

**45/2021/0187**



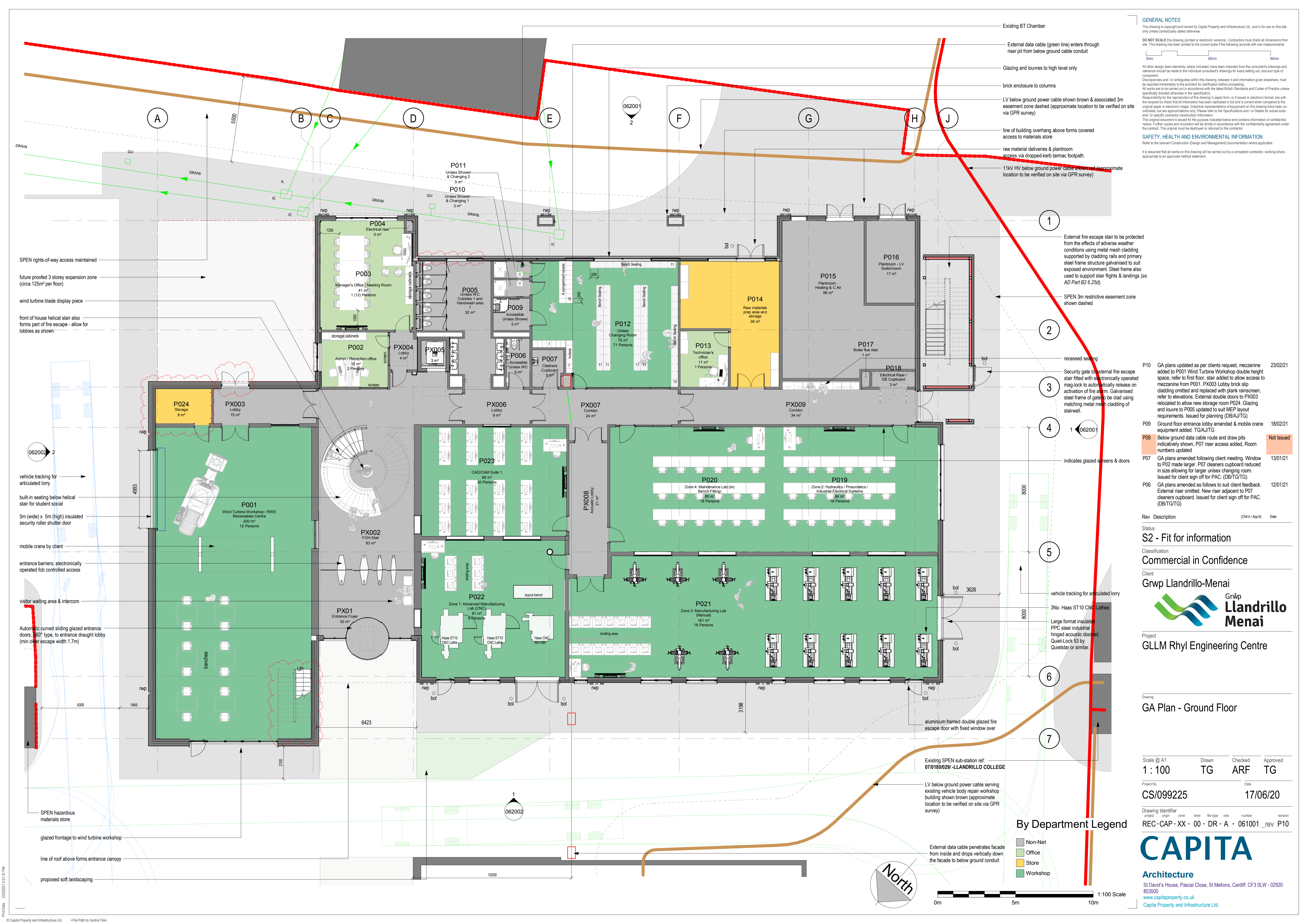
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- Existing BT Chamber
- External data cable (green line) enters through riser pit from below ground cable conduit
- Glazing and louvres to high level only
- brick enclosure to columns
- LV below ground power cable shown brown & associated 3m easement zone dashed (approximate location to be verified on site via GPR survey)
- line of building overhang above forms covered access to materials store
- raw material deliveries & plantroom access via dropped-kerb tarmac footpath.
- 11kV HV below ground power cable shown red (approximate location to be verified on site via GPR survey)

- SPEN rights-of-way access maintained
- future proofed 3 storey expansion zone (circa 125m<sup>2</sup> per floor)
- wind turbine blade display piece
- front of house helical stair also forms part of fire escape - allow for lobbies as shown

- vehicle tracking for articulated lorry
- built-in seating below helical stair for student social
- 5m (wide) x 5m (high) insulated security roller shutter door
- mobile crane by client
- entrance barriers; electronically operated fob controlled access
- visitor waiting area & intercom
- Automatic curved sliding glazed entrance doors; 360° type, to entrance draught lobby (min clear escape width 1.7m)

- SPEN hazardous materials store
- glazed frontage to wind turbine workshop
- line of roof above forms entrance canopy
- proposed soft landscaping

- 1 External fire escape stair to be protected from the effects of adverse weather conditions using metal mesh cladding supported by cladding rails and primary steel frame structure galvanised to suit exposed environment. Steel frame also used to support stair flights & landings (as AD Part B2 6.25d).
- 2 SPEN 3m restrictive easement zone shown dashed
- 3 recessed seating
- 4 Security gate to external fire escape stair fitted with electronically operated mag-lock to automatically release on activation of fire alarm. Galvanised steel frame of gate to be clad using matching metal mesh cladding of stairwell.
- 5 indicates glazed screens & doors
- 6 vehicle tracking for articulated lorry
- 7 3No. Haas ST10 CNC Lathes  
Large format insulated PPC steel industrial hinged acoustic doorset, Quiet-Lock 53 by Quietstar or similar.

P10	GA plans updated as per clients request, mezzanine added to P001 Wind Turbine Workshop double height space, refer to first floor, stair added to allow access to mezzanine from P001. PX003 Lobby brick slip cladding omitted and replaced with plank rainscreen, refer to elevations. External double doors to PX003 relocated to allow new storage room P024. Glazing and louvre to P005 updated to suit MEP layout requirements. Issued for planning (DB/AJ/TG)	23/02/21
P09	Ground floor entrance lobby amended & mobile crane equipment added. TG/AJ/TG	18/02/21
P08	Below ground data cable route and draw pits indicatively shown, P07 riser access added, Room numbers updated	Not issued
P07	GA plans amended following client meeting. Window to P02 made larger. P07 cleaners cupboard reduced in size allowing for larger unisex changing room. Issued for client sign off for PAC. (DB/TG/TG)	13/01/21
P06	GA plans amended as follows to suit client feedback. External riser omitted. New riser adjacent to P07 cleaners cupboard. Issued for client sign off for PAC. (DB/TG/TG)	12/01/21

Rev Description (CHK'd / App'd) Date

Status  
**S2 - Fit for information**

Classification  
**Commercial in Confidence**

Client  
**Grwp Llandrillo-Menai**

Project  
**GLLM Rhyl Engineering Centre**

Drawing  
**GA Plan - Ground Floor**

Scale @ A1  
**1:100**

Project No  
**CS/099225**

Drawing Identifier  
**REC-CAP-XX-00-DR-A-061001\_rev P10**

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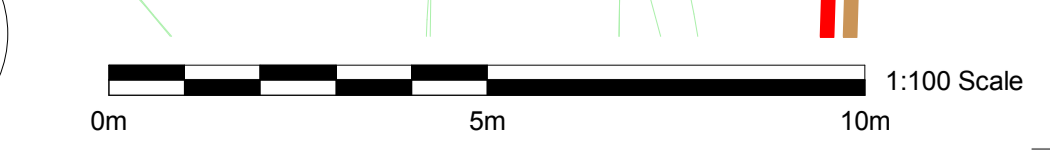
By Department Legend

- Non-Net
- Office
- Store
- Workshop

Existing SPEN sub-station ref:  
**07/0180/029/-LLANDRILLO COLLEGE**

LV below ground power cable serving existing vehicle body repair workshop building shown brown (approximate location to be verified on site via GPR survey)

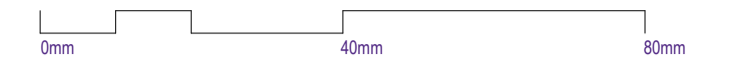
External data cable penetrates facade from inside and drops vertically down the facade to below ground conduit





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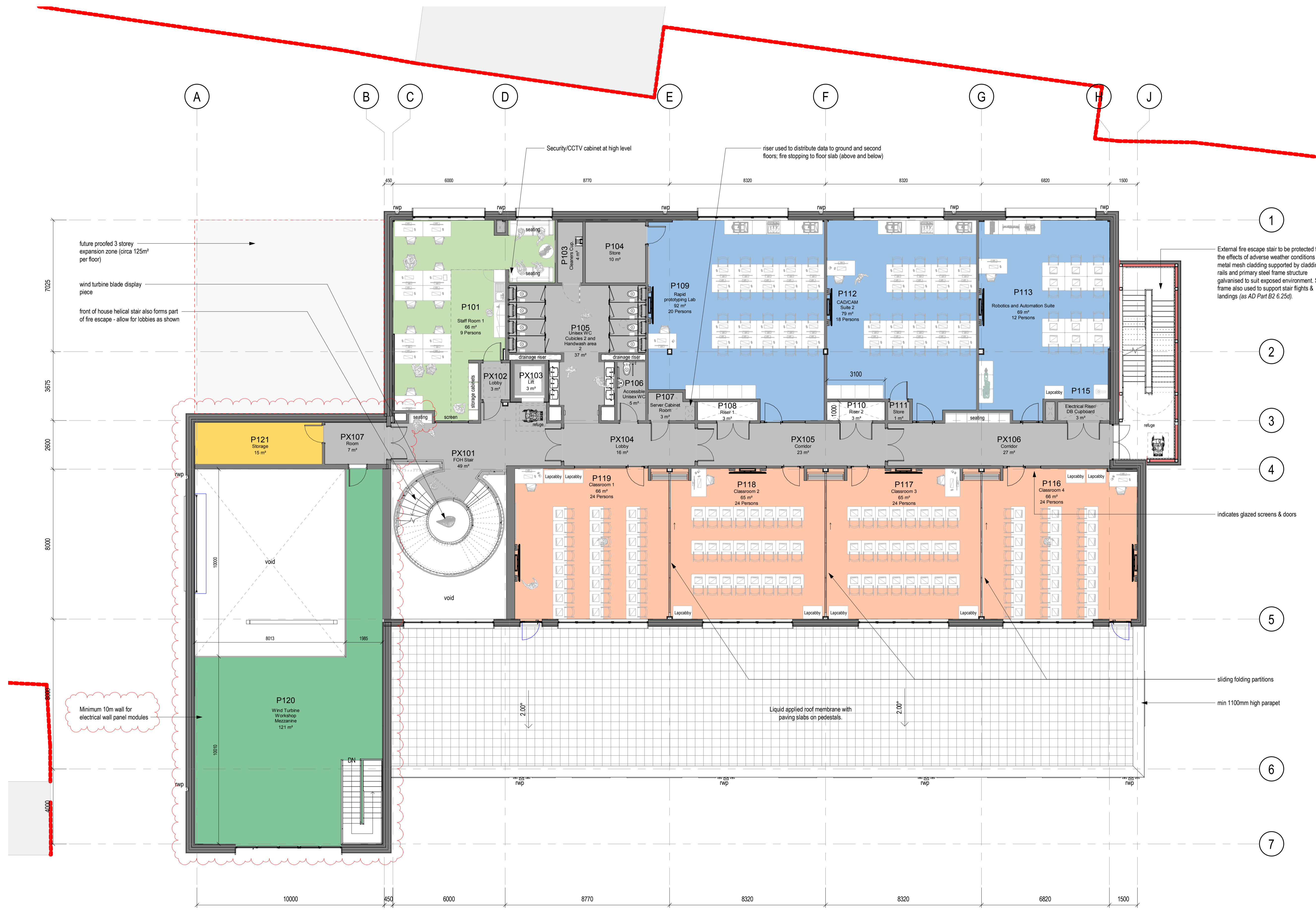
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External fire escape stair to be protected from the effects of adverse weather conditions using metal mesh cladding supported by cladding rails and primary steel frame structure galvanised to suit exposed environment. Steel frame also used to support stair flights & landings (as AD Part B2 6.25d).

