

Cardiff and Vale College: Barry Waterfront Campus Heritage Impact Statement

WEPCo

04 January 2024

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1.0 Introduction

- 1.1 This Heritage Impact Statement (HIS) has been prepared by Lichfields on behalf of WEPCo to be submitted as part of a planning application for a new educational campus for Cardiff and Vale College (CAVC) at Barry Waterfront (NGR ST 11094 67448), Ffordd Y Mileniwm, in Barry, Vale of Glamorgan. It assesses the effect of the proposal on the setting and significance of the surrounding historic assets.
- 1.2 The application site is located within the Barry Waterfront area of Barry, just west of Barry No.1 Dock, between Hood Road and Ffordd Y Mileniwm. The site comprises an area of modern hardstanding and rough grassed land that appears to be a spoil heap that, over time, has become vegetated and overgrown. Historically the site was occupied by railway sidings and fuel tanks associated with the wider Barry Docks.
- 1.3 There are no designated or non-designated historic assets within the site, and the site is not located within a Conservation Area. The site falls within the setting of two listed buildings: the North Hydraulic Pumping House (Grade II) and All Saints' Church (Grade II). This HIS deals with above-ground historic assets only. Archaeology is dealt with in a separate report also prepared by Lichfields.
- 1.4 In accordance with paragraph 6.1.13 of Planning Policy Wales, this HIS establishes the significance of the historic assets to be affected, including an understanding of their setting and how it contributes to significance. It then considers the effects of the proposal on setting and significance.

2.0 Methodology and scope

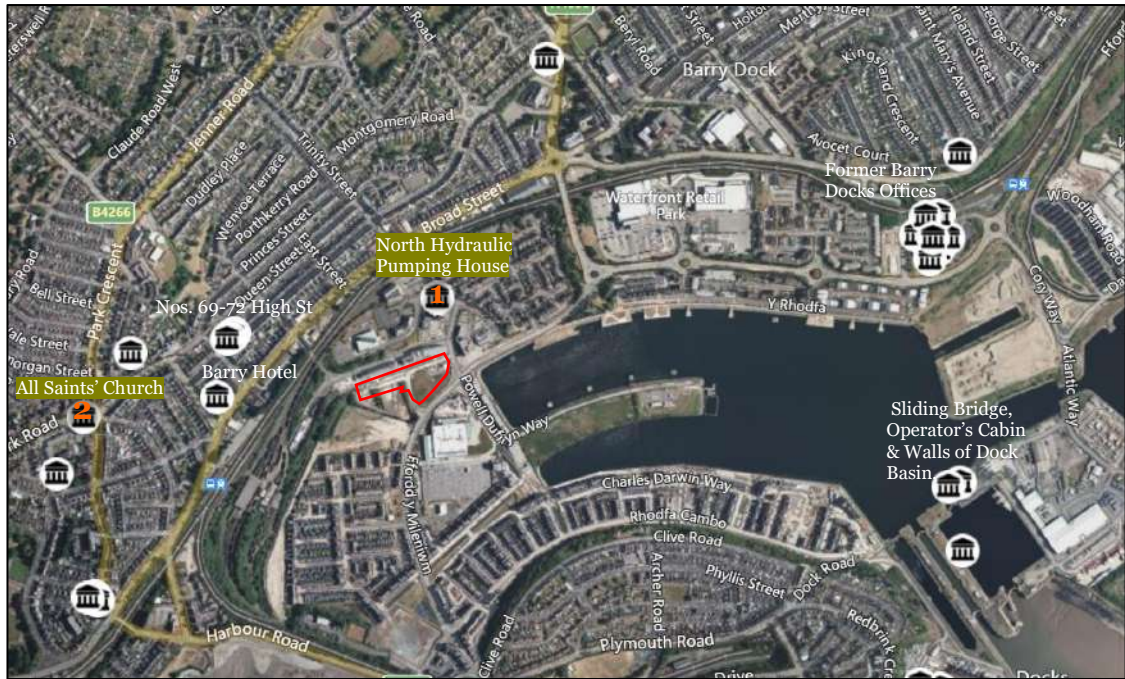
Methodology

- 2.1 This section sets out the approach to assessing the significance of historic assets as well as the approach to assessing the proposal's effect on their significance, including consideration of how changes to setting will affect significance. The methodology accords with Cadw's guidance, Heritage Impact Assessment in Wales (May 2017). The document sets out a broad methodology for understanding the significance of historic assets, evaluating the consequences of change, and the requirements of a Heritage Impact Statement in Wales.
- 2.2 Cadw's Conservation Principles (2011) requires that four component values of an historic asset need to be considered: evidential value, historical value, aesthetic value and communal value. These values make up the sum of the asset's significance.
- 2.3 The overview of the significance of the historic assets has been undertaken through desk-based study and a site visit carried out on 23rd August 2023. Relevant sources consulted include Cadw's list of designated historic assets for Wales, Archwilio, historic mapping and LANDMAP. LANDMAP is a Welsh GIS based landscape resource where landscape characteristics are recorded and evaluated.

Scope

- 2.4 The following historic assets (located on the plan at Figure 2.1) were considered to be potentially affected by the proposal:
- 1 North Hydraulic Pumping House (Grade II, Cadw ref. 13468);
 - 2 All Saints' Church (Grade II, Cadw ref. 15892).
- 2.5 There are further listed buildings in the wider surroundings of the site including, to the west of the site: Barry Hotel (Grade II, Cadw ref. 15509) and Nos. 69 to 72 High Street (all Grade II, Cadw refs. 15888 to 15891), and to the east of the site: the Former Barry Docks Offices (now offices of Associated British Ports) (Grade II*, Cadw ref. 13443), Sliding Bridge at N entrance to Basin (Grade II*, Cadw ref. 16562), Operator's Cabin to Sliding Bridge (Grade II, Cadw ref. 16837) and Walls of Dock Basin (Grade II, Cadw ref. 3212). There would be no intervisibility between these historic assets and the proposed development due to the distance, topography and screening from intervening development. While the listed Barry Docks structures share a historic association with the site through the former industrial use, this has diminished as the site has been vacant since the 1980s. As such, the proposal would not affect the setting and significance of these historic assets, and they are not included in the assessment.

Figure 2.1 Approximate site location (red) and surrounding listed buildings. Those scoped into the assessment are marked in orange.



