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Barry Waterfront Development Brief

October 2009



DRAFT



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Planning Design Economics

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***ENVIRONMENTAL
AND ECONOMIC
REGENERATION***

1.0 Introduction

Purpose of the Document

1.1 This document has been prepared on behalf of Persimmon Homes, Taylor Wimpey and Barratt Homes (The Consortium) and in conjunction with Associated British Ports (ABP), Welsh Assembly Government and the Vale of Glamorgan Council to establish the land use and design parameters for the development of the Barry Waterfront site.



- 1.2 This Brief forms part of a suite of three documents which together will guide the design and implementation of the Barry Waterfront proposals through the planning process in progressively greater detail:
- a. The Vale of Glamorgan's Barry Waterfront Development Principles Document – Establishes the vision and key development policy and principles;
 - b. Barry Waterfront Development Brief – Reviews the development context, defines development parameters, sets out the masterplanning design objectives and identifies character areas;
 - c. Barry Waterfront Design and Access Statement – Demonstrates how the masterplan design objectives can be applied within the context of each of the character areas to deliver a quality scheme consistent with the initial vision and development principles.

The key objectives of this document are:

1. To develop the Development Principles Vision and Objectives into a Strategic Masterplan.
2. To ensure the Strategic Masterplan meets relevant planning and design policy.
3. To produce an outline urban framework that responds to the development objectives and context analysis.



Figure 1: Development Brief Area

These key objectives will be achieved by:

- Setting out a contextual analysis of the site and surrounding area;
- Defining the broad scale and distribution of proposed land uses;
- Defining the key masterplanning objectives;
- Identifying the separate character areas that will be developed in more detail in the Barry Waterfront Design and Access Statement;
- Producing an illustrative strategic masterplan that responds to the context analysis;
- Establishing the delivery mechanism for bringing the site forward including headline planning gain topics.

1.3 This document will be subject to the Council's protocol for the preparation of development briefs. Once finally approved it will form a material consideration in the determination of any future planning applications for the sites.

1.4 The Development Brief encompasses the area indicated in Figure 1. This extends beyond the land controlled by the Consortium to include adjacent sites that are important when considering the longer term planning of Barry Waterfront. It is not anticipated that the consortium would bring these wider sites forward but proposals will be considered in such a way that their future development potential is recognised and not prejudiced.

1.5 A fuller review of the site and its surroundings is set out in the Vale of Glamorgan's Development Principles Document.





2.0 Vision and key principles

- 2.1 The vision established in the Development Principles document is:

"The creation of a sustainable new urban quarter with distinctive neighbourhoods, attractive places and community facilities that complement, integrate and link with Barry Town and Barry Island, whilst taking full advantage of the maritime setting of the No.1 Dock."

- 2.2 Delivering the vision will create a vibrant destination that will link communities and unite Barry Town and Island. It will be a new sustainable mixed use community with its own district centre that will enhance and complement the range of services already available in the area. The layout of the development and design standards

applied will make this an exemplar urban regeneration project. The water is an important asset and attraction for visitors; and the Consortium, Vale of Glamorgan Council, Welsh Assembly Government and ABP are working together to ensure that the water is brought into use with a range of activities that will enhance the wider area. ABP is prepared to permit alternative water activities subject to operational and safety requirements being met.

- 2.3 By bringing together community, commercial and residential uses a new sustainable community will be created. This development offers the opportunity for Barry Waterfront to become a vibrant community for residents and an exciting destination for visitors by providing a diverse range of activities.



2.4 The Development Principles Document sets out a series of Key Principles that must be considered as part of the masterplanning process for the Waterfront. These are:

- A **mix of uses**, including residential, employment, retail and community uses;
- **Use of the water**, ideally as a marina or as a minimum for water based recreational activities;
- A **phased development**, to ensure that essential facilities and infrastructure is provided when required;
- **Integration**, with the existing communities of Barry and Barry Island;
- A **sense of place** with an integrated design approach to buildings and public spaces;

- **Community pride**, allowing the new community to take ownership of the Waterfront development;
- **Sustainability**, incorporating good practice across all aspects of design, construction, management and maintenance regimes;
- **Design Quality**, providing high quality, sustainable buildings, landscape and public spaces;
- **Movement & accessibility**, e.g. cycleways, walking routes, accessible public transport, connections to the town and island.

2.5 These Key Principles inform the masterplanning principles and proposed design response set out in section 6 of this development brief.

3.0 Planning policy context

Introduction

3.1 This section summarises and interprets planning policy relevant to the proposed development. It includes strategic and local planning policy guidance contained within Planning Policy (Wales) and the adopted Vale of Glamorgan Unitary Development Plan. In addition to this, a brief planning history of the site is detailed.

Planning Policy Wales

3.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government. Its central objective is to promote and provide a framework for sustainable development within Wales.

3.3 PPW outlines that planning can help to reduce the need to travel, especially by private car, and enhance the access to new development locations by public transport, bicycle and foot. PPW also encourages the creation of sustainable residential environments and encourages local authorities to promote:

- a. Mixed tenure communities;
- b. Easily accessible developments;
- c. Mixed use developments;
- d. Attractive landscapes around dwellings;
- e. An emphasis upon quality and designing places for people;
- f. An efficient use of land; and
- g. The creation of well designed residential environments at an appropriate density.

Technical Advice Note (Wales) 12: Design

3.4 Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs). TAN12 (2009) considers design issues and sets out the Assembly's objectives for new development.

- 3.5 TAN12 notes that the appearance of development and its relationship to its surroundings are important factors in considering planning applications. Early consideration of design issues is seen as being essential and central to good planning. The following objectives are set out in order to achieve good design:
- a. Achieving sustainable design solutions;
 - b. Sustaining and enhancing character;
 - c. Promoting innovative design;
 - d. Promoting a successful relationship between public and private space;
 - e. Designing attractive, safe public places
 - f. Ensuring ease of access for all;
 - g. Promoting legible development;
 - h. Designing for change; and
 - i. Promoting quality, choice and variety
 - j. Promoting sustainable means of travel.

