

COMMITTEE DATE: 09/05/2024

APPLICATION No. 24/00110/FUL

APPLICATION DATE: 16/01/2024

ED: BUTETOWN

APP: TYPE: FULL PLANNING PERMISSION

APPLICANT: Cardiff Council

LOCATION: Land Off Lewis Road, Splott, Cardiff

PROPOSAL: Construction of a replacement school for Willows High and associated works

RECOMMENDATION 1:

That planning permission be **GRANTED** subject to the conditions listed below.

1. BACKGROUND INFORMATION

- 1.1 This application is reported to Committee as it is a 'major' application by the Local Education Authority (Cardiff Council) to facilitate the redevelopment of the wider site for the relocation of Willows High School (a 'category 'D' 'life-expired' school). This project will replace Willows High School approximately 1.4km to the south-west from its existing site on Willows Avenue in Tremorfa.
- 1.2 The new location will be within a 1 mile radius of the existing site and 1.38km walking distance, which will be approximately 14 minutes by foot. The measurements are taken from gate to gate from the existing to new site. The existing schools has 700 pupils and 123 staff members.



Figure 1: Existing Willows High School site and the proposed site.

- 1.3 Willows High School is rated as a “D” category for condition, which means the buildings are life-expired. The Welsh Government is committed to removing all “D” condition schools from Wales and as a result, Willows High School was automatically prioritised for investment under Band B. Refurbishment of the current building has been discounted as in the most recent property survey, by Faithful and Gould in 2017. It was rated as Condition D (end of life) and Condition C for Suitability, with a backlog of maintenance set at £3,842,505 in 2017. Further, the current Willows High School site is within the flood zone and is therefore not viable to be developed for a school at this time.
- 1.4 Land requirements for a 6FE school is 65,000m² - 83,265m² (c16 acres – 20.35 acres) following Building Bulletin Guidelines 98 for Secondary Schools in Wales, which is a substantial size site for an already built-up area of the city. The Council has considered a number of sites to include the existing school site, Tremorfa Park and other Council owned sites across the immediate wards to include Adamsdown, Splott and Tremorfa. These have all been discounted for various reasons. For example, Tremorfa Park was originally put forward as a short list option for the new school given its extensive size and position within a central location, however it was clear during earlier consultation that there were significant concerns about building on this community asset and keeping the park land available for future users was considered key.
- 1.5 Given the land requirement to deliver a school compliant with BB98, the search was expanded to land beyond Cardiff’s land portfolio. The land identified has been well considered and a report presented to Cardiff Cabinet on the 25th February 2021 to acquire the freehold interests for land at Lewis Road, Splott to deliver the replacement Willows High School. Cabinet resolved to approved the request.
- 1.6 The proposed site is located within the same school catchment area as the existing Willows High School. This comprises the primary school catchment areas of Adamsdown Primary School, Baden Powell Primary School, Moorland Primary School and Stacey Primary School, which serve Adamsdown and Splott. The area is also served by St Albans RC Primary School, Tredegarville Primary School, Ysgol Glan Morfa. St Peter’s Catholic Primary School, located within the Plasnewydd ward, also serves the area and is in close proximity to Adamsdown. The Adamsdown and Splott areas are within the catchment area of Ysgol Gyfun Gymraeg Bro Eder, and are also served by St Illtyd’s Catholic High School and St Teilo’s Church in Wales High School.

English-medium community primary and secondary school catchment areas

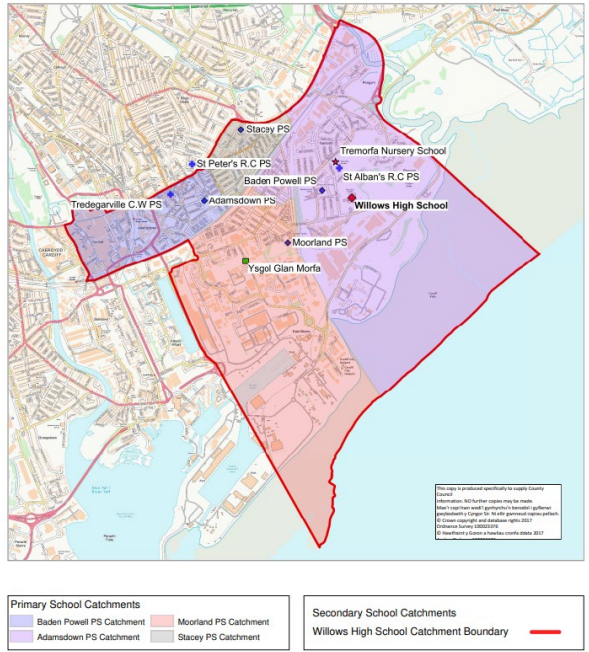


Figure 2: School catchment area.

1.7 This application follows on from the previous enabling works application (22/02308/FUL) which sought to prepare and de-risk the site for future contractors prior to this application being submitted. This involved the demolition of the existing building, clearing and regrading site levels and installing SAB features. In addition, the adopted Lewis Road was stopped-up (closed) to ensure that the two separate sites are able to function as one, with an additional area of stopping up comprising part of Portmanmoor Road on the eastern boundary to make way for a new active travel route. This enabling works allowed the site to be prepped in readiness for the new school building to be progressed promptly, subject to a subsequent grant of planning permission. Works commenced on site in August 2023.



Figure 3: Proposed site layout of the enabling works application (22/02308/FUL) with active travel route in yellow, pavement highway works to the north and the turning head to the south.

2. DESCRIPTION OF THE SITE AND AREA

- 2.1 Prior to the ongoing, approved 'enabling works' the application site comprised a range of buildings associated with the former Splott Market (Use Class Sui Generis) and B1 office / light industrial units at 53-56 Lewis Road as well as associated hardstandings and car parking.
- 2.2 The site is comprised of two distinct areas; the (former) Splott Market site and the Portmanmoor units which were on opposite sides of the stopped-up Lewis Road (west to east respectively). The site also incorporates the slip road or filter lane from Lewis Road into Forgeside Close (a left-over provision from Splott Market car parking) and Titan Road which then forms Keen Road to the north-west which includes a section of the Ocean Way sports pitches parking area and a slither of land to the north of the sports pitches. The combination of these sites create a site with a total area of 41,345sq.m.

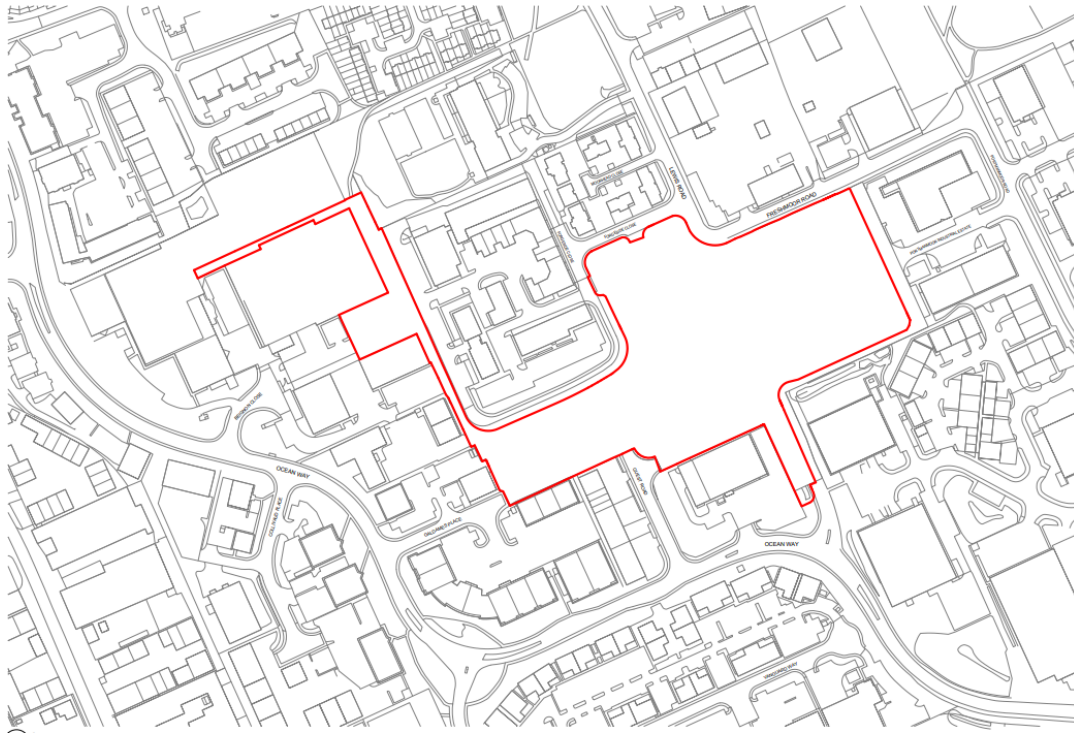


Figure 4: Planning application boundary.

- 2.3 The site is not located within a conservation area, nor are there any listed buildings in close proximity. There are also no Scheduled Ancient Monuments, Registered Historic Parks and Gardens located within or close to the site boundary.
- 2.4 Lying to the north of the car park of the former Splott Market (fronting Titan Road) is the Cardiff Bay Business Centre. This comprises a number of businesses including a television production company and an audio post facility. Titan Road leads on to Keen Road which runs north to two sports pitches as part of the Cardiff Central Sports and Community Centre at Ocean Way. Further to the east in front of the former Splott Market hardstanding area are 5-storey residential apartments. To the north-east and east of the site is the

Keyline local trade merchants and to the east and south-east are more industrial buildings and car dealerships within the Portmanmoor Industrial Estate. To the south lies 2-storey offices fronting Ocean Way with Wolf Studios (television/movie studios) further to the south. To the south-west accessed from Galdames Place is Regent Trade Park with industrial warehouses lying further to the west. To the north of Regent Trade Park are further offices with associated car parking.

- 2.5 The former Splott Market site is accessed from Forgeside Close to the north. The site is bounded by a number of adopted highways; to the north-west lies Titan Road which then forms Forgeside Close further to the north-east and then connecting to Freshmoor Road. To the east is the access road to the Portmanmoor industrial estate. The southern junction of Lewis Road forms Ocean Way. To the south-west of the site lies an access from Guest Road. Finally, to the east is Galdames Place (no direct access). Lewis Road (which was stopped up as part of the enabling works application 22/02308/FUL) connects East Tyndall Street to Ocean Way. There are no public rights of way within the site.
- 2.6 There are 44 individual trees present on site; 2 Category A; 14 Category B, 27 Category C and a single Category U. There were 12 tree groups identified; 5 category B and 7 Category C. As part of the enabling works consent (22/02308/FUL), one poor quality tree (category U) and a small number of Leyland cypress trees were approved to be removed.
- 2.7 The site is allocated as existing employment land (EC1:1 Ocean Park) within the Cardiff Local Development Plan (2006-2026). This states that the primary uses are B1, B2 and B8.
- 2.8 There are a number of bus stops located within close proximity to the site. The closest bus stop to the school access is the Freshmoor Road stop which is located immediately adjacent to the northern site boundary. This serves the 1 and 2 City Circle service. Collivaud Place is located on Ocean Way approximately 120m south of the site and also serves the 1 and 2 City Circle routes. Finally, the East Tyndal Street bus stop is located north of the site and can be accessed via Keen Road and East Tyndall Street and serves the 1 and 2 City Circles lines as well as the 612 which is a school service.
- 2.9 There are also multiple cycleways within the vicinity of the site which connect the proposed school to the surrounding residential areas of Splott, Tremorfa and Adamsdown. The National Cycle Network (NCN) Route 8 is located 1.6km west of the site within the Cardiff Bay / Butetown areas. Locally, NCN Route 8 links Cardiff Bay to the City Centre and the residential areas to the north alongside the River Taff.
- 2.10 The site is located within Zone B of the Development Advice Map (DAM) contained in TAN15. The Flood Map for Planning identifies the application site (to the east of Lewis Road) to be at risk of flooding and falls into Flood Zone 2 & 3 (Sea), albeit in a 'defended zone'

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application seeks full planning permission (under Regulation 3 of [The Town and Country Planning General Regulations 1992](#)) for the proposed construction of a new school (Use Class D1) and associated works which will be situated on three parcels of land at the former Splott Market site, the Portmanmoor Industrial Estate and Ocean Park Leisure Centre. The application seeks to replace the existing Willows High School (700 pupils / 123 staff) and will provide a learning facility for 900 pupils aged 11-16, in conjunction with a purpose built Special Resource Base (SRB) for 30 pupils aged 11-16.
- 3.2 The proposed school will comprise two storeys with a flat roof and the elevations will be composed of facing brickwork, accent coloured glazed brickwork and metal and composite cladding panels.



Figure 5: Proposed CGI elevation of the new school with the entrance plaza in foreground.

Layout:

- 3.3 The main school building itself has been positioned in a northern central position to the north of the site with the main entrance in the form of a welcoming plaza being located to the north with the SRB to be located to the north-east of the main building. The application proposes a grass rugby pitch to the east of the school building, 3 no. Multi Use Game Areas (MUGAs) to the south, and 2 no. 7-a-side football pitches to the west. A visitor and accessible car parking area has been designed to the north of the school with access via Forgeside Close and a secure access green corridor route has been provided to the north

of Titan Road and to the west of Keen Road to provide secure pedestrian access to the Ocean Park Facilities and an overspill car parking area.