Source: Archwillio Mapping

3.0 Heritage statute and policy

Statute and Policy Context

- 3.1 The relevant statutory development plan for the site comprises the Vale of Glamorgan Local Development Plan (VGLDP) 2011-2026 (June 2017) and Future Wales 2040 (FW, February 2021). The heritage statutory consideration for the proposal is s.66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 As amended (“the 1990 Act”).¹
- 3.2 In considering whether to grant planning permission, the decision maker is under a general duty to pay special regard to the desirability of preserving the listed buildings potentially affected by the proposals, their settings and any features of special architectural or historic interest which they may possess s.66(1) of the 1990 Act.
- 3.3 The Council is currently preparing a new Local Development Plan (LDP) to replace the existing adopted LDP. The new Plan will be called the Replacement Local Development Plan 2021 – 2036 (RLDP). The RLDP is in the early stages of preparation and is therefore not currently a material consideration in planning decisions.
- 3.4 **Planning Policy Wales Edition 11 (PPW, February 2021)**, supplemented by Technical Advice Notes, Circulars, and Policy Clarification letters, sets out land use planning policies for Wales and provides a national planning policy framework for Wales.
- 3.5 PPW, through a series of key themes, seeks to guide plan making and decision taking to meet its overall objectives. Chapter 6, Distinctive and Natural Places, sets out planning policy in relation to the Historic Environment (6.1). This is supplemented by Technical Advice Note 24 The Historic Environment (2017). Technical Advice Note 12 Design (2016) is also relevant.
- 3.6 **Section 6.1.7.** sets out the overarching aim of the policy:
“It is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way.”
- 3.7 **Section 6.1.9.** sets out how these decisions should be considered by the planning system:
“Any decisions made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place.”
- 3.8 **Sections 6.1.10** Listed Buildings, sets out policy specifically in relation to listed buildings:

¹ The Historic Environment (Wales) Act 2023 has received Royal Assent but requires secondary legislation in order to come into force, which is not expected until the latter part of 2024

“There should be a general presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. For any development proposal affecting a listed building or its setting, the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest which it possesses.

Technical Advice Note 12: Design (2016)

3.9 Technical Advice Note (TAN) 12: Design (March 2016) defines the objectives of good design, central to which is the appraisal of context. It states that:

“In the alteration of listed buildings and in the wider historic environment efforts should be made to use local materials or materials from other sources which have equivalent appearance, colour and weathering characteristics. It may be appropriate to abandon conventional design solutions in favour of a more imaginative and contemporary approach” (Paragraph 5.6.4).”

3.10 The TAN recognises that conservation is often dependent on accommodating change (Paragraph 5.6.6).

Non-Statutory Guidance and Advice

3.11 The following additional guidance documents have also been reviewed and taken into consideration as part of this assessment:

- 1 Setting of Historic Assets in Wales, Cadw (May 2017) explains what setting is, how it contributes to the significance of a historic asset and why it is important. It also outlines the principles used to assess the potential impact of development or land management proposals within the settings of listed buildings and conservation areas. Sufficient, but proportionate, information to allow the assessment of the likely impact of the proposed development on historic assets and their setting has been submitted in line with this guidance document.
- 2 Cadw’s Conservation Principles (2011) requires that four component values of an historic asset need to be considered: evidential value, historical value, aesthetic value and communal value. It recognises that to ensure the long-term future of historic assets, change needs to be managed to ensure that significance is not diminished.
- 3 Heritage Impact Assessment in Wales (May 2017) sets out broad principles for understanding the significance of historic assets, referring to Cadw’s Conservation Principles, and evaluating change. It also sets out when Heritage Impact Assessment is needed, and the requirements of a Heritage Impact Statement.
- 4 Barry Development Guidelines SPG (2006) identifies nine areas of special identity in Barry and sets out the Council’s vision and development/design objectives for each of these areas. This includes The Waterfront area which the site is located within. The specific design guidance in this document is somewhat outdated but it is noted that no constraints are identified affecting the application site.

Application of statute and policy

3.12 The following are the key heritage policies and statutory considerations the proposal will be assessed against:

- 1 Does the proposal preserve and, where appropriate, enhance the setting, significance and special architectural or historic interest of the affected listed buildings? (s.66(1) of the 1990 Act; Paragraphs 6.1.10 and 6.1.11, PPW; Policy MD8, VGLDP).
- 2 Does the proposal comprise high-quality design which has full regard to the local context and natural heritage (including the built environment), providing a link between Barry's heritage and a vision for the future in development form and design? (Paragraph 6.0.2, PPW; Policy MD5, VGLDP; Barry Development Guidelines SPG).

4.0 Baseline conditions

Site and surroundings

- 4.1 The site (Figures 4.1 and 4.2) is located within the Barry Waterfront area of Barry, just west of Barry No.1 Dock, between Hood Road and Ffordd Y Mileniwm. The site comprises an area of modern hardstanding and rough grassed land that appears to be a spoil heap that, over time, has become vegetated and overgrown. Historically the site was occupied by railway sidings and fuel tanks associated with the wider Barry Docks. The topography of the site is broadly flat where it sits at an elevation of c.8m Above Ordnance Datum (AOD). The site is enclosed by modern-metal fencing and is currently not publicly accessible.
- 4.2 The north-eastern boundary of the site is defined by The Goodsheds, a mixed-use commercial development housed within the former historic warehouses and modern static carriages parked along the disused railway sidings, with buildings stepping up from one to four storeys. To the east of The Goodsheds is a modern residential building, between three and five-storeys known as Junction House. Together these buildings form an almost continuous line of built form stepping up in height from west to east. North of Junction House is the North Hydraulic Pumping House (Grade II) and various other modern commercial buildings between two and four storeys.

Figure 4.1 Aerial imagery of the site and surroundings – approximate site boundary shown in red.



Source: Google Earth (August 2023)

- 4.3 The eastern and south-eastern boundaries of the site are formed by a small section of Hood Road and Ffordd Y Mileniwm, a vehicular road introduced towards the end of the 20th century and extended southwards between 2013 and 2016. To the south of Ffordd Y Mileniwm is a large-footprint, two-storey building containing an ASDA supermarket. The south-western boundary of the site adjoins the new Ysgol Gymraeg Sant Baruc Primary

School site. The wider school site remains under construction but currently contains the main two-storey school building and part of the associated hard-surfaced playground and car park. South of this is a modern residential scheme of two-to-three-storey terraced housing introduced in c.2016.

- 4.4 The wider surroundings of the site are characterised by Barry Docks, including the vast dock basin (no.1) that stretches out to the east of the site. The docks contain three listed structures located at the south-eastern edge of dock basin no.1, c.1km from the site. These comprise: a late-19th century sliding bridge (Grade II*); the associated operator's cabin (Grade II); and the walls of dock basin no.3 (Grade II). Further east long Ffordd Y Mileniwn (c.1km from the site) is the Former Barry Docks Offices (Grade II*), a monumental-scale commercial building overlooking Barry Docks to the south. South of the docks is the area known as Barry Island, a former island that was joined to the mainland during the 1880s construction of the docks. Barry Island now hosts a pleasure park that was originally introduced by Butlins in the 1960s. Along with the beach this forms a popular tourist destination.
- 4.5 In more recent years Barry Docks has been a focus of major regeneration and development. The waterfront areas that were historically industrial sites were redeveloped with housing-led schemes introduced to the north of No.1 Dock between 2001 and 2010 and to the south, east and west of No.1 Dock between 2019 and 2022.
- 4.6 To the west of the site is the railway line and Barry Railway Station. Beyond this lies 19th and 20th-century housing situated on an area of higher topography. Within this area All Saints' Church (Grade II) is a prominent building that, according to its listing description, is visible throughout much of Barry.