3.6 TAN12 highlights the importance of ensuring that new developments are sensitive to the local context and shows how it is not appropriate to apply general standards or design solutions. Rather, it requires the design and layout of new developments to reinforce the distinctiveness of new development, factors such as scale, density, height, massing, layout, landscape and access should all be taken into consideration.

The Unitary Development Plan

3.7 The Vale of Glamorgan Unitary Development Plan 1996-2011 forms the adopted Development Plan for the area. Land at Barry Waterfront is allocated for comprehensive redevelopment in the UDP. The following policies are considered relevant to the proposed development:

- 1 Policy HOUS 1(1) – Barry Waterfront is allocated for residential development.
- 2 Policy EMP 1 – Land at Barry Waterfront is allocated for employment development.
- 3 Policy ENV6 – Development within the coastal zone should be designed sensitively with respect to its local context and coastal setting.
- 4 Policy ENV 25 – Promotes the regeneration of the former dockland at Barry Waterfront.
- 5 Policy SHOP 3(iv) – Allocates land for retail development at Barry Waterfront.

- 6 Policy SHOP 4 – Sets out criteria against which proposals for retail warehousing in Barry Waterfront will be assessed.
- 7 Policy COMM 3(iii) – This policy allocates 1 hectare of land for a school at Barry Waterfront. It does not envisage problems in satisfying demand in existing secondary schools.
- 3.8 The supporting text for Policy HOUS 1 states that at least 20% affordable housing should be provided and also supports the production of a Development Brief (for South Quay) in conjunction with the Council.

Supplementary Planning Guidance

- 3.9 The Barry Development Guidelines (2006) provides guidance on the development of Barry. Section 4.3 specifically relates to the Waterfront and sets out that the key opportunity for the area is as follows:

“Whilst Barry Waterfront should develop its own identity, it is vital that the area’s development contributes towards the character of the town as a whole. The waterfront location is such that it can improve integration between the Town Centre and Barry Island through better linkages, improved physical continuity and complementary uses”

- 3.10 All of the above policies can be viewed at www.valeofglamorgan.gov.uk

Planning History

- 3.11 Outline planning permission was originally granted for the comprehensive redevelopment of Barry Waterfront, excluding South Quay, in July 1988. The consented scheme included the following uses: residential; commercial; retail; business; leisure and; open space.
- 3.12 This consent was renewed in September 1991 and expired in 1994. In October 1994 the Council resolved to grant outline permission for redevelopment, subject to a Section 106 agreement. This was signed in May 1997. The development description did not specify particular uses although an illustrative land use plan accompanying the Section 106 sets out a distribution of residential; commercial; leisure; education and retail uses. Conditions attached to the planning permission place limits on the scale and type of retailing that would be permitted.
- 3.13 Reserved Matters applications were only submitted across part of the 1994 outline application area. As the outline application was implemented the Section 106 agreement is live. Resultantly, the new proposals will need to take account of those elements of the agreement that were not delivered by the original development, primarily affordable housing and public open space. The time period for submission of any further reserved matters applications against the 1994 outline permission has now lapsed.





4.0 Development description



Development Description

4.1 The masterplan will provide a layout capable of accommodating:

- Approximately 2,000 dwellings including up to 30% of affordable units, dependant on housing need, availability of housing grant and viability.
- Quality public open space including children's play areas
- A primary school of at least 1 ha and shared community uses.
- Leisure and commercial based uses with use of No 1 Dock for maritime activities.
- Opportunity for leisure and tourism related uses on Arno Quay and Castle Land Quay, particularly related to water based activities.
- A new urban street connecting Barry Town Centre and Barry Island.
- New safe and integrated pedestrian, cyclepath and public transport links through the site connecting to Barry Town and the Island.
- A District Centre with potential for a range of commercial and leisure uses which could include a combination of: supermarket, district centre retail, A3 hotel and small offices.
- New waterside public realm.



5.0 Contextual analysis

Component & Context Sites

- 5.1 The sites within the consortium's control comprise the component sites of West Pond/ South Quay, East Quay, Arno Quay and Castle Land Quay.
- 5.2 West Pond site is bounded by railway lines to the north, west and south. Dock No. 1 and the Island cliffs form the other boundaries. Vehicular access to this part of the site is currently via Ffordd y Mileniwm Road to the north east. From the north west, access is gained to the site from Barry Town via the Island Road leading to Hood Road which connects to the western-most roundabout of Ffordd y Mileniwm. Vehicular access into the south-east corner is from the southern Harbour Road which links into Paget Road.
- 5.3 South Quay site is bounded by Dock No. 1 to the north and east, the cliff of Barry Island to the south and the West Pond site to the west. Vehicular access from the north is via the western roundabout of Ffordd y Mileniwm and then Powell Duffryn Way running along the west edge of the dock. From Barry Island, Dock Road enters the site at the south east, linking to Charles Darwin Way which runs along the dock edge and meets Powell Duffryn Way in the west.
- 5.4 East Quay is separated from the rest of Barry Waterfront but has a strong visual connection across the Dock. The close proximity of the old docklands buildings and railway line to the east, the fence to the south and the water on southern and western sides, starts to dictate a peninsula development linked only by Cory Way and the extended dockside promenade.
- 5.5 Arno Quay is to the south and 4-5m below the level of Ffordd y Mileniwm. It has a prime south facing waterfront position. It terminates development along the water on the north side of the dock and could form a focal point from Gladstone Bridge.
- 5.6 In addition to the component sites this Development Brief considers a number of context sites in order that a comprehensive approach is taken to the masterplanning process. The masterplan will therefore address the opportunities and constraints associated with these context sites, in relation not only to form, enclosure, scale and massing but also to the uses and facilities which may occupy these sites.
- 5.7 Such uses and facilities should be complementary to those within the development and those existing in the Town and on the Island.

