



## Appendix 3.8

### Built Heritage Statement (April, 2022)

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# BUILT HERITAGE STATEMENT

Barry Biomass Facility, Woodham Road,  
Barry, Wales, CF63 4JE

JAC27960  
Barry Biomass Facility, Woodham Road, Barry,  
Wales, CF63 4JE  
Biomass UK No. 2 Ltd  
April 2022

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## 1.0 INTRODUCTION

The following Built Heritage Statement has been prepared by RPS Consulting Services Ltd on behalf of Biomass UK No. 2 Ltd to support their forthcoming Enforcement Appeal for the Barry Biomass Facility, Woodham Road, Barry, Wales, CF63 4JE, henceforth referred to as 'the Site' (Fig.1).

The purpose of this assessment is to establish the pre-construction built heritage baseline and assess the impacts of the Barry Biomass Facility 'as built and operational' on the significance of relevant designated and non-designated built heritage assets. This assessment relates to built heritage impacts only and does not include a Townscape Visual Impact Assessment. Landscape and Visual Impacts are assessed in ES Chapter 7: Landscape and Visual Impact.

There are no designated or non-designated built heritage assets located within the Site. The Site is not located within a conservation area. Figure 13 shows all designated built heritage assets within a 750m radius of the Site. This radius, established after a Site visit, is considered proportionate to the scale of the development to identify relevant built heritage assets that may have been affected. Not all built heritage assets within this radius have experienced impacts as a result of the development. There are eight listed buildings/structures that are relevant to this assessment. Relevant Statutory List Descriptions are given in Appendix A. No non-designated built heritage assets have been identified as being relevant to this assessment.

This assessment does not provide a detailed history of Barry Docks or their operation. This assessment strictly relates to the impacts of the 'as constructed and operational' Barry Biomass Plant on relevant built heritage assets. Based on the available information, it is considered that the impacts of the development of the Barry Biomass Facility have not been significant and built heritage matters can therefore be scoped out of further consideration in the forthcoming Enforcement Appeal and related Environmental Impact Assessment.

This assessment makes reference to the relevant legislative framework contained within the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as national and local planning policy. In addition, relevant Cadw guidance has been consulted to inform the judgements made. It is further based on the findings of historical research, a Site visit (February 2022) and assessment conducted from publicly accessible locations around the Site, historic map studies and the application of professional judgement. All photographs, maps and plans are for illustrative purposes only. References are given in Appendix B.

This report satisfies the requirements of National and Local Planning Policy and Guidance in respect of built heritage matters and is sufficient to inform a decision regarding the impacts of the development on relevant built heritage assets.

This Built Heritage Statement should be read in conjunction with the other Enforcement Appeal submission documents.