Figure 4.2 Views into the site: facing west (above) and facing north-east into the site (below)



Historic development

- 4.7 Evidence of human occupation in Barry dates back to the Mesolithic period onwards, with prehistoric artefacts from most periods having been discovered in the vicinity of Barry Docks and Barry Island. During the early and later medieval periods Barry was an important destination for pilgrims, including that to the 12th century St Baruc's Church on Barry Island. Various deserted medieval villages have been identified around Barry, including one at Sully 2.6km east of the site.
- 4.8 During the 18th century when smugglers and pirates operated in the Bristol Channel, Barry Island became the stronghold of the smuggler, Thomas Knight. Knight ran a fleet of heavily-armed smuggling ships, which he used to import goods, including spirits and tobacco from the Channel Islands and soap from Ireland.²
- 4.9 The earliest available OS map of the area dates from 1879 (Figure 4.3). This map shows the area, identified as East Barry, prior to the construction of Barry Docks. Here the site encompassed part of land parcel 260, a section of a tree-lined road, as well as extending into the tidal mudflats of the former Cadoxton River estuary, historically located between Barry Island and the mainland and connecting to the Bristol Channel.³
- 4.10 During the 1880s Barry Docks were constructed as a coal port to alleviate pressure from Tiger Bay in Cardiff and expedite the export of coal from pits in the Rhondda. Barry Docks, along with Barry Railway were completed in 1888 and opened in 1889. The newly constructed docks and extensive network of railway sidings are first evident on the 1900 OS map (Figure 4.4). The construction involved artificially infilling part of the estuary of the Cadoxton River and the majority of the site is thought to contain made ground to a depth of around 12m below ground level.⁴
- 4.11 On the 1900 OS map the site is shown containing four adjacent railway sidings running centrally through the site from east to west. An additional single railway siding ran along the south-eastern boundary of the site which also contained a small structure, identified on later mapping as a 'tank'. At this time the south-western part of the site contained a small part of the former quayside known as West Pond, which extended to the south of the site. A short length of its retaining wall appears to have crossed into the site.
- 4.12 North of the site is the existing Goods Shed and railway sidings, beyond which is the Locomotive Repairing Works, including the existing North Hydraulic Pumping House (Grade II).
- 4.13 The joining of Barry Island to the mainland during the late-19th century led to it becoming a tourist attraction, that was particularly popular with miners, industrial workers and their families across South Wales and beyond.

² [Pirates & the Old Harbour - Barry](#)

³ Carradice, Phil (2014). Cardiff and the Vale in WW1. Amberley Publishing Limited.

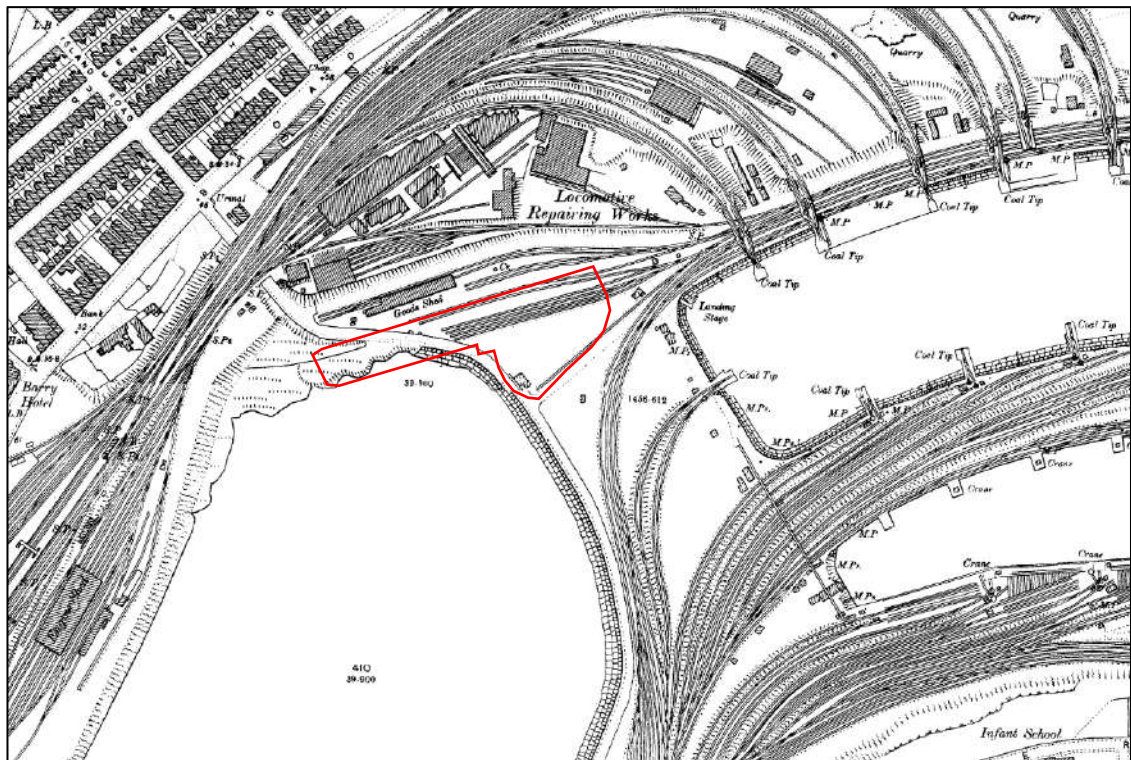
⁴ Ove Arup & Partners Ltd. Barry Waterfront. South Quay and West Pond, Desk Study. February 2008, p.19.

Figure 4.3 OS map from 1879. The appropriate site boundary is shown in red.



Source: Promap

Figure 4.4 OS map from 1900. The appropriate site boundary is shown in red.



Source: Promap

4.14 A group of colliery owners formed the Barry Railway Company and chose to connect the South Wales Valley coalfields with Barry Docks, thus developing an industrial-scale port. By

1913, Barry was the largest coal export port in the world.⁵ Between the 1920 and 1956 OS Mapping (Appendix 4) development in the surrounding area is shown to have expanded, along with densification with buildings constructed on most of the remaining gap sites.