-
- 5.8 The key context sites within the development brief area but outside the control of the consortium are:

The Water

- 5.9 The Water is regarded as a context site and is not just be seen as a backdrop or setting to the development. It has the potential to create a dynamism within the overall Waterfront by enabling a series of uses to take advantage of the opportunities presented by the dock. ABP is prepared to permit alternative water activities subject to operational and safety requirements being met.
- 5.10 The development proposals should consider the range of potential uses for the water in the short, medium and long terms. The infrastructure should facilitate such future uses, and the layout should actively engage with the water to provide positive connections between the Waterfront and the water itself. This could be achieved through the use of public realm, landscape, building form and a mix of appropriate uses.

The Mole

- 5.11 The Mole lies at the centre of the site not only physically but also in terms of its high visibility in the middle of the water, having the opportunity for a 'stage-set' for the development. There are aspirations for a marina which would have enormous regenerative potential for Barry as a whole, and in this respect all parties associated with the production of this document are committed to the principle of achieving the development of The Mole although there are major issues of feasibility that need to be addressed.
- 5.12 The potential exists for The Mole to accommodate a mix of uses required to service and support a marina development e.g. clubhouse and chandlery as well as complementary uses. Given the prominent nature of The Mole attention will need to be given to issues such as boat storage to ensure that it would not detract from the development setting. The design of the waterfront scheme including access arrangements will need to allow for the subsequent creation of a marina.

- 5.13 Irrespective of the aspirations for the development of a marina, given the importance of The Mole as a 'centre stage' for the development of the Waterfront, the development of The Mole should be fully integrated with the comprehensive development of the Waterfront.

Southern Car Park

- 5.14 The car park at the south of the site is important as it currently impedes the proposed pedestrian circuit around the Island and through the site, thereby reducing the natural connectivity that would be achieved if it were otherwise included in the masterplan.

Steam Railway Car Park

- 5.15 This is an extensive area of open land at a key location immediately adjacent to this phase of the Barry Waterfront development.