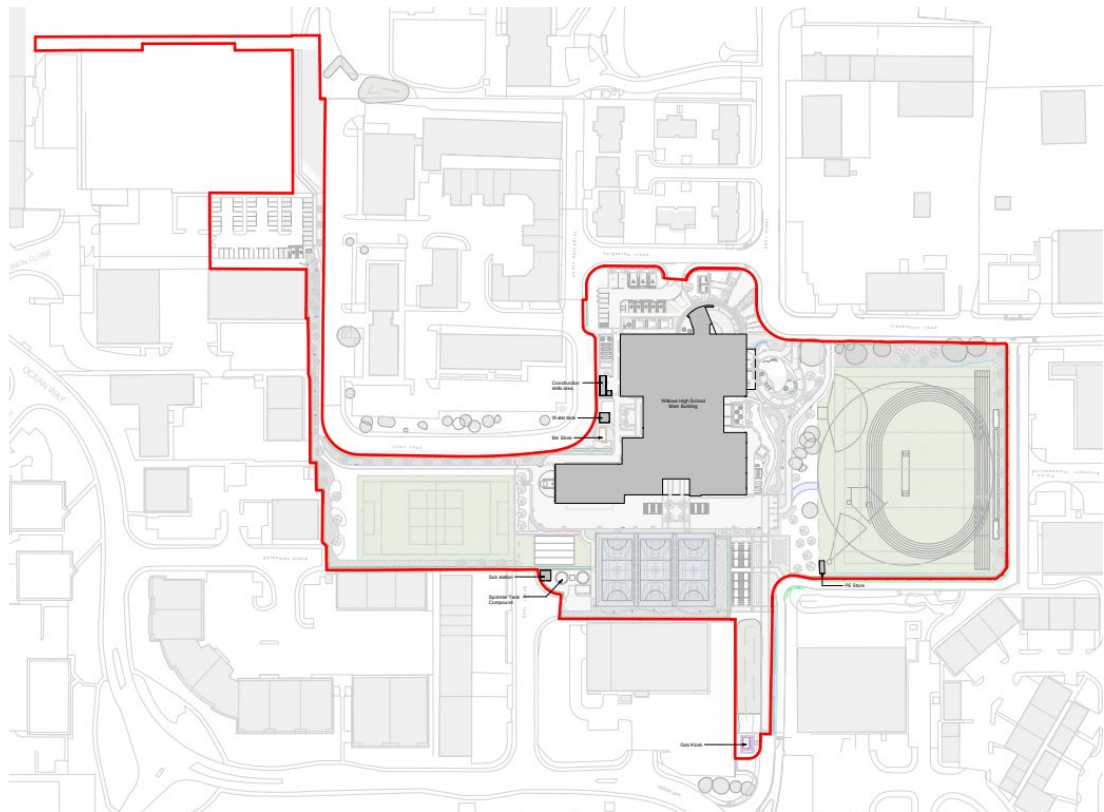


Figure 6: Proposed site layout.

- 3.4 The ground floor consists of the design and technology department, IT, science department, sports hall, changing rooms, dining hall and theatre. In the centre of the building the IT and two science labs have been set back to create a sheltered external space to be integrated into the landscape strategy. The dining hall is on the south edge of the building to allow activity to spill outside as well as making it accessible to the sports pitches.
- 3.5 The first floor consists of admin spaces, top theatre seating, humanities, language literacy and communications, library, music department, art department and maths and numeracy. The majority of the teaching spaces and classrooms will be located on the first floor. The music rooms are located next to the sports hall, meaning that the louder spaces are zoned and therefore less likely to cause interruptions to quieter teaching spaces. The library is in the centre of the floor, acting as a central hub to serve the surrounding classrooms. The staff rooms are spread across the floor allowing each department to have ownership over their offices as well as being offering surveillance across the floor.
- 3.6 The roof plan proposes the roof lighting servicing the theatre, learning village, dining room and library. As these spaces are without external aspect the rooflights are providing daylighting, reducing the requirements for artificial lighting. The roof also incorporates numerous PV panel zones. A green roof is proposed above the learning zone.

Access, Transportation and Servicing:

- 3.7 The main vehicle access to the site will be off Forgeside Close which includes visitor car parking and cycle parking. The SRB vehicular access will be from Freshmoor Road, via a dedicated access to a secure drop-off and turning facility. The main pedestrian visitor and staff entrance is to the north of the site where a landscaped plaza creates a nodal point for site arrival and forms the key focal point of the school. The main student access is to the south entrance with direct access to the already permitted active travel along the eastern perimeter of the site. However, the main proportion of students will arrive from the north-east of the site through a gated access from Freshmoor Road. A smaller proportion of students will access the school from the south and west via Ocean Way. A controlled gate access point into the site is provided from Galdames Place to the west.
- 3.8 The route to and from Ocean Park will be managed by staff and gates with access control will secure both ends of the route, so that it is solely used for accessing sports areas available to the school at Ocean Park and allowing school staff to access the school site from an overspill car parking area at Ocean Park.
- 3.9 The SRB requires its own dedicated drop off and pick up area for parents, carers and taxis. This is located within the SRB secure external area with a covered direct route from the drop off to the SRB student entrance. After the start of the SRB day the drop off/pick up area will fulfil other functions for example as an extension to the hard social areas or for use as a cycling path for exercise and learning road safety skills. A maintenance access is located off Guest Road for access to the sprinkler tanks, the sub-station and the gas compound.
- 3.10 The application proposes 34 car parking spaces which will be provided across two separate car parks. In addition to the car parking bays the development will provide a total of three motorcycle parking bays and two minibus bays. A total of 15 car parking spaces including five standard disabled spaces and three enlarged bays will be provided within the staff and visitor car park accessed from Forgeside Close along the northern site boundary. This connects to the main entrance of the proposed school. An overspill staff car park with 19 parking bays is to be provided to the northwest of the school site within the existing car parking for the Ocean Park sports pitches and will gain access via Beignon Close. Finally, a formal, internal drop-off loop will be provided for the SRB unit allowing space for up to 10 vehicles to queue within the curtilage of the development.
- 3.11 The application proposed 252 cycle parking spaces, which will be sheltered and secure within two separate area. One area is provided within the visitor parking area to the north and the main cycle parking area is provided to the south directly accessed off the active travel route.

3.12 The development proposes refuse collection to take place on-street via Titan Road with a dedicated layby proposed on the corner of the street. The refuse store is located adjacent to this with a turning head.

3.13 Off-site active travel works are being delivered as part of S278 works.

Hard and Soft Landscaping:

3.14 The application proposes a number of hard and soft landscape proposals comprising:

- A focal point entrance plaza, including hard landscaped areas, seating, rain gardens, amenity shrub and ground cover planting, mown grassed areas and tree planting to enhance legibility and provide urban cooling;
- Hard and soft social spaces with seating opportunities and areas for sheltered external class base teaching;
- Curriculum based external teaching spaces for technology, food technology, science and an external art courtyard is provided, each containing key features relevant to the subject needs for example, group study external table and seating, inclusive use horticultural beds, a green house and a shed with opportunities for solar panel fixture with meter for learning, a pond, compost bins and water butts. In addition to these features, a further secure, external brick/block enclosure with canopy is provided for technology along with a store, complete with lighting and sink;
- The science garden also provides a diverse variety of soft landscape features including, small native fruiting trees, sensory planting, amenity grassed areas and wildflower meadow grassed areas. A rain garden feature with bespoke steel section down pipes is also proposed to provide learning opportunities. Opportunities exist for the school to integrate their own bird feeders and log piles within this area for educational biodiversity and ecological learning.
- Community gardens consisting of picnic type table and chairs, inclusive raised planting beds, compost bins and seating.
- The SRB external space includes inclusive raised planting beds, interactive panels and screens, seating, picnic benches and natural outdoor play stimulation i.e balance beams and boulder play. Planting within this area includes sensory planting beds, amenity shrub and ground cover planting, native thicket shrub planting and native hedgerow planting. Wildflower meadows and amenity grassed areas are also provided for ecological value and informal play.
- Grassed playing field areas provide provision for a rugby pitch, football pitch, rounders, 200mm athletics track, cricket pitch, long jump & triple jump, high jump, shot put and 4 practice cricket nets;
- A wall mounted traverse climbing wall with impact absorbent surfacing is provided along the southern facade of the sports hall;
- A sheltered external dining area is provided for 12 picnic benches;

3.15 Hard landscaped paved surfaces across the site provide inclusive access throughout, surfaces generally comprising asphalt to footpaths and social hard play spaces. Areas of pre-cast concrete block and slab paving are also provided to key areas to enhance legibility and provide textural relief.

- 3.16 Permeable pre-cast concrete block paving is proposed to the car parking bays. Permeable granular surfacing is also proposed within the science garden and food technology external area. The MUGA is a specialist permeable asphalt surface. The soft landscape proposals across the site include new tree planting, native hedgerow planting, native thicket planting, amenity shrub and ground cover planting and rain gardens, wildflower meadow grasslands, amenity low maintenance grassed areas and informal drifts of bulb planting.
- 3.17 Several trees are identified to be removed to facilitate the construction of the proposed development design. 7 of those identified for removal are low-quality trees (C Category). One U Category tree was already removed through the enabling works application. There are also grouped trees being removed which comprise one Norway Maple Tree of a group of 4 (Category B), two Lime trees (Category B), a group of Leyland Cypress trees (Category C) and a group of Ash and Sycamore (Category C).
- 3.18 The removal of these trees is proposed to be mitigated through 99 new trees being planted including new native hedgerows and mixed shrub planting throughout the site.

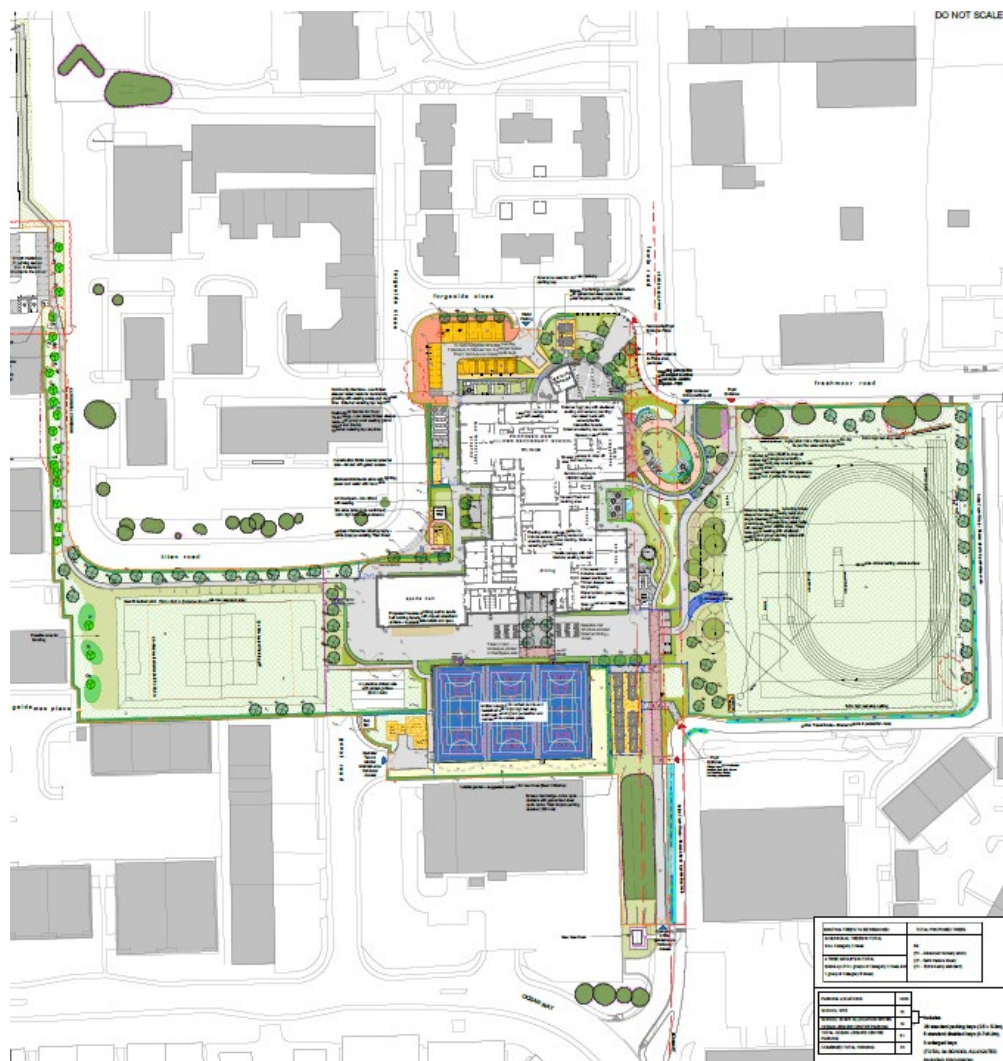


Figure 7: Proposed landscape masterplan.

3.19 The application is supported by the following documents:

- Planning Statement
- PAC Report
- Design and Access Statement
- Green Infrastructure Strategy
- Sustainable Drainage Statement Technical Note
- Flood Consequence Assessment
- Ecological Assessment
- Net Zero Carbon Strategy
- Noise Impact Assessment
- RIBA Stage 3 Fire Strategy Report
- Tree Report
- Transport Assessment
- Travel Plan
- External lighting Strategy Technical Note
- Landscape Ecological Management Plan
- NW - AT - Drawing 002 - Lewis Rd & Freshmoor Rd
- NW - AT - Drawing 003 - Moorland Park
- High Level Option 3 Additional Land (Active travel route)
- Enabling Works Watching Brief
- Construction Environmental Management Plan
- Remediation Strategy
- Piling Risk Assessment

4. RELEVANT SITE HISTORY

4.1 The site has the following relevant planning history: -

- 20/02043/MNR – New access to roadway to Units 70-71 Portmanmoor Industrial Estate. Permitted: 06/10/2021.
- 22/02308/FUL - Demolition of buildings, removal of hardstanding areas, reprofiling of site and associated works. Permitted: 03/02/2023.