indicates glazed screens & doors

sliding folding partitions

min 1100mm high parapet

Rev	Description	(CHK'd / App'd)	Date
S2	Fit for information		

**GA Plan - First Floor**

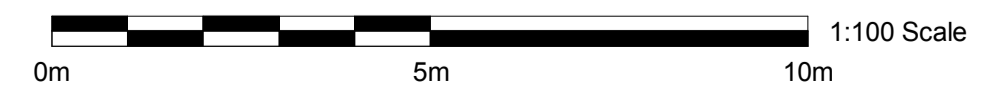
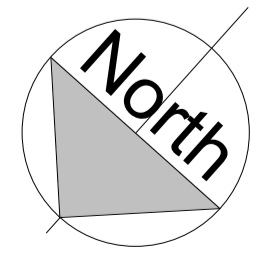
Scale @ A1	Drawn	Checked	Approved
1 : 100	TG	ARF	TG

Project No.	Date
CS/099225	17/06/20

Drawing Identifier	project	origin	zone	level	file type	role	number	revision
REC-CAP-XX-01-DR-A							061002	_rev P08

**By Department Legend**

- Electronics
- General teaching
- Non-Net
- Office
- Store
- Workshop







- P07 GA plans updated as per clients request. Wind Turbine Workshop roof made larger to incorporate new lobby for mezzanine on first floor. New double door access added to PX201 for roof access. MEP equipment added to Wind Turbine Workshop roof. (DB/A/J/TG) 23/02/21
- P06 GA plans amended as follows to suit client feedback. Riser incorporated adjacent to P206 to suit server room relocation on first floor. Built-in seating moved to PX205 Corridor, double doors moved to accommodate seating. Issued for client sign off for PAC. (DB/T/G) 12/01/21
- P05 External walls updated to show proposed build up and set out to brick dimensions. GA plans amended as follows. Glazing widths and locations updated as highlighted. IT comms cable riser relocated to P201. Rainwater pipe locations added. Roof lights to workshop roof omitted and replaced with paving finish. Roof lights to Wind Turbine Workshop roof updated. Structure and mesh finish added to fire escape external stair. Drawing issued for PAC. (DB/TG) 06/01/21
- P04 Structural model 01 linked into plans. GA plans amended as follows to suit client feedback. Folding partition added between P215 & P216. Occupancy to P210 & P212 updated, FF&E layout to classrooms updated to suit. Riser sizes and locations updated as per M&E comments. (DB/K/J/TG) 25/11/20
- P03 Room numbering updated, WC facilities and wash area combined as single room. (DB/K/J/TG) 11/11/20

Rev	Description	(CHK'd / App'd)	Date

Status  
**S2 - Fit for information**

Classification  
**Commercial in Confidence**

Client  
**Grwp Llandrillo-Menai**  


Project  
**GLLM Rhyll Engineering Centre**

Drawing  
**GA Plan - Second Floor**

Scale	Drawn	Checked	Approved
1 : 100	TG	ARF	TG
Project No.	Date		
CS/099225	17/06/20		
Drawing Identifier	level	file type	role
REC-CAP-XX-02-DR-A	061003	rev	P07

Scale @ A1  
**1 : 100**

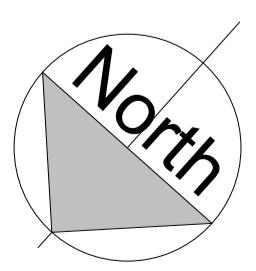
Project No. **CS/099225** Date **17/06/20**

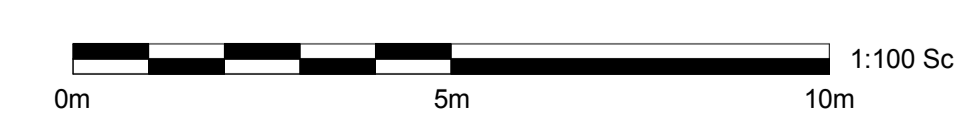
Drawing Identifier  
**REC-CAP-XX-02-DR-A - 061003\_rev P07**

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**By Department Legend**

- Electronics
- General teaching
- Non-Net
- Office



 1:100 Scale





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**Proposed Site Plan Legend**

- Scottish Power Energy Networks Right of Way
- Scottish Power Energy Networks land
- Woodland / scrub
- Grass / lawn
- Vehicular access
- Pedestrian egress / fire escapes
- Pedestrian access / building entrances
- Planning Application Boundary Line
- Adjacent Land within Applicants Ownership
- Existing Services - Gas line (assumed)
- Existing Services - HV line (assumed)
- Existing Services - Water line (assumed)
- Existing Services - LV line (assumed)
- Proposed Data



Rev	Description	(CHK'd / App'd)	Date
P05	Record water services updated to suit client input. Proposed carpark access stair and ramp omitted following assessment of topog ground levels. Wind turbine workshop mezzanine added and fire escape amended to suit. Campus bus/coach drop off zone added following PAC feedback (TG/AJ/TG)		23/02/21
P04	Belowground data cable routes and draw pits inductively shown (DB,AJ,AJ)		05/02/21
P03	Site boundary line style updated. Issued for client sign off for PAC (DB/TG/TG)		13/01/21
P02	Site boundary lines updated as per Landscape Architects drawings. Existing services sketch added to site plan and legend updated. Issued for client sign off for PAC (DB/TG/TG)		12/01/21
P01	Soil landscaping added to front entrance of proposed building (DB/TG/TG)		06/01/21
P00	Proposed site plan issued for planning application (DB/TG/TG)		05/01/21

Rev Description (CHK'd / App'd) Date  
 Status  
**S2 - Fit for information**  
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**Commercial in Confidence**

Client  
**Grwp Llandrillo-Menai**  


Project  
**GLLM Rhyll Engineering Centre**

**Proposed Site Plan**

Scale @ A1	Drawn	Checked	Approved
1 : 500	DB	TG	TG

Project No. CS/099225 Date 04/01/20

Drawing Identifier	Project	Zone	Level	File type	Role	Number	Revision
REC-CAP-XX-XX-DR-A						910103	_rev P05

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**WARD :** Rhyl South

**WARD MEMBER(S):** Councillors Ellie Chard (C) and Jeanette Chamberlain Jones

**APPLICATION NO:** 45/2021/0187/ PF

**PROPOSAL:** Change of use of land and erection of a Further Education Engineering Centre building, formation of a new vehicular access, construction of an internal site access road and car park, together with landscaping and associated works

**LOCATION:** Llandrillo College Cefndy Road Rhyl LL18 2HG

**APPLICANT:** Grwp Llandrillo Menai

**CONSTRAINTS:** C1 Flood Zone  
Article 4 Direction

**PUBLICITY UNDERTAKEN:** Site Notice - Yes  
Press Notice - Yes  
Neighbour letters - Yes

**REASON(S) APPLICATION REPORTED TO COMMITTEE:**  
**Scheme of Delegation Part 2**

- Referral by Head of Planning / Development Control Manager

**CONSULTATION RESPONSES:**

RHYL TOWN COUNCIL (original response)

*"Deferred to enable the Council to receive a presentation from the college and to receive the consultation response of the Natural Resources Wales in respect of potential water drainage from site"*

RHYL TOWN COUNCIL (final response)

"No objection"

NATURAL RESOURCES WALES (1<sup>st</sup> response)

Flood Risk

A revised Flood Consequences Assessment (FCA) is required to demonstrate the risks and consequences of flooding can be managed to an acceptable level.

Protected Species

No objection however suggest lighting detail is required

DWR CYMRU / WELSH WATER

Request further information is submitted in relation to anticipated foul flow rates to assess whether there is capacity within the sewerage network to accommodate the proposed development and also additional information relating to the foul drain connection.

FIRE AND RESCUE SERVICE

No objection, notes to applicant requested in relation to access and water supply

DENBIGHSHIRE COUNTY COUNCIL CONSULTEES –  
-Highways Officer

No objection subject to the imposition of conditions requiring a Construction Method Statement and a Travel Plan.

Highways Officers have given consideration to the following elements of the proposals;

- *Capacity of existing network*
- *Accessibility*
- *Site access*
- *Parking*

*The following information has been reviewed as part of the assessment of the proposals;*

- *Site Plans*
- *Transport Statement*

#### *Capacity of Existing Network*

*Criteria viii) of Policy RD 1 advises that proposals should not have an unacceptable effect on the local highway network as a result of congestion, danger and nuisance arising from traffic generated and incorporates traffic management/calming measures where necessary and appropriate.*

*The industry-standard Trip Rate Information Computer System (TRICS) database has been used to establish an average trip rate for the existing and proposed development. The trip rates for the college are based on the existing total number of students present on-site during the busiest day of a typical week.*

*Trips generated by both the existing site, and those predicted to be generated by the proposed development have been combined to provide the total number of trips predicted to be generated by the Coleg Llandrillo Rhyl site as a whole, following the completion of the proposed development.*

*The resulting figures show the proposed development is predicted to generate an additional 29 two-way trips during the AM peak hour and an additional 16 two-way trips during the PM peak hour. This is unlikely to have a material impact on the local highway network.*

*Having regard to the scale of the proposed development, the existing highways network and the submitted highways details, it is considered that the proposals would not have an unacceptable impact on the local highways network in terms of capacity.*

#### *Accessibility*

*At 8.7.1 Planning Policy Wales (PPW) specifies that when local planning authorities determine planning applications they should take account of the accessibility of a site by a range of different transport modes. TAN 18 at 6.2 states that walking should be promoted as the main mode of transport for shorter trips. Section 6.2 goes onto specify that when determining planning applications local planning authorities should;*

- *ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;*
- *ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;*
- *ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;*

*Policy RD1 of the LDP states that development should provide safe and convenient access for disabled people, pedestrians and cyclists. Policy ASA 2 of the LDP identifies that schemes may be required to provide or contribute to the following;*

- *Capacity improvements or connection to the cycle network;*
- *Provision of walking and cycling links with public transport facilities;*
- *Improvement of public transport services.*

*A detailed assessment of the accessibility of the site by non-car modes of transport has been provided in the Transport Assessment. As summarised in the assessment, the site is considered to be well served by all major non-car modes of transport.*

*The sustainable transport review demonstrated that the site is well serviced by pedestrian links, cycle routes and is in the vicinity of bus stops offering hourly services to Rhyl Town Centre.*

*Having regard to the location of the existing site and existing arrangements it is considered that the proposals are acceptable in terms of accessibility and the policy requirements identified above.*

#### Site Access

*Criteria vii) of Policy RD 1 of the Denbighshire Local Development Plan (LDP) requires that developments provide safe and convenient access for disabled people, pedestrians, cyclists, vehicles and emergency vehicles. In order to comply with this requirement site accesses should meet relevant standards. Technical Advice Note 18: Transport (TAN 18) specifies at 5.11 that new junctions must have adequate visibility and identifies Annex B as providing further advice on required standards.*

*Vehicles will enter the site from the main access on Cefndy Road, with pedestrians and cyclists able to access from either the main Cefndy Road entrance, or from the Brickfields Pond path, which connects to the main campus at its south eastern corner.*

*An additional access on Cefndy Road will be provided to serve the proposed new carpark along with a footpath to provide a pedestrian route between the proposed parking and the existing college campus.*

*The new proposed site access arrangements demonstrate compliance with the visibility standards set out in Annex B TAN 18 and are therefore considered to be acceptable.*

#### Parking

*Policy ASA 3 requires that development proposals, including changes of use, will be expected to provide appropriate parking spaces for cars and bicycles. Supplementary Planning Guidance Note: Parking Requirements in New Developments (Parking SPG) identifies the required standards.*

*Policy ASA 3 also identifies circumstances that will be given consideration when determining parking provision. These circumstances are;*