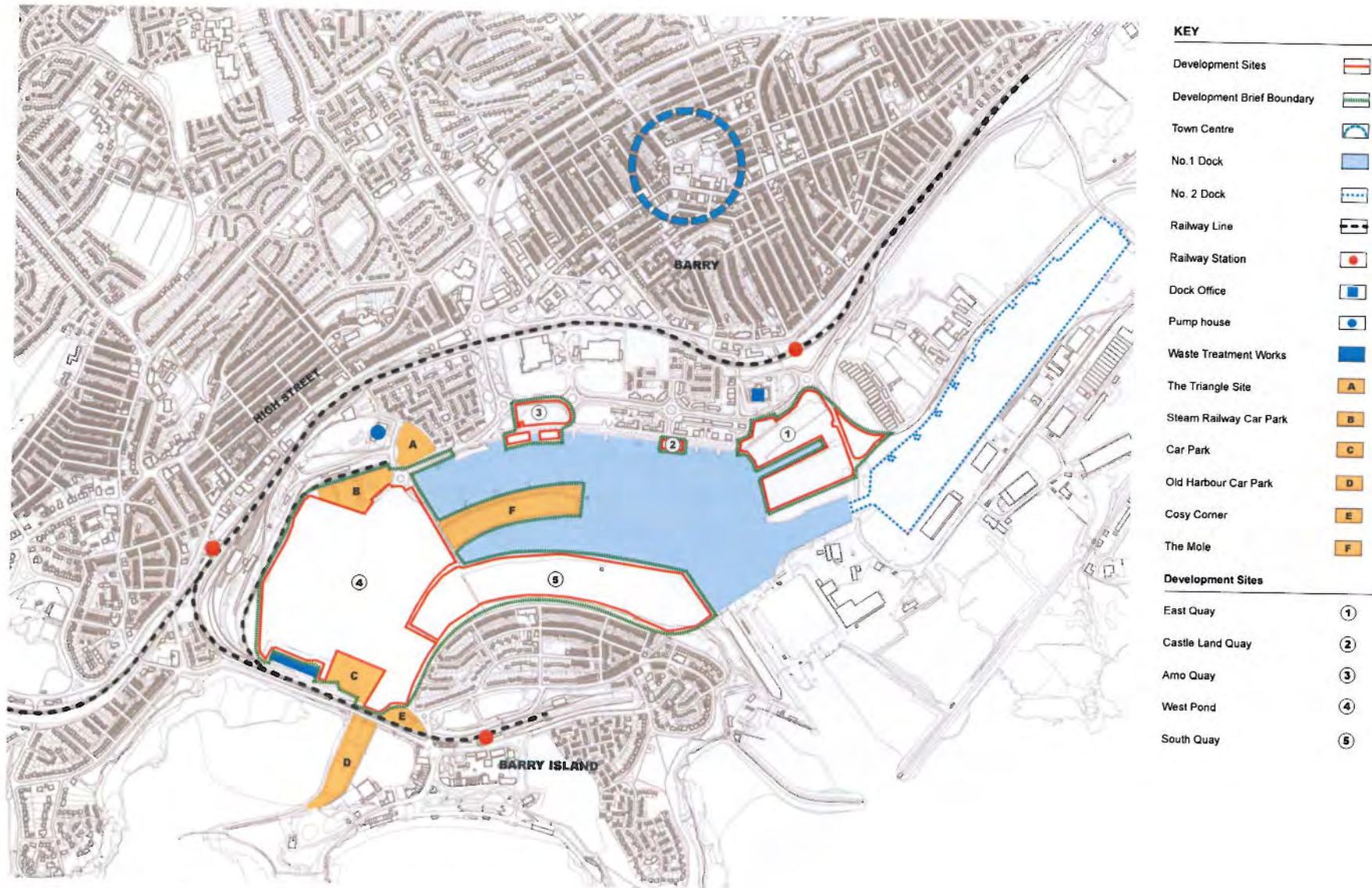
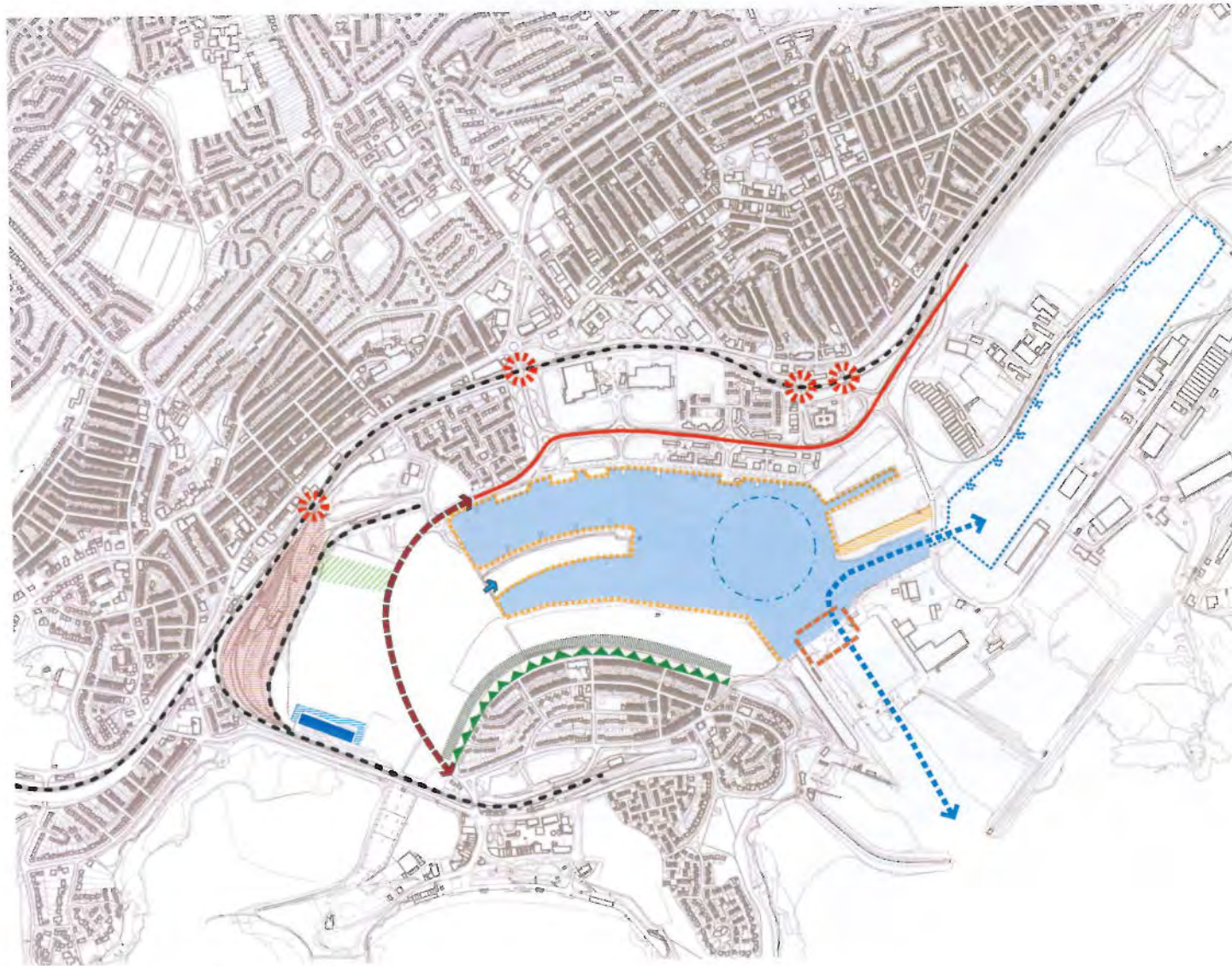


Figure 2: Component & Context Sites



KEY	
Designated education site	
Mole access	
Dock entrance	
No. 1 Dock	
No. 2 Dock	
New urban street	
Highway	
Cliff face	
Limited crossing points	
Water treatment works	
No build zone to East Quay	
6m no build zone to dock perimeter	
15m no build zone to water treatment works	
Ship turning area	
Shipping route	
Overshadowing from cliff	
Railway	
Sidings	

Figure 3: Key Constraints

Key Challenges and Influences

5.16 The following are some of the key challenges and influences for the development:

- Although essential to the integration of the Waterfront with the Island, the new urban street connecting the Town to the Island has the potential to divide the site, and impede permeability and movement within the development. The challenge is to ensure that the new urban street provides for the movement of traffic and people through the site whilst not restricting the movement of people within the site.
- Points of connection between the Waterfront and existing communities are limited, being affected by physical obstructions such as railway lines and sidings to the north and west and cliff faces to the south. Such obstructions limit the possible connections between the proposed and existing communities.

A key challenge is to maximise the opportunities that do exist, not only in terms of vehicular movement but more so in respect of pedestrian and cyclists.

- Flood Risk. This has an impact on the site levels, affecting the relationships at the boundaries and dock edge. This will need to be addressed through a flood risk assessment, and regard will need to be given to the impact of any mitigation works on the design of the public realm and spaces. The visual impact of any alleviation works at the dock edge will need particular care, although such works offer an opportunity to provide well designed public spaces along the waters edge.
- Ground conditions and contamination (particularly East Quay), will require detailed analysis and remediation.
- In respect of drainage the design solution has to consider the levels, dock water levels and waste water treatment works capacity.

