

2 Site and Context

2.1 Introduction

- 2.1.1 This chapter provides a brief description of the Site and its surrounding areas, including key features, designations and key sensitive receptor locations that may be affected by the Development. A full description of the baseline conditions relevant to the technical assessments is provided in each technical chapter (i.e. Chapters 7 to 10, and Volume II).

2.2 Site Location and Extent

- 2.2.1 The Site is located off Woodham Road, Barry, CF63 4JE at Ordnance Survey (OS) National Grid Reference (NGR) ST 12595 67700 within the Vale of Glamorgan. The Site is approximately 10.5 kilometres (km) south west of Cardiff.
- 2.2.2 A Site location plan is included as Figure 1.1 and the Site boundary is shown in Figure 2.1. The Site is located within the docks area of Barry and was constructed on previously developed (brownfield) land immediately adjacent to industrial units on Woodham Road to the south west.
- 2.2.3 The Site is bound by David Davies Road to the south and Ffordd-y-Mileniwm is located to the north east. The eastern extent of the Barry Waterfront residential development is located to the south and south west of the Site and Dow Corning Chemical Works complex is located approximately 1km to the north east. Based on the Topographical Survey (March 2022), the red line extends to an area of approximately 1.07 hectares.
- 2.2.4 The plan included in the Enforcement Notice (included as Appendix 1.1) includes an area referred to as 'Land edged in green' which refers to an area of hardstanding at the northern most extent of the Site (labelled no. 12 in Figure 2.1). This area was not included within planning application boundary of the 2015 Permission although, for the purposes of the Appeal, it forms part of the Site and the EIA Development to which the Screening Direction relates and is therefore considered within this ES. The Site boundary for the purposes of this ES is as shown in Figure 2.1.

2.3 Site Description

- 2.3.1 The Site is broadly rectangular in shape and is orientated north-west to south-east. Prior to development, the Site was surfaced with a mixture of hardcore and compacted earth, with some areas of concrete. Having been in regular use for industrial purposes over previous decades, there was little vegetation present on-Site. The Site was therefore considered brownfield land prior to construction of the Development.
- 2.3.2 The Site is occupied by the constructed Development which comprises three main buildings and associated infrastructure and hardstanding which are focused toward the south and west of the Site extent. The buildings which form part of the Development are described further in Chapter 5: Description of the Development. The buildings are of a typical industrial design and appearance. The majority of the eastern side of the Site comprises a vehicle

circulation area. The northern part of the Site comprises predominantly hard standing areas used for storage, vehicle turning and layover.

- 2.3.3 The Site is predominantly flat and varies from a low point of approximately 7.9 metres above Ordnance Datum (mAOD) in the southern part of the Site to 9.5mAOD at the northern Site boundary (Appendix 5.2: Topographical Survey, March 2022).

2.4 Surrounding Area

Land Uses

- 2.4.1 The Site lies within the north western area of the broader Barry Docks area, comprising large areas of flat land occupied by various industrial and commercial uses, centred around the docks themselves. Typical businesses in Barry Docks and the Port of Barry include a mixture of manufacturing, storage, open storage, light industrial and commercial operations, along with aggregates and waste processing, energy generation and other related activities. The Barry Docks area is relatively flat, and long distance views from the Site to the south, east and west are characterised by industrial operations or vacant commercial land parcels.
- 2.4.2 A row of 'Nissen hut' style buildings, occupied by various commercial activities including vehicle repair, catering services and warehouses are located immediately adjacent to the Site's south western boundary, beyond Woodham Road. Further west is vacant scrub land and a construction site, bounded by Cory Way and the curve of the freight railway line that serves the Port of Barry.
- 2.4.3 To the north of the Site, lies an open storage area, a haulage firm, timber products business and other commercial ventures. Barry Docks railway station and the associated railway lines are located approximately 130m north west of the Site. The VoGC Council Offices and associated surface car parking are located approximately 200m west of the Site.
- 2.4.4 Beyond the railway line, the land rises sharply to the north and west toward Barry town centre.
- 2.4.5 David Davies Road, forms the south eastern boundary of the Site, beyond which is the freight railway line, and then the open water of the docks (specifically No.2 Dock). Large warehouse buildings, open storage areas and a solar farm are located on the southern side of the dock.
- 2.4.6 The closest existing residential properties to the Site are on Dock View Road, Cei Daydd and Subway Road.
- 2.4.7 Further west from the Site is another large dock (No.1 Dock). While this dock itself forms part of the Port of Barry, much of the land to the south and west of this dock now forms part of the Barry Waterfront residential development, of which a large amount has been developed. Some parcels of Barry Waterfront are currently under construction and the closest future residential receptors to the Site are on Cory Way and at the corner of David Davies Road and Cory Way. These residential developments are discussed further in ES Chapter 3: EIA Methodology.