- The site is located within a high-densely populated area;*
- Access to and availability of public transport is secured;*
- Parking is available within reasonable distance of the site;*
- Alternative forms of transport are available in the area.*

*A car parking assessment carried out separately to the Transport Statement demonstrated the proposed development would require an additional 76 car-parking spaces in order to fulfil requirements outlined in Denbighshire's Parking SPG. The additional requirement of 76 spaces included a ten percent reduction following a sustainability score assessment taken from Schedule 6 of the 'Wales Parking Standards 2014'.*

*The proposed development includes for a new parking facility to be provided from Cefndy Road with the provision of 76 – 87 additional parking spaces dependent on the design layout.*

*It should be noted that Denbighshire Parking SPG states: 'Where major developments are proposed (for example, a large industrial unit, office complex or housing scheme) car parking provision should be reduced, and the development should incorporate measures to further reduce reliance upon travel by car. Such measures should be detailed within the Travel Plan, produced by the applicant. Travel Plans propose measures that promote environmentally friendly forms of travel in preference to the car. To encourage cycling, measures could include financial incentives for cyclists and the provision of facilities such as showering and changing areas.'*

*Highway Officers suggest suitable conditional controls be included in relation to the contents of the Educational Facility's Travel Plan paying particular attention to the provision of parking and should include measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.*

*Having regard to the detailed assessments above, taking into consideration the capacity of the existing highway network, accessibility, site access and Parking, Highways Officers would see no reason to object to the proposed development, subject to appropriate conditional controls.*

County Ecologist  
No objection subject to the inclusion of conditions

Flood Risk Engineer  
No response received

Strategic Housing & Policy Officer  
No objection

Tree Specialist  
No objection. There is an encroachment into the root protection of a tree along the rear site boundary in order to construct the car park therefore suggests an Arboricultural Method Statement should be submitted.

## **RE-CONSULTATION RESPONSES**

NATURAL RESOURCES WALES (2<sup>nd</sup> response)

### Flood Risk

Having reviewed the updated FCA (June 2021) we object to the application as the FCA has failed to address our previous comments. In light of the significant flood risk posed to the site, we consider that it is highly unlikely that compliance with TAN 15 could be demonstrated.

### Protected Species

Having reviewed the lighting detail provided, no objection however suggest an additional plan is secured by condition requiring dark zones are illustrated and that the Abacus lighting includes a baffle to prevent light spillage into proposed ecology areas.

DWR CYMRU/WELSH WATER

No objection to the additional foul drainage information provided, request a condition and notes to applicant are included

NATURAL RESOURCES WALES (3<sup>rd</sup> response)

### Flood Risk

Response remains as previous, no additional flood risk information has been submitted. The FCA has failed to address previous comments. In light of the significant flood risk posed to the site, we consider that it is highly unlikely that compliance with TAN 15 could be demonstrated.

### Protected Species

Having reviewed the lighting detail provided, no objection however suggest an additional plan is secured by condition requiring dark zones are illustrated and that the Abacus lighting includes a baffle to prevent light spillage into proposed ecology areas.

## **RESPONSE TO PUBLICITY:**

### In objection

Representations received from:

Mr D W Williams, Marine Caravan Park, Cefndy Road, Rhyl  
M Devenish, SCP on behalf of Pario Leisure Group, Marine Holiday Park

Summary of planning based representations in objection:

Highway based concerns in particular relating the safety of pedestrians and parking of guests, staff, pupils and all road users.

Questions the information submitted within the Transport Statement and its sufficiency to assess the acceptability of the proposals.

Following submission of an updated Transport Statement re-consultation was undertaken; Concerns remain in relation to road safety in particular parking on the highway on an already busy road.

**EXPIRY DATE OF APPLICATION: 10/11/2021**

**PLANNING ASSESSMENT:**

**1. THE PROPOSAL:**

1.1 Summary of proposals

- 1.1.1 Full planning permission is sought for the change of use of land and erection of a further education engineering building, formation of a new vehicular access, construction of an internal site access road and car park together with landscaping and associated works on land at Llandrillo College, Cefndy Road in Rhyl.
- 1.1.2 The proposed engineering centre is shown to be located to the rear of the college campus, behind the existing vehicle body repair workshop building and near the boundary of the site with the neighbouring use - Scottish Power Energy Network (SPEN) electricity distribution site.
- 1.1.3 The proposed education building would be 3 storey in height, providing approximately 3,000sqm of new accommodation on part of the site which is currently used as an overspill car park. The part of the site where the new access, internal access road and car park is proposed is an area of amenity land adjacent to Cefndy Healthcare which as part of the proposal would be incorporated into the campus.
- 1.1.4 It is proposed to construct the education building of brick slip cladding (blue brick), aluminium profiled cladding in a silver finish to match existing campus buildings with some elements of the building finished with a bronze/brass effect cladding. Feature bands using square dressed stone are also proposed. The main entrance is shown on the north-west elevation with some large areas of glazing also proposed on this elevation and the south-east elevation with all new windows and doors to be aluminium, finished in anthracite grey. Perspectives of the north western elevation and an aerial view are illustrated below.
- 1.1.5 The proposed building would accommodate existing engineering departments currently located at the Rhos on Sea campus. The proposed accommodation includes:
  - Engineering workshops
  - Specialist workshops to deliver training for the Wind Turbine Apprenticeship programme.
  - Associated workshop changing facilities, raw material store and preparation room
  - Rapid prototyping Lab (3D printers etc)
  - Mechanical Science and Electronic Engineering Labs
  - Robotics and Automation Suite
  - Virtual Engineering Suite
  - General Teaching classrooms

- Associated support spaces including staffrooms, WC facilities etc

**Northern western elevation with main entrance lobby**



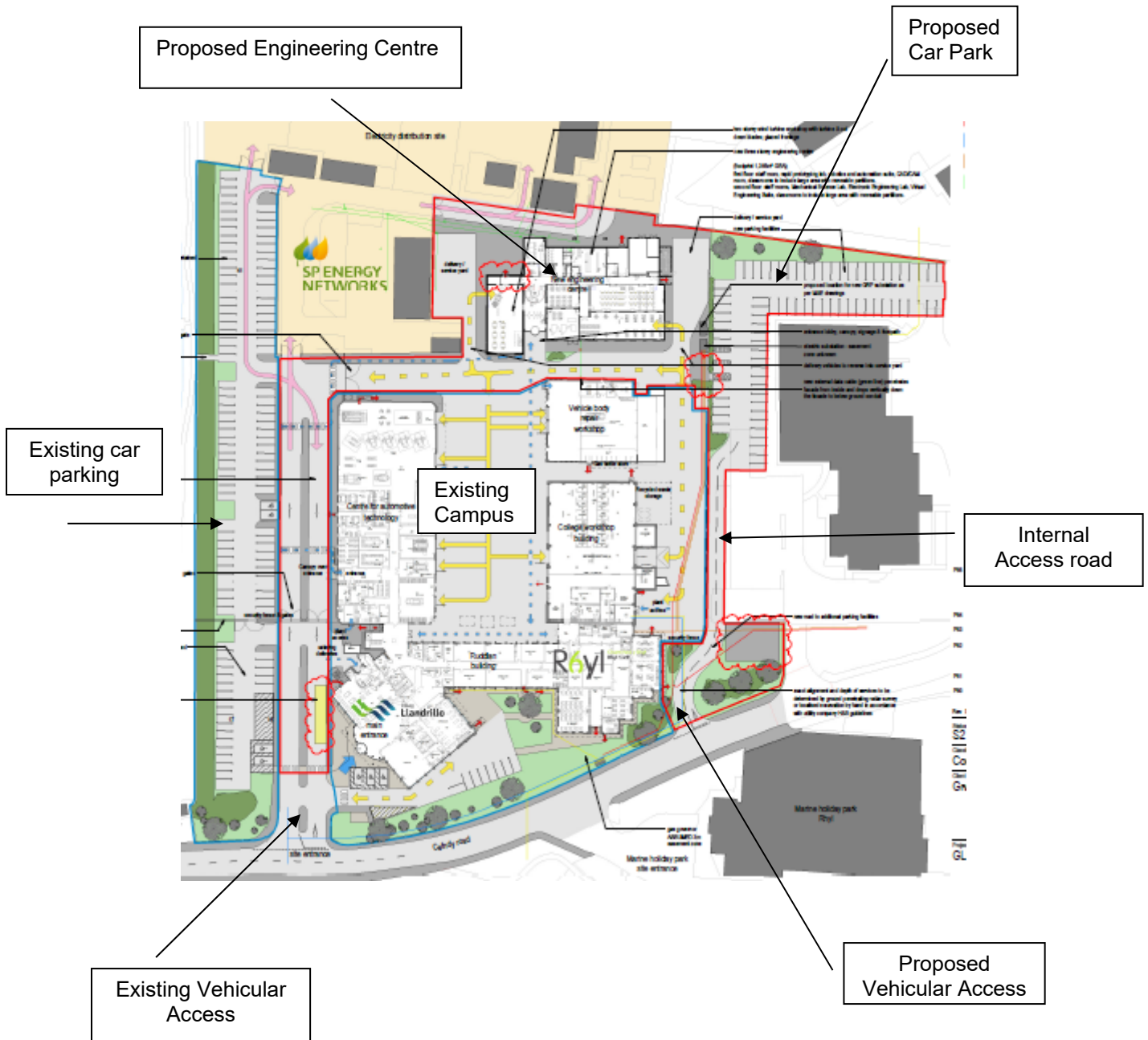




- 1.1.6 In order to assist in minimising NET energy consumption, photovoltaic array is proposed on the main roof.
- 1.1.7 Externally, the proposal also involves the formation of a new vehicular access off Cefndy Road leading to a new car park. The proposed car park would accommodate 78 new car parking spaces with a pedestrian access through to the college campus and new engineering building, with delivery and service areas also provided within the site.
- 1.1.8 It is proposed to remove some existing landscaping along the rear side boundary of the site in order to facilitate the new development. Trees and a hedgerow along the rear boundary of the site with the employment park are shown to be retained and supplemented with additional planting. It is proposed to undertake new landscaping within the site close to the proposed new vehicular access and along the new internal access road, which has been shown on a landscaping masterplan with specific details also provided within a planting plan.

The proposed site plan is included below with some key features annotated:-

**Proposed Site Plan**



1.1.9 Along with the detailed plans, a number of documents have been submitted in support of the application:-

- Planning Supporting Statements
- Design & Access Statement
- Pre Application Consultation Report
- Operational Noise Assessment
- Flood Risk Assessment
- Ecological Survey
- Transport Statement and Framework Travel Plan
- Tree Report & Arboricultural Impact Assessment
- Drainage Strategy
- Lighting and landscaping details

## 1.2 Other relevant information/supporting documents in the application

### Planning Support Statement

A detailed Planning Support Statement has been submitted with the application which explains the proposal in detail. The statement provides details regarding the proposal and concludes that:

*The proposed development constitutes sustainable development, supporting the PPW objective of promoting sustainable places and in accordance accords with the provisions of LDP Policy BSC12.*

*The skills training offered at the proposed Engineering Centre building will benefit economic development and employment in the area and will contribute to the promotion of a circular economy.*

*Whilst the proposed development will involve the loss of a small area of allocated employment land, it has been demonstrated that this loss will be outweighed by the benefits of the scheme and that an exception to LDP Policy PSE3 is fully justified in this instance.*

*The proposed development is of a high-quality design and is supportive of both TAN12 and LDP Policy RD1.*

*The submitted supporting documents demonstrate that flood risk and noise impacts can be satisfactorily mitigated and that the proposed development will not have a material impact on road safety or the surrounding highway network.*

*The proposed development will bring significant benefits to the area and will not result in harm to any interests of acknowledged importance.*

### Additional Supporting Information

Additional Supporting Statements prepared by the agent and applicant (Grwp Llandrillo Menai) have been submitted and provides a synopsis of the proposed development and also outlines its aims and objectives. The following points are referenced in the statement:

- The aim of this major development is to create a fit for purpose Engineering and Renewable Technologies Centre of regional significance, suitable to deliver state-of-the-art, cutting-edge technical and vocational training and skills to the population of Denbighshire and Conwy Counties;*
- The proposed development has been shaped to support the Regional Economic Development plans and the Priority Business Sectors, identified by the North Wales Economic Ambition Board, including both renewable energy and high technology aero-engineering, as a key gateway to well-paid employment at all levels of skill;*
- In the interests of sustainability, it is essential that the proposed development be located at either the College's Rhos on Sea or Rhyl Campuses, in order to make full use of existing facilities at those sites and to reduce the need to travel. The Rhos-on-Sea Campus is fully developed and there is no remaining space available to accommodate the proposed development. The Rhyl Campus represents the only realistic site for the proposed development, if full benefit is to be gained.*
- Co-locating with the proposed development alongside the existing Automotive Engineering Unit at Rhyl will generate significant "future industry" synergies, creating a unique potential*

for a wider range of learner routes and specific module choices, across a range of engineering disciplines. This will provide a wide range of potentially life-changing skills training (at all levels of skill) which is particularly important, given the exceptionally deprived social context of Rhyl and its immediate hinterland.