- The proximity of the waste water treatment works to the west of the site requires a 15m no-build zone around its perimeter.
- The Mole. Access needs to be maintained to this site which is an independent site not controlled by the developers. The master planning of the remainder of the Waterfront will need to not only preserve access to The Mole, but ensure that the development is integrated and seamless irrespective of future land ownership and control.
- The Development Principles document indicates that the masterplanning process should address the opportunities for The Mole and how it can deliver a marina for Barry

-
- The Mole provides an opportunity to accommodate water related and commercial developments. Sail training facilities currently under consideration include a floating slipway, dingy area and support accommodation on the northern side of The Mole.
 - The capacity of existing utilities and services, including that of the treatment works will require full assessment and if necessary investment.
 - Clearance of vegetated material will need to be timed in accordance with habitat directives. This will have implications for timing and phasing of new development.
 - Operational port constraints (ABP) will have implications for proposals immediately adjacent to the dock or waterside. This will be particularly important when master planning as the relationship of the water to public space and buildings may well be affected by the operating requirements of Associated British Ports. This will be particularly relevant at East Quay and will also have implications in terms of the promotion of leisure uses on the dock.
 - Specifically there exists a no-build zone around the dock edge perimeter, which is generally 6 m in depth, but this increases at parts of East Quay. This affects the relationship of built form and public realm which, when taken alongside the requirement to address the need to mitigate potential flooding, represents both a key challenge and also an opportunity for improved public space around the water's edge.
 - Service easements run at various locations within the site which limit the areas that can be developed. Again, this will allow for areas of open space within the site.
 - The former planning permission required land to be transferred to the Council for educational purposes. The relevance of this requirement and the educational needs of the development will require assessment and this will inform the master planning process and the submission of details. This provides an opportunity of linking and integrating a community facility within the site, which will forge links between new residents and established communities within the surrounding areas.
 - As well as being a physical obstruction to movement, Barry Island Cliff and its inherent overshadowing of South Quay has the potential to impact negatively on the potential for sustainable energy solutions for any new development at South Quay. This represents a key challenge which will need innovative thinking in progressing the most energy efficient form of development.

Existing Facilities

5.17 The type, range and form of community facilities and services to be delivered through the development will be assessed having regard to the capacity and proximity of existing service provision in neighbouring communities. In addition, the need to ensure a sustainable community will also be at the core of decisions relating to the extent of community facilities to be provided within the site. A balance needs to be struck between the provision of facilities within the site that conveniently meet the daily needs of local residents and integrating adjoining communities through shared provision of higher order services, in the interests of delivering social and economic elements of sustainable development.

5.18 A development of this scale has to deliver certain community facilities for residents on site. The provision of such facilities can be master planned at an early stage so that new facilities such as open space, active

play areas, community and recreational facilities are integral to the development. The innovative use of the proposed school (both in terms of the buildings and associated outdoor space) should also be explored to provide benefit to the wider community. Where facilities are not to be provided on site, either due to the fact that they exist elsewhere or because it is not practical to do so, the use of Section 106 contributions may well be appropriate to secure enhancements to existing off-site facilities.

5.19 The site does benefit from a relatively central locations and in this regard the following existing facilities are available in the local area (see plan):

- Health centres – 3 within 400m
- Library – within 1300m
- Convenience stores – 2 within 400m

- Superstore – within 400m
- Banks – 4 within 1000m
- Post Office – 2 within 600m
- Community Centres – within 600m
- Leisure Centre – within 1000m
- Town Centre - within 1000m
- Infant & Primary schools – 6 within 1000m
- Secondary school – over 1300m

5.20 The distances quoted represent approximate walking distances based on current roads and footpaths. Opportunities should be explored to deliver additional connections, which may further reduce walking distances, particularly in respect of town centre facilities and services.



Figure 4: Existing Facilities

Existing Access

5.21 Access to the site is currently afforded by all modes of surface transport. Cardiff International Airport is also located some 5.6 kms away to the north west, whilst the dock gates allow access to the Waterfront by boat from the sea.

5.22 Main Roads

In terms of road access, the A48 runs from Culverhouse Cross to Waterton Cross in Bridgend. Access to Barry is via Port Road to the north and east and Five Mile Lane to the north-west. The A4055 (Broad Street and Gladstone Road) connects via the Gladstone Road Bridge into the site. The Ffordd y Mileniwm provides the main access from the east, and runs through the northern part of the site serving the Waterfront. Clive Road runs to the southern edge of the site with Hood Road enabling access from the north west.

Railways

5.23 Excellent rail links are available to the site, from Barry Docks, Barry Town and Barry Island stations, with the lines connecting to the national rail network. The presence of three railway stations in such close proximity to the site provides a significant opportunity in terms of promoting sustainable patterns of movement and adhering to the movement hierarchy.

Buses

5.24 Regular bus services pass adjacent to the site as part of the existing service provision on routes through the Town, to the Island and the surrounding areas. The continuation of such services and the provision of new services into the actual site, including East Quay will need to be addressed as part of the planning process.

Cycling

5.25 Sustrans national cycle routes pass through Barry, including along the north edge of the No1 Dock. Locally, the site is accessible from

the Island, the Harbour area and the Town, with positive connections available at several key locations along its length. All opportunities to promote and encourage cycling as a means of transport throughout the development area should be progressed at both the master planning and detailed design stage, both in respect of site layout and individual unit design. Similarly, the need to promote connections from the site will need to be progressed, given the proximity of the site to existing facilities and services, not least the town centre.