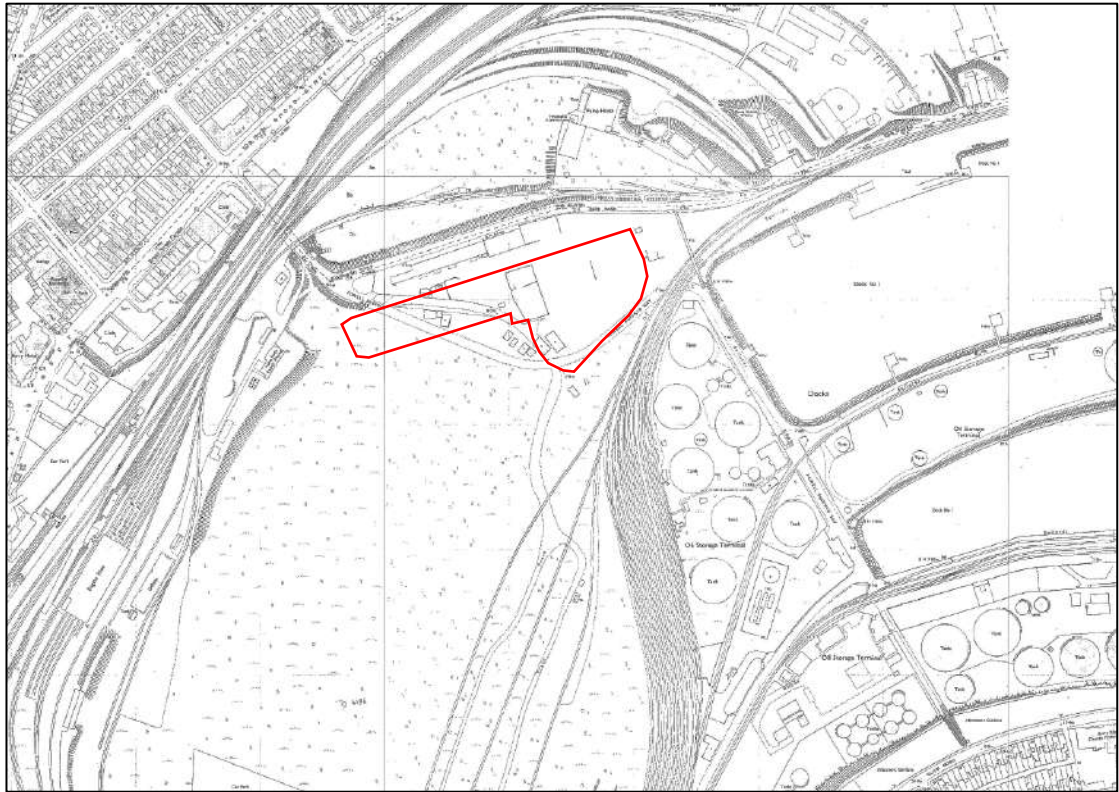
- 4.15 During World War II (1939–45), Barry Docks was used to import war material. A ring of barrage balloons protected the docks. One was located on The Mole (the area to the north of No.1 Dock) and another beside the Barry Island Station. In 1942 the US Army built a large camp on the eastern side of the Docks to house troops that serviced the Docks. The Docks also played a key role during the 1944 Normandy Landings, being used to transport and store vehicles and equipment, as well as its role as an embarkation point for troops in the second and later waves of the invasion.⁶
- 4.16 OS mapping shows that changes within the site between 1920 and 1956 comprised the introduction of further railway sidings and tanks. The form of West Pond, to the south of the site, gradually changed during this period, appearing to affect the topography and uses within the western part of the site.
- 4.17 Approximately 1km south-east of the site, Butlins constructed the original holiday camp at Barry Island in 1966, consolidating the reputation of Barry as a holiday destination. It was sold to Majestic Holidays in 1987 before closing in 1996.
- 4.18 The port at Barry declined throughout the second half of the 20th century and following the last shipment of coal in 1976, the last coal tip was taken down in 1981. Much of the dock-related machinery and artefacts were demolished during the 1980s, with large areas left vacant and derelict. On the next available OS mapping from 1987-1990 (Figure 4.5), the site contains a few of the previous tanks and what appears to be an external enclosure. By this point the railway sidings within the site had been removed.
- 4.19 In 1993 the Barry Joint Venture was launched by the Vale of Glamorgan Borough Council, Welsh Development Agency, and the now-defunct South Glamorgan County Council, later renamed the Barry Action Venture Partnership. The main objective was to redevelop the waterfront around the No.1 Dock, which had fallen derelict. During the period when the West Pond area (immediate south of the site) was being used for industrial purposes, its soil became contaminated with mercury, asbestos, and cadmium. As part of the clean-up, it was proposed to line the two disused graving docks with an impervious synthetic membrane and fill them with the contaminated soil. In 1995 a court ruled in favour of this plan.⁷
- 4.20 Planning permission was granted for a series of major commercial and residential housing developments at Barry Waterfront. In 2001, Morrisons opened a new branch c.400m north-east of the site, followed by a new retail park on the adjacent site in 2004.
- 4.21 In 2007 a project was announced to develop 2,000 new homes and commercial properties in the waterfront area. The proposed development included the West Pond reclaimed land to the west of No. 1 Dock, the South Quay, East Quay, and Arno Quay. The final redevelopment scheme was approved in 2011, which included a new road linking the town centre to Barry Island, a school, hotel, restaurants, a supermarket, and public spaces. This is evident on the aerial imagery of the site dating from 2006 and 2016 (Figure 4.6)

⁵ <https://www.barry.cymru/history/>

⁶ "Second World War". *Barry at War*. Archived from [the original](#) on 5 September 2014.

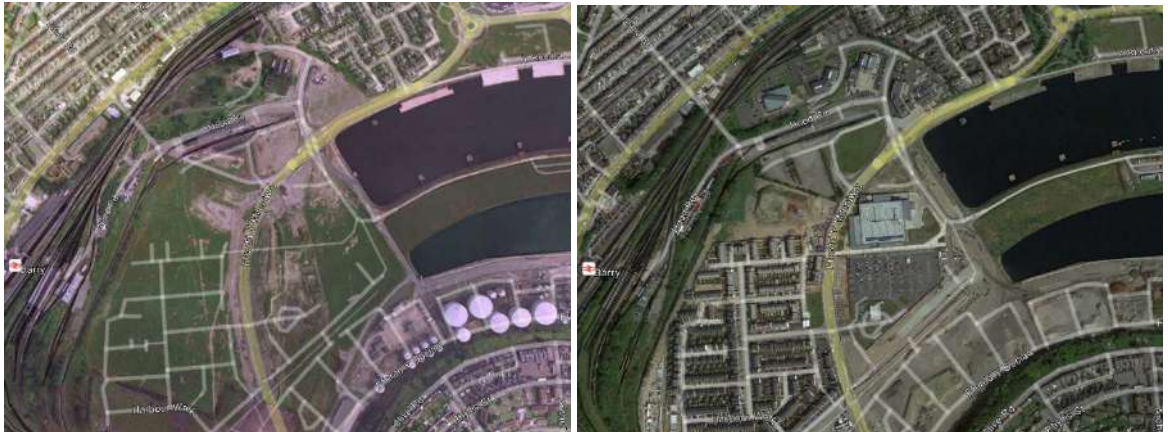
⁷ Ove Arup & Partners Ltd. Barry Waterfront. South Quay and West Pond, Desk Study. February 2008.

Figure 4.5 OS map from 1987-1990. The appropriate site boundary is shown in red.



Source: Promap

Figure 4.6 Aerial image of the site from 2001 (left) and 2016 (right)



Source: Google Earth

5.0 Significance of historic assets

North Hydraulic Pumping House (Grade II)

- 5.1 The Pumping House (Figure 5.1) was constructed in the 1880s to provide hydraulic power to operate coal; drops, lock gates, swing bridges and other equipment around the new docks. It comprises two ranges in red and blue engineering brick, with a slate roof constructed over wrought iron trusses. The building has a large square chimney, c.42m in height. According to its listing description the Pumping House historically contained workshops, hydraulic controls, smithy hearths, boilers, steam engines and plant. The building originally had a hydraulic accumulator tower at its north end but this structure has been demolished. In c.2016 the building was restored and refurbished as a coffee house, restaurant and gym.

Figure 5.1 The North Hydraulic Pumping House



Source: Lichfields (August 2023)

- 5.2 Cadw identify its primary reason for designation as its rarity, as one of a few hydraulic power houses remaining in Wales, as well as its role within the wider historic complex at Barry Docks. Due to its grand scale and large chimney, the Pumping House forms a local landmark that is prominent in the immediate surrounding network of streets. The chimney is also visible from various other vantage points throughout Barry, which steeply rises to the north and west away from the Docks. This is due to its distinctive form which is easily recognisable within the context of the surrounding roofscape. The building is primarily of historic value, with some evidential value that is limited by the removal of its historic

internal machinery and the former hydraulic tower. As a Grade II listed building it is of medium importance.