5. POLICY FRAMEWORK

National Policy

- 5.1 The [Well-being of Future Generations \(Wales\) Act 2015](#) (WFG) imposes a duty on public bodies to carry out 'sustainable development' in accordance with the 'sustainable development principle'.
- 5.2 'Sustainable development' means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

5.3 'Sustainable development principle' means that Local Authorities must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

5.4 Well-being goals identified in the Act are:

- A Prosperous Wales
- A Resilient Wales
- A Healthier Wales
- A More Equal Wales
- A Wales of Cohesive Communities
- A Wales of Vibrant Culture and thriving Welsh Language
- A Globally Responsible Wales

5.5 The **Environment (Wales) Act 2016** has been designed to complement the WFG Act. It imposes a duty to require all public authorities, when carrying out their functions in Wales, to seek to "maintain and enhance biodiversity" where it is within the proper exercise of their functions. In doing so, public authorities must also seek to "promote the resilience of ecosystems".

National Planning Policy

5.6 [Planning Policy Wales](#) (Edition 12) was revised and restructured in February 2024. Its primary objective is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.

5.7 It aligns with the themes and approaches set out in [Future Wales - the National Plan 2040](#) (see below) to deliver the vision for Wales that is set out therein.

5.8 PPW12 takes the seven *Well-being Goals* and the five *Ways of Working* as overarching themes and embodies a placemaking approach throughout, with the aim of delivering *Active and Social Places*, *Productive and Enterprising Places* and *Distinctive and Natural Places*. It also identifies the planning system as one of the main tools to create sustainable places, and that placemaking principles are a tool to achieving this through both plan making and the decision-making process.

5.9 The document should be *read as a whole*, and where 'must' is used, it reflects a legislative requirement or indicates where action is needed now to achieve strategic outcomes in the longer term.

Technical Advice Notes

5.10 PPW is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- TAN 5: Nature Conservation and Planning (2009);

Noting also the Chief Planning Officer letter dated 23/10/19: securing biodiversity enhancement;

- TAN 11: Noise (1997)
- TAN 15: Development and Flood Risk (2004)
- TAN 18: Transport (March 2007)
- TAN 20: Planning and the Welsh Language (2017)
- TAN 23: Economic Development (2014)

The Development Plan

- 5.11 Section 38 (6) of the Planning and Compulsory Purchase Act 2004, requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 5.12 [Future Wales - the National Plan 2040](#) now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the development plan need to accord with Future Wales.
- 5.13 The Local Development Plan is the [Cardiff Local Development Plan 2006-2026](#) which was adopted in January 2016, and within which the following policies are of relevance:

Key Policies:

- KP3(B) Settlement Boundaries
- KP5 Good Quality and Sustainable Design
- KP6 New Infrastructure
- KP7 Planning Obligations
- KP8 Sustainable Transport
- KP12 Waste
- KP13 Responding to Evidenced Social Needs
- KP14 Healthy Living
- KP15 Climate Change
- KP16 Green Infrastructure
- EN6 Ecological Networks and Features of Importance for Biodiversity
- EN8 Trees, Woodlands and Hedgerows
- EN10 Water Sensitive Design
- EN11 Protection of Water Resources
- EN13 Air, Noise, Light Pollution & Land Contamination
- T1 Walking & Cycling
- T5 Managing Transport Impacts
- C3 Community Safety/ Creating Safe Environments

Supplementary Planning Guidance:

- 5.14 The following [Supplementary Planning Guidance](#) (SPG) is of relevance to this application: -
- Green Infrastructure (including Technical Guidance Notes relating to: Ecology and Biodiversity; Trees and Development; Public Rights of Way and Development; River Corridors; Protection and Provision of Open Space in New Developments; Soils and Development) (November 2017)
 - Managing Transportation Impacts (Incorporating Parking Standards) (July 2018)

6. INTERNAL CONSULTEE RESPONSES

- 6.1 **Transport:** The application has been accompanied by a Transport Assessment (TA) (prepared by Hydrock, dated 22 April 2024, ref 30746-HYD-XX-XX-RP-TP-5001-P07). The proposed school layout has been considered through an extensive design process to accommodate all of the operational needs and points of access including the consideration of off-site active travel routes. The school will sit astride the ex-Lewis Road, which has been legally stopped-up, as part of the earlier planning application to approve enabling and demolition works (22/02308/FUL). This application also included an active travel route which will provide a link from the retained section of Lewis Road to Ocean Way to the south.
- 6.2 The proposed development site is located in a sustainable location, situated within close proximity to Cardiff city centre and surrounded by a number of residential areas. There are a number of residential catchment areas within walking and cycling distance of the proposed school which will encourage future staff and pupils to travel by these modes and reduce their reliance on the car. The proposed development also will benefit from the wider proposed Active Travel Routes (ATR) within close proximity of the site and proposed to provide infrastructure to connect into the existing ATR routes within the vicinity.
- 6.3 Although the development proposals will result in a net increase in trips on the local highway network, these trips will not be new trips within Cardiff due to the fact that the proposals represent a relocation of an existing school. The trips will instead be transferred across the highway network. The Transportation Officer does not consider that the development proposals will represent a detrimental impact on the local highway network and will therefore not result in an unacceptable impact on highway safety. Finally, the residual cumulative impacts on the road network are not considered to be 'severe'.
- 6.4 Transportation Officers are satisfied with the proposed vehicular and pedestrian access/egress arrangements. The proposed car and cycle parking provision accords with the Managing Transportation Impacts SPG and the refuse arrangements are considered acceptable. As such, no objection is raised on transportation/highway grounds, subject to conditions. The off-site active travel works will be delivered through a s278 agreement, with the Education Authority

also required to contribute £15,000 (internally) for monitoring parking in the vicinity of the site and any required Traffic Regulation Orders to manage parking activity. A Travel Plan condition has also been imposed.

- 6.5 **Waste** Officers have considered the proposals and raise no objection with regard to the waste arrangements and collection/loading points. The tracking diagrams are considered acceptable. An informative has been included.
- 6.6 **Trees:** Several trees are identified to be removed to facilitate the construction of the proposed development design. 7 of those identified for removal are low-quality trees (C Category). One U Category tree was already removed through the enabling works application. There are also grouped trees being removed which comprise one Norway Maple Tree of a group of 4 (Category B), two Lime trees (Category B), a group of Leyland Cypress trees (Category C) and a group of Ash and Sycamore (Category C). The removal of these trees is proposed to be mitigated through 99 new trees being planted including new native hedgerows and mixed shrub planting throughout the site.
- 6.7 Following extensive discussions with the Tree Officer regarding new tree and planting species, tree pit sections, topsoil and subsoil specifications, planting methodology, staking and irrigation and landscaping implementation, the Tree Officer is now satisfied with the soft landscaping works. As such, no objection is raised subject to conditions.
- 6.8 **Ecology:** The application is supported by a Landscape and Ecological Management Plan (prepared by AtkinsRealis, dated: January 2024, Version P03), an Ecological Assessment (prepared by BSG, dated: 9th November 2023) and proposed planting plan and schedules. Following extensive discussions, the Ecology Officer is satisfied with the landscaping/ecological proposals presented.
- 6.9 The applicant has confirmed that area of semi-improved neutral grassland and poor semi-improved grassland can be retained to the west of Keen Road. There is the potential that autumn lady's tress could occur in this area, a plant that is at risk of extinction in Cardiff due to its 15 year lifecycle. The applicant has confirmed that the scheme will commit to introducing this plant into the grassland mix in order to help bolster the local population and make it more resilient, which the Ecology Officer has accepted.
- 6.10 The Ecology Officer is also satisfied with the landscape specification in terms of the amended plant species and grassland areas. As such, no objection is raised subject to conditions for further ecological enhancement works, lighting controls and a soft landscaping implementation plan and maintenance plan. The Ecology Officer has also raised no objection to the CEMP submitted with the application.
- 6.11 **Parks** have raised no objection to the proposals and welcome the addition of the sports facilities in the form of the rugby pitch, 7-a-side football pitch, 3 no. MUGAs, sports hall and theatre which will also be available for community use.

- 6.12 **Pollution Control – Noise** has reviewed the supporting Noise Impact Assessment (prepared by Formant, dated 13/11/2023, ref 26CB05-FOR-10-XX-T-OJ-0001). This is considered to comply with BB93 under the Building Regulations Approved Document E and therefore no planning conditions are required to cover internal noise levels or noise break-in to the development. A plant noise condition has however been imposed.
- 6.13 The Noise Officer has also considered the noise associated with the Multi Use Games Arena (MUGA). The Noise Impact Assessment considered that there is unlikely to be a noise issue in this location given that there are no residential properties in close proximity. As a result, a detailed assessment is not included in the scope and the Noise Officer agrees that no additional noise monitoring is required. Notwithstanding this, an operation hours condition has been recommended restricting the use of the MUGA and sports pitches until 9pm on any day as well as a Noise Management Plan. This will ensure that the noise from the MUGA will not impact on the amenity of the neighbouring occupiers.
- 6.14 The Noise Officer has considered the supporting CEMP and has raised no objections to the mitigation measures in terms of noise impact.
- 6.15 The application is also supported by a Lighting Strategy reference 5218461 dated 12 January 2024. The light contour is 1lux at the point it received at the residential boundary on Forgeside Close, which is considered acceptable. As such a compliance condition has been imposed.
- 6.16 **Pollution Control – Air Quality** note that the supporting CEMP provides dust suppression and construction impacts related to air quality, included routes for HGV movements. The Air Quality Officer is therefore satisfied that the proposed mitigation measures will prevent any adverse air quality impacts from the construction phase of the development.
- 6.17 An Air Quality Impact Assessment was not requested as part of the pre-application discussions. Vehicle generation for the development is explained in the supporting Transport Assessment, which states that *“it is not considered that the development proposals will result in a material impact on the local highway network given that these trips will be dispersed across the network. In addition, it should be highlighted that the proposals are for the relocation of an existing school; therefore, the majority of pupils attending the proposed site would otherwise be travelling to the existing Willows High School”*. As such, air quality monitoring on roads adjacent to the existing Willows High School site does not give cause for concerns due to air quality. Therefore, it is expected that the impact of the proposed development on air quality will be not significant.
- 6.18 **Pollution Control - Contamination:** The applicant has provided a number of Geoenvironmental Reports which identify contaminants of concern within the shallow soils (heavy metals, hydrocarbons, plus the presence of asbestos). The reports also include an assessment of gases/vapours and identifies risks associated with these.

- 6.19 The applicant has also submitted a Remediation Strategy & Verification Plan (RSVP), Curtins, 22 March 2024; Updated Remediation Strategy & Verification Plan Ref: 26CB05-CUR-10-XX-T-G-0001 Revision: P03, which has been updated based on more recent supplementary investigations (Enabling Works Watching Brief).
- 6.20 The RSVP includes the measures required for dealing with known ground gas and contamination issues and incorporates environmental controls for the safe operation of the development, pollution prevention and dealing with unexpected contamination. Further, the RSVP sets out remedial actions including engineered cover systems, barrier water supply pipes and gas protection measures to ensure the development is completed on a suitable for use basis. It also considers the potential mobilisation of free phase/dissolved hydrocarbons to underlying deeper aquifers and the treatment of free product which is to involve liaison with NRW.
- 6.21 The RSVP also includes suitable schemes of assessment and verification for the use of imported and site won materials at the development. Section 10 of the RSVP provides a breakdown of the necessary actions and data required to confirm completion of the effective remediation of the development. This will culminate in the submission of a remediation verification report, prior to occupation of the development.
- 6.22 As such, Pollution Control (Contamination) are satisfied that the applicant has provided all the necessary contamination documentation upfront with the application to ensure that no pre-commencement conditions are required. No objection is therefore raised, subject to compliance conditions for the Remediation and Verification Plan and an unforeseen contamination condition has been imposed. A contamination and unstable land informative has also been included.

7. EXTERNAL CONSULTEE RESPONSES

- 7.1 **Wales and West Utilities (WWU)** have no objections to the proposals, however their apparatus may be at risk during construction works. A condition has therefore been imposed to ensure no construction work is built over the WWU plant or apparatus.
- 7.2 **Natural Resources Wales (NRW)** have raised no objection, subject to conditions. NRW have reviewed the following supporting documents; Proposed Willows High School, Cardiff, Enabling Works Watching Brief Report (prepared by Curtins, ref 26CB05-CUR-10-XX-T-G-003 P01, dated 19 March 2024) and Proposed Willows School, Cardiff, Updated Remediation Strategy & Verification Plan (prepared by Curtins, ref 26CB05-CUR-10-XX-T-G-0001, Revision: P04, dated 16 April 2024).

Remediation Strategy:

- 7.3 NRW originally requested a condition for no development of land known to be/suspected of contamination to commence until a (i) preliminary risk

assessment, (ii) a site investigation scheme, and (iii) the results of the site investigation and a detailed risk assessment to be provided based on these results. Then (iv) a verification plan was required.

- 7.4 To avoid a pre-commencement condition being imposed, the applicant has provided the aforementioned details upfront, whereby the first three aforementioned points have been satisfied and have formed a compliance condition. The verification plan has been imposed as a condition.