Walking

5.26 Pedestrian access from the town centre to the Waterfront is via Holton Road, Gladstone Road Bridge and Subway Road. The Council is also bringing forward a new pedestrian bridge at Thompson Street linking the site with the town centre. Metal steps provide access from Clive Road on the cliff top of Barry Island from Clive Road down to the south of the site. Access from the south east is via Dock Road. All opportunities to improve and extend the walking network to deliver safe, direct and convenient routes will be explored at the masterplanning stage.



KEY

Bus stops	
Railway Station	
Dock Entrance	
No. 1 Dock	
Existing vehicular/ pedestrian links	
Proposed new pedestrian bridge	
Bus route	
Existing pedestrian links	
Shipping route	
Railway	

Figure 5: Existing Access



Key Views & Landmarks

- 5.27 The topography of the area means that there are clear views southwards across the site from higher ground within Barry, and northwards from the cliff top at Barry Island.
- 5.28 In particular there are significant views at the Gladstone Bridge and Dock Office roundabout arrival points, and from the pedestrian steps in the south of the site. Key landmark features are the Dock Office building and pumping station chimney - see plan.
- 5.29 A key focal point is The Mole which lies at the centre of the site irrespective of the direction of views.



KEY

Existing Focal Building	
Long Range Views	
No. 1 Dock	
Railway	
Photographic Locations	

Figure 6: Key Views & Landmarks



Photographic Location 1



Photographic Location 3



Photographic Location 2



Photographic Location 4



Photographic Location 5



Photographic Location 7



Photographic Location 6



Photographic Location 8

Urban Form

5.30 Whilst Barry's maritime history dates back to the 12th Century its most rapid period of growth took place following the construction of the docks in the 1880's. During this time a significant number of terraced residential properties were constructed creating strong linear frontages. This has defined the character of large parts of the town including the adjacent residential communities around Barry Town Centre and Barry Island.



5.31 The initial phases of Barry Waterfront were developed during the 1990s and early 2000s. Whilst achieving high densities the pattern of development in these early stages had little regard for these traditional street patterns or forms of residential development, being mostly flatted developments.



6.0 Masterplanning principles

6.1 A series of masterplanning principles have been established that will underpin the delivery of a sustainable development based on best practice in urban design:

-
- Sustainability
 - Accessibility of the site
 - Movement within the site
 - Public Open Space
 - Public Realm
 - Mix of uses – Flexibility & Adaptability
 - Legibility
 - Frontages – Continuity and Enclosure
 - Height, Scale & Massing
 - Urban Grain
 - Character Areas
-

1. Sustainability

6.2 Sustainability principles will be at the heart of the development, and a full Sustainability Statement will be required as part of any future planning application. The Council's Supplementary Planning Guidance document on sustainability should be considered as amplification to Policy 2 of the UDP when drawing up the masterplan and reviewing detailed design issues.

6.3 Regard will need to be given to the UK Government definition of sustainability which identifies the following four priority areas:

- Sustainable Consumption and Production;
- Climate Change and Energy;
- Natural Resource Protection and Environmental Enhancement; and
- Sustainable Communities.

Environmental building technical standards:

6.4 All residential units will achieve the Ecohomes 'Excellent' rating (or equivalent standard current at the time) and all leisure and retail buildings will achieve the BREEAM 'Excellent' rating (or such other equivalent standard current at the time), with an aspiration for all residential units and all leisure and retail buildings to achieve carbon neutral status by 2011 in line with revised building regulations. In this regard opportunities to achieve carbon neutral status will be considered and assessed as part of ongoing masterplanning work.

Renewable energy generation:

6.5 The scheme will be designed with regard to the findings of a feasibility study considering renewable energy generation potential and options for the minimisation of emissions.

6.6 In achieving the Ecohomes excellent sustainability score, the development would follow the energy hierarchy. It would seek to maximise the economic application of improved insulation, airtightness, and energy efficient lighting which give a permanent low carbon solution, before applying the appropriate level of active renewable sources to achieve the overall target.

6.7 Options to promote renewable energy generation will be explored including both macro-generation opportunities to serve the entire development and micro-generation involving key design elements built into the detailed design of buildings.

Energy efficiency:

- 6.8 The selection of materials, orientation of buildings and design characteristics of individual properties will be strongly influenced by a need to deliver high-energy efficiency across the development.

Biodiversity:

- 6.9 Wherever practicable, the design, form and location of open space will reflect the findings of ecological assessment work.

Access and Movement:

- 6.10 Decisions around access and movement both within the site and between the site and existing communities have the potential to significantly contribute to the sustainability of a scheme. Every opportunity will be taken to:

- Promote walking and cycling, both through careful masterplanning and design to ensure permeability throughout the site and the provision of facilities alongside the development of infrastructure.
- Deliver links to existing railway stations adjacent to the site.
- Provide links to existing communities at Barry Town and Island for walkers and cyclists.
- Give full and detailed consideration of opportunities for the provision of bus services and necessary infrastructure as part of the masterplanning process.

These matters are addressed in more detail in the following pages.



