



04th April 2024
Design & Access Statement
Cardiff and Vale College
Advanced Technology Centre

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Rev	Date	Status	Issue Purpose	Originator	Authorised
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P02	17/01/24	S2	Pre Application Consultation Revised	MC	JJ
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C02	04/04/24	A2	Planning Application Submission	MC	JJ
C03	08/04/24	A2	Planning Application Submission	MC	JJ

1.0 INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Sheppard Robson (SR) on behalf of the Welsh Education Partnership Company (WEPCo) and Cardiff and Vale College. Additional input has been provided by Ares Landscape Architects, Arup (Building Services and BREEAM consultants), and Lichfields (planning consultants). It accompanies and supports the pre application consultation (PAC) and planning application for the Advanced Technology Centre (ATC). The statement explains how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users.

This document accompanies the planning application for the site at Cardiff Airport Business Park, Port Rd, Rhoose, Barry, CF62 3BD. It is intended to supplement the information required by Vale of Glamorgan Council (VoGC) by summarising the functional requirements of the brief, together with the architects interpretation of the site context and the response to it.

Section 42 of 2004 Town and Country Planning Act substituted the Section 62 of the 1990 Act so as to provide a statement covering design concepts, principle and access issues submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver exclusive design and address a full range of access requirements throughout the design process.

A key purpose of the Design and Access Statement is to achieve good design, supporting the role in the delivery of sustainable development through the planning system. This is a fundamental objective of the Planning Policy and as such is reflected in the National Planning Policy Framework.

This DAS has been written with reference to the guidance document 'Design and Access Statements in Wales' (April 2017, prepared for the Welsh Government by the Design Commission for Wales). It is intended that this DAS will cover all of the required aspects set out in the guidance document.

This document has been developed in conjunction with feedback received from various pre-application meetings held with the Local Authority, Design Commission for Wales and the pre-application advice report issued by the LPA.

2.0 DEVELOPMENT BRIEF

Cardiff and Vale College is one of the largest colleges in the UK, delivering high quality education and training within the Capital Region of Wales.

Across six sites the college has more than 30,000 learners each year in full-time and part-time college courses, university qualifications and apprenticeship programmes, along with dedicated training provision for employers.

The project aims to provide a new Further Education campus, the Advanced Technology Centre (ATC), within the Cardiff Airport and Gateway Development Zone, with a broad technology focus from high-end engineering to more traditional construction technologies. The new facility will sit within the wider auspices of Cardiff & Vale College (CaVC) and will be developed in parallel with the proposed new Barry Waterfront facility in the IQ Southern Development Site.

Whilst there will be some 14 - 16 year old learners, nearly all learners will be post 16 with a significant number of adults, employed learners including apprentices. The campus will also provide facilities for the community and local businesses.

The proposed ATC campus will create a 'state of the art' Advanced Technology Centre that provides not only an inspiring learning environment for staff and students, but also presents a professional and business-like environment, which employers and inward investors attracted to the Enterprise Zone will identify as a centre of excellence for upskilling their workforce in higher level skills and advance technology.

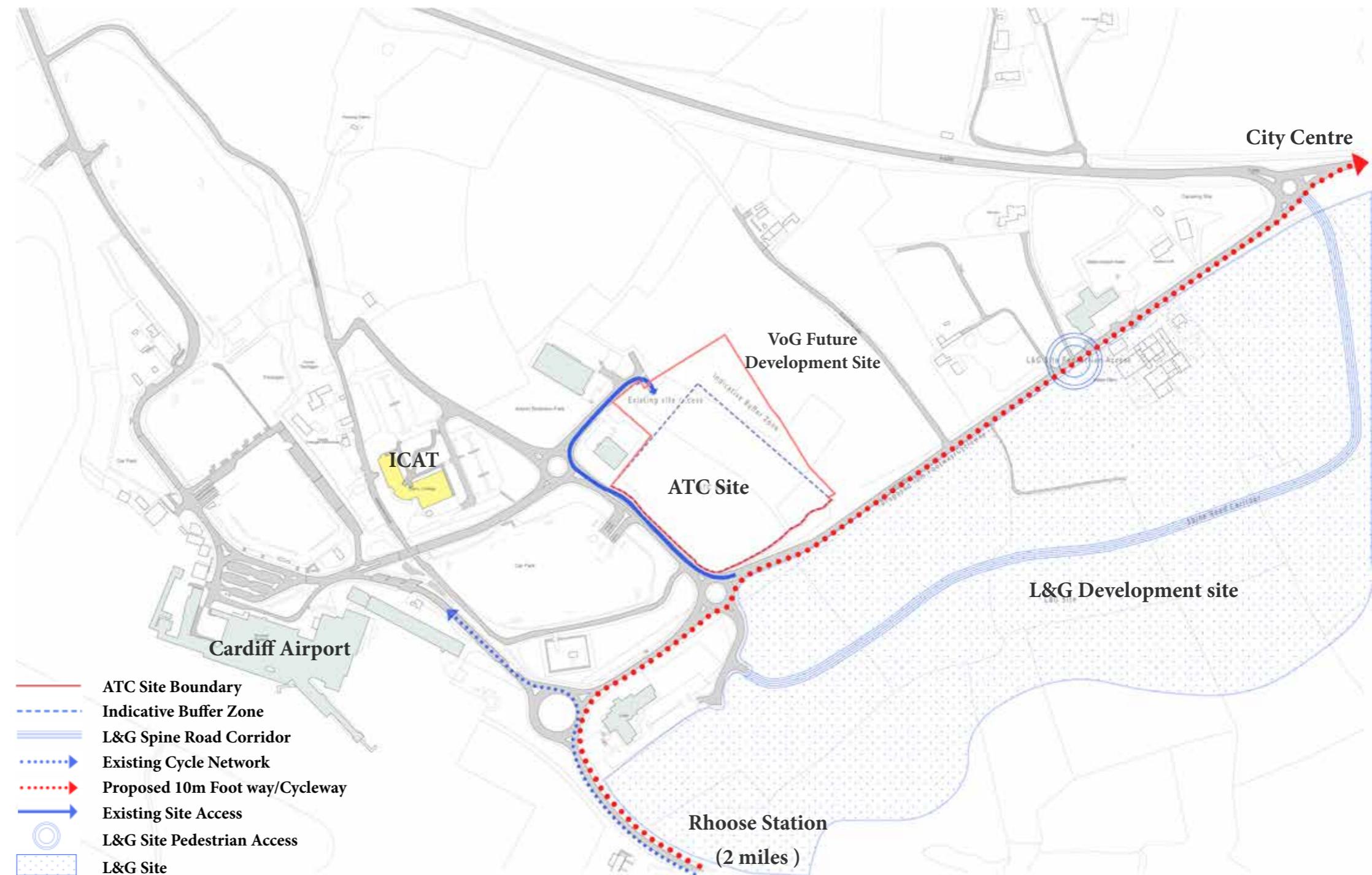
The Advanced Technology Centre will have 1896 students enrolled, a mix of full and part time, and 85 staff. Not all pupils and staff will be at the college at any one time, so the daily utilisation occupancy will be less.