Drainage:

- 7.5 NRW note that (lined) SuDS methods will collect all the surface water runoff around the site and discharge along with the sites foul water to a combine sewer, which is located within the local area. Following amended submissions being provided, no objection has been raised to these SUDs methods.
- 7.6 However, NRW note that it has not been confirmed if contamination is present in the sports pitch areas. The Site Investigation to date focuses on the location of the new school buildings, but infiltration of surface water runoff drainage into contaminated areas could increase the risk to controlled waters as this contamination is mobilised. It has been confirmed that free phase is present on site. As such, a surface water drainage condition has been imposed.

Piling:

- 7.7 NRW note the piling contractor and methods are yet to be confirmed. As such, a piling condition has been imposed.

Flood Risk:

- 7.8 Having reviewed the supporting Flood Consequences Assessment (prepared by JBA Consulting, dated November 2023, ref LPP-JBAU-XX-XX-RP-Z-S3-P01-Willows_School_FCA, Version 1). This demonstrates that the risks and consequences of flooding are manageable to an acceptable level. Therefore, no objection is raised in relation to flood risk.
- 7.9 **Dŵr Cymru Welsh Water (DCWW)** have raised no objection to the proposal, however they note that the site is crossed by a watermain and a public sewer (DCWW have submitted indicative plans of these water assets). As such, they have requested that the position of the watermain and public sewer is located and marked out on site before works commence. DCWW have also requested a potable water scheme condition and an informative. Subject to this condition, no objection is raised.
- 7.10 **The Fire Service** have considered the supporting RIBA Stage 3 Fire Strategy Report (prepared by Part B, dated 3 November 2023, ref WHS-PTB-ZZ-XX-RP-FE-1001) and raised no objection. An informative has been included.
- 7.11 **South Wales Police** do not object to this application, however ask that their security-related recommendations are adopted and that Cardiff Council work

with South Wales Police to achieve Secured by Design for the new school. Research shows that private and public areas need to be defined. This includes concern about the front entrance 'plaza' which allows for this development to be left open – their recommendation would be to secure it with a fence.

8. REPRESENTATIONS

- 8.1 The application was subject to a 21-day consultation period on 29/01/2024, being advertised by press and site notices and neighbours and local members were notified.
- 8.2 One letter has been received from a neighbouring occupier raising concerns with the siting of the active travel route which may have implications on the access arrangements for their site due to the reduced width of the highway.
- 8.3 Note: The Case Officer responded to this representation noting that the active travel route has already been permitted as part of application ref 22/02308/FUL and access is still retained to the site in question.

9. ANALYSIS

- 9.1 The main issues to be assessed are:

- a. Principle of development
- b. Highways and active travel
- c. Impact on surrounding amenity
- d. Landscaping / Trees
- e. Ecology
- f. Drainage and flooding
- g. Contamination

a. Principle of Development

- 9.2 The application site is located in the settlement boundary and is identified as existing employment land (EC1:1 Ocean Park) by the adopted Cardiff Local Development Plan (LDP) (2006-2026). The application should therefore be assessed against LDP Policy EC1 and Policy EC3. This policy framework aims to protect existing employment land for B Use Class employment to ensure that a range and choice of employment land and premises are available across the city to assist economic competitiveness, encourage entrepreneurship and promote the growth of indigenous business. Policy EC3 identifies a range of criteria against which applications for the alternative use of business and industrial land will be assessed.
- 9.3 Under LDP Policy EC3, the Council seeks the retention of employment land and premises identified in Policy EC1 and defined on the Proposals Map unless it can be clearly demonstrated that: -
- i. The land and premises are no longer well located for business, industrial and warehousing use; or

- ii. There is no realistic prospect of employment use on the site and/or the property is physically unsuitable for employment use, even after adaptation/refurbishment or redevelopment; or
- iii. There is no need to retain the land and premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and
- iv. There will be no unacceptable impact on the operating conditions of existing businesses.

9.4 The above criteria demonstrate that consideration will only be given to alternative uses where an applicant is able to demonstrate that there is no demand for the site and that it is unviable to retain the site in employment uses, including the prospects of refurbishment of the existing premises or the redevelopment of the site for new employment uses.

9.5 Paragraph 5.49 of the supporting text advises that “The ‘robust evidence’ for assessing the need to retain land and premises for business, industrial and warehousing use include the following criteria:

- Whether and for how long land or premises have been vacant and actively marketed and the expressions of interest during this period;
- Whether the site offers particular benefits not generally available within the overall land bank;
- Whether the site is within an area of high unemployment and offers realistic prospects of use for appropriate employment purposes;
- Whether the relocation of existing occupiers to other suitable accommodation will be facilitated;
- Whether the proposed development would retain an element of industrial, office or warehousing floorspace; and
- Whether the proposed use needs to be accommodated on business, industrial or warehousing land (e.g. transport depots).
- Other priorities, override more narrowly focused economic considerations.

9.6 Paragraph 5.51 also highlights that it is also important to ensure that the introduction of residential or other uses into an industrial or warehousing area does not unduly restrict the operating conditions of remaining businesses.

9.7 The supporting Planning Statement has assessed the proposals against the criteria of Policy EC3 and concludes the following:

- i. It would be difficult to argue that the land is no longer well located for business, industrial and warehousing use however the proposed site is in the northern proportion of the wider EC1.1. The site is bound to the north by Moorhead Close, which is technically allocated under Policy EC1.1 but comprises residential properties following a consensual departure from the development plan. The redevelopment of the site for education purposes would not sever the existing extent of EC1.1 but would rather redefine the boundary. It should be noted that a large proportion of the site, namely the portion of the site which once housed Splott Market has not been in

business, industrial and warehousing use for many years as such there is no true loss of this use class on this proportion of the site.

- ii. The premises on site have been demolished following approval of the enabling application and as such there are no suitable business, industrial and warehousing buildings on site. The redevelopment of the site to deliver business, industrial and warehousing would require substantial investment.
- iii. The site comprised of the former Splott Market site and Portmanmor Buildings and associated offices. Splott Market was the larger unit on site and comprised 6,625 sq.m of floor space. Splott Market comprised a sui generis use; that the unit was only in operation every Thursday/Saturday and Sunday. Furthermore, Splott Market vacated the site in September 2022 and as such the site has remained vacant since. Portmanmor Buildings were occupied by Bad Wolf Studios until they vacated the site in March 2022. The studio comprises 3,500 sq.m and had a 650 sq.m associated office building. There is therefore a loss of 4,150 sq.m of traditional B1/B2/B8 employment use, however this is outweighed by the level of employment generated by Willows High School which will generate approximately 123 members of staff.
- iv. The delivery of a school will not have an unacceptable impact on the operating conditions of existing businesses in line with criteria. The application is accompanied by a robust Design and Access Statement prepared by AtkinsRealis which successfully demonstrates the design process that has been undertaken to reach this final proposal. The DAS demonstrates a good understanding of the site, context, and brief, clearly communicates, and explains design ideas and discusses how the proposal contributes to placemaking.

9.8 The supporting text of Policy EC3 confirms at Paragraph 5.49 that in assessing the need to retain land and premises for business, industrial and warehousing uses consideration can be given to whether the site offers particular benefits not generally available within the overall land bank.

9.9 The Planning Statement concludes: -

- There is a real commitment by Welsh Government to removing all “D” condition schools from Wales; furthermore, Cardiff Council have identified that additional secondary school places will be required to accommodate children from new housing developments following the successful delivery of allocated residential sites across the City.
- Refurbishment options for Willows School have been discounted as the property was rated as Condition D (End of life) with a backlog of maintenance set at £3,842,505 in 2017. The current Willows High School site is within the flood zone and is therefore not viable to be developed for a school at this time. Land requirements for a 6FE school is 65,000m² - 83,265m² (c16 acres – 20.35 acres). Alternative sites have been considered within the catchment; however, they have been discounted for various reasons.

- A number of sites to accommodate a replacement Willows school have been considered including, the existing school site, Tremorfa Park and other Council owned sites across the immediate wards to include Adamsdown, Splott and Tremorfa. Given the land requirement to deliver a school compliant with BB98, the search was expanded to land not within the ownership of the Council. Following an initial assessment of the long list, Tremorfa Park was originally put forward as a short list option for the new school. Tremorfa Park comprises a large site, with a central location in the catchment and is owned by CCC, which means there would have been no capital expenditure to purchase the land. However, it was clear from the consultation that there were significant concerns about building on this community asset with a real desire expressed for keeping the park land available for future users.
- The application site presents a viable option to bring forward a much needed, fit for purpose comprehensive school to serve Adamsdown and Splott. This is in line with supporting text of Policy EC3 which confirms that in assessing the need to retain land and premises for business, industrial and warehousing uses consideration can be given to whether the site offers benefits not generally available within the overall land bank.
- There is a pressing need for a replacement school in this catchment. The immediate area is mixed use in nature, with a primary school (Ysgol Glan Morfa) located only 90m north of the site. Residential properties share a boundary with the sites most northern boundary and are present along Lewis Road and Tyndall Street to the north. Further, proposals present an opportunity to regenerate the area, provide community facilities and placemaking benefits including active travel enhancements. Whilst not a B1/B2/B8 use, a comprehensive school is undoubtedly an employment generating use and therefore goes some way to delivering the aspirations of the policy.
- In conclusion there is a desperate need for a new 21st century school in this area of Cardiff, where limited land of this scale, for development opportunities exist. This presents a material planning consideration upon which any future application should be considered positively.

Conclusions:

- 9.10 In summary the Planning Statement has assessed the proposal for a replacement high school in this location against Policy EC1 and EC3 and provided robust evidence demonstrating that a large proportion of the site has not been in business, industrial and warehousing use for many years. Whilst several alternative sites for a replacement school have been considered within the catchment area, the application site represents the only available and viable option to address the pressing need for a replacement school.
- 9.11 The site is bound to the north by Moorhead Close which is designated under EC1.1 in the Adopted LDP but has since been developed for residential use and

evidence gathered for the Replacement LDP (HJA study Employment Land Review 2022) recognised there is scope for consolidation of this employment site, with Splott Market and the 3G Pitch the potential areas for removal as they no longer incorporate uses that would justify their inclusion in the employment site.

- 9.12 In this regard the loss of the B Use employment function of the Splott Market site has already been supported by evidence. Furthermore, 53-56 Lewis Road has been vacant since March 2022.
- 9.13 On balance, to fulfil Welsh Government's commitment to removing all 'D' condition schools from Wales, there is a priority and an overriding need for a new comprehensive school in this catchment area where limited land of this scale and development opportunities exists, and the site currently accommodates no employment uses. TAN23 Economic Development advises that employment sites should only be released for other uses subject to a number of criteria, including where other priorities override more narrowly focused economic considerations. Whilst not a B1/B2/B8 use, the development of a comprehensive school will incorporate a B1 office function for school administration activities and will reintroduce employment uses (123 members of staff) on land identified and protected for B use class employment use and as such is a material consideration in the determination of the application.
- 9.14 Assessed against the relevant policy framework, in principle, the proposal raises no land use policy concerns subject to detailed design, transport and amenity considerations.

b. Design

- 9.15 LDP Policy KP5 (Good Quality and Sustainable Design) contains criteria for assessment of new development proposals to ensure that high quality, sustainable designs occur which positively contribute to the creation of distinctive communities, places and spaces. A criterion includes, for example, the influence of the proposal on the local character and context. Other criteria include creating legible development, providing a diversity of land uses, creating distinctive places and providing a healthy environment.

Layout:

- 9.16 The proposed school building has been positioned in a northern central position, taking advantage of the active travel connections to the north and east of the site. The positioning of the entrance plaza provides a strong, welcoming plaza into the school grounds which will play a key role in delivering a nodal point off the Freshmoor Road to the Lewis Road junction, providing a civic presence to this area alongside the carefully detailed landscaping proposals with different surface textures and tree lined pedestrian routes. This delivers a parametric form that opens up to the entrance and welcomes users into the space, which officers support.



Figure 8: Entrance Plaza.

- 9.17 The proposed entrance Plaza has been designed as a legible, destination building at the end of Lewis Road creating a welcome environment to the school. Boundary treatments have been carefully selected (and amended through negotiation to retain an openness at the entrance) to ensure a sense of security whilst also ensuring that the site is welcoming and attractive. Whilst Placemaking Officers would have preferred to see more soft landscaping for the boundary treatments, the perimeter fencing is required for Secure by Design needs and so this is supported. Amended plans incorporate a brick refuse storage boundary treatment which is welcomed.
- 9.18 The proposed Special Resource Base (SRB) for 30 pupils aged 11-16 is located to the north-east of the main building, which has been strategically located to optimise access opportunities as it requires its own dedicated drop off and pick up area for parents, carers, minibuses and taxis. The drop off space is located within the SRB secure external area and a covered route from the drop off is provided to the SRB student entrance. The drop off area has been designed to double up as a secure external play space for the SRB during school hours where the drop off provision has been closed off for access. The location of the SRB shelters the unit from activity and noise from the rest of the school, particularly the sports hall and music spaces. It is noted that the design of the access arrangements has evolved through negotiation which has secured retention of an important category 'A' tree.



Figure 9: SRB external area.

- 9.19 The proposed school grass rugby pitches are to the east of the school building, with the Multi Use Game Areas (MUGAs) to the south, and football pitches to the west. Officers welcome the provision of these sports pitches and consider them to be appropriately positioned, noting again that the design evolution has ensured that the pitches can be provided while retaining important trees along Freshmoor Road.
- 9.20 The proposed layout has been designed to deliver a convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises opportunities and connections to open spaces and active routes to encourage healthier lifestyles.