- The co-location will also allow A-Level learners to access a range of traditional academic A-Level subjects, alongside specialist engineering and technical subjects, such as Electronics, Advanced Manufacturing, CAD Design, Hydraulics & Pneumatics, Robotics, and Control and Instrumentation.
- North Wales' "Local Super Output Areas" in the top 10% "most deprived" across Wales, are centred at or around Rhyl. It is absolutely critical to locate the proposed development – a transformative state of the art training centre - at Rhyl, to remove every possible barrier to access from these deprived wards, where low aspirations are endemic.

### **Flood Risk and NRW Objection**

Flood Consequences Assessment (FCA) has been prepared in respect of the proposed development and has been updated (Ref: 4290-CAU-XX-XX-RP-C-0300 Rev P2, June 2021), in response to matters raised by Natural Resources Wales (NRW).

The FCA confirms that the proposed development is located within an area of Category C1 flood risk, although at a low risk of flood within that category. This flood risk arises from the potential failure of existing flood defences, with the level of risk increasing over time due to the effects of climate change. In addition, a 1 in 200-year annual probability of an overtopping event, with an allowance for 100 years climate change, predicts flooding depth to over one metre at the Campus.

In order to mitigate the risk and consequences of flooding a number of measures have been incorporated into the proposal:

- The ground floor level of the proposed building has been raised as high as practicable, whilst maintaining level access into the workshops;
- Flood resistance measures will be incorporated into the construction of the proposed building, including the elimination of internal chambers and the provision of sealed duct entry points.
- The use of solid concrete floors and water resilient key wall components (rainscreen cladding, membranes, sheathing board etc) will enable the building to drain down and dry out quickly;
- A flood refuge will be available on the upper floors of the building;
- The Campus is located within an area served by NRW's Flood Warning and Flood Alert system and the campus Flood Emergency Plan will be updated to reflect the revised flood risk.

Nevertheless, NRW has concluded that it is highly unlikely that the proposed development can comply with the provisions of TAN15 and has objected to the proposed development, recommending that the planning application be refused.

### **The Planning Balance**

Section 54A of the Town and Country Planning Act 1990, and section 38(6) of the Planning and Compulsory Purchase Act 2004 require that applications for planning permission must be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise.

*The Welsh Government's Development Management Manual advises that material considerations could include current circumstances, policies in an emerging development plan, and planning policies of the Welsh Government. Material considerations must be planning matters, relevant to the regulation of the development and use of land in the public interest and must also be fairly and reasonably related to the development concerned.*

*Whilst the legitimate concerns expressed by NRW in respect of the proposed development are acknowledged, we are of the opinion that those concerns must be weighed alongside other material considerations in achieving an appropriate planning balance in the determination of the current planning application.*

#### **The Well-being of Future Generations (Wales) Act 2015**

*The Well-being of Future Generations (Wales) Act 2015 requires an improvement in the delivery of social, economic, environmental and cultural well-being. The Act identifies seven well-being goals for national government, local government, local health boards and other specified public bodies which are designed to support and deliver a public service that meets the needs of the present without compromising the ability of future generations to meet their own needs.*

*The attached Supporting Statement, prepared by the applicant and submitted together with this letter, demonstrates how the development of the Further Education Engineering Centre building as now proposed, as part of Grwp Llandrillo Menai's further education modernisation and development programme, aims to contribute towards the seven well-being goals.*

#### **The Socio-economic Duty**

*The Welsh Government's Socio-economic Duty came into force on 31st March 2021 and has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage. The Welsh Government anticipates that the Duty will be supported in this aim by ensuring that those taking strategic decisions take account, inter alia, of evidence and potential impact and understand the views and needs of those impacted by the decision, particularly those who suffer socio-economic disadvantage.*

*In determining the current planning application for the Further Education Engineering Centre building it is imperative, therefore, that the Local Planning Authority weighs the socio-economic benefits of the proposed development, in an area of acknowledged multiple deprivation, against the potential flood risks.*

#### **Future Wales: The National Plan 2040**

*Future Wales: The National Plan 2040 ("Future Wales") was published in February 2021 and forms part of the statutory Development Plan. The document provides a national strategic framework, intended to address key national priorities through the planning system and to shape future growth and development throughout Wales over the next twenty years.*

*Future Wales supports and helps deliver the aims of the Welsh Government's Economic Action Plan including:*

- The growth of innovation, research and development, and better linkages between higher education and private industry; and,*
- Recognition of the importance of key future sectors such as advanced engineering, renewable technologies, Artificial Intelligence, transport, automation and digital innovation.*

*Future Wales sets out a series of outcomes that it seeks to achieve over the lifetime of the Plan. These outcomes include:*

- Tackling health and socio-economic inequality through sustainable growth, with inequalities addressed by building stronger links between public services, communities and business; and,*
- Increasing prosperity and productivity by building on current activity and promoting a culture of innovation, social partnership, entrepreneurialism and skills-development in sustainable industries and sectors.*

*In North Wales, Future Wales identifies Rhyl and Prestatyn as a Regional Growth Area and such areas are intended to grow, develop and offer a variety of public and commercial services at regional scale. Future Wales recognises that flood risk is a constraining factor to development, especially in towns and cities on the coast or located alongside major rivers and confirms that the Welsh Government and flood risk management authorities will focus on delivering nature-based schemes and on enhancing existing defences, to improve protection to developed areas.*

*Future Wales confirms that further strategic guidance on development in North Wales will be provided through the preparation of a Strategic Development Plan for the Region.*

***Planning Policy Wales – Edition 11 (February 2021)***

*Planning Policy Wales Edition 11 (PPW) was published in February 2021 and sets out the land use planning policies of the Welsh Government. The stated primary objective of PPW is “to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales”.*

*In assessing the sustainable benefits of a development proposal, PPW requires that Local Planning Authorities should ensure that social, economic, environmental and cultural benefits are considered in the decision-making process, whilst accepting that there may be occasions when one benefit of a development proposal outweighs others.*

*Social considerations include:*

*Who are the interested and affected people and communities?*

*How does the proposal change a person’s way of life? And,*

*How does the proposal support development of more equal and more cohesive communities?*

*Economic considerations include:*

*Whether, and how far, the development will help redress economic disadvantage; and, The contribution the development would make to achieving wider strategies.*

*Cultural considerations relate to support and use of the Welsh Language and the safeguarding of cultural assets.*

*Environmental considerations include:*

*Are environmental risks prevented or appropriately managed? and,*

*Will the impacts of climate change be fully taken into account?*

*PPW introduces the concept of placemaking, which is intended to ensure that planning decisions consider all aspects of well-being and deliver new development which is sustainable and provides for the needs of all people. Four key interlinked themes are identified (Strategic and Spatial Choices; Active and Social Places; Productive and Enterprising Places; and Distinctive and Natural Places) and together these are intended to promote placemaking with a view to achieving sustainable places.*

*In considering strategic and spatial choices PPW confirms that development proposals must address the issues of inclusivity and accessibility for all and must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car.*

*Active and Social Places are identified as those which promote social, economic, environmental and cultural well-being by providing well-connected cohesive communities. Tackling inequalities between communities, delivering services and jobs closer to where people live and acknowledging the importance of inclusive communities and the wider environment for good health and well-being is confirmed as a key issue within this theme.*

*The Productive and Enterprising theme covers the economic components of placemaking and recognises that increased economic activity across all sectors and at all scales can be realised through, inter alia, the availability of lifelong learning and training opportunities. The provision of support for training and education is identified as a key issue.*

*The Distinctive and Natural Places theme seeks to safeguard and enhance the built and natural environments. With regard to development and flood risk, Local Planning Authorities are advised to adopt a precautionary approach of positive avoidance of development in areas of flooding from the sea or from rivers.*

#### **TAN 15: Development and Flood Risk**

*Although due to be superseded on 1st December 2021, TAN 15 presently constitutes the Welsh Government's extant guidance on Development and Flood Risk.*

*The submitted FCA (Ref: 4290-CAU-XX-XX-RP-C-0300 Rev P2, June 2021) provides a justification for the location of the proposed development and assesses the flooding consequences of the proposed development if it was to proceed. In addition, Grwp Llandrillo Menai has confirmed that there are no alternative sites available, in an area at lower risk of flooding, that would release the significant educational, training and socio-economic benefits that would result of the co-location of engineering resources on the Rhyl Campus, as now proposed.*

#### **Denbighshire County Council Local Development Plan**

*The Denbighshire County Council Local Development Plan (LDP was adopted in June 2013, with a plan period of 15 years (2006 – 2021).*

*The LDP identifies a series of Key issues in Denbighshire and acknowledges that some areas in the north of the County are experiencing high levels of multiple deprivation.*

*The LDP vision for Rhyl aims to ensure that the Town will be an attractive place to live and work with improved housing stock and a reduction in the levels of multiple deprivation currently seen. The Local Development Plan is expected to play a part in this by encouraging regeneration through support for the initiatives arising from the Strategic Regeneration Area designation and by focussing development opportunities onto brownfield sites within the current town limits.*

*The Coleg Llandrillo Rhyl Campus is a brownfield site, located within the development boundary for Rhyl, as defined on the LDP Proposals Map, and in close proximity to Wards in Rhyl with some of the highest levels of multiple deprivation in Wales.*

#### **Supplementary Planning Guidance Note 27: West Rhyl Regeneration Area**

*The SPG for West Rhyl was adopted in 2013 and seeks to support and guide development in that area in response to the high levels of social deprivation encountered. The West Rhyl Regeneration Area is situated approximately 1km to the northwest of the Rhyl Campus.*

*The County Council's vision for West Rhyl, as expressed in the SPG seeks to:*

*“Create a transformational sense of place with an open space at its core which serves as a valuable community asset. Develop new housing designed to meet the highest standards of energy efficiency and provide a wider range of housing tenures to ensure a sustainable neighbourhood. Stimulate new employment uses which support the visitor and retail economy and provide local jobs. Deliver an improved public realm which provides a safer, more accessible environment.”*

### **Conclusions**

*Grwp Llandrillo Menai acknowledges and fully accepts the legitimacy of NRW’s objection to the proposed development and the Welsh Government guidance which underpins that objection. A series of mitigation measures have been incorporated into the proposed development, but these have been insufficient to satisfy NRW’s concerns. Grwp Llandrillo Menai has confirmed that there are no alternative sites available, in an area at lower risk of flooding, that would release the significant educational, training and socio-economic benefits that would result of the co-location of engineering resources on the Rhyl Campus, as now proposed.*

*Notwithstanding, the legitimate flood risk objection, we are of the opinion that NRW’s concerns must be weighed alongside other material considerations in achieving an appropriate planning balance in the determination of the current planning application, as required by Section 54A of the Town and Country Planning Act 1990, and section 38(6) of the Planning and Compulsory Purchase Act 2004.*