2.1 Location

The site is currently in an unused area to the east of Cardiff Airport and has for most of its history been occupied by open agricultural fields, with peripheral wooded vegetation at the centre and boundaries.

The site forms part of St Athan-Cardiff Airport Enterprise Zone in adopted LDP (Policy SP2) and is covered by a mixed-use allocation (Policy MG10). The delivery of the Enterprise Zone is to be guided by a Masterplan – this is now included within the ‘Cardiff Airport and Gateway Development Zone’ Supplementary Planning Guidance (SPG). The SPG provides guidance and objectives on Design Quality, Placemaking, Sustainability and Ecology.



2.2 Stakeholders

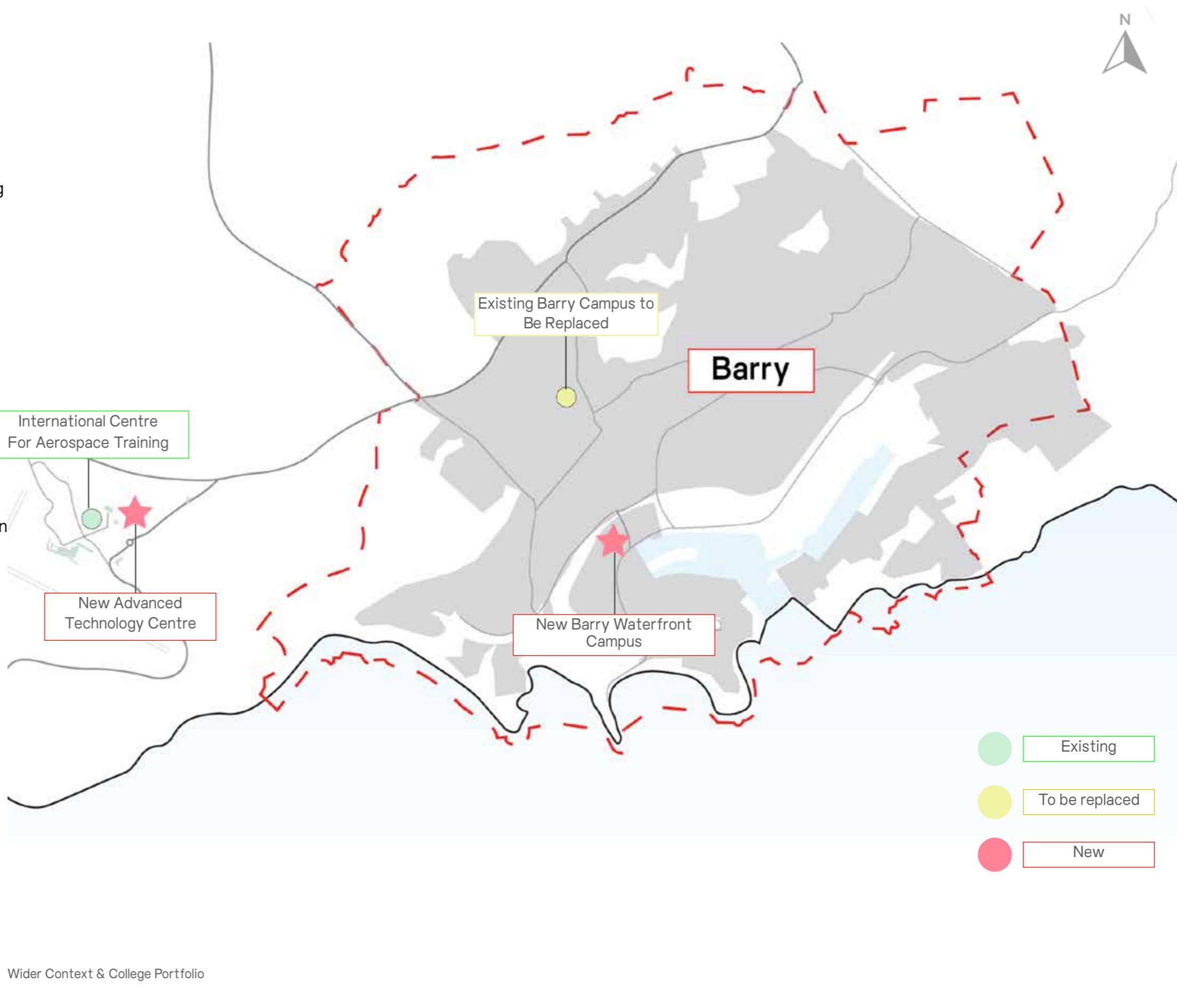
The design team have engaged extensively with the Client team to meet the Brief which has been the basis of the development proposals described in this DAS.

The principal stakeholder is WEPCo, which is a joint venture between the Development Bank of Wales (on behalf of Welsh Ministers) and Meridiam, a long-term investor in sustainable infrastructure benefiting communities around the world and leading advocate of the United Nations Sustainable Development Goals. The purpose of WEPCo is to create and drive forward innovative value for money development solutions under the 21st Century Schools and Colleges (Band B) Programme that improve the education estate of today for the generations of tomorrow. Cardiff and Vale College are the end user.