Figure 2.1: Site Boundary and Layout (based on March 2022 topographic survey)



NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT PROJECT STANDARDS AND SPECIFICATIONS.

LEGEND

- 01 RECEPTION BUILDING / FUEL STORAGE AND FEED BUILDING
- 02 MAIN PROCESS BUILDING
- 03 TURBINE AND WELFARE BUILDING
- 04 ACC STRUCTURE
- 05 FGT SLAB, VARIOUS EXTERNAL EQUIPMENT (INC CHIMNEY STACK) AND FLUE GAS CLEANING EQUIPMENT
- 06 ASH SILOS
- 07 FIRE WATER TANK AND PUMPHOUSE
- 08 EMERGENCY DIESEL GENERATOR AND DIESEL STORAGE TANK
- 09 WEIGHBRIDGE
- 10 AUXILIARY COOLERS
- 11 EXPORT TRANSFORMERS
- 12 VEHICLE TURNING AREA



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Revision	By	Chk'd By	Date	Comments

BARRY BIOMASS UK No.2 LTD

SLR
global environmental solutions

45 LOCHSIDE VIEW
EDINBURGH PARK
EDINBURGH
EH12 9DH
T: +44 (0)131 335 6830
www.slrconsulting.com

Site: BARRY BIOMASS FACILITY

Project:

Drawing Title: **SITE LOCATION PLAN**

Scale: 1:400 @ A1 Date: APRIL 2022

Drawing Number: **BARRY-01-DWG-01-20000** Revision: **0**

Transport and Access

- 2.4.8 Access to the Site is gained via the Ffordd-y-Mileniwm roundabout adjacent to Barry Docks railway station, to Cory Way which leads to the industrial estate road, David Davies Road. A single access is available to the Site from David Davies Road. The Site is served by the A4055 (Cardiff Road), a continuation of Ffordd-y-Mileniwm, routing traffic from Barry towards the villages of Sully and Dinas Powys in the direction of Cardiff.
- 2.4.9 The nearest bus stop is located around a 10-minute walk from the Site on Ffordd-y-Mileniwm and is serviced by local bus route 88 which provides hourly services (Monday to Saturday) between Barry and Penarth.
- 2.4.10 Barry Docks railway station, approximately 130m north-west of the Site, is served by two services per hour to Aberdare and Merthyr Tydfil (via Cardiff), as well as hourly services to Barry Island and Bridgend. An off-road cycle route is also available along Ffordd-y-Mileniwm, connecting Cadoxton in the east with the Barry Docks redevelopment in the west.

Site and Surrounding Sensitivities

- 2.4.11 Figures 2.2 and 2.3 identify environmental sensitivities and designated sites within proximity of the Site.