*Grwp Llandrillo Menai has confirmed, in the accompanying Supporting Statement, that one of the aims of the proposed development is to create a fit for purpose Engineering and Renewable Technologies Centre of regional significance, suitable to deliver state-of-the-art, cutting-edge technical and vocational training and skills to the population of Denbighshire and Conwy Counties. The Rhyl Campus is located in close proximity to Wards in Rhyl with some of the highest levels of multiple deprivation in Wales.*

*The high levels of socio-economic deprivation in Rhyl, in particular, have been recognised over many years and, whilst both the LDP and the SPG for the West Rhyl Regeneration Area aspire to addressing community deprivation, there has been only limited success achieved.*

*Grwp Llandrillo Menai is firmly of the view that it is absolutely critical to locate the proposed development – a transformative state of the art training centre - at the Rhyl Campus, in order to remove every possible barrier to access from nearby deprived wards, where low aspirations are endemic. The co-location of the proposed development alongside the existing Automotive Engineering Unit at Rhyl will create a unique potential for a wider range of learner routes and specific module choices, across a range of engineering disciplines, providing a wide range of potentially life-changing skills training at all levels of skill. The co-location will also allow A-Level learners to access a range of traditional academic A-Level subjects, alongside specialist engineering and technical subjects.*

*The realistic aspirations of Grwp Llandrillo Menai for the proposed development at Rhyl Campus, respond to the longstanding objectives of the County Council to address socio economic deprivation. In addition, the proposed development responds to Welsh Government legislation, policies and plans aimed at addressing fundamental concerns by targeting economic disadvantage, tackling inequality, increasing prosperity and opportunities through skills development, promoting inclusivity and, thereby, delivering more equal and cohesive sustainable communities.*



*Whilst the Local Planning Authority should quite rightly adopt a precautionary approach to development in areas at risk of flooding, it is imperative that, in determining the current planning application for the Further Education Engineering Centre building, the Local Planning Authority weighs the potentially life-changing socio-economic benefits of the proposed development, in an area of acknowledged multiple-deprivation, against the potential flood risks.*

*In striking the appropriate planning balance, we are firmly of the opinion that the significant benefits of the proposed development to communities in Denbighshire and Conwy, especially in Rhyl, far outweigh the acknowledged flood risks involved.*

#### Flood Emergency Plan

*The Flood Emergency Plan has been adopted by Coleg Llandrillo Rhyl and sets out the procedures that the College will follow in the event of a potential flooding incident that could result in the requirement to evacuate and close the site. The Emergency Flood Plan applies to the whole of the Cefndy Road College site and its primary purpose is to ensure that all persons present on the site can be evacuated safely in the event of a potential flooding incident.*

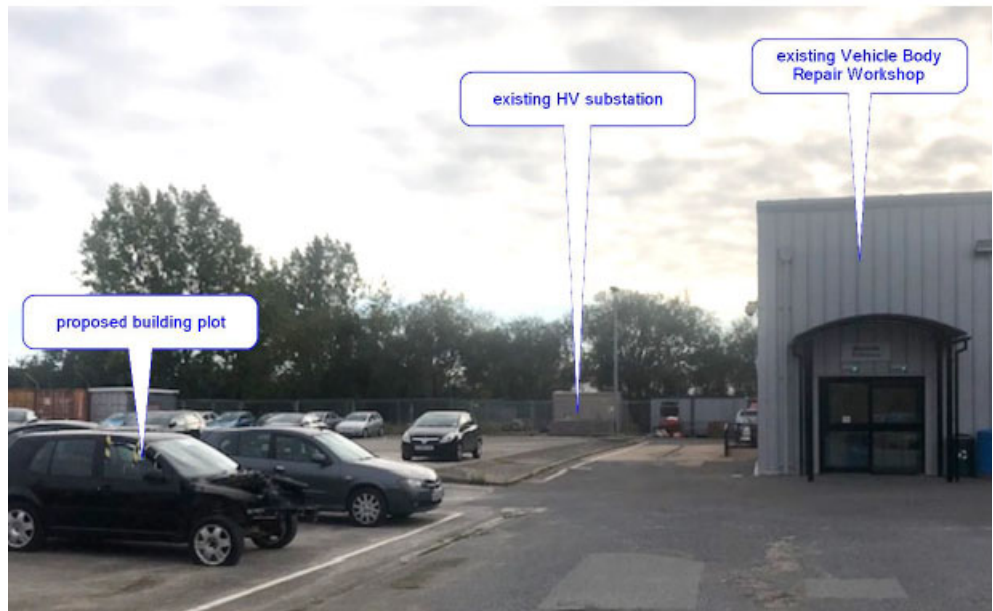
*Thus, whilst the College site is at risk of flooding, Coleg Llandrillo has adopted appropriate measures to ensure the safety of all persons present on the Site, in the event of a potential flooding incident, and to enable the proposed Further Education Engineering Centre building to be brought back into use as quickly as possible after a flood event.*

### 1.3 Description of site and surroundings

- 1.3.1 The Coleg Llandrillo Campus is situated on the eastern side of Cefndy Road at the south western fringe of Rhyl.
- 1.3.2 The Campus contains a mix of single and two storey education buildings, laid out in a generally U-shaped configuration around a central courtyard.
- 1.3.3 Vehicular access to the Campus is gained from Cefndy Road, in the northernmost part of the site and leads to areas of car parking which are laid out within the north eastern boundary of the Campus and also in the central courtyard. A further area of overspill car parking is also available within the south eastern boundary.
- 1.3.4 The Campus is bounded to the west by Cefndy Road, with the Marine Holiday Park immediately beyond which comprises an area of holiday caravans with ancillary leisure facilities. Opposite the site is the Rhyl Cut with associated green space and residential properties on Gwynfryn Avenue backing on to it.
- 1.3.5 The Cefndy Employment Park is located to the south of the college campus and comprises a range of modern buildings used for a variety of light industrial, office, storage and distribution uses.

**Site Photographs**







#### 1.4 Relevant planning constraints/considerations

- 1.4.1 The site is located within the development boundary of Rhyl and a small part of the application site is located within the Cefndy Road Employment Park Policy PSE 2 allocation.
- 1.4.2 The site is located within a Zone C1 flood risk area as defined by the development advice maps contained within TAN 15: Development & Flood Risk.

#### 1.5 Relevant planning history

- 1.5.1 None

#### 1.6 Developments/changes since the original submission

- 1.6.1 The application has been under consideration for some time primarily due to flood risk issues. A revised Flood Consequences Assessment has been submitted along with additional supporting information in relation to the project.
- 1.6.2 The applicant has also submitted additional information to address comments submitted on behalf of the owner of Marine Holiday Park in relation to highway concerns. A Transport Statement update was submitted to address issues highlighted in relation to site access, trip generation and car parking issues.
- 1.6.3 Additional foul drainage details were submitted to address Dwr Cymru/Welsh Water's initial consultation response.

1.6.4 Amended landscaping details and additional lighting information have also been submitted to address initial comments received from the County Ecologist.

1.6.5 A Flood Emergency Plan has also been submitted with the application.

1.7 Other relevant background information

1.7.1 None

**2. DETAILS OF PLANNING HISTORY:**

2.1 None

**3. RELEVANT POLICIES AND GUIDANCE:**

The main planning policies and guidance are considered to be:

**Local Policy/Guidance**

Denbighshire Local Development Plan (adopted 4<sup>th</sup> June 2013)

**Policy RD1** – Sustainable development and good standard design

**Policy RD5** – The Welsh language and the social and cultural fabric of communities

**Policy BSC12** – Community facilities

**Policy PSE2** – Land for employment uses

**Policy PSE3** – Protection of employment land and buildings

**Policy VOE5** – Conservation of natural resources

**Policy VOE 10** – Renewable energy technologies

**Policy ASA3** – Parking standards

**Supplementary Planning Guidance**

Supplementary Planning Guidance Note: Conservation and Enhancement of Biodiversity

Supplementary Planning Guidance Note: Parking Requirements In New Developments

Supplementary Planning Guidance Note: Renewable Energy

Supplementary Planning Guidance Note: Trees & Landscaping

**Government Policy / Guidance**

Planning Policy Wales (Edition 11) February 2021

Development Control Manual November 2016

Future Wales – The National Plan 2040

Technical Advice Notes

TAN 5 Nature Conservation and Planning (2009)

TAN 8 Renewable Energy (2005)

TAN 11 Noise (1997)

TAN 12 Design (2016)

TAN 15 Development and Flood Risk (2004)

TAN 18 Transport (2007)

**4. MAIN PLANNING CONSIDERATIONS:**

In terms of general guidance on matters relevant to the consideration of a planning application, Section 9.1.2 of the Development Management Manual (DMM) confirms the requirement that planning applications 'must be determined in accordance with the approved or adopted development plan for the area, unless material considerations indicate otherwise'. It advises that material considerations must be relevant to the regulation of the development and use of land in the public interest, and fairly and reasonably relate to the development concerned.

The DMM further states that material considerations can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment (Section 9.4).

The DMM has to be considered in conjunction with Planning Policy Wales, Edition 11 (February 2021) and other relevant legislation.

Denbighshire County Council declared a climate change and ecological emergency in July 2019. In October 2020 the Council approved an amendment of its Constitution so that all decisions of the Council now have regard to tackling climate and ecological change as well as having regard to the sustainable development principles and the well-being of future generations.

The Council aims to become a Net Carbon Zero Council and an Ecologically Positive Council by 31 March 2030. Its goal and priorities are set out in its Climate and Ecological Change Strategy 2021/22 to 2029/30. The actions, projects and priorities in the Strategy directly relate to council owned and controlled assets and services. One priority of the Strategy is to promote the existing policies within the Local Development Plan (LDP) 2006 to 2021 and Supplementary Planning Guidance (SPG) which contribute to environmentally responsible development. In preparing these reports to determine planning applications we therefore highlight the LDP 2006 to 2021 and appropriate SPG. Applications that are determined in accordance with the LDP 2006 to 2021 are environmentally responsible developments.

Planning applications are assessed in accordance with statutory requirements including The Environment (Wales) Act 2016, national policy (Future Wales, PPW 11) and local policy (LDP 2006 to 2021) and therefore they are assessed with regard to tackling climate and ecological change which is a material consideration.

The following paragraphs in Section 4 of the report therefore refer to all statutory requirements, policies and material planning considerations which are considered to be of relevance to the proposal.

4.1 The main land use planning issues in relation to the application are considered to be:

- 4.1.1 Principle
- 4.1.2 Visual amenity
- 4.1.3 Residential amenity
- 4.1.4 Ecology
- 4.1.5 Drainage (including flooding)
- 4.1.6 Highways (including access and parking)

4.2 In relation to the main planning considerations:

4.2.1 Principle

Policy RD 1 states that within development boundaries, the consideration of new development proposals will be supported provided that all the policy tests are met. The tests relate to a number of detailed aspects including the need to enhance and respect their surroundings, be of an appropriate scale, design and materials for their location, not unacceptably affect the amenity of local residents, provide safe and convenient access for all users and not result in an unacceptable effect on the local highway network.

Policy PSE 2 of the Local Development Plan supports development of existing employment sites on the proposals maps, by way of uses within Class B1 (Business Use), B2 (General Industrial and Waste Management facilities) and B8 (Warehousing and Distribution).

Policy PSE 3 seeks to protect employment land and buildings and only offers support

for proposals which would result in the loss of such land and buildings where strict tests can be met:

- where there are no other suitable sites available for the development;
- where there is evidence of a continuous marketing process of 1 year alongside practical attempts to retain the employment use and where the premises are no longer capable of providing an acceptable standard of accommodation for employment purposes;
- where there is evidence that the loss of the site/premises would not prejudice the ability of an area to meet a range of employment needs, or the proposal involves the satisfactory relocation of a non-conforming use from an unsuitable site.

The range of policies referred to above are in general conformity with the approach to development in Planning Policy Wales (PPW 10), supporting sustainable economic development. Planning Policy Wales also contains a preference for the re-use of land which meets with the definition of 'previously developed land', in preference to development of greenfield sites.

Policy BSC 12 states that proposals for the provision of community facilities will be supported provided:

- i) they are located within existing development boundaries; or
- ii) outside of development boundaries, but within settlement clusters, the proposal will provide an essential facility to support the community.