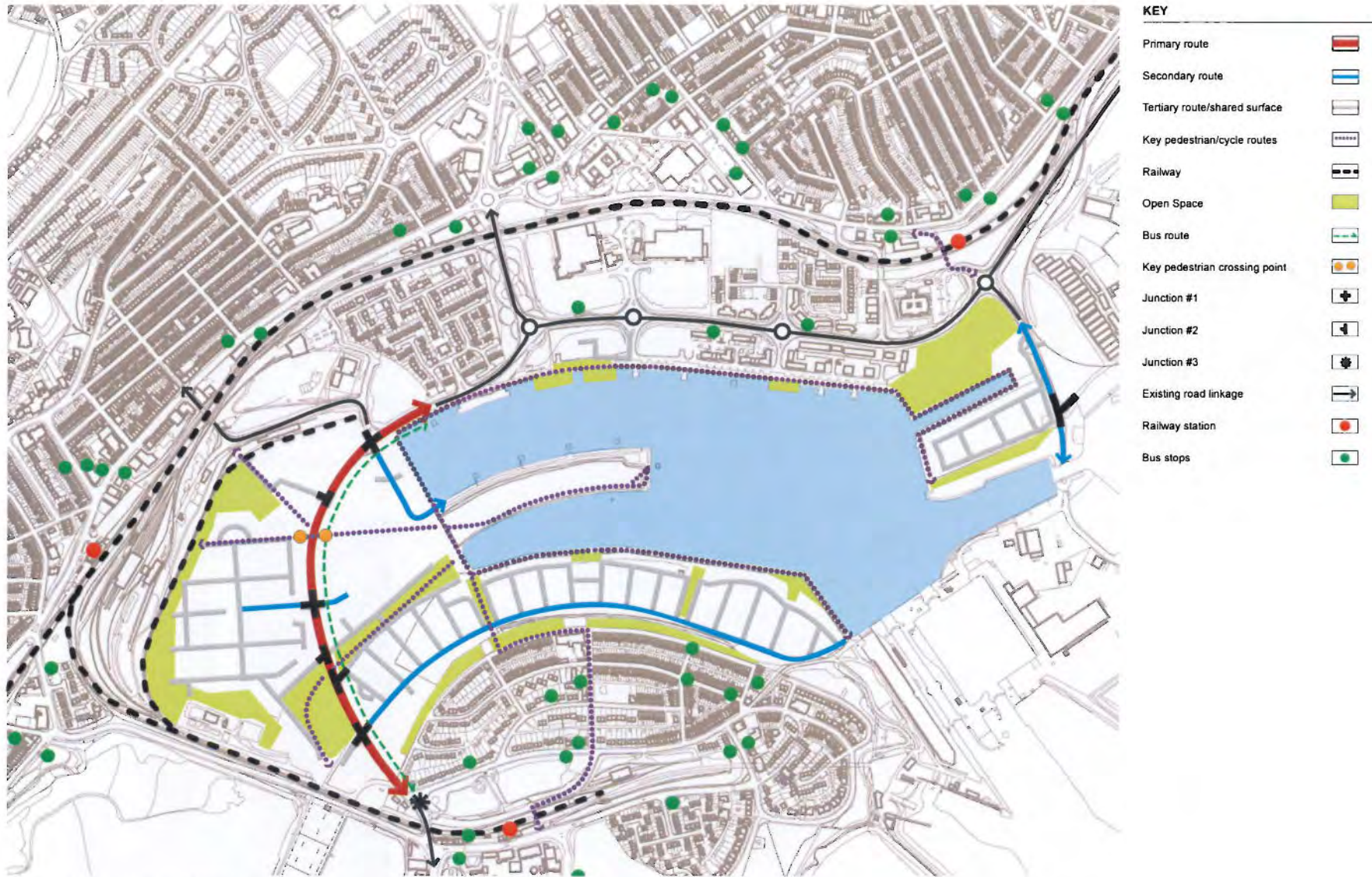


Figure 8: Movement within the sites

2. Accessibility of the Site

6.11 Opportunities for accessing the site by all forms of transport will be maximised including those for people arriving on foot, by cycle, train, bus or car. The needs of disabled people and those with pushchairs will also be taken into account when developing the site's accessibility strategy.

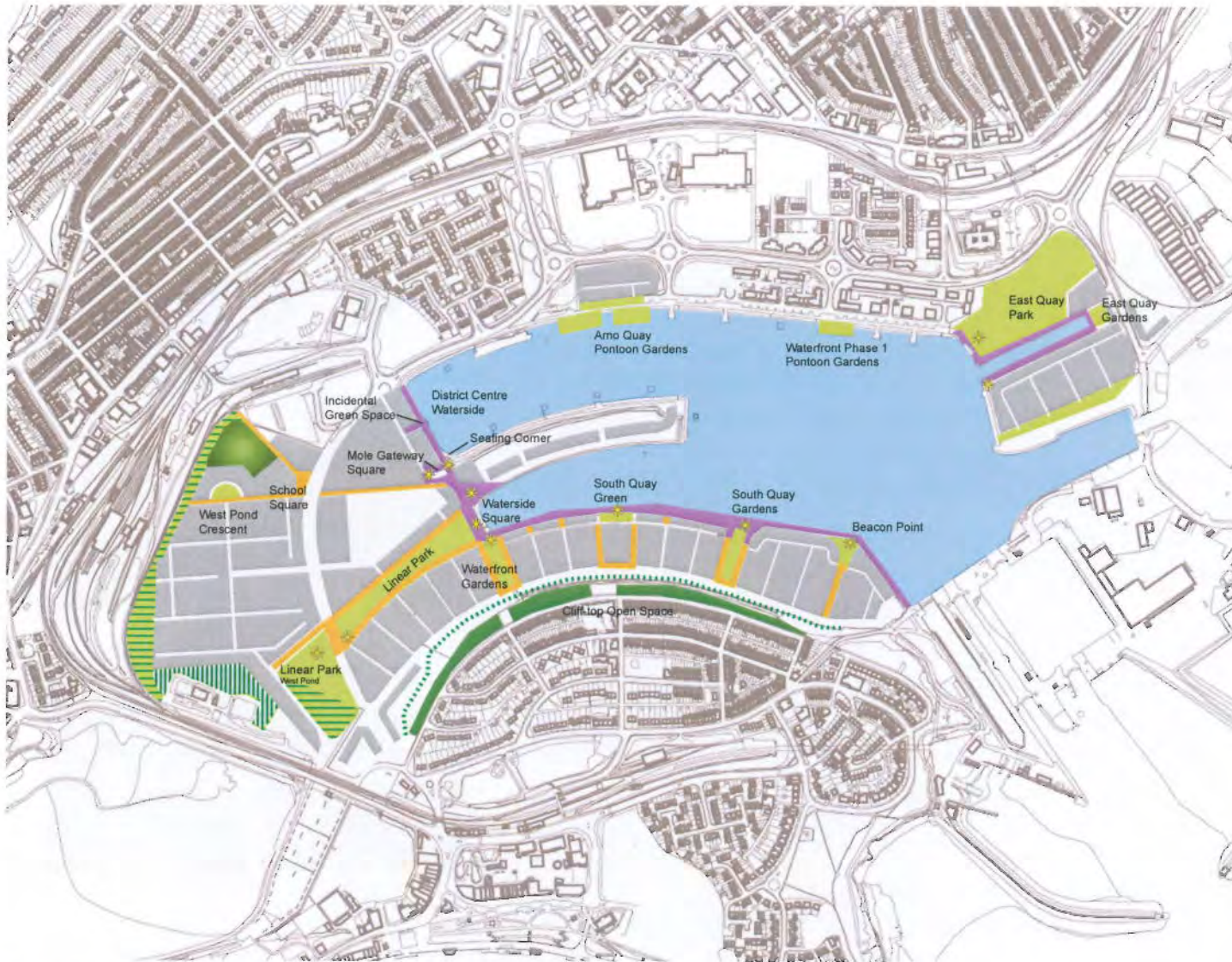
6.11 All access points will be safe, secure and legible, thus enabling efficient, direct and convenient movement between existing areas of Barry and also the constituent parts of the site. All access points will be integrated within the movement framework and hierarchy established within the site. Key access points will herald a sense of arrival at the development, and be of appropriate scale, nature and form, given the local context.