Key representatives from WEPCo and the College have been consulted with extensively throughout the early stages of design, by means of Client Engagement Meetings (CEMS) and more detailed Departmental Briefings with department heads and other relevant staff. To support this process, Technical Advisor (TA) reviews were also undertaken at key project stages.

Consultations have been conducted with the Vale of Glamorgan and the Design Commission for Wales and the Welsh Government. The key principles of the projects were presented, including the building setting, massing, façade finishes, entrances, landscape, and SuDs. The overall feedback on the projects has been positive, and all comments have been considered. The following meetings have been held:

- 16th August 2023 – Meeting with VoG Economic Development Team
- 30th August 2023 – Meeting with VoG Town Planning. (Presentation of initial principles)
- 12th October 2023 – Meeting with Design Commission for Wales
- 7th December 2023 – Meeting with VoG Town Planning. (Pre-application feedback)



2.3 Project Origin

The background to this development lies in the continued improvement of the Cardiff and Vale College estate to meet various long term strategic objectives. These relate to broader goals including: Welsh Government education and training policy, responding to demographic and economic trends, moving towards net zero carbon, increasing community benefits etc. The Projects (ATC and BWC) are the Pathfinder for future college schemes to be delivered under the Welsh Government's Mutual Investment Model (MIM).

The main benefits of the proposed development, as set out in the Outline Business Case (revised) approved by the Welsh Government in 2023, are:

- Condition – removing all of the college's "Category D" accommodation in the Vale of Glamorgan and the associated £14.9m of backlog maintenance cost.
- Increasing places – the publication in August 2021 by Stats Wales of new projections for 16 year olds in Wales showed that the increase in the Vale of Glamorgan will peak at 15% higher than 2022 by 2028, and still be 7% higher than 2022 in 2043. That is the second highest sustained growth by 2043 and one of only four Welsh Counties who will not have a reduction in the post 16 demographic.
- Increasing Welsh provision – in line with the Vale of Glamorgan's own projections for the increase in places in its Welsh Medium Secondary schools – this will lead to an increase in the demand for Welsh medium and bilingual post 16 provision.
- Reducing running costs – as a result of a modern energy efficient build the cost per sqm will reduce, the design and operation standards implicit in the MIM ACRs will reduce the ongoing maintenance costs over the following 25 years and space utilisation will improve.
- Climate change / Net Zero Carbon (NZC) – the project is being taken forward as the FE sector NZC pilot project, so not only will the campus support the WG and Vale of Glamorgan's priorities to address climate change, it will provide important "lessons learnt" for future NZC developments in the FE sector.
- ATC centre of excellence – establishment of the Advanced Technology / STEM Centre of excellence will directly support Economic Development at Cardiff Airport and Bro Tathan enterprise zones. In addition, following the purchase of the Aberthaw power station site by Cardiff Capital Region to develop green energy and NZC manufacturing projects, this investment will also now be supported by the skills delivered in the Advanced Technology Centre.
- Substantial increase in community facilities – the proposed development will provide community facilities, including at evenings, weekends and outside traditional college terms, supporting our social engagement mission, including training and meeting space for Third Sector partners.
- Substantial improvement in VoG educational provision – the proposed development will provide training facilities and courses for employers and adults as well as the "traditional" Full Time 16-19 cohorts and Apprenticeships. This will in turn provide routes into employment in key foundation economy areas and provide inspirational, attractive and functional learning environments in the Vale of Glamorgan, providing "parity" with those available in Cardiff.



Photographs of the existing Barry Campus on Colcot Road

2.4 Client/ Project Aspirations

The College has defined a number of educational objectives which the new development must meet:

- Increase the choice, volume and quality of learning opportunities and learning experience
- Improve attainment, progression and employability of learners;
- Increase and improve the facilities and services available to the community and business;
- Improve the functional suitability, utilisation and sustainability of the learning environment.

The new centre will be highly sustainable, targeting Net Zero Carbon in Operation (as defined by the UKGBC). It will provide a vibrant and inspiring learning environment with a professional and business-like atmosphere, be a sector leading high quality flexible facility interlinked with modern supportive social space and modern working practices and be secure and safe, with logical access and uses the land as efficiently as possible.

The facilities will be flexible to accommodate growth and changes in provision – particularly in the context of the likely pace of change of advanced technology subjects to be taught at the centre and designed in a manner where phasing of the development can be pursued avoiding significant disruption to the operation of the institution over time.

Key elements of the internal design are listed below:

- Atrium to be located centrally adjacent to general facilities such as eating outlets, the coffee shop, general shop and general social space.
- Preference for natural daylight to penetrate all spaces
- Classrooms positioned in a location to serve all curriculum areas.
- Lecture theatre to be utilised for general teaching, community and business development.
- Large overhead doors are required for the workshops to provide external access for vehicles.
- High technology environments should be visible focal points.
- Sports/multi use hall should also be designed to enable community use, with a secure line providing separate access.
- The Sports/multi use hall is to be designed as a 4-court hall to be used for well-being activities, examinations and as a community space.
- The HE / Business centre is to be accessible and utilised both internally and for external delegates.
- A single main reception is preferred to assist security and access control; however, a number of spaces require direct external access for external parties.