The policy recognises that access to community facilities is an essential element of sustainable and inclusive communities. Community facilities such as schools, theatres, village halls and places of worship often serve a network of small settlements and are essential to reduce the amount of travelling to reach alternative community facilities. The loss of local facilities will lower community sustainability and this can have a knock on effect on the future well-being of the Welsh language.

The Council will support and encourage the retention and improvement of community facilities which provide an essential facility to support the sustainability of Denbighshire's communities.

In relation to the proposal, a small area of amenity land between the college site and Cefndy Healthcare, which is proposed for an access route and car parking area requires a change of use. This small part of the application site is currently protected as employment land under Policy PSE 2.

The area of land is of such a size that it is not suitable for development in its own right for employment purposes. In relation to Policy PSE 3 which seeks to protect employment land and buildings, the applicant's justification for its change of use to educational land is accepted in that extension of the college elsewhere does not appear possible and that its loss would not prejudice the use of Cefndy employment park as an employment site or the range of local employment needs.

Furthermore it is accepted that in expanding the college, particularly for developing technical skills in terms of renewable energy technologies, it is beneficial for the local and surrounding area and will contribute to the LDP objective of improving the economy and supporting the Council's ambition in terms of climate change.

The proposal is for the development of a new engineering centre on an established education site. The proposal is a new community facility and can be supported by Policy BSC 12.

Officers consider the principle of the proposal to be acceptable subject to the acceptability of detailed impacts which are set out within the following sections of the report.

#### 4.2.2 Visual amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which are matters relevant to the visual impact of development; test (iv) requires that development does not unacceptably affect prominent public views into, out of, or across any settlement or area of open countryside; test (vi) requires the incorporation of existing landscape or other features, takes account of site contours, and changes in levels and prominent skylines; and test (xiii) requires the incorporation of suitable landscaping measures to protect and enhance development in its local context.

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The visual amenity and landscape impacts of development should therefore be regarded as a potential material consideration.

There are no objections raising visual amenity concerns.

The proposal is to erect a 3 storey modern education facility to the rear of existing education buildings. The new building is shown to be sited close to the existing vehicle body repair facility towards the rear of the main campus and is therefore well related to existing development on the site.

As stated within the Design and Access Statement, the design and character of the new building attempts to reflect its engineering purpose, constructed as one 'holistic' building with 3 distinct blocks of accommodation that have been accentuated by the choice of different external finishes (as illustrated above).

There are some trees located along the side and rear boundary of the college site that require removal in order to facilitate the new access road and car park proposed.

The Tree Specialist has considered the proposal including the submitted Tree Report, Arboricultural Impact Assessment and landscaping proposals and has raised no objection to the proposal. The trees to be removed are not of particular merit or prominent within the area and the new landscaping scheme is well specified, proposing good replacements with additional planting also included. There is an encroachment into the root protection area of T30 (along the rear site boundary) which appears acceptable however an Arboricultural Method Statement (AMS) should be submitted prior to any works on the car park commencing, which should be followed to ensure protection of the tree.

In conclusion in terms of general visual amenity considerations, the development proposal is considered to be of a high standard, with careful consideration given to the siting and design of the building. The design is modern with the use of appropriate external materials which also incorporates the use of renewable energy technologies. Whilst it is unfortunate that some existing trees will be lost towards the rear of the site, they are not considered to be prominent or of high amenity value within the area. A comprehensive, high quality landscaping scheme has been developed and will be undertaken within the site and therefore it is not considered that the proposal would result in any significant adverse impacts on visual amenity and the character of the area.

#### 4.2.3 Residential amenity

Local Development Plan Policy RD 1 test (i) requires due regard to issues of siting, layout, form, character, design, materials, aspect, microclimate and intensity of use of land / buildings and spaces between buildings, which touch on the potential for impact on residential amenity; test (vi) sets the requirement to assess the impact of



development on the amenities of local residents, other land and property users, or characteristics of the locality, in terms of increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, etc.

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The residential amenity impacts of development should therefore be regarded as a potential material consideration.

There are no objections raising residential amenity concerns.

Coleg Llandrillo is located on the Cefndy Employment Park and there are no residential properties in close proximity to the site. The closest residential properties are located on Gwynfryn Avenue opposite the site and which back on to the Rhyl Cut, they are located some 90m away from the front of the main college campus.

It is not considered that there would be any adverse residential impacts arising from the proposal.

#### 4.2.4 Ecology

Local Development Plan Policy RD 1 test (iii) requires development to protect and where possible to enhance the local natural and historic environment.

Policy VOE 5 requires due assessment of potential impacts on protected species or designated sites of nature conservation, including mitigation proposals, and suggests that permission should not be granted where proposals are likely to cause significant harm to such interests.

This reflects policy and guidance in Planning Policy Wales (PPW 11) Section 6.4 'Biodiversity and Ecological Networks', current legislation and the Conservation and Enhancement of Biodiversity SPG, which stress the importance of the planning system in meeting biodiversity objectives through promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable.

Planning Policy Wales (PPW 11) sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (Section 6.4.5). PPW also draws attention to the contents of Section 6 of the Environment (Wales) Act 2016, which sets a duty on Local Planning Authorities to demonstrate they have taken all reasonable steps to maintain and enhance biodiversity in the exercise of their functions. It is important that biodiversity and resilience considerations are taken into account at an early stage when considering development proposals (Section 6.4.4).

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for example, health, public safety and crime. The ecological impacts of development should therefore be regarded as a potential material consideration.

There are no representations raising ecological based concerns.

The application has been submitted with a Preliminary Ecological Appraisal and detailed landscaping plans.

NRW and the County Ecologist have been consulted and have raised no objections subject to the inclusion of conditions which includes an amended lighting plan showing dark zones and that the Abacus lighting shown includes a baffle to prevent light spillage into proposed ecology areas.

As the structure of the proposed building does not lend itself to the integration of bat and bird boxes, provision of bats and bird boxes has been made in trees T27 and T30 (as shown on the Landscape Masterplan).

The landscape masterplan and planting plans also show additional tree planting and hedgerow planting with wildlife friendly ornamental planting selected with some native species also included. The proposed security fence will be raised off the ground by 130mm to allow sufficient room for hedgehogs to pass under and a hedgehog box is also shown to be located in one of the planting beds proposed within the site.

In consideration of all relevant matters in respect of ecology, it is considered that the recommendations in the submission are acceptable and with the imposition of planning conditions to ensure compliance with the mitigation and enhancement measures proposed, this would ensure that the proposed development will not have a significant negative impact on protected species and would provide enhancement within the local area.

#### 4.2.5 Flood Risk and Drainage

Local Development Plan Policy RD 1 test (xi) requires that development satisfies physical or natural environmental considerations relating to drainage and liability to flooding. Planning Policy Wales confirms that factors to be taken into account in making planning decisions (material considerations) must be planning matters; that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability. The drainage / flooding impacts of a development proposal are a material consideration.

Planning Policy Wales (PPW 11) Section 6.6.9 states 'The adequacy of water supply and the sewage infrastructure should be fully considered when proposing development, both as a water service and because of the consequential environmental and amenity impacts associated with a lack of capacity'.

Planning Policy Wales (PPW 11) Section 6.6.22 to 6.6.29 identifies flood risk as a material consideration in planning and along with TAN 15 – Development and Flood Risk, which provides a detailed framework within which risks arising from different sources of flooding should be assessed. TAN 15 advises that in areas which are defined as being of high flood hazard, development proposals should only be considered where:

- new development can be justified in that location, even though it is likely to be at risk from flooding; and
- the development proposal would not result in the intensification of existing development which may itself be at risk; and
- new development would not increase the potential adverse impacts of a flood event.

The general approach adopted in TAN 15 is to advise caution in respect of new development in areas of high risk of flooding, and it sets out a 'precautionary' framework to guide planning decisions, seeking to direct new development away from areas at risk. It details specific tests for local planning authorities to apply to development proposals, requiring an authority to be satisfied a proposal is first justified (criteria set out in Section 6) and then that the consequences of flooding (set out in Section 7) are acceptable. It advises that where the risks and consequences of flooding cannot be managed to an acceptable level for the nature and type of

development, development should be avoided irrespective of the justification. TAN 15 stresses the need for suitable Flood Consequences Assessments to be submitted with applications, to establish the source / mechanism of flooding, the consequences of flooding, and as appropriate, details of mitigation measures to show if risk can be managed to an acceptable level for the type of development.

#### Flood risk

The Development Advice Maps (DAM) contained in TAN15 shows the site to be located within a Zone C1 flood risk area and in terms of vulnerability, the proposed education building is a highly vulnerable development.

A Flood Consequences Assessment (FCA) has been submitted by the applicants and Natural Resources Wales (NRW) have been consulted. NRW's detailed comments on the application are as follows:

*We object to this application as the FCA has failed to address our previous comments (CAS-140191-Y1M6). We reiterate that this is based on your Authority's view that the proposal is considered to be an intensification of use.*

*The FCA does not provide any specific flood risk data for the site in either the 0.5% Annual Exceedance Probability (AEP) tidal overtopping event with an allowance for climate change, or the 0.5% AEP tidal breach event with an allowance for climate change. As outlined in our previous response, it is the breach event that needs to be considered as the design event for this proposal. As previously advised, we would expect the consultant to source the detailed modelled breach outputs from Denbighshire County Council's Strategic Flood Consequences Assessment (SFCA) (2017), to derive site specific flood levels and depths. This has not been included in the FCA, so there is a significant lack of flood risk evidence within the report.*

*We can advise that based on a review of the outputs from our Point of Ayr to Pensarn Tidal Flood Risk Analysis (2017), the flood level expected at the site in the 0.5% AEP overtopping event with an allowance for climate change is in the region of 6.36 m AOD. Based on this flood level, flood depths at the site are expected to be well in excess of 1 metre. Flood depths would be expected to be even higher in a breach event.*

*The FCA recommends a finished floor level of 5.3 m AOD, and states that this is the 'highest practical floor level that can be achieved'. This would mean that even when allowing for the proposed mitigation measures, over 1 metre of flooding would be expected at the site in the overtopping event (again, this would be expected to be higher in a breach event). The site is therefore considered to be at significant risk of flooding, and the FCA has failed to demonstrate that the site can be designed to be flood free in the 0.5% AEP breach event with an allowance for climate change. The proposal therefore fails to comply with section A1.14 of TAN15.*

*We note that there is limited reference in the FCA to the potential impacts of the development proposal on flood risk elsewhere. The proposed building is substantial (3,000 m<sup>2</sup>), and there is no evidence to show if there would be any flood risk impacts elsewhere as a result of the development and any associated changes to ground levels. The FCA therefore fails to comply with the requirements of A1.12 of TAN15. The FCA also makes no reference to potential flood depths and velocities expected at the site in the 0.1% AEP breach event with an allowance for climate change, failing to demonstrate compliance with the requirements of A1.15 of TAN15. In light of the significant flood risk posed to the site, we consider that it is highly unlikely that compliance with TAN15 could be demonstrated. On this basis, we object to this planning application in accordance with A3.10 of TAN15 and recommend that the application be refused.*

#### Assessment

It is clear from the above that the flooding issues require careful assessment in relation to the general advice in PPW and the detailed contents of TAN15, all in the context of the information provided by the applicants and response from NRW. Hence, in relation to:

Applying the TAN 15 tests:

It is not challenged that the site is located within a C1 flood zone. In terms of the Development Categories in TAN 15, the existing site falls within the 'highly vulnerable development' category as does the proposal.

*Justification criteria*

Section 6.2 states that development will only be justified if it can be demonstrated that:

- i. Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement; or,*
- ii Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region;*
- and,*
- iii It concurs with the aims of PPW and meets the definition of previously developed land (PPW fig 2.1); and,*

Having regard to the justification criteria in paragraph 6.2 of TAN15, Officers' view is that:-

- The proposal complies with test i). The aim of this proposal is to create a fit for purpose Engineering and Renewable Technologies Centre of regional significance, suitable to deliver state-of-the-art, cutting-edge technical and vocational training and skills to the population of Denbighshire and Conwy Counties. The proposal would provide educational benefits in an area of acknowledged multiple-deprivation. It will also contribute to the LDP objective of improving the economy and supporting the Council's ambition in terms of climate change.
- The site is located within the development boundary of Rhyl on an established education facility (and partly on an established employment park)
- Development in existing settlements concurs with the aims of Planning Policy Wales, the new building would be located on a brownfield site which meets the definition of 'previously developed land' in PPW 11, hence the proposals comply with test iii)
- The potential consequences of a flooding event for the particular type of development have been considered, and are reviewed below.