6.13 The creation of key arrival points into the site will require the enhancement of existing access points and additional new access points. In order to achieve this opportunities will be sought to improve the connections between the train stations and the site. It is possible that adjacent sites may be used for access in the future and the proposals will take account of this where possible.

6.14 Opportunities for improving both the level and quality of pedestrian and cycle access will be maximised, and a full review of the opportunities for the potential for improvement within the existing urban form adjoining the site will be assessed and where practical implemented.

6.15 Vehicular access to the site will make good use of existing roads and links to the north east and south west of the main site, to the north of Arno Quay and to the north of East Quay. A full transport assessment will inform the need for improvements to the existing highway network to cater for the demands of the new development.





KEY









Waterfront Public Realm	
Principal Public Realm (exc. waterfront)	
Proposed public open space	
Existing Clifftop Open Space	
Off-site Park and Link	
Proposed ecological mitigation area	
Artwork Nodes	
School playing field	

Figure 9: POS & Public Realm

3. Movement within the Site

6.16 All streets within the site will be part of a clear hierarchy in terms of being primary, secondary and tertiary. All of which will be legible for drivers, pedestrians and cyclists and will offer a safe environment for pedestrians, cyclists and vehicles. The masterplanning of the highway and related infrastructure will follow the principles contained within Manual for Streets. Whilst it is a major overall component of the public realm, the Waterfront will also be capitalised upon as a key pedestrian and cycle route linking the Town with the Island and providing easy and safe access to residents and visitors to the Waterfront.

6.17 The primary vehicular access through the site will be via a pre-defined route curved between Cosy Corner and the north of West Pond. The secondary routes will provide access to the main development areas of South Quay and West Pond, together with The Mole. The remainder of the vehicular access will be via a series of tertiary routes. All streets will be planned and delivered in accordance with the advice contained within the Manual for Streets.



4. Public Open Space

6.18 The areas of the development which are available for everyone to use or see including; the streets, squares, parks, pedestrian and cycleways and waterfront quays, will serve both the needs of the future residents of Barry Waterfront and the existing adjacent communities. Larger recreational areas will complement formal public spaces and be linked by safe, attractive movement corridors.

6.19 The variety of types of spaces to be included within the development will include:

- Parks
- Formal Public Spaces
- Public Routes
- Cliff Top

Parks

Linear Park:

This consists of a large open space for use by residents within the site, Barry Town and visitors from the wider area. The north eastern end of the park will link through to the waterfront, and be addressed by residential, commercial and other non-residential uses along its length. The linear park will help define the site and will offer a key recreation destination by providing a new urban park with good quality public realm, materials and landscaping.



East Quay Park:

This area will provide a large green open space that allows formal recreation, sports, informal recreation and events. It will contribute to the character of the wider area, with vistas to key landmarks within the Waterfront from the east.



Neighbourhood Pocket Parks:

Smaller, local green hubs or narrow linear parks and gardens will be provided within neighbourhood areas and will allow for a mix of recreational activity including passive recreation, informal ball games and play.



Formal Public Spaces

District Centre/Waterfront Square:

A combination of green space and urban square, representing the key focal point and destination at the Southern 'waters edge' within the heart of the District Centre. Outdoor seating areas will be provided as part of any restaurant / café bar (A3) uses situated on the Waterfront or fronting onto the major public space.

These areas of the public realm will combine hard and soft landscaping responding to key intersections and focal points throughout the site.



Public Routes

Waterfront Promenade:

A continuous waterfront public realm promenade with incidental spaces, public art, meeting points and street furniture providing points of interest.



Footpaths and Cycleways:

Pedestrians and cyclists will be guided through the site by the use of landscape and hierarchy of the public realm, punctuated by public art. From the urban square at the heart of the District Centre through to landscape nodes at the ends of South Quay and East Quay, a mixture of good quality hard and soft landscaping, street furniture and appropriately scaled frontages will help define a series of distinct spaces.



Cliff Top

Cliff Top Open Space:

The linear area of land which runs along the top of Barry Island Cliff currently accommodates a school garden and community allotments, whilst the remainder is overgrown and serves no useful purpose. This area will be retained and enhanced and will allow for existing community uses to be retained and improved. It will also provide view points to capitalise on the potential for panoramic views.

