

Access Statement for
Barry Community Water Activity Centre, Powell Duffryn Way, Barry,
Vale of Glamorgan CF62 5QR

This access statements has been written to accompany drawings
R199-23 A0, R199-24 A0, R199-25 A1 and R199-26 A1.

Design Synopsis:

This planning application is for a new multi-use community building to be constructed on the Mole in Barry. This new building would incorporate; a gymnasium, classrooms and a restaurant. Permission is also being sought for associated site works.

This building is the second part of a Water Sports Facility on the site, the first part of which has already gained planning permission.

Access to the Site:

Th proposed Barry Community Water Activity Centre building (BCWAC) would be accessed through Powell Duffryn Way. This road can be access from the Barry Island Link Road (Ffordd Y Mileniwm). A proposed National Cycling and Walking Route (Route no. 88) would run along the waterfront and meets this road. Preliminary discussions have been held with the Council regarding extending cycle path to the end of the Mole (subject to site Freeholder approval).

Barry Island train station is located approx. 1.1 km walk from the site. Trains to Barry Island runs through Cardiff Central, providing transport from further afield. These transport routes can be seen on the Vale of Glamorgan Unitary Development Map Below.



The Barry Asda bus stop is less than 700m from the site. This bus stop is served by the 90 and 98 buses, and is visited at least once every half an hour from 7am-7pm.



The site is in an area highlighted for development; Phase 2 Barry Waterfront (see Deposit LDP). Further infrastructure provision is intended for this area, which should make the site even easier to access.

Proposed Site Access:

From a junction on Powell Duffryn Way, a private road leads to the existing BCWAC. This currently leads to some portacabins, as well as a car parking and a boat storage area (see R199-24 A0).

Our proposal involves creating a new road within the confines of the site, to access the proposed building. This new road would also access 44 new parking spaces and 5 new disabled parking spaces

Landscaping works would be undertaken to remove a bund on the site. Also the level of the proposed buildings and surrounding hard surfacing would be raised to avoid any flood risk. These works mean we can minimize the need for steps in the surrounding walkways and have a level threshold into the buildings (see R199-23 A0). This would be to the benefit of any disabled visitors.

Maintenance of Access:

Areas of the private road for which the Ocean Water Sports Trust (O.W.T) are the Leaseholder, will be maintained by them. As this private road passes over a piece of land owned by another, this third party will maintain that element of road. OWT has come to a formal agreement with the landowner to permit visitors to the BCWAC to pass over their land.

Relevant Policy:

POLICY MG3 - STRATEGIC SITE AT BARRY WATERFRONT
LAND AT BARRY WATERFRONT IS ALLOCATED FOR THE DEVELOPMENT OF... COMMUNITY, LEISURE AND EDUCATION FACILITIES. THE SITE WILL BE SERVED BY THE DEVELOPMENT OF THE BARRY ISLAND LINK ROAD AND ADDITIONAL SUSTAINABLE TRANSPORT INFRASTRUCTURE.

The LDP details how the Barry Waterfront will be developed, and how new infrastructure will be created to facilitate this new development. It also identifies Barry as an area potentially needing extra facilities, to serve the larger community. This means that the proposed scheme would be beneficial to the Local Authorities plan for developing the area.

Also, we can be sure that there will be other nearby facilities for BCWAC visitors to use, i.e. shops and petrol station. Plus, there will be an increase in nearby housing, for whom this will be their local leisure facility.



Parking:

The site already has parking spaces, as described above. We are proposing to locate boat storage in the location currently used for parking. We would then create new parking facilities to the South of the site.

Based on the Draft Vale of Glamorgan Parking Standards SPG and the interactive planning map available through Vale of Glamorgan website it has been established that the property falls within Parking Zone 3 –Urban. This area is characterised by substantial development with several basic local facilities within 400m walking distance. The extents of parking in this zone may be limited because of this density.

Use Class	Area/ Proposed User No.	Commercial Vehicle Parking Space Required in Zone 3	Standard Parking Space Required in Zone 3	Parking Spaces for Proposal
A3 Restaurant	80m ²	1	1 space per 3 non- resident staff & 1 space per 7m ² of dining area	1 CV space, 12 parking spaces
D2 Gymnasium and Classroom	70 people	1	1 space per 2 facility users	1 CV space, 35 spaces
Total				2 CV space 47 Spaces

We suspect that the commercial vehicle parking spaces will not be necessary for this proposal. This is because, the restaurant is relatively small and could be stocked by a small transit van. Also, the D2 gymnasium would not need large items to be transported to it, once all the sports equipment is in place. If a commercial vehicle needed to visit the site, there would be plenty of room within the confines of the site for it to park safely, turn and manoeuvre.

Therefore, if the commercial vehicle spaces could be standard parking spaces, 49 spaces would be required. We are proposing to provide this number of spaces (44 new parking spaces and 5 disabled parking spaces).