Officers' conclusion is that the proposals meet the main justification criteria in section 6 of TAN 15, with the sole issue of contention being whether the consequences of flooding can be managed to a level acceptable for the type of development.

Assessment of flooding consequences

A Flood Consequences Assessment (FCA) was submitted and updated during the course of the application. Additional supporting information to justify the development has also been submitted along with mitigation measures.

Assessment of flooding consequences

(Section 7 and Appendix1)

In summary, the criteria to be met in order for development to be considered acceptable are:

- Flood defences must be shown by the developer to be structurally adequate particularly under extreme overtopping conditions (i.e. that flood with a 1 in 1000 chance of occurring in any year).
- The cost of future maintenance for all new/approved flood mitigation measures, including defences must be accepted by the developer and agreed with the Environment Agency (now Natural Resources Wales).
- The developer must ensure that future occupiers of the development are aware of the flooding risks and consequences.
- Effective flood warnings are provided at the site
- Escape/evacuation routes are shown by the developer to be operational under all conditions
- Flood emergency plans and procedures produced by the developer must be in place.
- The development is designed by the developer to allow the occupier the facility for rapid movement of goods/possessions to areas away from floodwaters.
- Development is designed to minimise structural damage during a flooding event and is flood proofed to enable it to be returned to its prime use quickly in the aftermath of the flood.
- No flooding elsewhere.
- Developer is required to demonstrate that the site is designed to be flood free for the lifetime of development for either a 1 in 100 chance (fluvial) flood event, or a 1 in 200 chance (tidal) flood event including an allowance for climate change (depending on the type of flood risk present) in accordance with table A1.14.
- In respect of the residual risk to the development it should be designed so that over its lifetime (A1.5) in an extreme (1 in 1000 chance) event there would be less than 600mm of water on access roads and within properties, the velocity of any water flowing across the development would be less than 0.3 m/second on access roads and 0.15m/second in properties, and the maximum rate of rise of floodwater would not exceed 0.1m/hour

Having regard to the consequences tests, it is clear that NRW object to the proposal because the FCA has failed to demonstrate that the consequences of flooding can be acceptably managed in accordance with TAN15 and NRW consider that it is highly unlikely that compliance with TAN 15 can be demonstrated.

In concluding on the consequences of flooding issues, it is clear that NRW consider the application falls some way short of being acceptable. They have indicated that if the Council was minded to grant planning permission, they have to consider whether to request Welsh Government to call-in the application for determination. If the Council is to consider granting planning permission, therefore, it has to demonstrate that there are relevant material considerations which may justify that stance, and outweigh the flooding considerations. In this context, Officers suggest it is of interest that:-

- Planning Committee granted permission in 2016 for an apartment development at Sandy Lane, Prestatyn, where NRW objected strongly on flooding grounds. The rationale for granting permission was that the risk of an extreme flooding event was considered minimal and that acceptable mitigation measures in relation to the evacuation of the premises had been and could be incorporated into a Flood Risk Management Plan, that refusal of permission was not justified in relation to concerns over the safety of access and egress routes; and that there were clear regeneration and other benefits from the development which merited support for the application. A condition was imposed on the planning permission requiring submission and approval of a detailed Flood Risk Management Plan containing arrangements for the management of a flooding event including advance warning measures, on site features to assist / facilitate

evacuation, and detailed arrangements for the evacuation and safe movement of residents, having regard to the potential depth and velocity of water in an extreme flooding event.

The application was not called in for determination by Welsh Government.

- Planning Committee granted permission in 2018 for a development of 18 affordable apartments on Victoria Road in Rhyl. NRW considered the FCA had failed to demonstrate that emergency access and egress routes to and from the development site would remain operational under all flood conditions. They stated that considering the severity of flooding at the site, and the wider community, it was not likely that compliance with A1.15 of TAN15 would be achievable. They indicated that if the Council was minded to grant planning permission, they have to consider whether to request Welsh Government to call-in the application for determination.

The application was not called in for determination by Welsh Government.

- There are increasingly accurate advance warnings of possible flood events, with a sensible evacuation warning system as part of the submitted Flood Emergency Plan and there are mitigation/ management measures which would reduce the risks to college students and staff in the event of flooding. In order to mitigate the risk and consequences of flooding a number of measures have been incorporated into the proposal, summarised below:-
  - The ground floor level of the proposed building has been raised as high as practicable (5.30AOD), whilst maintaining level access into the workshops;
  - Flood resistance measures will be incorporated into the construction of the proposed building, including the elimination of internal chambers and the provision of sealed duct entry points.
  - The use of solid concrete floors and water resilient key wall components (rainscreen cladding, membranes, sheathing board etc) will enable the building to drain down and dry out quickly;
  - A flood refuge will be available on the upper floors of the building;
  - The Campus is located within an area served by NRW's Flood Warning and Flood Alert system and the campus Flood Emergency Plan will be updated to reflect the revised flood risk.

A further point to note is that the proposal seeks permission for an additional education building on an existing college campus which is occupied during the academic term time only. The building is occupied by staff between the hours of 06.30 to 18:00 Monday to Wednesday, 06:30 to 21:00 on Thursday and 06:30 to 17:00 on Fridays with core student hours of 9am to 5pm. Unlike residential development which has the potential for full time occupation, the facility would only be used during the day (with the exception of 9pm on Thursdays), on week days and also only during term time.

Officers fully respect NRW's response, however the determination of the application requires the weighing up of both positive and negative factors. The flood risk factor requires careful consideration alongside the clear benefits of allowing the development. A new engineering centre on the Coleg Llandrillo site, as set out previously, would create a fit for purpose Engineering and Renewable Technologies Centre of regional significance, suitable to deliver state-of-the-art, cutting-edge technical and vocational training and skills to the population of Denbighshire and Conwy Counties. The proposal would therefore provide significant educational and economic benefits in an area of acknowledged multiple-deprivation.

#### New TAN 15

This application is being considered under the current (2004) TAN 15. However for information, on 28 September 2021 Welsh Government made available the new TAN 15 and Flood Map for Planning.

Formal publication will occur on 1 December 2021 and then all planning applications

will have to conform and be assessed against the new TAN 15 and Flood Map for Planning. The objective of the new TAN 15 and Flood Map for Planning is to ensure the planning system recognises the threat of, and takes action to adapt to, the likely effects of climate change on flood risk and coastal erosion.

Within the new TAN there are three categories of risk of flooding with Zone 1 being the lowest risk and Zone 3 being the highest. These zones apply to the risk of flooding from rivers, sea and surface water. There is an additional category of TAN 15 Defended Zones for rivers and sea where there is a minimum standard of protection from flooding by way of formal infrastructure.

Applying the new TAN maps which are based on the most up to date flooding data and also take into account Climate Change, Coleg Llandrillo is within a TAN 15 Defended Zone, where there are formal flood defences for risks of flooding from the sea. This development can be justified in the TAN 15 Defended Zone.

#### Drainage

##### *Foul Water*

A Drainage Strategy and layout plan has been provided with the application. It is proposed to dispose of foul flows via the existing public sewerage system connection. Dwr Cymru Welsh Water (DCWW) have no objection in principle.

##### *Surface Water*

Since January 2019, the Flood and Water Management Act 2010 (Schedule 3) requires that this new development includes Sustainable Drainage Systems (SuDS). A surface water drainage strategy following sustainable drainage principles has been submitted with the application.

The proposed building would be located on an existing overspill car parking area which is a fully impermeable surface. As part of the Welsh Government standards, the management of surface water run off from developments should follow a priority hierarchy. The drainage strategy submitted runs through these priorities and concludes the most suitable option for surface water run off is to discharge into the same watercourse as the existing college which is located immediately beyond the southern boundary of the campus adjacent to the development site.

The Councils Flood Risk Manager Officer has been consulted and has raised no objection to the proposal.

#### 4.2.6 Highways (including access and parking)

Local Development Plan Policy RD 1 supports development proposals subject to meeting tests (vii) and (viii) which oblige provision of safe and convenient access for a range of users, together with adequate parking, services and manoeuvring space; and require consideration of the impact of development on the local highway network.

Policy ASA 3 requires adequate parking spaces for cars and bicycles in connection with development proposals, and outlines considerations to be given to factors relevant to the application of standards. The Parking Standards in New Developments SPG sets out the maximum parking standards for new developments

These policies reflect general principles set out in Planning Policy Wales (PPW 11) and TAN 18 – Transport, in support of sustainable development.

The Development Management Manual advises at paragraph 9.4.3 that material considerations must be fairly and reasonably related to the development concerned, and can include the number, size, layout, design and appearance of buildings, the means of access, landscaping, service availability and the impact on the neighbourhood and on the environment; and the effects of a development on, for

example, health, public safety and crime. The highway impacts of development should therefore be regarded as a potential material consideration.

Representations from and on behalf of the owner of Marine Holiday Park opposite the college site have been submitted, the concerns relate to the highway impacts of the proposal in particular in relation to traffic and parking provision.

The Highway Officer's response on the application is set out in detail in the Consultation Responses section of the report. It refers to a range of issues relating to the application including the capacity of the existing network, accessibility, the detailing of the site access, aspects of the site layout, and parking matters. The main points of relevance are:

#### Capacity of Existing Network

The industry-standard Trip Rate Information Computer System (TRICS) database has been used to establish an average trip rate for the existing and proposed development. The trip rates for the college are based on the existing total number of students present on-site during the busiest day of a typical week.

Trips generated by both the existing site, and those predicted to be generated by the proposed development have been combined to provide the total number of trips predicted to be generated by the Coleg Llandrillo Rhyl site as a whole, following the completion of the proposed development.

The resulting figures show the proposed development is predicted to generate an additional 29 two-way trips during the AM peak hour and an additional 16 two-way trips during the PM peak hour. This is unlikely to have a material impact on the local highway network.

Having regard to the scale of the proposed development, the existing highways network and the submitted highways details, it is considered that the proposals would not have an unacceptable impact on the local highways network in terms of capacity.

#### Accessibility

A detailed assessment of the accessibility of the site by non-car modes of transport has been provided in the Transport Assessment. As summarised in the assessment, the site is considered to be well served by all major non-car modes of transport.

The sustainable transport review demonstrated that the site is well serviced by pedestrian links, cycle routes and is in the vicinity of bus stops offering hourly services to Rhyl Town Centre.

Having regard to the location of the existing site and existing arrangements it is considered that the proposals are acceptable in terms of accessibility and the policy requirements identified above.

#### Site Access

Vehicles will enter the site from the main access on Cefndy Road, with pedestrians and cyclists able to access from either the main Cefndy Road entrance, or from the Brickfields Pond path, which connects to the main campus at its south eastern corner.

An additional access on Cefndy Road will be provided to serve the proposed new carpark along with a footpath to provide a pedestrian route between the proposed parking and the existing college campus.

The new proposed site access arrangements demonstrate compliance with the visibility standards set out in Annex B TAN 18 and are therefore considered to be acceptable.



### Parking

A car parking assessment carried out separately to the Transport Statement demonstrated the proposed development would require an additional 76 car-parking spaces in order to fulfil requirements outlined in Denbighshire's Parking SPG. The additional requirement of 76 spaces included a ten percent reduction following a sustainability score assessment taken from Schedule 6 of the 'Wales Parking Standards 2014'.

The proposed development includes for a new parking facility to be provided from Cefndy Road with the provision of 76 – 87 additional parking spaces dependent on the design layout.

