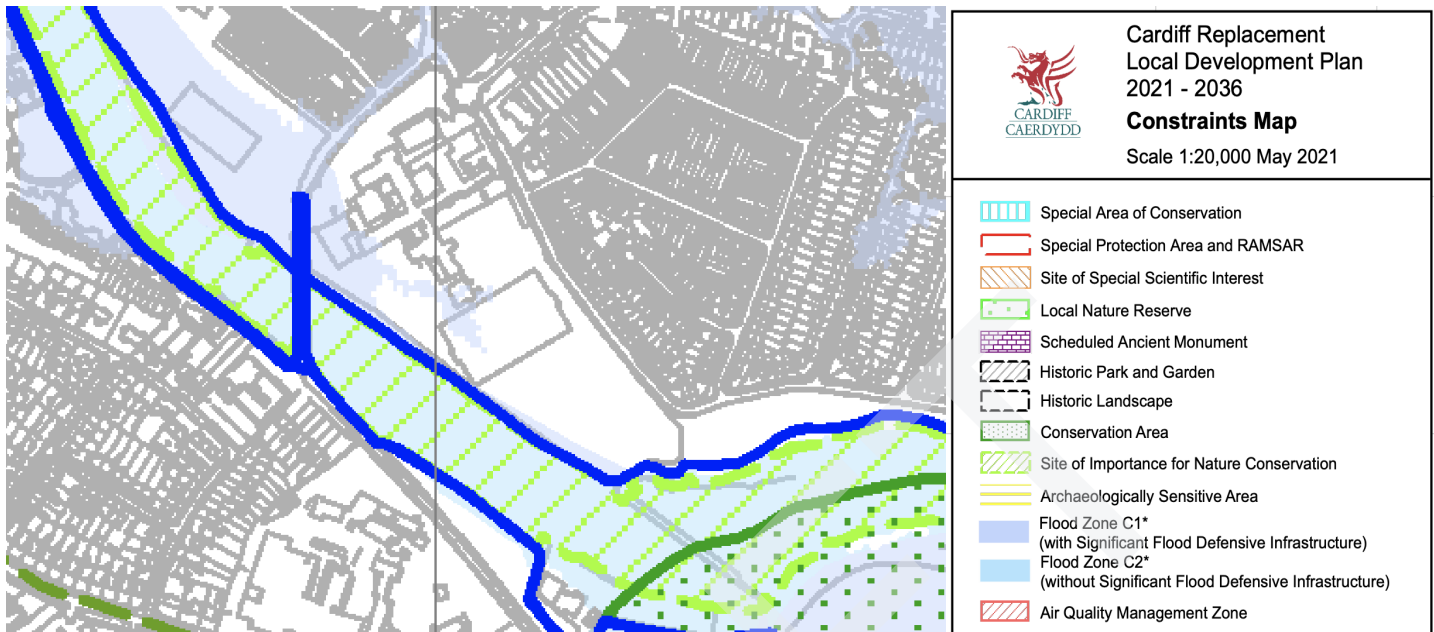


Figure 10: The LDP Constraints Map.

**Supplementary Planning Guidance (SPG)**

SPG documents add further detail to the policies in the LDP; they provide further guidance for development, on specific sites or on particular issues such as design. The following are relevant to the development:

- Green Infrastructure SPG, November 2017 (including the Protection and Provision of Open Space in New Developments Technical Guidance Note (TGN) 2017)
- Managing Transportation Impacts (Incorporating Parking Standards) SPG, July 2018
- Planning for Health and Well-being SPG, November 2017
- Waste Collection and Storage Facilities SPG, October 2016

## Green Infrastructure SPG, November 2017

This guidance sets out the principles of green infrastructure, what information is required from developers, and the interaction between different elements e.g. open space and ecology. Separately, it also includes several individual Technical Guidance Notes (TGNs) which provide a greater depth of planning and design information on Ecology & Biodiversity and Trees And Development.

## Managing Transportation Impacts (Incorporating Parking Standards) SPG, July 2018

This guidance sets out the strategy for managing the impacts on the public highway and sets out the user hierarchy in accordance with TAN 18. The SPG sets out the thresholds for Transport Assessments and Travel Plans, and the standards for parking.

## Planning for Health and Well-being SPG, November 2017

This guidance provides supporting information and guidance for planners, developers and investors on how our environment and the planning decisions we make, impact on the health and wellbeing of the population. The document provides detailed guidance on the location of health care facilities to cater for increased users throughout the LDP plan period.

## Waste Collection and Storage Facilities SPG, October 2016

This guidance provides minimum standards for planners, architects, developers and property managers, to assist in planning and designing storage and collection of refuse and recycling facilities in domestic and commercial developments.

## 7. Planning Assessment

### The Principle of Development

The application site falls within the settlement boundary and is an extension to an existing school, also the proposed development is supported in principle by LDP Policy C7 Planning For Schools. The principle of the development is therefore considered to be sound and supported by the relevant policies. A review of the proposed scheme against key material planning considerations that arise from the wider identified policy context is below.