- 5.3 The site is located c.75m south of the Pumping House. While the site historically formed part of the Barry Docks complex, being formerly occupied by railway sidings and tanks, it has been vacant since the 1980s. As such, any contribution it makes towards how the Pumping House is understood is no longer tangible and can only be appreciated when reviewing historic photos and mapping. The undeveloped nature of the site allows for medium and long-distance views towards the top of the Pumping House chimney (seen beyond the three to five storey Junction House) when facing north along Ffordd Y Milenium. Images illustrating the visual relationship between the site and Pumping House are included at Section 6. Other than this, it makes no other contribution towards how the Pumping House is understood or appreciated.

All Saints' Church (Grade II)

- 5.4 All Saints' Church (Figure 5.2) is an early-20th century church, designed by the architect, Col E M Bruce Vaughan, of Cardiff. It is designed in an eclectic Gothic style and features a tall and distinctive tower with a polygonal stair turret and castellated parapet. Due to its prominent location, on higher ground at the south-west corner of Park Road and St Nicholas's Road, it is visible throughout much of Barry.

Figure 5.2 All Saints' Church, Barry.



Source: British Listed Building [website]

- 5.5 Cadw identify that the building is designated as a notable example of a large-scale late Gothic Revival church, associated with a notable local architect. The church is a local landmark throughout Barry, due to its position on an area of higher topography, along with the scale and distinctive form of its tower. The church is a prominent feature on the distant

skyline from much of the Barry waterfront area that surrounds the docks. The church is of historic, aesthetic and communal value as a Victorian, Gothic-style building that has remained in religious use since its construction. As a Grade II listed building it is of medium importance.

- 5.6 The site is located c.570m east of All Saints' Church. From outside the church at street level, the site is entirely screened within the visual setting of the church, due to the distance and intervening topography. Due to its prominent position on a steep incline, the church tower is a notable feature throughout much of Barry Waterfront, including from within the site. The site, which is vacant, makes no contribution towards the significance of the church.

Figure 5.3 All Saints' Church visible on the skyline from Ffordd Y Milenwium.



Source: Lichfields (August 2023)

6.0 Proposal's effect on significance

Description of proposal

6.1 The full details of the proposal are described in the Design and Access Statement and shown on the application drawings. A combination of photographs, application drawings and visualisations have been used to predict and evaluate the change. The following features are key aspects of the proposal relevant to this assessment:

- 1 Introduction of a new CAVC campus building within the north-eastern part of the site, facing onto Ffordd Y Mileniwm and Hood Road. The proposed building is up to three storeys, comprising of two main wings joined by the main entrance and atrium link block;
- 2 The campus building would contain new uses with active frontages at ground floor level, associated with the Hospitality and Hair and Beauty departments. This includes a restaurant accessed from Hood Road. The upper floors of the proposed college building would be occupied by various classrooms and ancillary spaces. An outdoor terrace is proposed at first floor facing onto Ffordd Y Mileniwm;
- 3 The proposed building materials comprise brick, with modern texturing/detailing;
- 4 Externally (as shown on the Proposed Landscape Illustrative Masterplan at Figure 6.1), other small-scale structures are proposed within the site including a sprinkler and pumphouse, cycle storage, bin store and air source heat pump; and
- 5 The associated landscaping includes a hard-surfaced car park, external restaurant dining area, multi-use games area and soft landscaping, including the introduction of a 'social' lawn area and various new trees and boundary hedge planting within the site.

Figure 6.1 Proposed Landscape Illustrative Masterplan



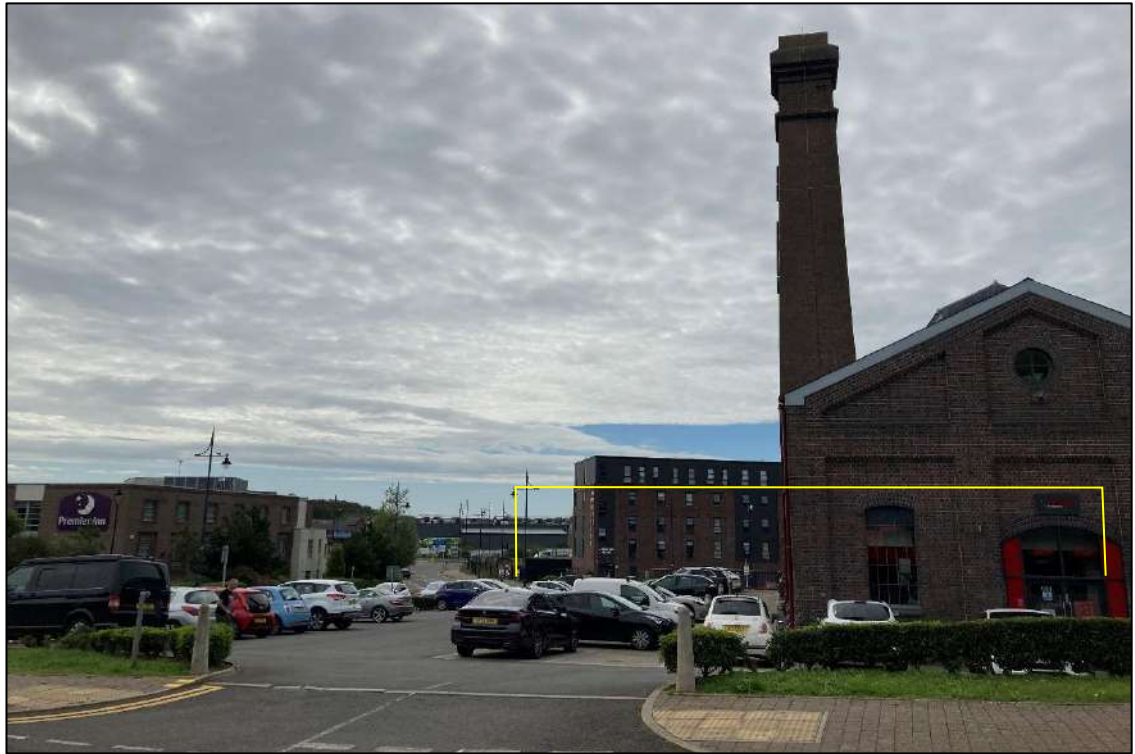
Source: Ares Landscape Architects/Sheppard Robson

Assessment of effects

1 North Hydraulic Pumping House (Grade II)

- 6.2 The development of the application site would not affect how the historic form or role of the Pumping House (Grade II) is understood. The site has been vacant since the 1980s and as such, its previous role within the wider Barry Docks network is only appreciable on historic mapping and photos. The proposed scale and massing of the new college building, at three storeys, would sit comfortably within the surrounding architectural context of three to four-storey buildings, including Junction House and The Goodsheds to its immediate north.
- 6.3 As shown in the following annotated photos at Figure 6.2 to 6.4, the scale of the proposed building would not compete with the prominence of the Pumping House chimney, which would be maintained as a recognisably taller structure and local landmark in the surrounding network of streets. When facing south from the Pumping House, at street level (Figure 6.2), the proposed development would be largely obscured by the intervening, four-storey Junction House. In localised views facing north along Hood Road (Figure 6.3), the proposed development would preserve visibility towards the Pumping House, where the scale and siting of the building would appear subservient to it whilst complementing the adjacent modern buildings currently visible in this view - Junction House and the Premier Inn. Where the proposed building is visible in the setting of the listed Pumping House, the high-quality design, active frontages, landscaping and educational uses would signify regeneration in the area, linking with Barry Waterfront's industrial heritage through the proposed massing and use of contextual materials. This would result in a major enhancement in townscape and visual terms.