It should be noted that Denbighshire Parking SPG states: *'Where major developments are proposed (for example, a large industrial unit, office complex or housing scheme) car parking provision should be reduced, and the development should incorporate measures to further reduce reliance upon travel by car. Such measures should be detailed within the Travel Plan, produced by the applicant. Travel Plans propose measures that promote environmentally friendly forms of travel in preference to the car. To encourage cycling, measures could include financial incentives for cyclists and the provision of facilities such as showering and changing areas.'*

A Framework Travel Plan has been submitted with the application which includes key travel objectives such as discouraging the use of unsustainable modes of transport and raising awareness of alternative modes of transport. The Framework document submitted will feed in to a full travel plan for Coleg Llandrillo that would need to be developed post- opening of the new engineering centre and once the site is fully operational. A planning condition is therefore suggested requiring the submission of a travel plan for the college.

Highway Officers suggest suitable conditional controls be included in relation to the contents of the Travel Plan paying particular attention to the provision of parking and should include measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.

Having regard to the detailed assessments above, taking into consideration the capacity of the existing highway network, accessibility, site access and Parking, Highways Officers would see no reason to object to the proposed development, subject to appropriate conditional controls.

### Other matters

#### Well – being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on the Council not only to carry out sustainable development, but also to take reasonable steps in exercising its functions to meet its sustainable development (or well-being) objectives. The Act sets a requirement to demonstrate in relation to each application determined, how the development complies with the Act.

The report on this application has taken into account the requirements of Section 3 'Well-being duties on public bodies' and Section 5 'The Sustainable Development Principles' of the Well-being of Future Generations (Wales) Act 2015. The recommendation is made in accordance with the Act's sustainable development principle through its contribution towards Welsh Governments well-being objective of supporting safe, cohesive and resilient communities. It is therefore considered that there would be no significant or unacceptable impact upon the achievement of well-being objectives as a result of the proposed recommendation.

## **5. SUMMARY AND CONCLUSIONS:**

- 5.1 The proposal raises planning policy issues and it is clear from assessment of these and along with other material considerations that the determination of the application requires the weighing up of positive and negative factors.
- 5.2 The negative aspect of the development is:-
- The Flood Consequence Assessment (FCA) has failed to demonstrate that the consequences of flooding can be acceptably managed over the development lifetime. Given the severity of flood risk at the site, NRW consider that it is highly unlikely that compliance with TAN 15 can be demonstrated.
- 5.3 The positive aspects of the application are:-
- The Regeneration of Rhyl is a key Council priority and the proposal would contribute towards this priority.
  - The proposal would create a fit for purpose Engineering and Renewable Technologies Centre of regional significance, suitable to deliver state-of-the-art, cutting-edge technical and vocational training and skills to the population of Denbighshire and Conwy Counties.
  - The proposed development has been shaped to support the Regional Economic Development plans and the Priority Business Sectors, identified by the North Wales Economic Ambition Board, including both renewable energy and high technology aero-engineering, as a key gateway to well-paid employment at all levels of skill.
  - The proposed facility would provide enhanced educational facilities in the County and provide more options for learners. The new centre would provide a wide range of learner routes and specific module choices, across a range of engineering disciplines. This will provide a wide range of potentially life-changing skills training (at all levels of skill) which is particularly important, given the exceptionally deprived social context of Rhyl and its immediate area.
  - Leaving aside the flooding issue, there are no objections from 'technical' consultees to the development, subject to imposition of suitable conditions.
- 5.4. In concluding the report, and in balancing the different considerations, on the basis of the information in front of the Council, it is respectfully suggested that there is a case to argue the significant benefits the proposal would bring to the area could outweigh the concerns over the flooding implications, subject to imposition of relevant conditions.
- 5.5. Ultimately therefore, the recommendation is to grant conditional permission, which includes a condition requiring compliance with the Flood Emergency Plan.

**RECOMMENDATION: GRANT-** subject to the following conditions:-

1. The development to which this permission relates shall be begun no later than 10th November 2026
2. The development hereby permitted shall be carried out in strict accordance with details shown on the following submitted plans and documents unless specified as otherwise within any other condition pursuant to this permission:-
  - (i) Site Location Plan (Drawing No. REC-GLH-00-XX-DR-L-1000 P1) received 26 February 2021
  - (ii) Existing Site Plan (Drawing No. REC-GLH-00-XX-DR-L-1001 P1) received 26 February 2021
  - (iii) Existing Site Layout Plan (Drawing No. REC-CAP-XX-XX-DR-A-910100\_P02) received 26 February 2021

(iv) Proposed Site Plan (Drawing No. REC-CAP-XX-XX-DR-A-910103\_P05) received 26 February 2021

(v) GA Plan - Ground Floor (Drawing No. REC-CAP-XX-00-DR-A-061001\_P10) received 26 February 2021

(vi) GA Plan - First Floor (Drawing No. REC-CAP-XX-01-DR-A-061002\_P08) received 26 February 2021

(vii) GA Plan - Second Floor (Drawing No. REC-CAP-XX-02-DR-A-061003\_P07) received 26 February 2021

(viii) GA - Main Roof Level (Drawing No. REC-CAP-XX-02-DR-A-061004\_P03) received 26 February 2021

(ix) Roof Mounted Solar Panels - Plan and Elevations. (Drawing No. ValkPro+ L10 South) received 26 February 2021

(x) GA Elevations Sheet 1 of 2 (Drawing No. REC-CAP-XX-XX-DR-A-062001\_P05) received 26 February 2021

(xi) GA Elevations Sheet 2 of 2 (Drawing No. REC-CAP-XX-XX-DR-A-062002\_P05) received 26 February 2021

(xii) Car Park Electrical Philosophy (Drawing No. REC-CAP-XX-ZZ-DR-E-610001\_P01) received 26 February 2021

(xiii) Flood Consequence Assessment (Drawing No. 4290-CAU-XX-XX-RP-C-0300-P02) received 22 June 2021

(xiv) Drainage Strategy Report (Drawing No. REC-CAU-XX-XX-RP-C-000520-P02) received 26 February 2021

(xv) External GA Layout (Drawing No. REC-CAU-XX-XX-DR-C-000950-P05) received 5 March 2021

(xvi) External Works Foul & Surface Water Drainage Layout (Drawing No. REC-CAU-XX-XX-DR-C-000520-P07) received 20 April 2021

(xvii) Junction Visibility Layout (Drawing No. REC-CAU-XX-XX-DR-C-000952-P04) received 19 May 2021

(xviii) Preliminary Ecological Appraisal Rev 01. December 2020 received 26 February 2021

(xix) Landscape Masterplan (Drawing No. REC-GLH-00-XX-DR-L-0001 P9) received 19 May 2021

(xx) Landscape Planting Plan (Drawing No. REC-GLH-00-XX-DR-L-0002 P7) received 19 May 2021

(xxi) Tree Removal and Retention Plan (Drawing No. REC-GLH-00-XX-DR-L-0000 P2) received 26 February 2021

(xxii) Tree Planting Detail (Drawing No. REC-GLH-00-XX-DR-L-0003 P1) received 26 February 2021

(xxiii) Tree Constraints Report. 27.01.2021-SS-V1 received 26 February 2021

(xxiv) Arboricultural Impact Assessment. 30.01.2021-30.01.2021-V1-SB received 26 February 2021

(xxv) Operational Noise Assessment GH060110 M04 received 26 February 2021

(xxvi) Supporting Planning Statement 4880-CAU-XX-XX-RP-T-9100.A0-C3 received 26 February 2021

(xxvii) Design and Access Statement 4880-CAU-XX-XX-RP-T-9101.A0-C3 received 26 February 2021

(xxviii) Transport Statement RHY-CAP-TRP-ZZ-RP-C-1001 Rev 04 received 26 February 2021

(xxix) Framework Travel Plan RHY-CAP-TRP-ZZ-RP-C-1003 Rev 2 received 26 February 2021

(xxx) Pre-Application Consultation Report 4880-CAU-XX-XX-RP-T-0301-A0-C1 received 26 February 2021

(xxxi) External Works Construction Details (Drawing No. REC-CAU-XX-XX-DR-C-000951\_P02) received 5 March 2021

(xxxii) Drainage Details Sheet 1 of 2 (Drawing No. REC-CAU-XX-XX-M2-C-000521\_P02) received 5 March 2021

(xxxiii) Drainage Details Sheet 2 of 2 (Drawing No. REC-CAU-XX-XX-M2-C-000522\_P02) received 5 March 2021

(xxxiv) Foul Water Calculations received 20 April 2021

(xxxv) Car Park Lighting, CCTV and Power (Drawing No. REC-CAP-XX-ZZ-DR-E-630001 P01) received 19 May 2021

(xxxvi) Lighting Design Portfolio (Drawing No. REC-CAP-ZZ-XX-DN-E-630001 T01) received 19 May 2021

(xxxvii) Horizontal Illuminance Levels (LS25641 Dated 6th May 2021) received 19 May 2021

(xxxviii) Transport Statement Update Dated 19th May 2021 received 19 May 2021

xxxix) Flood Consequence Assessment (Revision 2 - Caulmert) received 22 June 2021

(xl) Additional Supporting Information (2 documents) received 4 October 2021

(xli) Flood Emergency Plan received 20 October 2021

3. The development hereby permitted shall not be allowed to commence until the written approval of the Local Planning Authority has been obtained to a detailed Construction Method Statement. The Statement shall provide details of:
- a) the arrangements for the parking of vehicles of site operatives and visitors;
  - b) the location of any construction compound and measures to reinstate the land following completion of the works;
  - c) the hours of site works and deliveries;
  - d) the proposed routing of delivery vehicles, and directional signing along public roads where necessary;
  - e) the location of areas designated for the loading, unloading, and storage of plant and materials;
  - f) the proposals for security fencing or hoardings around the site;
  - g) pollution prevention and control measures, including measures to control the emission of dust and dirt, and to prevent pollution of watercourses;
  - h) wheel washing facilities;
  - i) a scheme for recycling/disposing of waste resulting from demolition and construction works;
  - j) any proposed external lighting.
  - k) the piling methods, in the event that this form of foundation construction is proposed

The development shall be carried out strictly in accordance with the approved elements of the Construction Method Statement throughout the construction period.

4. A Travel Plan for the college shall be submitted to and approved in writing by the Local Planning Authority following a 6 month period of the new engineering centre being fully operational. The approved Travel Plan shall be implemented by the college and adhered to when the education facility is in use.

#### Trees and landscaping

5. Prior to the commencement of works on the new car park, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall include details of retained trees and their protection during the construction period. The development shall be carried out in accordance with the approved statements.
6. All planting comprised in the approved details of landscaping shall be carried out no later than the first planting and seeding season following the commencement of development. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing.

#### Ecology

7. Prior to the installation of any new external lighting, full details of the lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall include details of baffles to prevent light spillage and a plan showing light spillage in sensitive areas including illustration of dark zones. The lighting shall be installed in accordance with the approved details and retained thereafter at all times.
8. Works which could result in the damage or destruction of active bird nests should take place outside the of the bird breeding season (March - August, inclusive) or immediately following a nesting bird check conducted by a suitably qualified ecologist.
9. The development hereby approved shall be carried out in strict accordance with the mitigation, compensation and enhancement measures set out in Section 5 of the approved

ecological assessment (Preliminary Ecological Appraisal Report, Capita, dated December 2020) and as detailed in the updated landscape masterplan and planting details received 19 May 2021.

Flooding and Drainage

10. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage system.
11. The Flood Emergency Plan shall be made known to all users of the college site and shall be implemented strictly in accordance with the approved Plan in the event of a flood.

The reasons for the conditions are:-

1. To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. For the avoidance of doubt and to ensure a satisfactory standard of development.
3. In the interests of protecting public and residential amenity, pollution prevention and control, and of the safety and the free flow of traffic on the adjoining highway.
4. To promote sustainable modes of transport.
5. In the interest of landscape and visual amenity.
6. In the interests of visual amenity.
7. In the interest of nature conservation to reduce the impacts of lighting on bat commuting corridors.
8. In the interest of nature conservation.
9. In the interests of nature conservation.
10. To prevent the hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and to ensure no pollution of or detriment to the environment.
11. In the interest of flood risk management.