3.0 SITE ANALYSIS AND CONTEXT APPRAISAL

3.1 Site History and Listed Structures

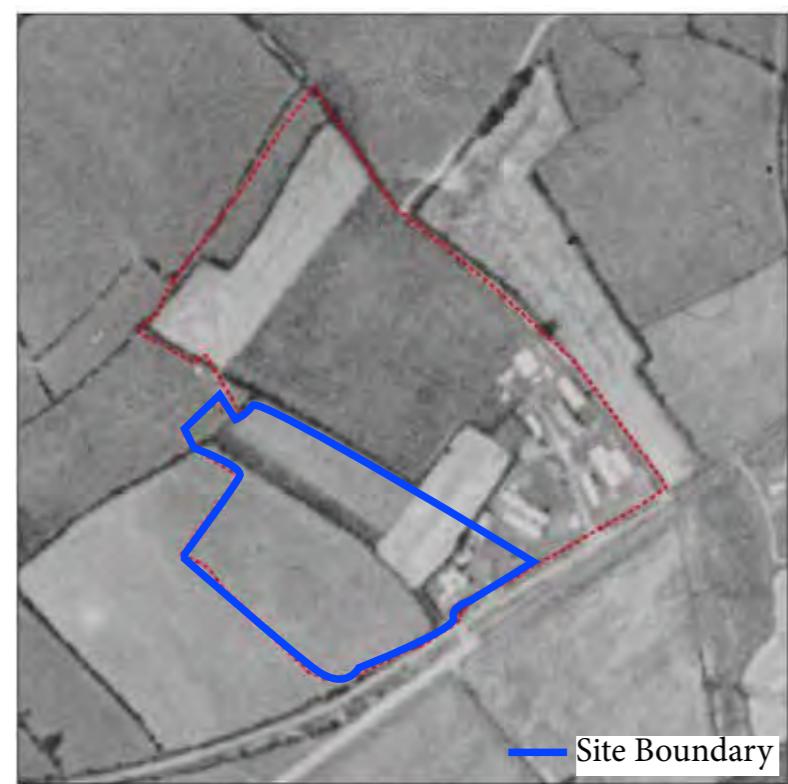
The eastern quarter of the study area was occupied by several structures, most likely accommodation for the pilots at RAF Rhoose with access onto Port Road. The site remains largely consistent with the features presented in pre / mid war mapping with minor changes to the reconfiguration of Port Road to the south, which now provides access to the site. This is an indication of possible activity occurring on site.

3.2 Wider context and surroundings

Currently, the built environment surrounding the site is relatively sparse. However, this is expected to change in the near future, as the area has been designated as part of the Cardiff Airport Enterprise Zone. This designation is expected to attract government funding and support to foster economic development. The proposed project could serve as the first significant building within the Enterprise Zone.

In close proximity to the site is the CaVC International Centre for Aerospace Training (ICAT). This building will have a connection to the new CaVC ATC building, as they will be sharing facilities.

The most prominent building in the vicinity is Cardiff Airport, located west of the site. Adjacent to the airport are a mix of commercial and hotel buildings that provide support to the airport.



WWII-era RAF Aerial Photography – Circa 1945



International Centre for Aerospace Training (ICAT)



Cardiff City Airport

3.3 Future Development

The wider site plan shows information gathered from Cardiff Airport and Gateway Development Zone Supplementary Planning Guidance (SPG) and the current outline planning application of the adjacent site from Legal and General.

As part of the SPG development framework there is a proposal for a new cycle route along Port Road, with a view to providing an attractive and safe environment to promote active travel. The following statement below is taken from Travel Plan section of the SPG:

‘The primary objective of a travel plan is to provide incentives and/or disincentives to the end users of a development to reduce their reliance on private vehicles as their primary mode of travel. A successful travel plan should encourage the take up of more sustainable modes of transport such as walking, cycling, public transport or car sharing or indeed remove the need to travel all together.’

In the outline application by Legal and General, the proposals show minimal disruption to the foot way and cycleway and no vehicle access points along Port Road. The only two points of access to the Spine Road Corridor are at each end of the development.

The college site has an existing vehicle entrance from the north-west boundary, which is proposed as the vehicle entry point for the college development. The access from Port Road will be for pedestrians and cyclists only to align with the SPG travel plan. By separating the vehicles, this provides safe access for pedestrians and cyclists.



3.4 Site and Immediate Surroundings

The site comprises a greenfield parcel of land with arable fields and tree/scrub growth. It is located to the east of Cardiff Airport and the and north of Port Road. Land uses surrounding the site include the airport long stay carpark, an aircraft supply shop and agricultural land.

Existing amenities are situated a fair distance from the site with the local train station (Rhoose Cardiff International Airport) 2 miles away and the nearest bus stop being within the Cardiff Airport boundary (10 minute walk). There is no existing footpath available along Port Road adjoining the site which adds to the lack of access to and from the site.

- The site is within an Aviation Safeguarding Zone.
- No listed buildings exist within the site or nearby vicinity.
- The site is considered to be of moderate value for wildlife principally due to breeding birds and foraging bats. No designated sites would be affected by development.
- The site includes category A, B and C trees/tree groups.



Topography



Trees and Vegetation

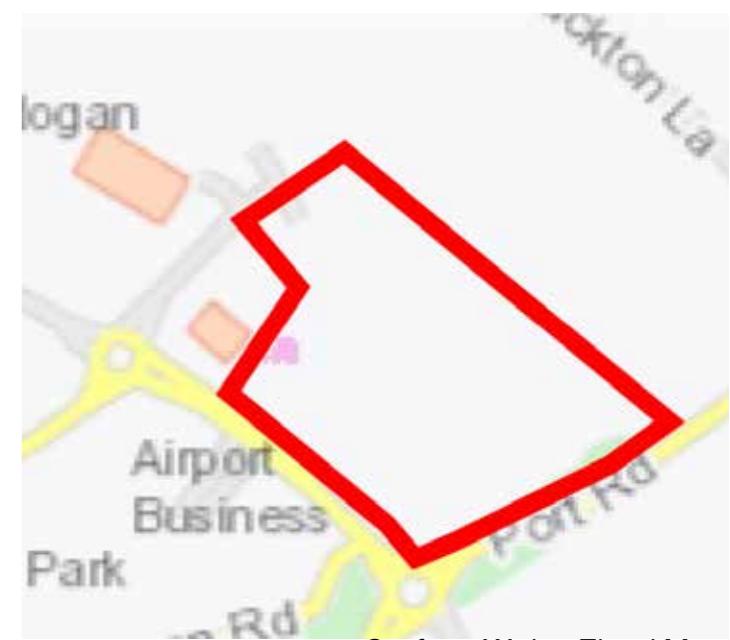
3.5 Topography

The site falls in two general directions with the high point located in the north east portion of the site, just north of the band of dense vegetation running south east to north west through the centre of the site. From the high point to the south, the gradient slopes down at 1:50 in a south west direction to a low point on the western side of the site at approximately 62.3m AOD. There is a small landscape bund within the site, running along the southern boundary separating the site from the public highway to the south.