Figure 6.2 View facing south along Hood Road towards the North Hydraulic Pumping House. The approximate location of the proposed development is shown in yellow.



Source: Lichfields (August 2023)

Figure 6.3 Short-range view facing north along Ffordd Y Milenium towards the site with the North Hydraulic Pumping House visible beyond. The approximate location of the proposed development is shown in yellow.



Source: Lichfields (August 2023)

6.4 The proposed development would screen some of the existing middle-range visibility towards the top of the Pumping House chimney (Figure 6.4), where it is currently visible in

views facing north along a stretch of Ffordd Y Milenium, beyond Junction House. This is an incidental rather than a planned view of the listed building, which is an attractive but primarily functional, industrial building. As only part of the chimney is currently visible, it is of lesser importance than other views of the listed building. Generally, the loss of visibility would not affect the overall prominence of Junction House within the Barry Waterfront area.

- 6.5 Overall, the proposed new campus would form an exciting new development that would signify regeneration in the area. It has been designed to complement the existing and emerging innovation quarter in this location and as such, it would result in a slight enhancement to the setting of the Pumping House (Grade II), preserving its significance in accordance with the national and local policy requirements.

Figure 6.4 View north along Ffordd Y Milenium towards the site with the North Hydraulic Pumping House visible beyond. The approximate location of the proposed development is shown in yellow.



Source: Lichfields (August 2023)

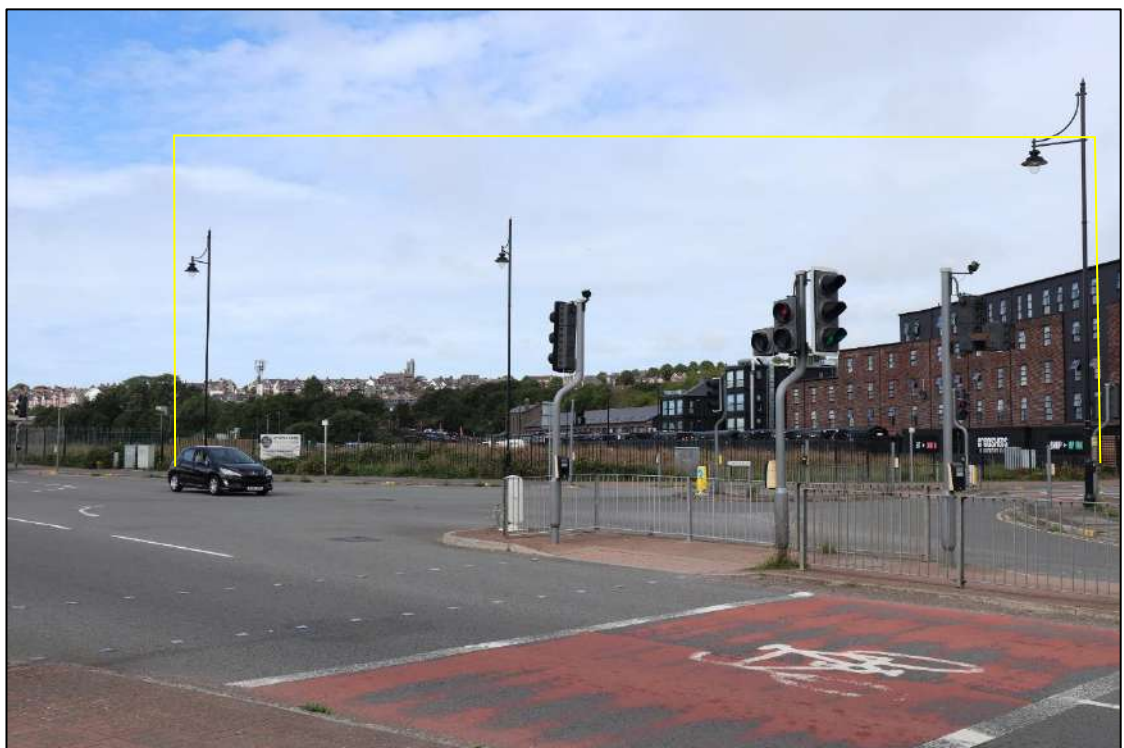
2 All Saints' Church (Grade II)

- 6.6 Due to the distance and intervening development the proposed campus would continue to be screened in views available from outside the church, at street level. As the scale and design of the proposed campus building is consistent with its surrounding architectural context, any views from this distance would be characteristic and limited to roofscape elements.
- 6.7 As shown in the annotated photo at Figure 6.5, the proposed building would only screen existing visibility towards the church tower in localised views, observed from the busy road network located immediately to the east of the site. In middle and long-distance views facing east along No.1 Dock (Figure 6.6), including those available from the areas of

landscaped public realm, the proposed building would sit well below the skyline, clearly preserving the landmark visibility and prominence of All Saints' Church.

- 6.8 Overall, the proposed development would form a negligible change within the wider setting of the church, preserving its significance in accordance with the national and local policy requirements.

Figure 6.5 View west towards the site from the pedestrian walkway along the northern boundary of Barry Docks. The approximate location of the proposed development is shown in yellow.



Source: Lichfields (July 2023)

7.0 Conclusion

7.1 This assessment has established the significance of the North Hydraulic Pumping House (Grade II) and All Saints' Church (Grade II), located in Barry, and has assessed the potential effects of the proposal on their significance.

7.2 It has been identified that the proposal would meet the heritage policy tests outlined in Section 2, and the legal requirement can be carried out, as follows:

- 1 Does the proposal preserve and, where appropriate, enhance the setting, significance and special architectural or historic interest of the affected listed buildings? (s.66(1) of the 1990 Act; Paragraphs 6.1.10 and 6.1.11, PPW; Policy MD8, VGLDP).

Yes. The development site is a vacant gap site that currently makes no contribution towards the significance of the surrounding listed buildings. The proposed campus building has been designed so that its scale, design and materials complement the surrounding architectural context of the site. A review of existing views towards the North Hydraulic Pumping House (Grade II) and All Saints' Church (Grade II) shows that, overall, the proposed development is subservient in scale and would not affect the prominence or local landmark status of these buildings. As such the proposal would preserve or slightly enhance the settings of the two affected listed buildings, preserving their significance in accordance with the relevant legislative, national and local policy requirements.

- 2 Does the proposal comprise high-quality design which has full regard to the local context and natural heritage (including the built environment), providing a link between Barry's heritage and a vision for the future in development form and design? (Paragraph 6.0.2, PPW; Policy MD5, VGLDP; Barry Development Guidelines SPG).

Yes. The proposed campus building has been designed so that its scale, design and materials complement the surrounding architectural context of the site. The introduction of a modern college campus building, with active frontages at ground floor, is consistent with the character of the emerging innovation quarter in this location. The high-quality design and educational use would signify regeneration in the area, linking with Barry Waterfront's industrial heritage through the proposed massing and use of contextual materials.