Elevational Treatment:

- 9.21 The proposed school will comprise two storeys with a flat roof and the elevations will be composed of facing brickwork, accent coloured glazed brickwork and metal and composite cladding panels. The northern and eastern facades of the school building are considered especially important as they are part of the public image and contribute largely to the civic presence of the locality and the proposal for the plaza entrance. Hence, the brickwork rhythm continues across both of these facades and only breaks up at the learning lounge into the metal cladding which drapes across the facade. The Learning Lounge shape and disconnection from the main building creates a presence at this junction and the simple materials with detailing reinforce this presence.



Figure 10: Internal view of new school.

- 9.22 The building profile is accentuated through a clear use of materials, where the recess is highlighted through the use of metal cladding. The brickwork is rhythmic with windows punctuated with hints of colour through the louvres. This same metal is envisioned on the facade of the Learning Lounge. A glazed canopy is proposed to compliment the neutral palette. This will be robust in specification to provide longevity.
- 9.23 The southern elevation is hidden from view, hence the brick frontage is retained with a glimmer of metal from the metal cladding encapsulating the southern staircase. As this is located within a high level activity zone (dining hall overspill), the specification will be enhanced to ensure robustness and mitigation of damage to the cladding itself. Following the architectural language of the other facade treatments, the recess of the elevation has been highlighted but this time in brick between two zones of cladding. Continuing the evagination treatment of the southern facade, the recess of the western elevation mirrors the recess in brickwork, sandwiched between two largely metal cladded zones.
- 9.24 Officers consider the materials to be a sensitive, neutral and robust palette. Rich tones are considered for internal finishes, with colour schemes to suit wayfinding, departmental arrangements and identity. The proposed materials are considered to respond positively to the local character and context of the built and landscape setting. The layout, scale, form, massing, height, density, colour and materials are considered to enhance the appearance of the area. Notwithstanding this, further details on the materiality and depths of reveals are required by condition, to ensure the highest specification and design of the proposed building.

c. Highways, Active Travel and Servicing

Transportation / Highway Impacts:

- 9.25 Chapter 4 of PPW12 (Active and Social Places) addresses transport, stating that people should have access to jobs and services through more efficient and sustainable journeys, by walking, cycling and public transport. It further states that *“new development should prevent problems from occurring or getting worse such as...the reliance on the private car and the generation of carbon emissions.”* It further notes that land use and transport planning should be integrated to minimise the need to travel, reduce dependency on the private car and enable sustainable access to employment, local services and community facilities.
- 9.26 By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:
- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel; and
 - Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure;
- 9.27 The proposed development site is located in a sustainable location, situated within close proximity to Cardiff city centre and surrounded by a number of residential areas. There are a number of residential catchment areas within walking and cycling distance of the proposed school which will encourage future staff and pupils to travel by these modes and reduce their reliance on the car. The proposed development also will benefit from the wider proposed active travel routes (ATR) within close proximity of the site and proposed to provide infrastructure to connect into the ATR that run adjacent in the locality (see para 9.36).
- 9.28 The application has been accompanied by a Transport Assessment (TA) (prepared by Hydrock, dated 22 April 2024, ref 30746-HYD-XX-XX-RP-TP-5001-P07) which notes that the existing secondary school is an English-medium mixed 11-16 maintained by Cardiff Council, located in Tremorfa. The school serves the areas of Adamsdown, Splott and Tremorfa in eastern Cardiff. It currently serves some 700 pupils and 120 staff. The pupil figure is expected to rise to 900 across six forms of entry by September 2025. Willows High School will be relocated to a new site, at the previous Splott Market on Lewis Road, accommodating a 6FE cohort (900 students with 158 staff)) with provision for SRB (Special Resource Base) students with complex and/or learning needs.

Layout:

- 9.29 The proposed school layout has been considered through an extensive design

process with Transportation Officers to accommodate all of the operational needs and points of access including the consideration of off-site active travel routes. The school will sit astride the ex-Lewis Road, which has been legally stopped-up, as part of the earlier planning application to approve enabling and demolition works (22/02308/FUL). This application also included an active travel route along the eastern perimeter of the site.

- 9.30 The supporting TA outlines the locality, accident statistics and local transport facilities and options (including active travel), all of which are considered satisfactory. The main vehicle access to the site will be off Forgeside Close which includes visitor car parking and cycle parking. The SRB vehicular access will be from Freshmoor Road, via a dedicated access to a secure drop-off and turning facility. The main pedestrian visitor and staff entrance is to the north of the site where a landscaped plaza creates a nodal point for site arrival and forms the key focal point of the school. The main student access is to the south entrance with direct access to the already permitted active travel route. Noting that the main proportion of students will arrive from the north-east of the site, a gated access has been proposed from Freshmoor Road which is welcomed. A smaller proportion of students will then access the school from the south and west via Ocean Way. Finally, an additional controlled gate access point into the site is provided from Galdames Place to the west. Transportation Officers support the provision of these various access points in relation to the school.

Car Parking:

- 9.31 The application proposes 34 car parking spaces, which is in accordance with the Managing Transportation Impacts SPG. These car parking spaces will be provided across two separate car parks. In addition to the car parking bays the development will provide a total of three motorcycle parking bays and two minibus bays.
- 9.32 A total of 15 car parking spaces including five standard disabled spaces and three enlarged bays will be provided within the staff and visitor car park accessed from Forgeside Close along the northern site boundary. This connects to the main entrance of the proposed school. An overspill staff car park with 19 parking bays will be provided to the north-west of the school site within the existing car parking for the Ocean Way sports pitches and will gain access via Beignon Close.
- 9.33 A formal, internal drop-off loop will be provided for the SRB unit allowing space for up to 10 vehicles to queue within the curtilage of the development. No pupil drop-off/pick-up facilities will be proposed for the main secondary school in accordance with Council standards and “sustainable credentials” as noted within para 6.7.2 of the TA, which is supported. The TA identifies a number of parking spaces on surrounding streets which might be used to accommodate pupil drop-off/collection and identifies up to 100 on-street car parking spaces in the surrounding highway network (Portmanmoor Road and Freshmoor Road). It is estimated in the TA that Freshmoor Road could accommodate some 20 vehicles and Portmanmoor Road some 80 vehicles.

Cycle Parking:

- 9.34 The application proposes 252 cycle parking spaces, which complies with the minimum requirement detailed within the Managing Transportation Impacts SPG, whereby a minimum of 233 spaces are required. The proposed cycle spaces will be provided as follows; 6 spaces in the main staff car park, 204 spaces to the east of the MUGA (accessed from Ocean Way to the south) and 48 spaces to the north of the learning lounge (accessed via Lewis Road/ Forgeside Close).
- 9.35 All of the cycle spaces are Sheffield stands which is welcomed for inclusivity reasons to ensure people with a physical impairment or an electric cycle can push their cycle in and out of a horizontal cycle parking space rather than lifting a cycle on and off a cycle rack. The cycle parking spaces are also sufficiently sheltered and secure. Officers are also satisfied with their maneuvering spaces and their positioning to ensure they are sufficiently overlooked. As such, a compliance condition has been imposed for the cycle parking.

Active Travel:

- 9.36 As part of the Transport Assessment, walking routes in the following residential areas included within the school's catchment zone have been assessed.

- **Tremorfa**

Located approximately 1.7km north-east of the site. Pupils travelling from Tremorfa will follow routes via Willows Avenue, Muirton Road and St Park Road westbound. Pupils will head further west on Hinton Street towards Moorland Park where a footpath is provided. Pupils will continue west onto Freshmoor Road and arrive at the proposed site. The pedestrian walking route has been assessed and is to a good standard and footways are present along the entirety of the roads in addition to street lighting. Crossing facilities are present at various points of the journey.

- **Splott**

Located approximately 900m north of the site. Pupils can access the site by following routes via Carlisle Street and Ordell Street southbound towards East Tyndall Street. East Tyndall Street forms a junction with Lewis Road where pupils will travel south towards the proposed site.

The pedestrian walking route has been assessed and is to a good standard. Footways are present on both sides of the carriageway, along the entirety of their length, apart from East Tyndall Road and Lewis Road where there is one footway available.

Street lighting is present throughout the journey and so are crossing facilities at various points including tactile paving. Multiple zebra crossings are located on East Tyndall Road and Lewis Road.

- **Adamsdown**

Adamsdown is located approximately 1.7km north of the site. Pupils will follow Constellation Street westbound towards the footpath in Anderson Fields Park and then route via Garesfield Street south-west which forms a junction with Kames Place. Kames Place forms a continuation onto Black Brg and Adamsdown Place. Pupils will travel via Sanquhar Street for 150m east and take the Wilkinson Close Play Area footpath towards East Tyndall Street which forms a junction with Lewis Road. Pupils will travel south via Lewis Road towards the proposed site.

The route has been assessed and is to a good standard. Pedestrian footways and street lighting are present along the entirety of the route. There are controlled crossings and traffic calming measures present on Constellation Street as Adamsdown Primary School is located north of the road.

9.37 Walking distance isochrones have been provided also (see figure 11 below).

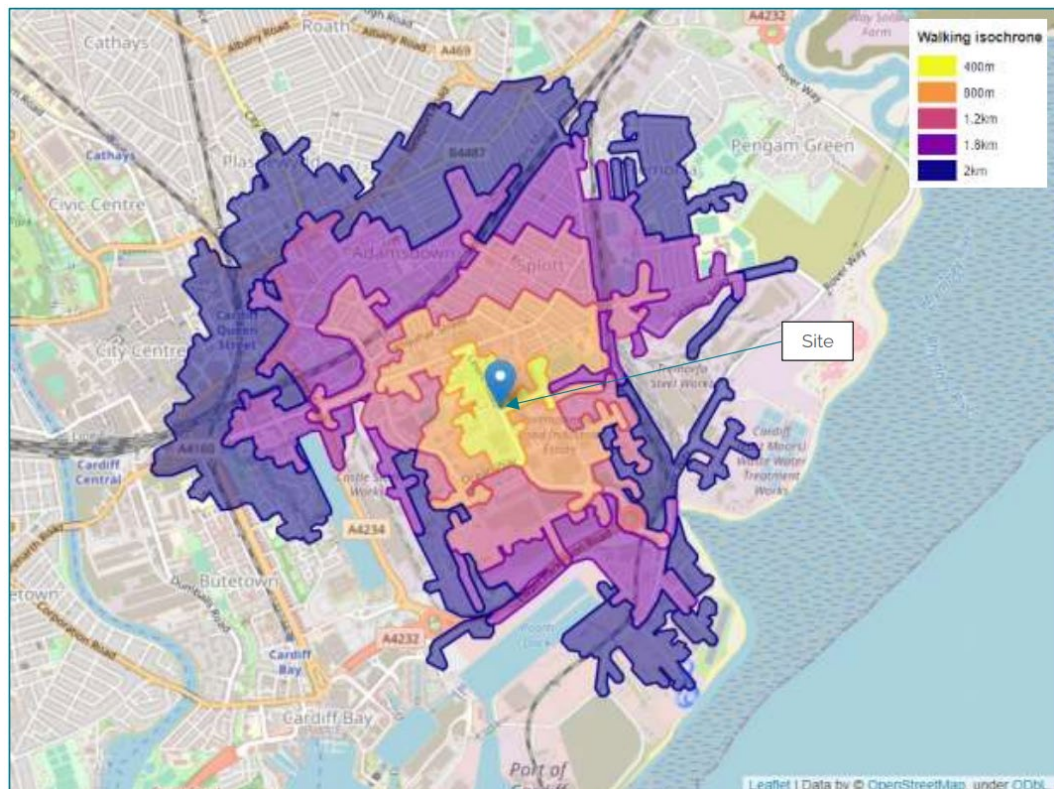


Figure 11: Walking Distance Isochrones

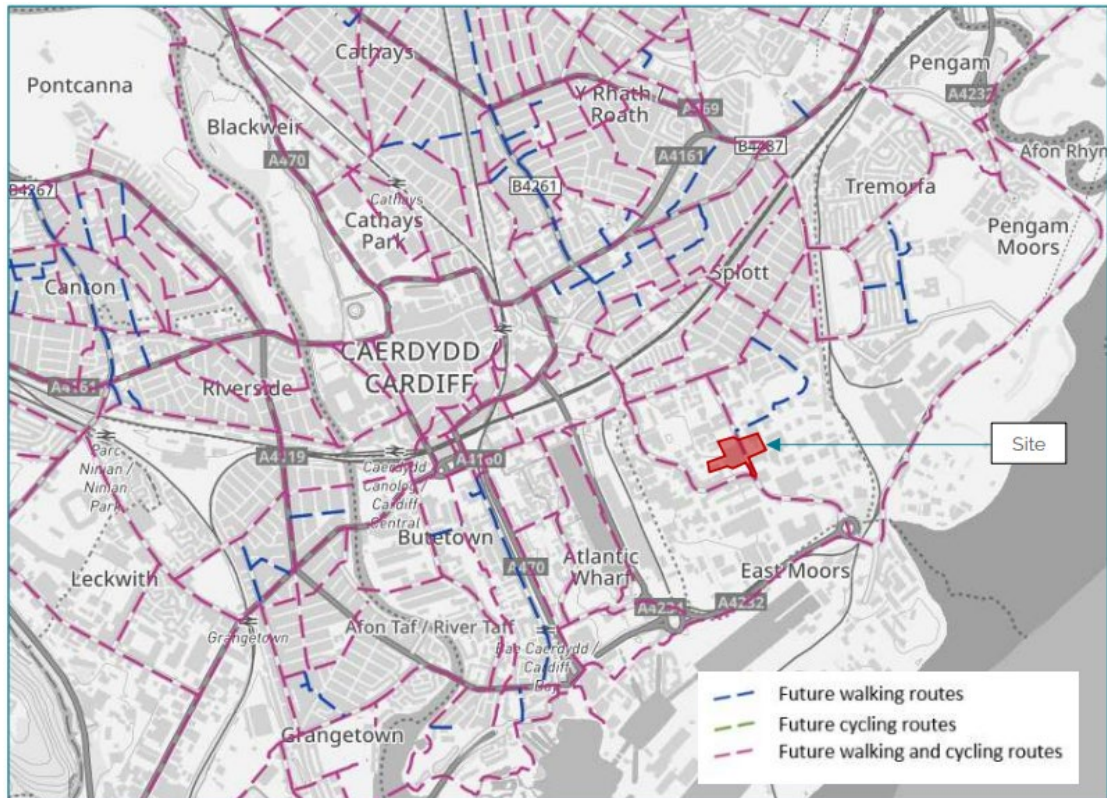


Figure 12: Integrated Network Map.