Archaeology, Built Heritage and Townscape

- 2.4.12 The Site is not subject to any heritage designations. The closest designated heritage assets are 300m west and 275m north west of the Site boundary and include a cluster of Grade II and II* listed buildings (Grade II* Pedestal and Statue of David Davies, Grade II* Former Barry Docks Offices and six Grade II Listed Lampstands) and the Grade II listed Former Customs House and Mercantile Marine Office. These listed buildings are also categorised as 'County Treasures', which are a category of non-designated assets equivalent to a 'local list' but includes many buildings and structures that are also statutorily listed. The closest non-designated built heritage asset in proximity to the Site is the Holton County School building, approximately 550m north west of the Site boundary.
- 2.4.13 The Site is not located within an Area of High Archaeological Potential. The closest Scheduled Monument to the Site is the 'Round Barrow 612m North of Bendrick Rock' located approximately 500m south east of the Site, beyond No.2 Dock.
- 2.4.14 The Site is not identified within an area of landscape or townscape value or any identified viewpoints.
- 2.4.15 Further information on heritage assets is provided in Appendix 3.4: Built Heritage Statement and further information on landscape character and visual amenity is provided in Volume II: LVIA.

Biodiversity

- 2.4.16 The Site and its immediate surroundings are not subject to any nature conservation designations.
- 2.4.17 The Severn Estuary Ramsar and Special Protection Area (SPA) is located approximately 3.9km east of the Site. The Severn Estuary Special Area for Conservation (SAC)

designation is located further afield, at 6km from the Site boundary. Cardiff Beech Woods SAC is located approximately 14km north of the Site.

- 2.4.18 There are two SSSIs located within 2km of the Site, both designated for their geological importance: Barry Island SSSI, approximately 1.25km south west of the Site, and Hayes Point to Bendrick Rock SSSI located approximately 0.75km south east of the Site.
- 2.4.19 There are 7 non-statutory designated sites (namely Sites of Importance for Nature Conservation (SINCs)) within 2km of the Site. These include: Fields at Merthyr Dyfan (1.8km), Cadoxton Wetlands (0.8km), Cadoxton River (0.8km), North of North Road (2km), Nells Point East (1.1km), Friar's Point (1.93km) and Gladstone Road Pond (1.1km). Further information on ecological designations is provided in Appendix 3.11: Ecology and Biodiversity Technical Note.

Air Quality

- 2.4.20 The Site is not located within, or in proximity to, an Air Quality Management Area (AQMA). The closest is the Cardiff City Centre AQMA located approximately 10km north east of the Site. Further information on air quality is provided in Chapter 9: Air Quality.

Water Resources and Flood Risk

- 2.4.21 The Site is located in proximity to the Barry docks, specifically No. 2 Dock. The closest watercourse is the Cadoxton River, a main river, located approximately 630m south east of the Site and draining into the Bristol Channel.
- 2.4.22 The Site is currently shown to lie within Zone B as defined by the Technical Advice Note 15: Development and Flood Risk (TAN15)¹ as '*Areas known to have been flooded in the past evidenced by sedimentary deposits*'. Analysis concludes there is a relatively low risk of tidal flooding on Site over the lifetime of the Development from a 0.1% Annual Exceedance Probability (AEP) flood event. The Site is not located within a groundwater Source Protection Zone (SPZ).
- 2.4.23 Further information on flood risk is provided in Appendix 3.14: Flood Risk and Drainage Technical Note.

Future Development

- 2.4.24 At the time of writing (July 2022), land to the south and south west of the Site was subject to ongoing construction activities as part of the wider consented Barry Waterfront development, known as 'East Quay'. The development parcels currently under construction will deliver a significant area of new public open space, together with residential and retail uses.
- 2.4.25 At the time of writing, construction work was also underway to the west of No.1 Dock and to the south of Hood Road railway station, approximately 1.5km south west of the Site, for a new primary school, access, car parking, landscaping and associated works.
- 2.4.26 The Barry Docks railway station was undergoing an upgrade to improve accessibility and there are emerging plans for a Barry Docks Transport Interchange to provide a bus and taxi interchange.

2.4.27 Details of the above schemes and other development projects considered in the cumulative assessment are included in Chapter 3: EIA Methodology.