7.3 In all cases, the proposal would preserve the setting and significance of the surrounding historic assets and as such, the relevant heritage statutory and policy considerations are met.

Appendix 1 Historic Mapping



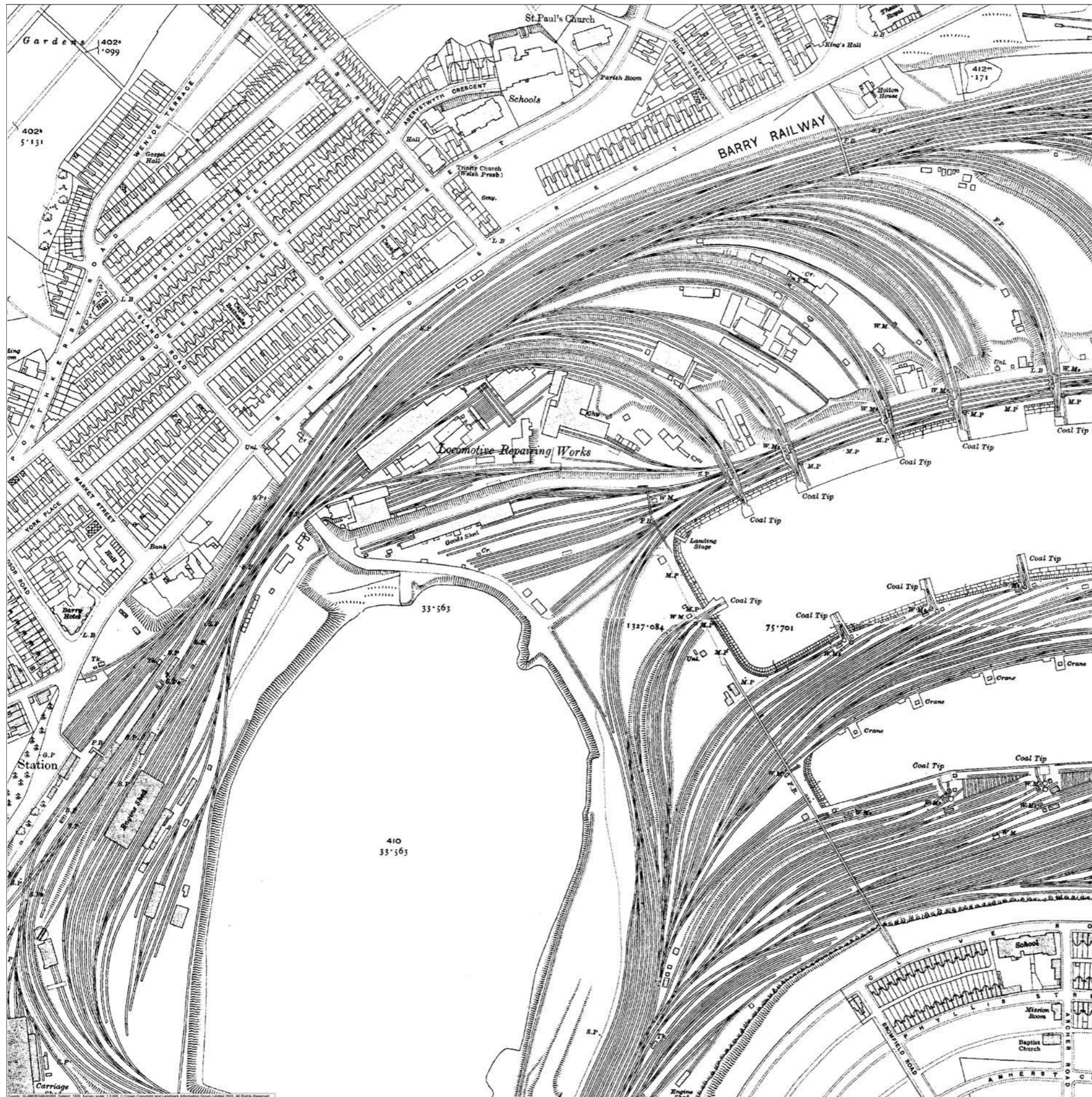
Landmark
 INFORMATION GROUP

Landmark Historical Map
 County: GLAMORGANSHIRE
 Published Date(s): 1879
 Originally plotted at: 1:2,500



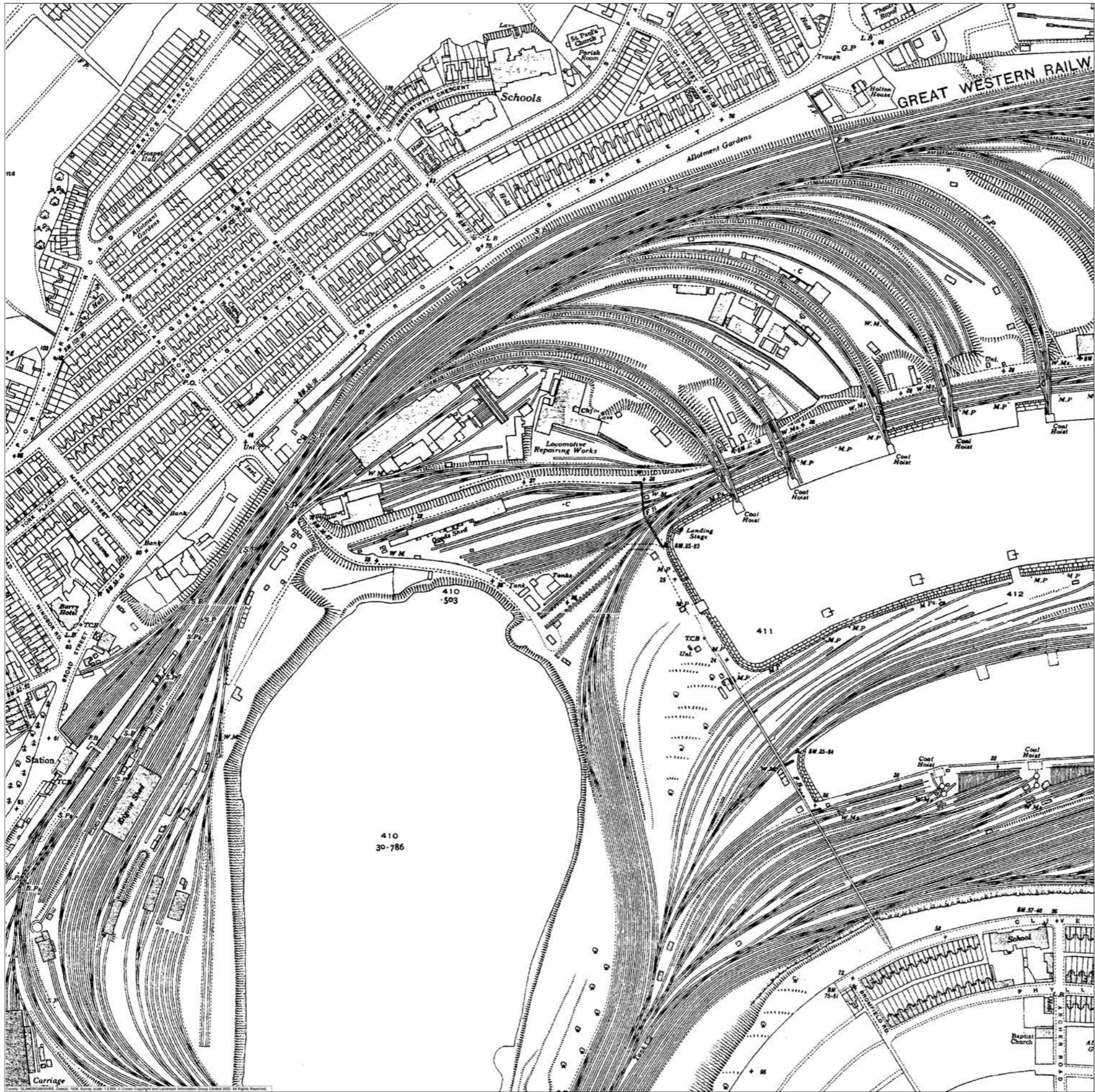
Landmark
INFORMATION GROUP

Landmark Historical Map
County: GLAMORGANSHIRE
Published Date(s): 1900
Originally plotted at: 1:2,500