- 9.38 Pedestrian and cycle access will be provided through the dedicated active travel route running adjacent to the site connecting Freshmoor Road from the north to Ocean Way from the south (permitted under application 22/02308/FUL). Although there were some concerns were raised during the previous application from a design perspective with the location of the route, as it is positioned on the periphery of the site, the proposed width and boundary treatments were considered acceptable, with conditions applied to enhance its safety (lighting and intervisibility at corners). In addition to this route, officers welcome the provision of the new pupil entrance off Freshmoor Road which will provide a more direct and accessible route into the school when open.
- 9.39 The supporting TA identifies a number of active travel works outside of the application site boundary that seek to ensure that children have a safe and desirable journey to school from the surrounding residential areas. An overview of such proposals is shown on Figure 13 below.

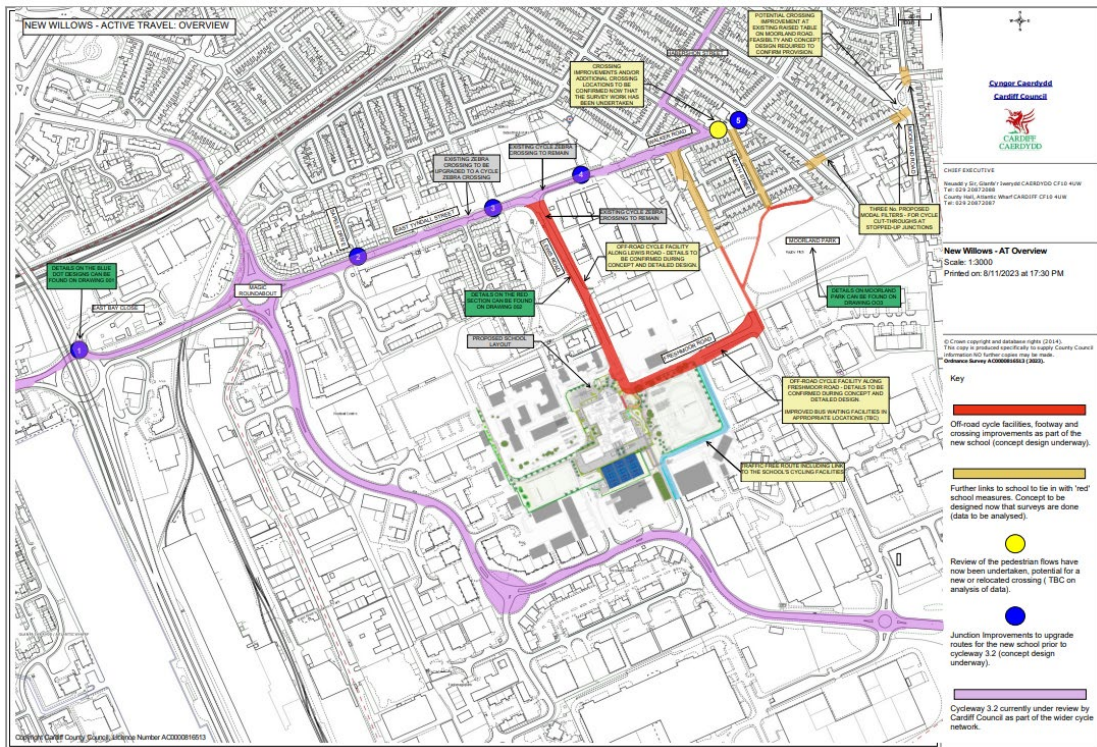


Figure 13: Active Travel Improvements (Overview)

9.40 These works are considered essential to ensure that the new school is served by appropriate safe routes to communities and encourage students and staff to use sustainable modes of transport. These will be delivered through a s278 agreement, and through engagement between the Highways and Education Authorities. Given their importance, a condition has been imposed to ensure such off-site works are approved and undertaken in accordance with an agreed timetable (which largely should be ahead of school opening). Related Traffic Regulation Orders to manage parking activity (circa £15,000 contribution from Education) will be delivered in the same way.

Trip Generation:

9.41 The TA has considered traffic generated by the site during the morning traffic peak (8am to 9am) and school afternoon peak (3pm to 4pm). The assessment identifies 398 pupil two-way traffic movements during both morning and afternoon periods. In addition, an additional 150 staff vehicular trips to school during the morning and 150 away from the site during the afternoon. Therefore, there will be some 550 trips attracted by the school during the morning and the afternoon peak periods. The existing traffic generated by the existing site uses was estimated to be 162 during the morning and the afternoon, resulting in a net increase of 385 vehicle movements. It is typical for a proportion of trips associated with school travel to be part of a linked journey, such as continuing to a place of work. Transportation Officers consider that the proposed development will not result in a material impact on the local highway network given that these trips will be dispersed across the network.

9.42 Although the development proposals will result in a net increase in trips on the local highway network, these trips will not be new trips within Cardiff due to the

fact that the proposals represent a relocation of an existing school. The trips will instead be transferred across the highway network. The Transportation Officer does not consider that the development proposals will represent a detrimental impact on the local highway network and would therefore not result in an unacceptable impact on highway safety. Finally, the residual cumulative impacts on the road network are not considered to be 'severe'.

- 9.43 In addition, given that the school is or children aged 11-16, who are increasingly dependent and likely to make their own way to schools, the off-site active travel improvements will reduce the trip generation identified above. A Travel Plan has also been requested by way of a condition to ensure that staff and students alike are encouraged to use other means of transport than the private car.

Refuse:

- 9.44 The development proposes refuse collection to take place on-street via Titan Road with a dedicated layby proposed on the corner of the street. The refuse store is located adjacent to this with a turning head. Tracking diagrams have been provided which sufficiently confirm that the arrangements will be acceptable and will not result in a detrimental impact on the existing highway.

d. Impact on surrounding amenity

Construction Activity:

- 9.45 The application is supported by a Construction Environmental Management Plan (CEMP) to ensure that necessary management measures are implemented during the construction phase to protect the amenity of local neighbours/businesses in terms of disruption to the highways, noise, pollution and the environment. The following technical consultees have considered the CEMP; Transportation, Noise, Air Quality, Ecology and Trees. Following amended submissions being provided addressing the technical consultee concerns, no objection has now been raised. As such, officers are satisfied with the supporting CEMP, which has been imposed as a compliance condition.

Noise:

- 9.46 Further, officers have considered the noise impacts in relation to the new school. The application is supported by a Noise Impact Assessment (prepared by Formant, dated 13/11/2023, ref 26CB05-FOR-10-XX-T-OJ-0001) which notes that environmental noise has potential to cause noise issues within the school buildings and plant noise from the school has potential to affect nearby noise sensitive receptors. The report notes that the proposed design will use mechanical ventilation with heat recovery for non-acoustic reasons, which will achieve the required indoor ambient noise level limits without the need to open windows for baseline ventilation. When windows might be open in hot weather, the noise levels will not exceed the required limits (BB93) for ventilation during summertime overheating. On this basis, the Noise Officer notes that no significant adverse noise impacts are predicted as a result of noise affecting the proposed development. Notwithstanding this, a plant noise condition has been requested as a condition.

- 9.47 In addition, officers have also considered the noise associated with the three MUGAs. The Noise Impact Assessment considered that there is unlikely to be a noise issue in this location given that there are no residential properties in close proximity. As a result, a detailed assessment is not included in the scope and the Noise Officer agrees that no additional noise monitoring is required. Notwithstanding this, an operation hours condition has been recommended restricting the use of the MUGA until 9pm on any day as well as a Noise Management Plan. This will ensure that the noise from the MUGA will not impact on the amenity of the neighbouring occupiers.
- 9.48 Finally, a Lighting Strategy has been provided (prepared by AtkinsRealis, dated 12/01/2024, ref 5218461), whereby it is not considered that the lighting proposed will impact neighbouring occupiers, notably the closest residential accommodation at Forgeside Close. A lighting compliance condition has been imposed.

e. Landscaping and Trees

- 9.49 LDP Policy EN8 states that development will not be permitted which causes unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change.
- 9.50 The application is supported by a Landscape and Ecological Management Plan (prepared by Atkins Realis, dated January 2024, ref 26CB05-ATK-01-XX-T-L-005002).
- 9.51 Several trees are identified to be removed to facilitate the construction of the proposed development design. 7 of those identified for removal are low-quality trees (C Category). One U Category tree was already removed through the enabling works application. There are also grouped trees being removed which comprise one Norway Maple Tree of a group of 4 (Category B), two Lime trees (Category B), a group of Leyland Cypress trees (Category C) and a group of Ash and Sycamore (Category C). The removal of these trees is proposed to be mitigated through 99 new trees being planted including new native hedgerows and mixed shrub planting throughout the site.
- 9.52 Following extensive discussions with the Tree Officer regarding new tree and planting species, tree pit sections, topsoil and subsoil specifications, planting methodology, staking and irrigation and landscaping implementation, the Tree Officer is now satisfied with the soft landscaping works. Notwithstanding this, a soft landscaping condition has been imposed to ensure that appropriate tree pit substrates are provided. This will also include a detailed planting methodology including year 1 (minimum) post-planting aftercare. As such, officers are supportive of the compensatory tree and soft landscaping proposed.

f. Ecology

- 9.53 The conservation of native wildlife habitats and the safeguarding of protected species is discussed in Planning Policy Wales (Edition 12). New development opportunities have an important part to play in creating new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable. Improving habitat connectivity through promoting wildlife corridors, whilst ensuring development minimises species and habitat impact, are also important considerations.
- 9.54 The application is supported by Landscape and Ecological Management Plan (prepared by AtkinsRealis, dated: January 2024, Version P03), Ecological Assessment (prepared by BSG, dated: 9th November 2023) and proposed planting plan and schedules. Following extensive discussions, the Ecology Officer is satisfied with the landscaping proposals presented.
- 9.55 With regards to the ecological baseline, an extended Phase 1 survey and bat survey was completed in 2021. Habitats surveys were updated in August 2023 in advance of permitted enabling works and in line with conditions imposed on the enabling consent (demolition and levelling of site). The combination of desk study and field survey work identified that prior to enabling works, the site supports a limited range of common and widespread habitats, the majority of which had little ecological interest or potential to support protected species. No roosting bats were recorded in the buildings. Some small-scale use of the site by foraging bats was noted, and it was concluded there was some potential for common and widespread birds typical of urban habitats to breed (principally in trees and scrub). The ecological impacts of the development are very limited. Some localised tree loss will be necessary, but these trees are not of significant age and the scale of the proposed loss is very limited.
- 9.56 The applicant has confirmed that area of semi-improved neutral grassland and poor semi-improved grassland can be retained to the west of Keen Road. There is the potential that autumn lady's tress could occur in this area, a plant that is at risk of extinction in Cardiff due to its 15 year lifecycle. The applicant has confirmed that the scheme will commit to introducing this plant into the grassland mix in order to help bolster the local population and make it more resilient, which the Ecology Officer has accepted.
- 9.57 The Ecology Officer is also satisfied with the landscape specification in terms of the amended plant species and grassland areas. Notwithstanding this, further ecological enhancement works are required by condition. Offices are therefore satisfied that the application will deliver a net gain in biodiversity.

g. Drainage and Flooding

- 9.58 The site is within Zone B of the Development Advice Map (DAM) contained in TAN15, where in such new development is considered to be wholly acceptable in principle.

- 9.59 Notwithstanding the above, the more up-to-date Flood Map for Planning (FMfP) identifies part of the application site (to the east of Lewis Road) to be at risk of flooding falling into Flood Zone 2 & 3 (sea) albeit in a 'defended zone'. Given that section 6 of TAN 15 requires the Local Planning Authority to determine whether the development in areas at risk of flooding is justified, the applicant has provided an FCA (prepared by JBA, dated November 2023, ref LPP-JBAU-XX-XX-RP-Z-S3-P01-Willows_School_FCA RevS1-P01). This demonstrates through accurate modelling that even in the extreme flood event (the 0.1% AEP plus climate change flood event), the site is dry, albeit shallow floodwater comes within 10m of the site boundary. Nevertheless, it also notes the Cardiff Flood Defence scheme (approved and under construction), with the modelling providing additional reassurance that the proposed development shall not be at tidal flood risk over its 75-year lifetime or indeed a longer 100 year lifetime of development.
- 9.60 With reference to surface water, the strategy confirms that through the utilisation of surface flow attenuation measures, the scheme ensures a betterment on peak run off rates at the 2, 30 and 100-year storm return period. The proposed development includes the following measures to provide interception to surface water runoff; Lined permeable paving, bio-retention areas (rain gardens), filter strips and filter drains. NRW and Welsh Water have raised no objection to the drainage proposals, subject to conditions.

h. Contamination

- 9.61 LDP Policy EN13 seeks to ensure that development will not be permitted where it would cause or result in unacceptable harm to health from the presence of unacceptable levels of land contamination.
- 9.62 Contaminants of concern have been found in the shallow soils of the site as well as risk from ground gases and vapours from hydrocarbons present in soils and groundwater. To ensure no risk is caused to human health and the environment, Pollution Control and NRW have requested a number of conditions. This includes an Environmental Strategy with mitigation and remediation works in relation to demolition, pollution control, excavations, earthworks and materials management. Subject to these conditions, it is considered that the enabling works can be carried out safely without unacceptable risks from contamination.

i. Sustainability / Energy

- 9.63 Future Wales Policy 16 emphasises that large-scale mixed-use development should, where feasible, have a heat network with a renewable / low carbon or waste heat energy source. Planning applications for such development should prepare an Energy Masterplan to establish whether a heat network is the most effective energy supply option and, for feasible projects, a plan for its implementation.
- 9.64 Policy 17 Renewable and Low Carbon Energy and Associated Infrastructure outlines support for developing renewable and low carbon energy at all scales.