### Visual and Neighbour Amenity

Given the location, the height and visual mass of the existing school structures, and the distance away from nearby residential properties (as shown in the drawing models), the site is subservient to the existing development and can accommodate a building without harming the wider setting. The scale of the proposed building and the distance away from nearby residential dwellings will prevent any significant impact on residential amenity.

### Highways Impact, Parking, and Accessibility

The proposal will utilise the existing access points on Gabalfa Road and Bridge Road and a new Active Travel access will be provided from the Taff Trail. Through adjustment of the existing parking area, appropriate parking will be allocated for the SRB (six standard spaces, five accessible spaces and six mini bus bays), a new turning circle will be provided and three taxi or car pick up / drop off places (to be managed by the school). To strengthen Active Travel infrastructure on site, a cycle storage facility will be provided alongside the SRB and the new access from the Taff Trail will be designed to accommodate bikes.

Given that the proposed development is rationalising existing education provision at the school, it is considered that the proposed access arrangements would ensure the SRB can be incorporated on the school site without detrimental impact on the access and parking provision in the school and the safe operation of the local highway. However, to fully account for the small

increase in pupil and staff numbers a Transport Statement has been prepared to demonstrate that the impact of the proposal on the local highway has been fully assessed.

## **Public Open Space**

Whilst the proposed development does not involve the loss of formal open space, there would be some loss of green space. However, the wider school site provides extensive green space and play pitches. The proposed design also involves enhanced landscaping and design which enhances the green Infrastructure for future pupils and faculty.

## **Flood Risk and Drainage**

As identified in the previous section, the site is located within Flood Zone 2 of the Flood Map for Planning and Zone B and Zone C1 in the Development Advice Map. The proposed development is highly vulnerable development, which can take place in such zones when a Justification Test is undertaken and there is an acceptance of the consequences. A Flood Consequences Assessment has therefore been prepared and has informed the design. The submitted FCA has demonstrated that all aspects of the Justification Tests, including the acceptability criteria, set out in TAN15 have been satisfied. Consequently, it is considered that the proposed development would be acceptable on flood risk grounds.

A comprehensive SuDS and foul drainage design has also been prepared for the scheme. The SAB will be engaged to see approval of the proposed drainage design.

## **Impact on Trees**

There are TPO's around the site, but the development would not impact on these. Creation of a new access from the Taff Trail would pass through a riverside corridor, and a Tree Survey has been undertaken to inform this and ensure no unacceptable impact on tree loss.