3.6 Flood Risk

The site is within Zone A which is considered to be at little or no risk of fluvial or tidal/coastal; the site is outside of the River and Sea flood zones.

The majority of the site has no surface water flood risk identified. There is a small discrete patch of low surface water flood risk identified within the site, near to the western boundary. This coincides with a local depression identified in the topographical survey. The proposed 3D levels of the site should consider the overland flow exceedance path and retain this volume of flood water on site.



Development Advice Map

3.7 Context Photographs



3.8 Constraints & Opportunities

During the design process we were able to identify a number of constraints and opportunities of the site. See list below:

Constraints:

- No existing footpath to section of Port Road adjoining site.
- Extent of mounds along perimeter of site may need to be removed.
- Existing public utilities and associated easement zones.
- Existing trees. Ecology report has been provided and a strategy has been defined in the landscape section.
- Overgrown vegetation currently on site making visual assessment problematic.

Opportunities:

- Majority of site is free from below ground services
- Existing turning head / spur to North West. Potential access to south east from Port Road.
- Active frontage to Port road. Presence from roundabout .
- Existing trees to provide natural buffer between road and scheme.
- Relatively 'level' ground across the site with a gradual incline as we move from south to north.

The site parameter plan shows the existing site. There is an existing vehicle entrance to the north-west of the site, which can be used for the college proposal. Along Port Road there are Category A trees that should be retained so far as possible. Along the south-west of the site there are grassy mounds along the road that leads to the airport, these provide a natural barrier to the site as they are 2 to 3m above existing site levels. Overall site levels drop from south to north, thus the north providing the natural area for SuDs attenuation. The blue dashed line indicates potential buffer zone between the college development and a future neighbouring development, this zone can be used for car parking, service yards and SuDs attenuation as agreed with VoG (site freeholder).



4.0 DESIGN STATEMENT

4.1 Design Principles and Concept

It was key from the outset the proposal must have a strong sense of place with the responsibility of being a pathfinder for the area. The design is to be contemporary and well designed providing an attractive new landmark to the relatively open space surrounding the site.

The diagram (right) summaries key constraints, opportunities and our initial thoughts about zoning which take them into account. See summary below:

- **Building Views**
Proposed building zone aims to create an attractive frontage to Port Road, ensuring car parking does not dominate views.
- **Entrances**
Pedestrian entrance required off Port Road to encourage active travel to the site (public transport, bicycle, etc) along with an entrance car park side to accommodate visitors travelling by car.
- **Car park**
The car park is placed to the north side of the building out of sight from the main road and makes use of the existing hammerhead access into the site.
- **Clean/dirty areas**
It is important the service yards are hidden from view but easy access is provided for service/delivery vehicles.
- **Attenuation logically sat at the lowest part of the site in the northern corner .**

Buffer zone

Adequate space is allowed between the proposed building and any future development around the site at the north end of the site.



4.2 Design Development

A number of options were explored following the concept and principles set out (as stated in the previous section) . This was done in close collaboration with the college, as well as the design team. Testing both in context and while looking at key internal routes and adjacencies allowed development of an efficient design. Option B was preferred which is a superblock form; key reasons are outlined in section 4.6.