- 9.65 *PPW12* (para 5.8.1) states that ‘the planning system should support new development that achieves high energy performance, supports decarbonisation, tackles the causes of the climate emergency and adapts to the current and future effects of climate change through the incorporation of effective mitigation and adaptation measures.
- 9.66 LDP Policy EN12 Renewable Energy and Low Carbon Technologies requires major development to maximise the potential for renewable energy. The council will encourage developers to incorporate schemes which generate energy from renewable and low Carbon technologies.
- 9.67 The school has been designed to ensure that sustainability is at its core. The application is supported by a Net Zero Carbon Strategy (prepared by adra, ref 26CB05-ARD-10-XX-T-OS-2001). The Strategy confirms that the project will take a Whole Life Carbon approach which reports on the combined impact of Embodied Carbon and Operational Energy over the life of the building. The school has been developed using Cardiff Council’s ‘Net Zero Carbon Schools Standard’ which means that 100% of embodied carbon associated with the development at Practical Completion should be offset through an approved carbon standard, including the UK Woodland Carbon Code, and UK Peatland Code. The proposed development therefore complies with the core message that underpins *PPW12*, *TAN12*, Well-being of Future Generations (Wales) Act and LDP Policies.

10. CONCLUSION

- 10.1 The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Cardiff Local Development Plan (2011–2026) adopted January 2016.
- 10.2 The proposal will play a key role in helping to deliver the LDP strategy, providing a new school as part of a high-quality scheme in a sustainable, brownfield location, with no unacceptable impacts on local character or amenity. The application also proposes positive benefits in terms of biodiversity and active travel.
- 10.3 Accordingly, the proposed development is in accordance with Policies KP5, KP6, KP13, KP14, KP16, EN6, EN7, EN8, EN10, EN13, EN14, T1, T5, C1, C3, C5 and C7 of the Cardiff Local Development Plan 2006-2026.
- 10.4 It is therefore recommended that planning permission be granted, subject to conditions.

11. OTHER MATTERS RELEVANT TO THE CONSIDERATION OF THIS APPLICATION

- 11.1 Crime and Disorder Act 1998. Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.
- 11.2 Equality Act 2010. The Act identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership. The Council's duty under the above Act has been given due consideration in the determination of this application. It is considered that the proposed development does not have any significant implications for, or effect on, persons who share a protected characteristic, over and above any other person.
- 11.3 Well-Being of Future Generations Act 2016. Section 3 of this Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5). This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision. It is also noted that section 2(5) of the Planning (Wales) Act 2015 affords protection to decisions taken under Part 3 of the 1990 Act, in that the Well-being of Future Generations (Wales) Act 2015 does not alter whether regard is to be had to any particular consideration under section 70(2) of the 1990 Act or the weight to be given to any consideration to which regard is had under that subsection. This means the provisions of the development plan, so far as material to the application, and any other relevant other material considerations remain the primary considerations when determining planning applications.
- 11.4 Section 6 of Environment (Wales) Act 2016 subsection (1) imposes a duty that a public authority must seek to maintain and enhance biodiversity in the exercise of its functions, and in so doing promote the resilience of ecosystems, so far as is consistent with the proper exercise of those functions. In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular the following aspects:

Diversity between and within ecosystems;

The connections between and within ecosystems;

(c) The scale of ecosystems;

(d) The condition of ecosystems (including their structure and functioning);

(e) The adaptability of ecosystems.

11.5 It is considered that the LPA has considered its duty under this Act and has met its objectives for the reasons outlined above.

12. RECOMMENDATION

12.1 That planning permission be **GRANTED** subject to the conditions listed below.

CONDITIONS

1. The development shall begin no later than five years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

Architecture	
Site Location Plan	26CB05-ATK-01-XX-D-AT-021100 P03
Proposed Block Plan	26CB05-ATK-01-XX-D-AT-021101 P03
GA Ground Floor Plan	26CB05-ATK-01-00-D-AT-011004 P03
GA First Floor Plan	26CB05-ATK-01-01-D-AT-011005 P03
GA Roof Plan	26CB05-ATK-01-RL-D-AT-011006 P03
GA Elevations	26CB05-ATK-01-ZZ-D-AT-012003 P04
Site Sections	26CB05-ATK-01-XX-D-AT-021004 P02
Ancillary Buildings	26CB05-ATK-01-ZZ-D-AT-012005 P01
Details	
Hydrant Tank Builders Work Layout & Details	CFSQ-26232-HYDRANT TANK P01
OH3-15m- Water Supplies Layout – 135m3 – Cylindrical Tank – 6.11mo	CFSQ-26232-SPRINKLER TANK P01
Vapour Installation for 1 Tank, Standard Compound Details: 1200L, 2000L, 3400L & 4000L	20131 (1 of 6)
Electrical Services Substation Elevations	26CB05-ATK-57-XX-D-E-600909 P01
WWU Concrete Base Drawing - Lewis Road	65018083
WWU Kiosk and Fence Drawing - Lewis Road	WWU_AA_002
Landscape	
Landscape Masterplan	26CB05-ATK-01-00-D-L-401001 P14
Hard Landscape Layout	26CB05-ATK-01-00-D-L-421001 P03
Proposed Planting Plan and Schedule 1of5	26CB05-ATK-01-00-D-L-431001 P05
Proposed Planting Plan and Schedule 2of5	26CB05-ATK-01-00-D-L-431002 P04
Proposed Planting Plan and Schedule 3of5	26CB05-ATK-01-00-D-L-431003 P04
Proposed Planting Plan and Schedule 4of5	26CB05-ATK-01-00-D-L-431004 P04

Proposed Planting Plan and Schedule 1 of 5	26CB05-ATK-01-00-D-L-431005 P04
LEMP	26CB05-ATK-01-XX-T-AT-005002 P03
Fencing Layout	26CB05-ATK-01-00-D-L-461001 P06 Fencing Layout
Long Stay Bicycle Parking	26CB05-ATK-01-00-D-L-404008 P01
Short Stay Bicycle Parking	26CB05-ATK-01-00-D-L-404009 P01
Tree Pit details on Soft landscape	26CB05-ATK-01-00-D-L-404004 P02
Topsoil Specification	P02
CGIs	
Entrance View	26CB05-ATK-01-00-D-AT-017001 P03
Aerial View	26CB05-ATK-01-00-D-AT-017002 P02
View from SRB Classrooms	26CB05-ATK-01-00-D-AT-017003 P02
Rear view of school	26CB05-ATK-01-00-D-AT-017004 P02
Engineering	
Proposed Drainage Layout	26CB05-CUR-52-XX-D-C-520010-P03
Proposed Levels Plan	26CB05-CUR-52-XX-D-C-500011-P03
Existing Impermeable Area Plan	26CB05-CUR-52-XX-D-C-520020-P02
Proposed Surface Water Catchment Plan	26CB05-CUR-52-XX-D-C-520021-P02

Reason: To ensure satisfactory completion of the development and for the avoidance of doubt in line with the aims of Planning Policy Wales to promote an efficient planning system.

Action Conditions:

3. *Material Samples:* Notwithstanding the submitted details (condition 2), prior to their use on site samples of all external finishing materials (to include, where requested, construction of a sample panel on site) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory finished appearance to the development, in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006-2026).

4. *Architectural Detailing:* Notwithstanding the submitted details (condition 2), prior to commencement of work on the external elevations, drawings showing the architectural detailing of the elevations and the depths of the reveals shall have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full accordance with the agreed architectural details.

Reason: To ensure a satisfactory finished appearance to the development, in accordance with Policy KP5 of the adopted Cardiff Local Development Plan (2006-2026).

5. *Active Travel Improvements:* Notwithstanding the submitted plans, no later than six months following the commencement of the development hereby authorised, a final scheme of off-site active travel improvements (to be delivered under section 278), shall be submitted to the Local Planning Authority for its approval in writing. The scheme shall include details of surfacing, kerbs, edging, drainage, lighting, lining, signing, telematics, Traffic Orders, trees, soft landscaping and street furniture as required as a consequence of the scheme, along with a timetable for implementation of each part of the scheme.

The school building hereby approved shall not be brought into beneficial use until such time as the scheme of Active Travel improvement works has been approved in writing by the Local Planning Authority, and all 'pre-occupation' improvements have been completed in accordance with the scheme, with all other measures required to be implemented in accordance with the approved timescales.

Reason: To ensure the reinstatement of the public highway and provide an improved public realm environment to facilitate safe commodious access to and use of the proposed development, in accordance with Policies KP5, T1 and T5 of the adopted Cardiff Local Development Plan (2006-2026).

6. *Travel Plan:* Prior to the beneficial occupation of development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of modal split targets, the Travel Plan co-ordinator, sustainable transport measures and monitoring. The Travel Plan shall be implemented in accordance with the approved document.

Reason: To ensure that the proposed development maximises the potential for non-car trips in accordance with Policy KP8 of the adopted Cardiff Local Development Plan (2006-2026).

7. *MUGA Noise Management Plan:* Prior to beneficial use of any Multi Use Games Area or sports facilities associated with the development for community use, a Noise Management Plan shall have been submitted to and approved in writing by the Local Planning Authority that includes terms of use, code of conduct for community use to control foul language, and a complaints procedure. Community use of the facilities shall thereafter be in accordance with the approved Noise Management Plan.

Reason: To ensure that the amenities of nearby residential properties are protected from unacceptable impacts, in accordance with Policies KP5 and EN13 of the adopted Cardiff Local Development Plan (2006-2026).

8. *Plant Noise:* Prior to beneficial use of the development, a noise assessment shall be carried and submitted to the Local Planning Authority to demonstrate that the plant noise limits and attenuation measures as necessary detailed in Table 3 of Noise Impact Assessment ref : 26CB05-FOR-10-XX-T-OJ-0001 by Formant dated 13/11/23 have achieve a minimum of 5dB below background at the nearest residential noise sensitive premises when measured and corrected in accordance with BS4142: 2014 +A1 2019 (or any British Standard amending or superseding this standard). Thereafter, all plant and equipment shall be

attenuated as necessary to ensure the stated noise limits are achieved.

Reason: To ensure that the amenities of nearby residential properties are protected from unacceptable impacts, in accordance with Policies KP5 and EN13 of the adopted Cardiff Local Development Plan (2006-2026).

9. *Contaminated Land Measures – Unforeseen Contamination:* In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006-2026).

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

Reason: To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006-2026).

11. *Contamination Long Term Monitoring Plan:* Prior to the occupation of the development, a long-term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long term monitoring plan should include:

- Details of the methods and triggers for action to be undertaken;

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

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

Reason: A long-term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006-2026).

12. *Piling*: Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. In the event that piling is proposed, a piling method shall be submitted to and approved in writing by the LPA prior to commencement of any piling work.

Reason: There is an increased potential for pollution of controlled waters from inappropriate methods of piling, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006-2026).

13. *Surface Water Drainage*: No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. In the event that infiltration is proposed, evidence of non-contamination shall be submitted to and approved in writing prior to the surface water drainage scheme being implemented. The development shall be carried out in accordance with the approval details.

Reason: To prevent pollution to the water environment, in accordance with Policy EN10 of the adopted Cardiff Local Development Plan (2006-2026).

14. *Data Shelf Life*: If site clearance in respect of the development hereby approved does not commence (or, having commenced, is suspended for more than 12 months) within 2 years from the date of the planning consent, all the approved ecological measures and those secured through other planning conditions and ecological reports, shall be reviewed and, where necessary, amended and updated, with careful consideration of “new” ecological receptors. The review shall be informed by update or further ecological surveys commissioned to i) establish if there have been any changes in the presence and/or abundance of habitats and species, ii) identify any likely new ecological impacts that might arise

from any changes and iii) and identify any changes to legislation, policy or best practice that may alter the conclusions of the assessment. Where the survey results/desk study indicate that changes have occurred that will result in ecological impacts, having not been previously addressed in the approved scheme, the original approved ecological measures will be revised. New or amended measures and a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Works shall then be carried out in accordance with the new approved ecological measures and timetable.

If a current ecological report suggests the reassessment of a particular feature before 2 years, that recommendation takes precedence.

Reason: To ensure the assessment of impacts from the development upon the species concerned, and any measures to mitigate those impacts, are informed by up-to-date information in accordance with legislation, national planning policy and Policies KP16, EN4 to EN8 of the adopted Cardiff Local Development Plan (2006-2026).