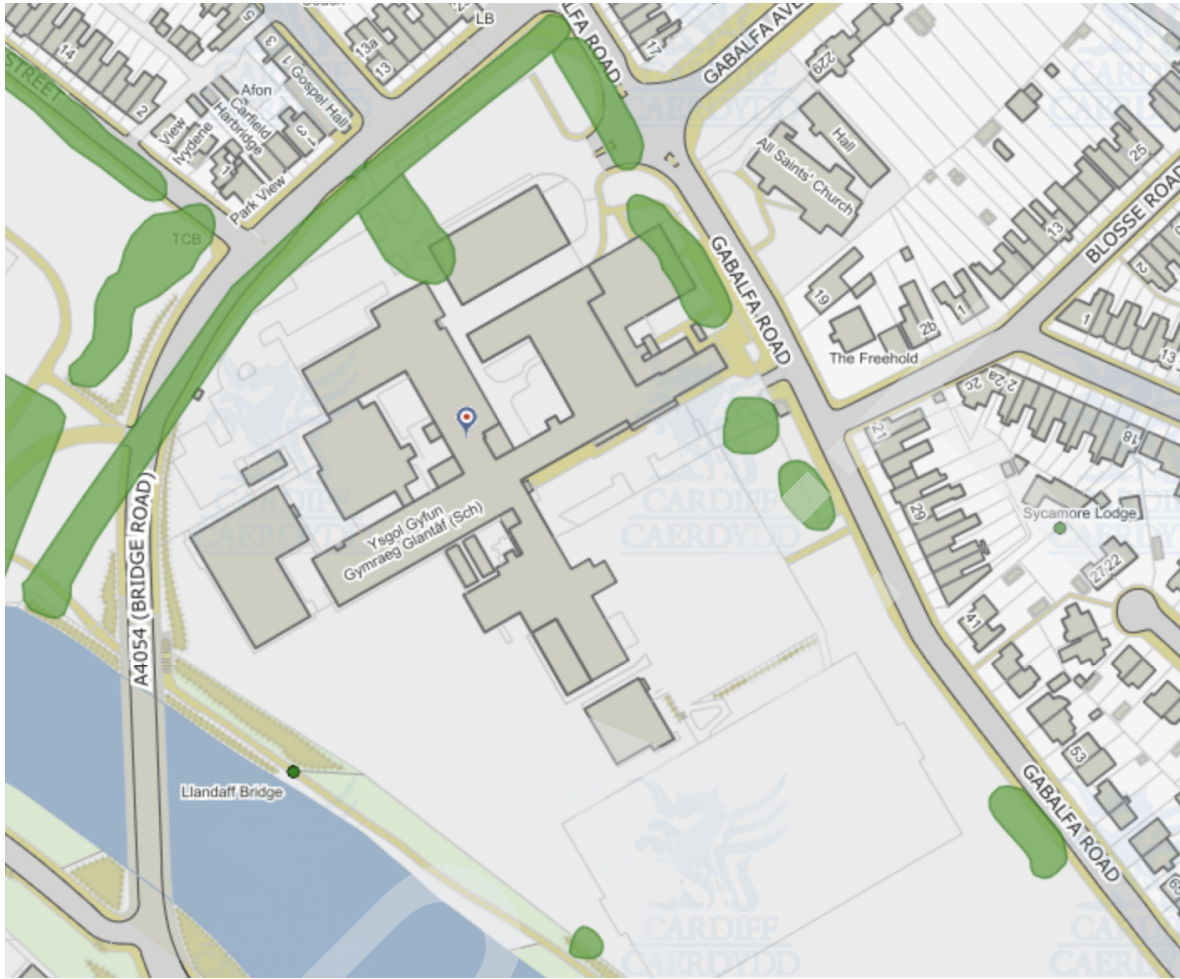


Figure 11: Tree Protection Orders adjacent to site.

### Impact on Protected Species and Habitats

A preliminary ecological appraisal has been carried out on site which has potentially identified the presence of otters and bats near the site and therefore the application is supported by a full bat and otter survey which provide guidance on how impacts on otter and bat species can be minimised and mitigated for in the proposed development. The ecological survey suggests the following protective measures to ensure the development is acceptable on biodiversity grounds:

- Follow best practice for limiting light spillage onto the River Taff.

- Retention of areas of semi-natural broadleaved, woodland, scattered tree, scrub, where possible and in their majority, or compensate through creating habitats nearby if they cannot be retained.
- A requirement for a Lighting Strategy/Plan to protect bats.
- Preparing of a Precaution Working Method Statement which may include the requirement for Ecological Clerk of Works and ecological walkovers covering certain species.
- Retention of the connectivity of semi-natural broadleaved woodland and dense scrub adjacent to the south west boundary.
- The eradication of invasive plant species following guidance from a specialist contractor.

## Landscaping

The proposal is supported by a landscaping strategy which has sought to achieve the following:

- Providing fun and safe spaces for the pupils to play in, together with creating enriching environments for learning.
- Providing a sense of arrival and community space from the River Taff Trail.
- Maximising areas of soft landscape, in particular ecological enhancements.
- Promote and maximise sustainable drainage on site.
- Offering a secure environment, for daytime and night time use.
- Facilitating easy access and servicing to the site and new building.

The landscaping design and layout included in the application has been purposely crafted to ensure that the proposed successfully assimilates into the existing sites landscape and also creates opportunities for SUDS from the inception of the landscaping to ensure they are seamlessly integrated into the proposal. The landscaping scheme also further enhances and creates additional opportunities for biodiversity enhancement, health and wellbeing of the faculty and pupils of the school and opportunities to explore outdoor teaching and learning within both a safe and thriving environment.

## **Green Infrastructure**

The proposal would look to enhance the green infrastructure within and adjacent to the site, through the prioritisation of enhancing linear tree corridors extending from existing riverside woodland. Following the Step-wise process, future funding mechanisms to manage those features would be agreed. The proposed management and monitoring of the site could be considered in a Landscape and Ecological Management Plan; of which would be acceptable as a condition of planning approval.

## **Material Considerations: A Summary**

Based on the above analysis it is considered that the proposed development is appropriate to the site and surrounding environment and would meet all material planning considerations; when delivered it would mark a high quality education facility that will strengthen the education provision provided at Ysgol Gyfun Gymraeg Glantaf. As a sustainable development that fully embraces the placemaking approach enshrined in national and local planning policy; it is considered appropriate to grant planning permission.

## **8. Summary and Conclusion**

This planning statement describes the proposed SRB and the planning policy that provides relevant context. The statement also evidenced that the proposed development is sustainable and in line with the placemaking approach of national planning policy and meets the material considerations of the Local Development Plan.

The proposed development will lead to an increase in integrated education for SRB students within a safe and inspiring environment, which is in line with the current Welsh holistic curriculum. The proposal serves an existing school within the settlement boundary and will lead to a desired increase in the inclusivity and educational offerings of the school. The implementation of improved facilities also offers a vast benefit to the local community.

In light of the above it is considered that the proposed development is sound on planning policy grounds, and it is respectfully requested that planning permission should be granted.

DRAFT