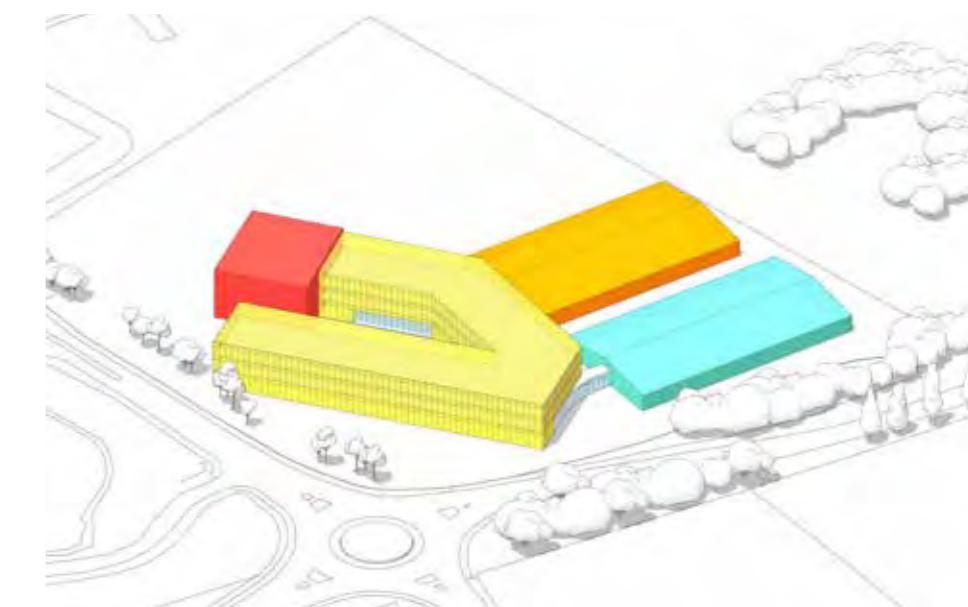
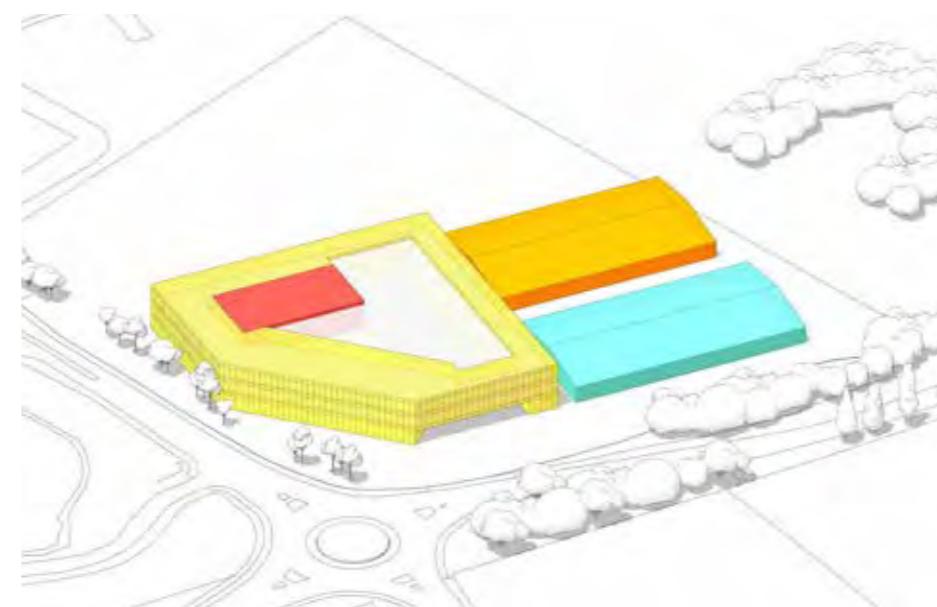
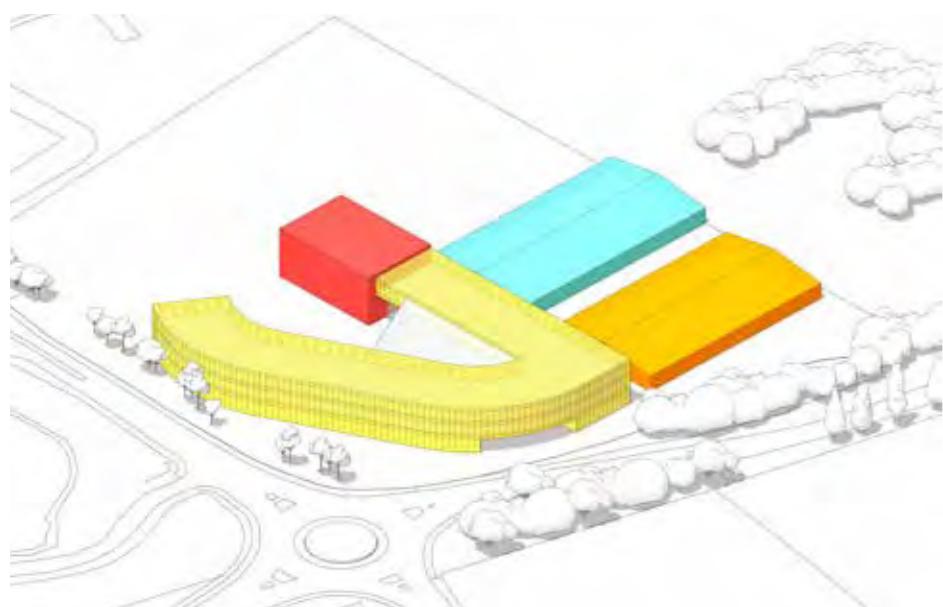
Option A



Option B



Option C



LANDSCAPE - SITE MASTERPLAN

- ① Vehicle access point
- ② Cherry Tree Walk
Pedestrian entrance route
- ③ Sprinkler Tank System
- ④ Two Court MUGA
- ⑤ Meadow & Habitat Area
- ⑥ Car Park
294 spaces (inc. 32 no EVCPs and 14 accessible parking spaces)
- ⑦ Pick Up/Drop Off / Delivery Bay
- ⑧ Bin Store
- ⑨ Cycle Parking (double stacked)
280 long stay, 20 short stay cycle spaces
- ⑩ Social & Outdoor Dining Space
- ⑪ Service Yard
- ⑫ Entrance Plaza
- ⑬ Motor Vehicle Workshop Spaces
8 spaces
- ⑭ Motorcycle Parking
10 spaces
- ⑮ External HV Unit
- ⑯ Air Source Heat Pump
- ⑰ Construction Yard
- ⑱ Dust Extraction Enclosure
- ⑲ Swale
- ⑳ External Digging Area
- ㉑ Native Buffer Planting
- ㉒ Retaining Wall
- ㉓ External Gas Bottle Stores
- ㉔ Storage Containers



4.3 Site Masterplan

4.4 Main Entrances and Active frontages

The building is arranged around a central circulation connecting two main entrances, one facing the 'active travel' approach from Port Road, the other facing the vehicular approach and car parking zone.

This approach allows the building to be close to Port Road and the roundabout, maximising street presence, whilst enabling the range of workshops to be serviced from either side. External social space has also been provided at both entrances, which is an important part of the educational brief.

The 'dirty' service yards (construction, building services) are to the north-east, in the most hidden part of the site. The service yards to the 'high-tech' elements (engineering) are to the south-west, which is a more visible side. This allows these departments to benefit from a degree of 'shop window' presentation to the road. Car parking is arranged to the north-west; service yards however will be



partially obscured by the level changes/raised mound along this side of the site.