15. *Ecological Enhancement*: The following ecological enhancements covering green infrastructure to individual ecological receptors, shall be installed at the development to ensure along with relevant avoidance to mitigation, Net Benefits for Biodiversity can be achieved as part of the Step Wise Approach:
- The enhancements specified on page 26 of “AtkinsRealis, Landscape and Ecological Management Plan Willows High School Cardiff, dated: January 2024, Version P03”
 - The following additional enhancements considered appropriate to achieve “Net Benefits for Biodiversity”;
 - o 100m of one of the new hedgerows will be under seeded with an appropriate ground flora mix to replicate a natural hedgerow with multiple levels of structure, or otherwise plug plants added.
 - o A continuous gap beneath fences of 100mm or holes of a minimum 130mmx130mm under fences, gates, walls etc to allow passage of hedgehog.
 - o 10 autumn lady’s tress will be planted within meadow grassland alongside the western boundary of the site.
 - o Where existing vegetation is retained around trees (or elsewhere) as noted by the planting of species rich grassland, such areas will be overseeded following a cut to near ground level and a scarification with a stiff tined rake to expose bare ground, thus minimising any impact on tree roots. It is crucial this is undertaken in August and September (and not at other times). No glyphosate will be used in this process, except to treat pernicious weeds (unlikely to be required).
 - o 1 x house sparrow box.

- As a minimum 2, 1m² shallow trays of sand/gravel for use by gulls, installed on appropriate flat roof sections at the development. These shall be in sheltered positions such as behind parapets.
- Kidney vetch to be added to the meadow grassland mix, to benefit small blue butterfly.

A drawing indicating the location of enhancements and photographic evidence they have been installed, both close up and at a distance in line with guidance/best practice (to indicate their location generally on the site), will be provided to the Local Planning Authority each year (if implementation will take more than 1 year), or no later than one month after the buildings first beneficial use whichever is sooner.

Reason: To comply with the Environment (Wales) Act 2016, to “maintain and enhance biodiversity” and “promote the resilience of ecosystems”, the Section 6 duty. Future Wales – The National Plan 2040 - Policy 9, Planning Policy Wales Chapter 6 and policies KP16, and EN4 to EN8 of the Cardiff Local Development Plan 2006-2026 and those elements discussed in “Cardiff Green Infrastructure SPG Ecology and Biodiversity Technical Guidance Note, 2017”.

16. *Lighting Controls:* Prior to first beneficial use of the development hereby permitted, a scheme of lighting control (in the form of a technical note and appropriate plans) that indicates how lighting will be controlled at the site and indicates the areas of and period of the night where lighting will be otherwise dimmed or switched off to ensure the protection of biodiversity in a holistic manner (all species effected by artificial lighting at night) has been submitted to and approved in writing by the Local Planning Authority. This lighting technical note shall be in accordance with the Institute of Lighting Professionals Guidance Note 08/23 and align with the requirements of any S38/S278 agreements.

All external lighting shall be installed in accordance with the specifications and locations set in the approved scheme, and these shall be maintained thereafter. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: To manage the impact of the development upon protected species in accordance with Policy KP16, EN6 and EN7 of the Cardiff Local Development Plan (2006-2026).

17. *Soft Landscaping Implementation Plan:* Within six months of development commencing on site the following details shall have been submitted to the Local Planning Authority for its approval in writing:

- A soft landscaping implementation programme, with clear deadlines for each planting type/area and how these tie in with construction elements.
- The specification and planting method for the greenroof.
- Detailed (stand-alone) planting methodology including year 1 (minimum) post-planting aftercare (defect liability period) prepared by a qualified landscape architect, including full details of how the landscape architect will

oversee landscaping implementation and report to the LPA at regular intervals to confirm compliance with the approved plans and specifications.

- Amendments to scaled tree pit sectional and plan drawings to include the substrate situated laterally in relation to tree pit subsoil
- Amended Soil Resource Report to provide for auditable site monitoring of soil handling and placement

The submitted details shall be consistent with other plans submitted in support of the application and the landscaping shall be carried out in accordance with the approved design and implementation programme.

Reason: To enable the Local Planning Authority to determine that the proposals will maintain, improve and enhance the amenity and environmental value of the area, and to monitor compliance, in accordance with Policies EN6 to EN8, KP5 and KP16 of the adopted Cardiff Local Development Plan (2006-2026) and the Environment (Wales) Act 2016.

18. *Potable Water Scheme*: No part of the development hereby permitted shall be occupied until a potable water scheme to serve the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply system can suitably accommodate the proposed development. If necessary, a scheme to reinforce the existing public water supply system in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason: To ensure the development is served by a suitable potable water supply, in accordance with Policy EN11 of the adopted Cardiff Local Development Plan (2006-2026).

Regulatory Conditions:

19. *Construction Environmental Management Plan*: The proposed site preparation and construction phases of the development shall be delivered in accordance with the agreed mitigation methods as set out in the Construction Environmental Management Plan 2024 (prepared by Morgan Sindall, dated 21/03/2024, Rev 3).

Reason: To ensure necessary management measures are implemented for the protection of the environment, biodiversity and amenity of the area and adjoining neighbours during construction, in accordance with Policies T1, T5, EN5, EN6, EN7, EN8 and EN13 of the adopted Cardiff Local Development Plan (2006-2026).

20. *Cycle Parking*: The proposed development shall not be occupied until such time as the cycle parking detailed on drawing nos. 26CB05-ATK-01-00-D-L-404008 P01, 26CB05-ATK-01-00-D-L-404009 P01 and 26CB05-ATK-01-XX-D-AT-021101 P03 have been provided, and such spaces shall thereafter be retained to serve the development.

Reason: To ensure that adequate provision is made for the sheltered and secure parking of cycles, in accordance with Policy T5 of the adopted Cardiff Local Development Plan (2006-2026).

21. *Sports Pitches / Facilities Operation Hours:* The sports pitches / MUGAs hereby approved shall not be used outside the hours of 08:00 to 21:00.

Reason: To ensure that the amenities of nearby residential properties are protected from unacceptable impacts, in accordance with Policies KP5 and EN13 of the adopted City of Cardiff Local Development Plan (2006-2026).

22. *Lighting Compliance:* The proposed lighting shall be delivered in accordance with the agreed Lighting Strategy (prepared by AtkinsRealis, dated 12 January 2024, ref 5218461) and shall be duly implemented and retained.

Reason: To protect the amenity of future occupiers, in accordance with Policies EN13 and KP5 of the adopted Cardiff Local Development Plan (2006-2026).

23. *Risks of Contamination:* The development hereby approved shall be built in accordance with the Updated Remediation Strategy and Verification Plan (prepared by Curtins, dated 15th April 2024, ref 26CB05-CUR-10-XX-T-G-0001 Rev P4) to deal with the risks associated with contamination at the site.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006-2026).

24. *Contaminated Land Measures - Remediation & Verification:* The development hereby approved shall be built in accordance with the Updated Remediation Strategy and Verification Plan (prepared by Curtins, dated 15th April 2024, ref 26CB05-CUR-10-XX-T-G-0001 Rev P4) to deal with the risks associated with contamination at the site. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

On the completion of the measures identified in the approved Remediation Strategy & Verification Plan and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy EN13 of the adopted Cardiff Local Development Plan (2006-2026).

25. Any “plants”, especially trees, hedgerows, or green roofs which within a period of 10 years from the completion of the development die, are removed, become seriously damaged or diseased, or in the opinion of the Local Planning Authority (LPA) otherwise defective, shall be replaced. Replacement planting shall take place during the first available planting season, to the same specification approved in discharge of condition 12 unless the Local Planning Authority gives written consent to any variation in re-discharge of that condition.

Reason: To maintain and improve the amenity and environmental value of the area, in accordance with Policies KP5, KP16, EN6, EN7 and EN8 of the adopted Cardiff Local Development Plan (2006-2026).

Informative 1: NRW note that the conditions recommended are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site. However, further details will be required in order to ensure that risks are appropriately addressed prior to development commencing.

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

Informative 2: NRW recommend that developers should:

1. Follow the risk management framework provided in Land contamination risk management (LCRM)
2. Refer to ‘Land Contamination: a guide for developers (WLGA, 2017) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to our groundwater protection advice on www.gov.uk

Informative 3: As it is for the Authority to determine whether the risks and consequences of flooding can be managed in accordance with TAN15, NRW recommend you consider consulting other professional advisors on matters such as emergency plans, procedures and measures to address structural damage that may result from flooding. Please note, NRW do not normally comment on the adequacy of flood emergency response plans and procedures accompanying development proposals, as we do not carry out these roles during a flood. NRW’s involvement during a flood emergency would be limited to delivering flood warnings to occupants/users.

Informative 4: In accordance with Planning Policy Wales (Edition 11) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising

approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

Informative 5: The applicant may need to apply to Dŵr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"-7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

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

Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com.

Informative 6: Dwr Cymru Welsh Water (DCWW) advise that the proposed development site is crossed by both public sewers and watermains with the approximate position being marked on a Statutory Public Sewer Record & Water Plan (sent to applicant). The positions of these assets shall be accurately located and marked out on site before works commence and no operational development shall be carried out within the sewer and watermain easements.

The applicant is also advised that some public sewers and lateral drains may not be recorded on the DCWW maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact DCWW on 0800 085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 DCWW has rights of access to its apparatus at all times.

The DCWW response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com.

Informative 7: The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints;
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;

- Unprocessed / unsorted demolition wastes.
- Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

(iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

Informative 8: The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit.

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

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

Informative 9: please see general recommendations below for refuse storage containers:

- Access path width and clearance through a gate should be 1.5m at a minimum

- Bin storage area has adequate number of large communal bins to service the amount of flats within the shared block. Space should be provided for an element of future proofing, due to changes that may be generated as part of the recycling strategy
- Consideration should be given to providing residents of each communal bin store an access code or similar, to stop residents using each other's bin stores e.g. flats 1-13 have a dedicated access code, so that flats 26-37 cannot use theirs if their bin store is full
- bin stores should:
 - be enclosed or under cover
 - have a floor that can allow cleaning with suitable drainage
 - have double doors that open outwards with retainers
 - have level access/suitable drop kerbs to the anticipated collection point
 - Be well lit

Please remind the agent/applicant that a commercial contract is required for the collection and disposal of all non-domestic waste. By law (Environmental Protection Act, 1990, section 34) all non-domestic premises have a duty of care to ensure that their waste is transferred to and disposed of by a registered waste carrier. Additionally, non-domestic premises are now required to abide by the workplace recycling regulations which potentially increases the required footprint for recycling and waste containers. More information can be found at <https://www.gov.wales/workplace-recycling>

Non-domestic premises can have waste collected by Cardiff Council's Trade Waste Team. To discuss prices and the services offered please contact them at tradewaste@cardiff.gov.uk.

Informative 10: The developer should also consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances

Should the applicant require further information in relation to these matters they should contact the above named fire safety officer.

Informative 11: The applicant is advised that section 3.25 of Planning Policy Wales states that the land use planning system should take account of the conditions which are essential to the Welsh language and in so doing contribute to its use and the Thriving Welsh Language well-being goal. In this context and with regard to the Welsh Language (Wales) Measure 2011, it is recommended that: (1) developments adopt a Welsh name that is consistent with the local heritage and history of the area, (2) during the construction phase, on site marketing information (i.e. text on construction hoardings / flags / banners - as consented) be provided bilingually and (3) for commercial developments, shopfront / premises signage be provided in Welsh or bilingually. Where bilingual signage is provided, Welsh text must not be treated less favourably in terms of size, colour, font, prominence, position or location (it is recognised that Welsh translation does not extend to company / business names). Cardiff Council's Bilingual Cardiff team (BilingualCardiff@cardiff.gov.uk) can provide advice on unique and locally appropriate Welsh names for developments, bilingual

marketing / branding and bilingual signage.

Informative 12: The Public Realm works, along with any other works to the existing public highway, are to be subject to S278 Highways Act 1980 agreements between the developer and Council. All works to be completed in accordance with the approved plans and to the satisfaction of the Council.

Informative 13: The applicant is advised to liaise with South Wales Police and contact Mike Harvey (Michael.Harvey2@south-wales.pnn.police.uk).

Informative 14: To protect the amenities of occupiers of other premises in the vicinity attention is drawn to the provisions of Section 60 of the Control of Pollution Act 1974 in relation to the control of noise from demolition and construction activities. Further to this the applicant is advised that no noise audible outside the site boundary adjacent to the curtilage of residential property shall be created by construction activities in respect of the implementation of this consent outside the hours of 0800-1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays or at any time on Sunday or public holidays. The applicant is also advised to seek approval for any proposed piling operations.

Informative 15: Since January 7th 2019, all new developments of more than 1 house, or where the construction area is 100 square metres or more, require sustainable drainage to manage on-site surface water. Surface water *drainage* systems must be designed and built in accordance with mandatory standards for sustainable drainage published by the Welsh Ministers.

These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins. The SAB will have a duty to adopt compliant systems so long as they are built and function in accordance with the approved proposals, including any SAB conditions of approval.

It is recommended that the developer engage in consultation with the Cardiff Council SAB team as the determining SuDS Approval Body (SAB) in relation to their proposals for SuDS features. To arrange discussion regarding this please contact SAB@cardiff.gov.uk.

Informative 16: The applicant is advised that a scheme of ecological enhancements will be required for any future application involving the proposal of a new school. These enhancements will be based on the recommendations set out in the Ecological Assessment Report (BSG Ecology, 2022) to ensure compliance with PPW 10, Section 6 of the Environment (Wales) Act 2016 “Biodiversity and Resilience of Ecosystems Duty” and LDP Policy EN6.

Informative 17: Any structure for conveying and transmitted surface water runoff (e.g., swales) and detention or attenuation basins (used prior to discharge from site) must be lined with impermeable materials to prevent infiltration to the ground.

Informative 18: Wales & West Utilities have no objections to the proposals, however their apparatus may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required these will be fully chargeable.