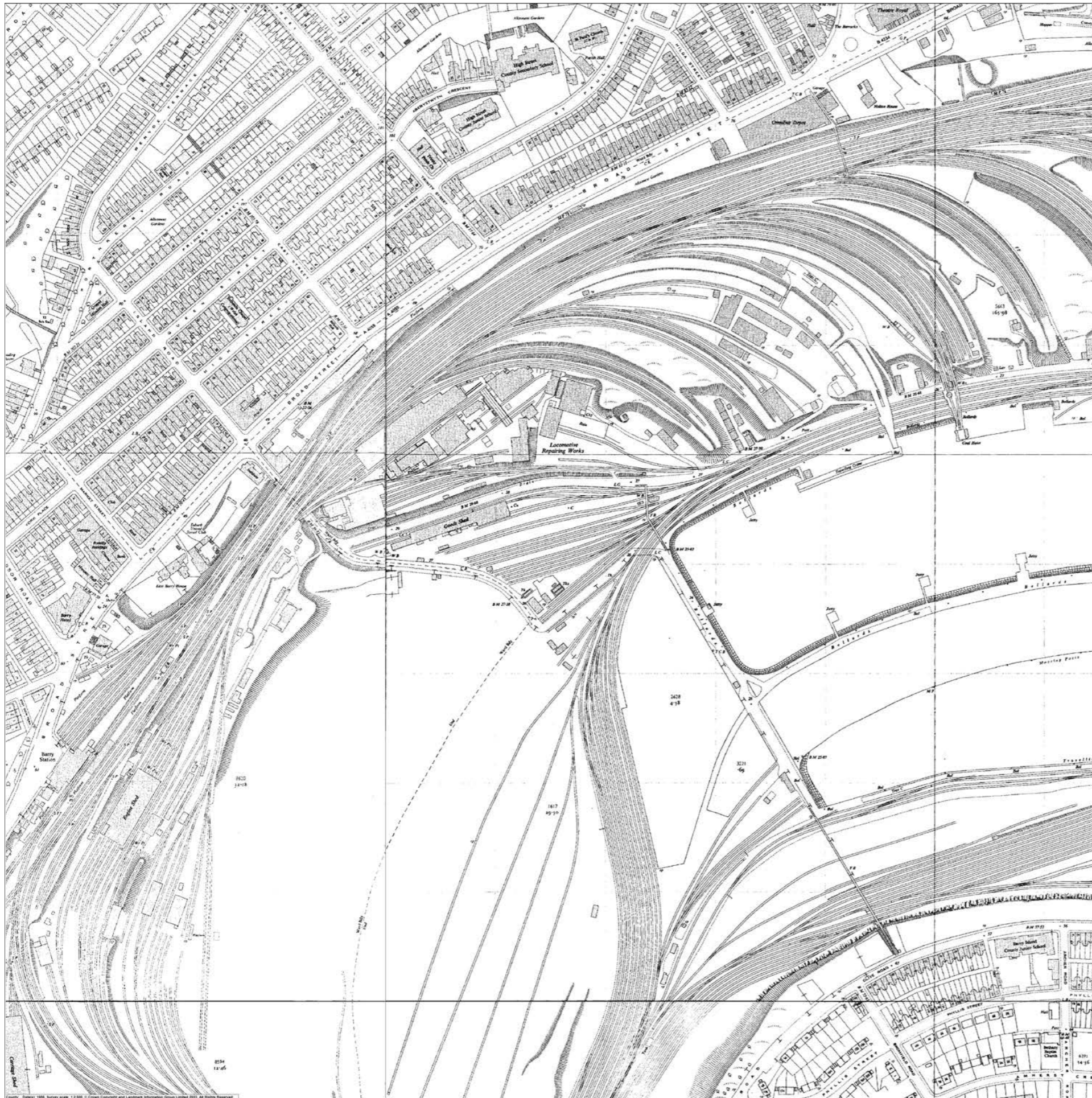
Landmark
INFORMATION GROUP

Landmark Historical Map
County: GLAMORGANSHIRE
Published Date(s): 1920
Originally plotted at: 1:2,500



Landmark
INFORMATION GROUP

Landmark Historical Map
County: GLAMORGANSHIRE
Published Date(s): 1936
Originally plotted at: 1:2,500



Landmark
INFORMATION GROUP

Landmark Historical Map
County:
Published Date(s): 1956
Originally plotted at: 1:2,500



Landmark
INFORMATION GROUP

Landmark Historical Map

County:
Published Date(s): 1987-1990
Originally plotted at: 1:1,250

the 1990s, the number of people in the UK who are employed in the public sector has increased from 1.9 million to 2.8 million. The public sector has also become a major employer of young people, with 1.2 million young people aged 16–24 employed in the public sector in 2000. The public sector has also become a major employer of women, with 1.8 million women employed in the public sector in 2000. The public sector has also become a major employer of people with disabilities, with 0.3 million people with disabilities employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 50 years of age, with 1.2 million people over 50 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 60 years of age, with 0.8 million people over 60 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 65 years of age, with 0.5 million people over 65 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 70 years of age, with 0.3 million people over 70 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 75 years of age, with 0.2 million people over 75 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 80 years of age, with 0.1 million people over 80 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 85 years of age, with 0.1 million people over 85 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 90 years of age, with 0.05 million people over 90 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 95 years of age, with 0.02 million people over 95 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 100 years of age, with 0.01 million people over 100 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 105 years of age, with 0.005 million people over 105 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 110 years of age, with 0.002 million people over 110 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 115 years of age, with 0.001 million people over 115 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 120 years of age, with 0.0005 million people over 120 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 125 years of age, with 0.0002 million people over 125 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 130 years of age, with 0.0001 million people over 130 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 135 years of age, with 0.00005 million people over 135 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 140 years of age, with 0.00002 million people over 140 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 145 years of age, with 0.00001 million people over 145 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 150 years of age, with 0.000005 million people over 150 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 155 years of age, with 0.000002 million people over 155 years of age employed in the public sector in 2000.

The public sector has also become a major employer of people who are over 160 years of age, with 0.000001 million people over 160 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 165 years of age, with 0.0000005 million people over 165 years of age employed in the public sector in 2000. The public sector has also become a major employer of people who are over 170 years of age, with 0.0000002 million people over 170 years of age employed in the public sector in 2000.

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