4.5 Scale and Massing

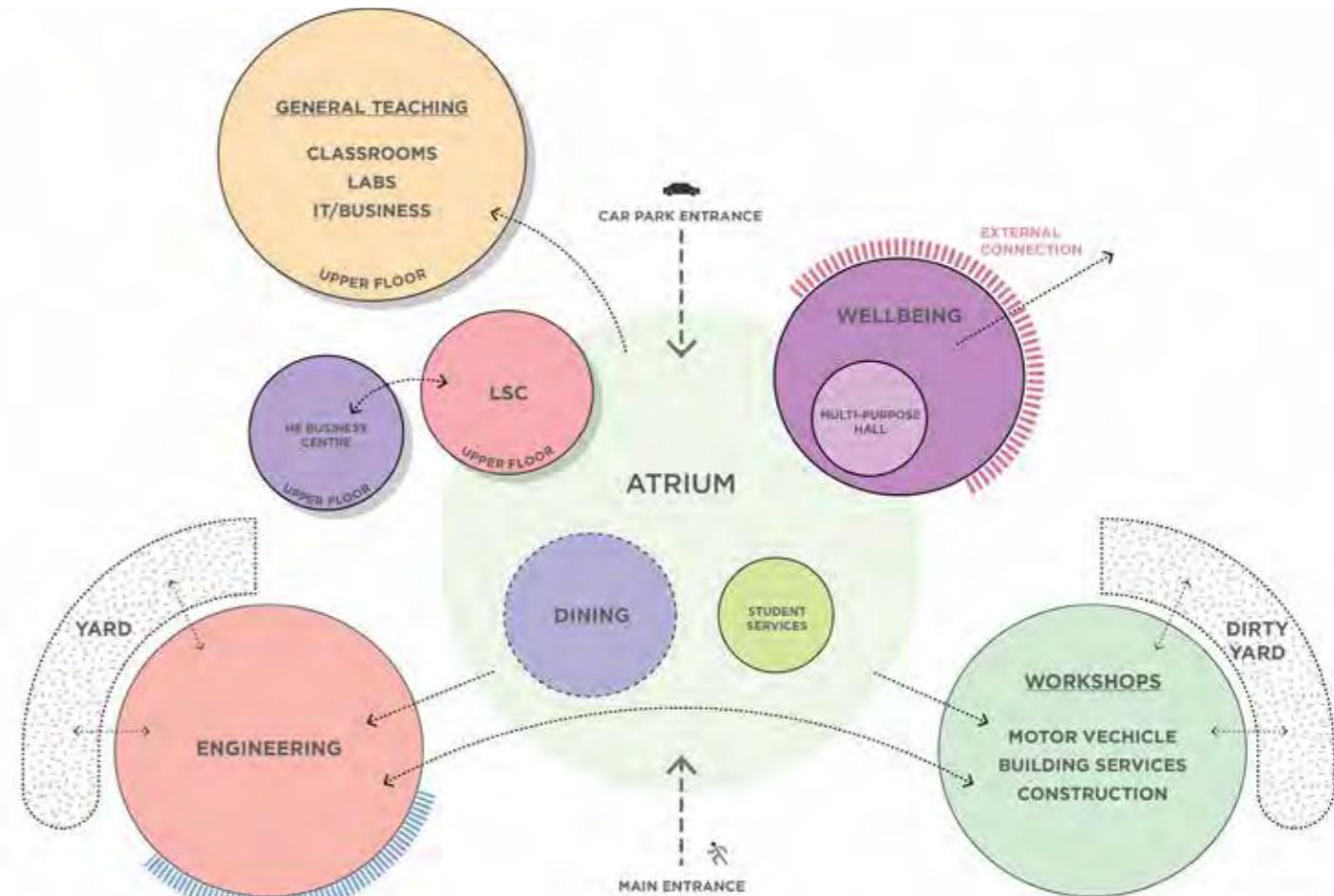
It was clear early on we would need to develop two different solutions; one to cater for traditional teaching spaces and the other to cater for vocational courses which require a workshop environment.

Workshop spaces equate to more than half the total accommodation; these spaces typically vary in room area and require room connectivity. Some have shared stores, some require double height clearances to allow for mezzanines, most have external access and are preferably column free. The solution proposed to accommodate such spaces is a highly efficient portal frame design which provides a structure free zone allowing for internal spaces to be formed as desired, not having to fit to a specific structural grid.

Standard classrooms make up the majority of space within the general block therefore the logical approach was to set the structural grid to cater for such rooms providing an efficient fit and offering flexibility within the plan.

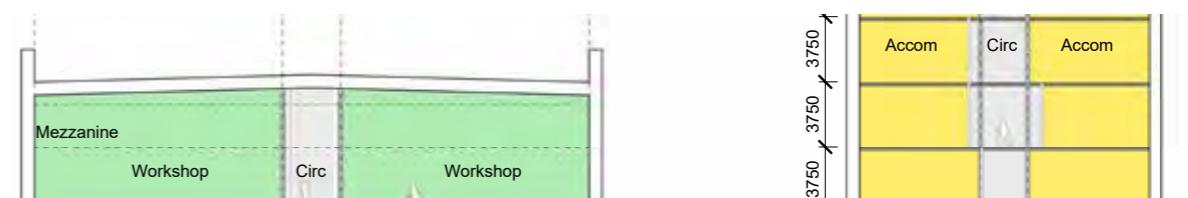
The 'superblock' form for the general teaching areas and a 'fingerblock' arrangement for the workshop spaces was considered the most appropriate for a number of reasons:

- A central atrium or open space remains a key driver in the revised scheme. The atrium/open space provides the college with the impact they require as well as being an active, inclusive environment with clear way finding.
- The Learning Support Centre (LSC) is situated on the first floor with open plan accommodation and break-out spaces related to the central atrium space and visible throughout the building.
- The college have an aspiration for activity to be visible throughout the building. This is delivered through the use of the central atrium, open space on upper floors, the accommodation stair and the careful placement of key spaces around the atrium
- The building's form not only has to follow the client's aspirations of an open active space, but the internal accommodation must be organised so the building can function correctly.
- A key aspect of the design is the location, security, and monitoring of the active travel entrance and car park entrance. The entrances must be easily identifiable, and the reception must be located to have direct sight lines to both entrance points.
- Unlike a school, the college departments have a synergy and connection between them, therefore making the use of spaces more fluid. This also includes the relationship between the workshop blocks and the main block, which will have shared facilities.
- The superblock form helps provide an internal arrangement to facilitate the functional needs of the college. The central atrium serves as the main thoroughfare to connect all departments and as an active "heart" of the proposal.
- Form Factor (Facade to floor ratio) is the ratio between the building envelope area and the floor area. A building with a lower form factor is usually more efficient. A lower form factor results from fewer



Adjacency diagram developed with the college

Typical Sections



Workshops

General teaching



3D site massing

LANDSCAPE - DESIGN STATEMENT

Design Approach

The proposed landscape design will meet the requirements as set out in the New Project Request and described in the Authority Construction Requirements (ACR's) and the Site Specific Brief (SSB) and Generic Brief, unless otherwise stated in the derogation schedule.