Figure 2.2: Environmental Sensitivities map – wider extent

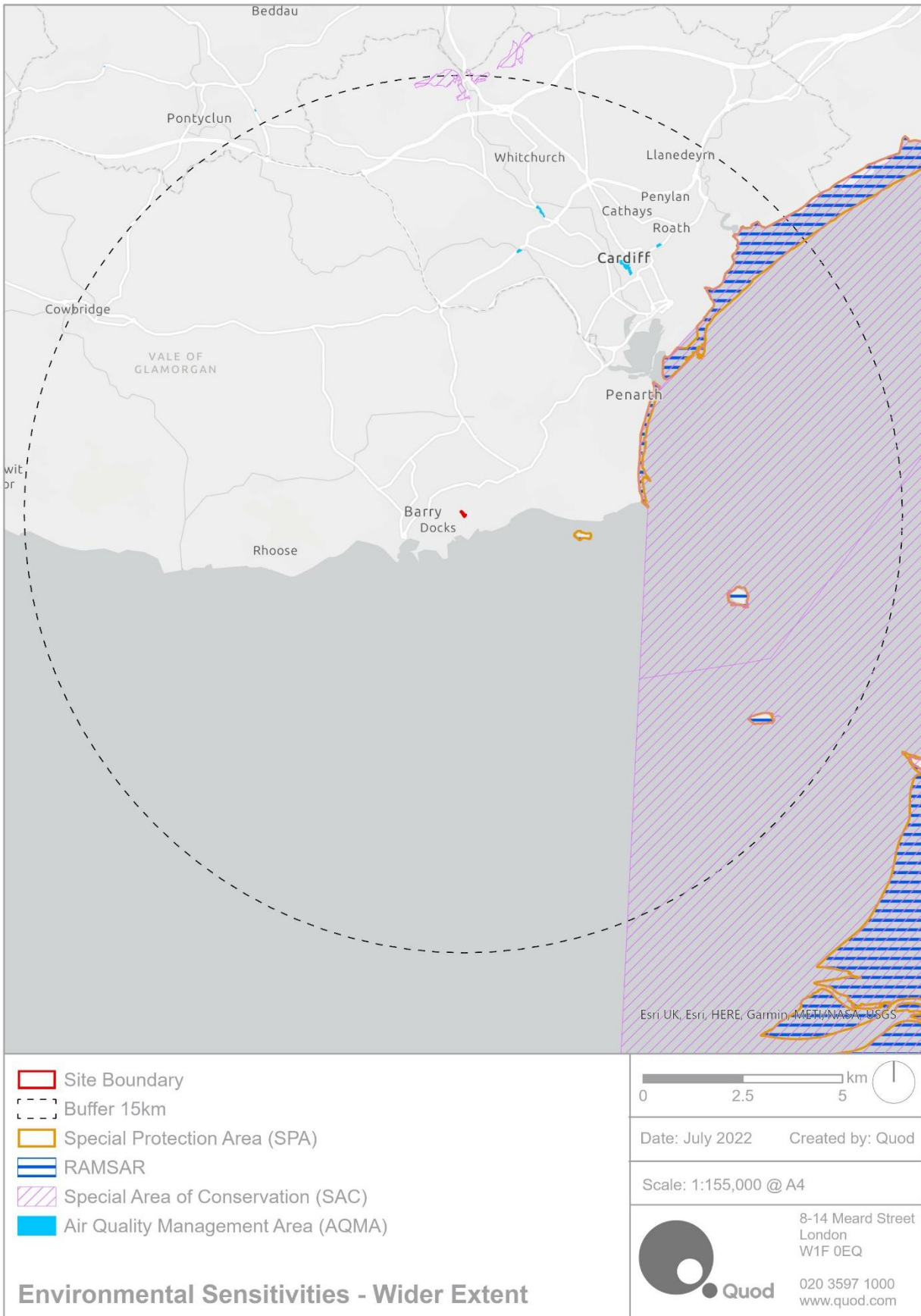
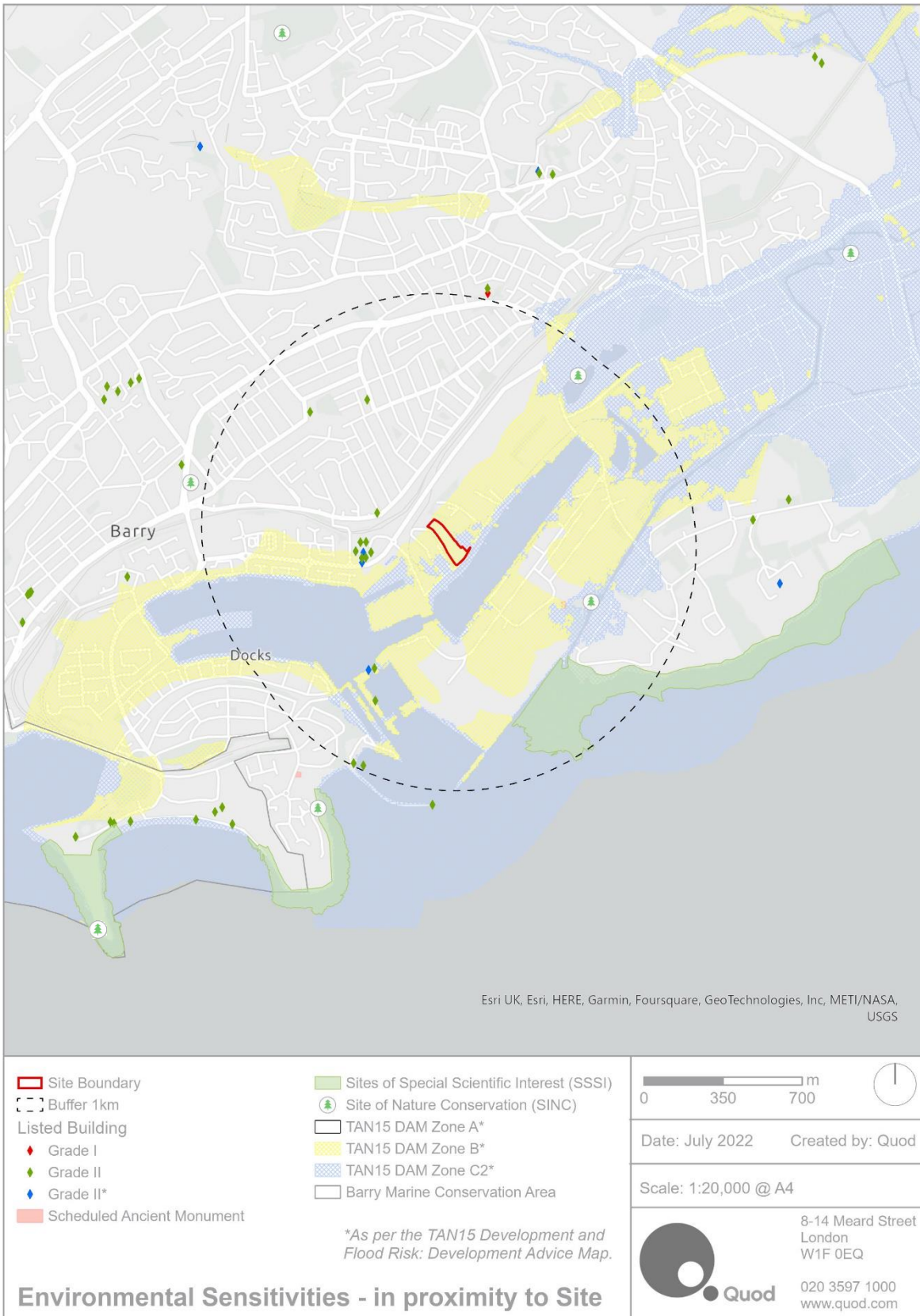


Figure 2.3 Environmental Sensitivities map – in proximity to Siteⁱ



ⁱ Listed Building dataset source: *Designated Historic Asset GIS Data, The Welsh Historic Environment Service (Cadw), June 2022, licensed under the Open Government.*

References

¹ Welsh Assembly Government (2004). Technical Advice Note 15: Development and Flood Risk (2014). Available online: <https://gov.wales/technical-advice-note-tan-15-development-and-flood-risk-2004>