The site sits in the Vale of Glamorgan's 'Cardiff Airport and Gateway Development Zone' supplementary planning guidance. This supplementary planning guidance (SPG) relates to the Gateway Development Zone which is a strategic employment site forming part of the wider Cardiff Airport - St. Athan Enterprise Zone.

The SPG allocates an active travel route along Port Road, the site's southern boundary. This active travel route includes the allocation of a 10m wide cycleway and a bus route. The proposed cycleway has been captured in the Outline Planning Application submitted by L&G (as depicted in the 'Wider Site Context Diagram' on a previous page). As a result, the implementation of the cycle route is bound to this application which is subject to approval.

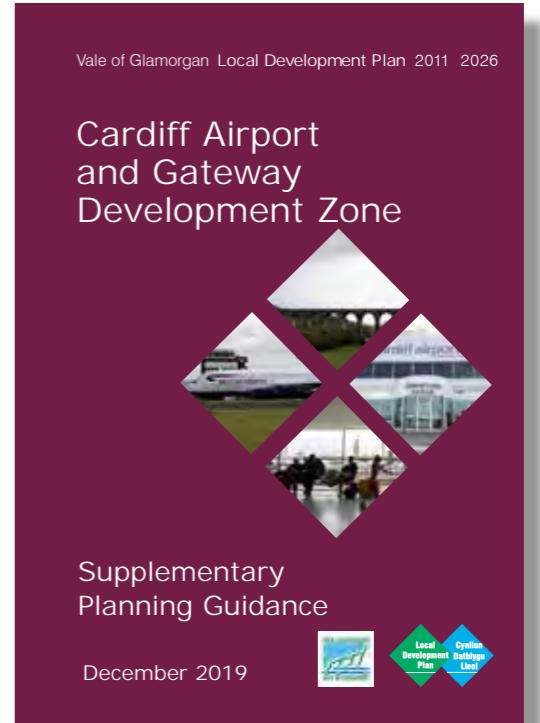
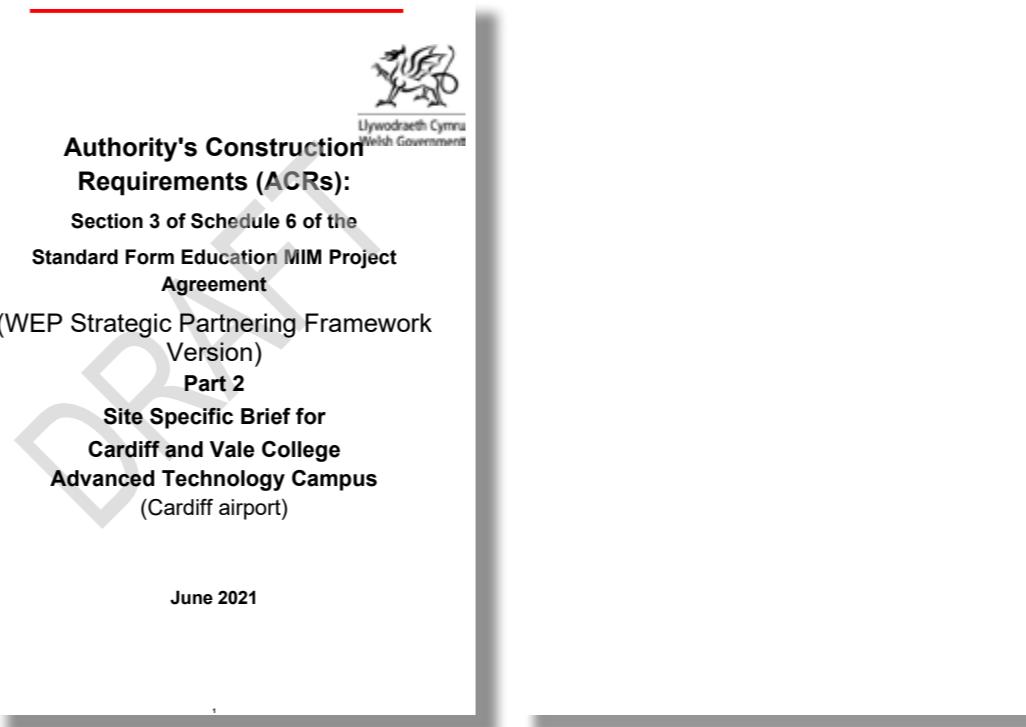
In order to respond to the 'Cardiff Airport and Gateway Development Zone' SPG, the proposed masterplan has been developed to link to the active travel route that is proposed along for Port Road.

Consultation with the Vale of Glamorgan has also driven the masterplan to create an attractive frontage to Port Road, ensuring car parking does not dominate views from this aspect. The location of an existing 'hammerhead' roadway to the north of the site has driven the location of vehicular access to ensure that existing infrastructure can be utilised to minimise the S278 works.

Another key component to the development of the masterplan has been the inclusion of a 'Buffer Zone' around the north of the site. Following consultation with CaVC, it was determined that a buffer zone was required to allow for adequate space was allowed for between the proposed building, future expansions zones on site and any future development around the site.

The complex nature and use of the building has resulted in specific landscape and access requirements.

Whilst addressing the above requirements, the landscape masterplan has also maximised external learning opportunities and social space on site.



LANDSCAPE - DESIGN STATEMENT

Design Aspirations

The landscape design creates diverse and rich spaces for the staff and students of the college. The site layout maximises opportunities for social interaction and learning through the provision of external dining and extra curricular spaces. Together these balance educational needs with a connection to nature and the surrounding environment.

Biophilic principles have been another key design driver, considered planting has been integrated throughout the masterplan. Sustainable principles in relation to sustainable drainage features and habitat creation.

As well as this, it is important to consider the context of the site to create a strong sense of character.

The site's more rural location on the outskirts of Barry provides an opportunity to use hard landscape materials and planting that is appropriate to this context. As such, the scheme aims to combine contemporary built form with soft, rustic and natural appearing landscape materials to develop a unique proposal.