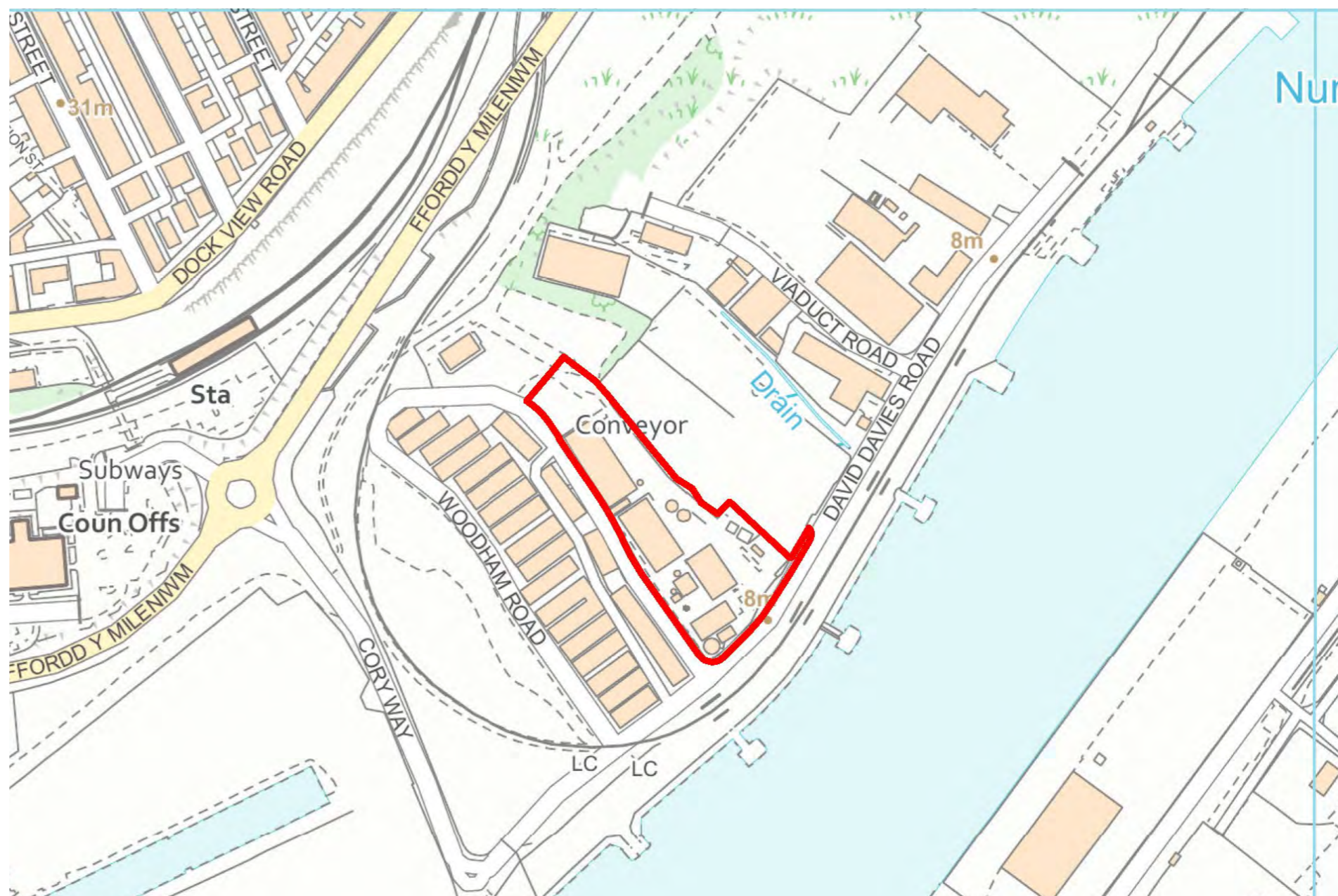


Figure 1: Site Location Plan



## 2.0 LEGISLATIVE & PLANNING POLICY FRAMEWORK

### 2.1 LEGISLATION & NATIONAL PLANNING POLICY

The current national legislative and planning policy system identifies, through the National Planning Policy Framework (NPPF), that applicants should consider the potential impact of development upon 'heritage assets'. This term includes: designated heritage assets which possess a statutory designation (for example listed buildings and conservation areas); and non-designated heritage assets, typically identified by Local Planning Authorities (LPAs) and incorporated into a Local List and/or recorded on the Historic Environment Record.

#### Legislation

##### Planning (Listed Buildings and Conservation Areas) Act 1990

Where any development may affect certain designated heritage assets, there is a legislative framework to ensure proposed works are developed and considered with due regard to their impact on designated heritage assets. This extends from primary legislation under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The relevant legislation in this case extends from section 66 of the 1990 Act which states that special regard must be given by the decision maker, in the exercise of planning functions, to the desirability of preserving or enhancing listed buildings and their setting.

The meaning and effect of these duties have been considered by the courts, including the Court of Appeal's decision in relation to Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137.

The Court agreed within the High Court's judgement that Parliament's intention in enacting section 66(1) was that decision makers should give 'considerable importance and weight' to the desirability of preserving (i.e. keeping from harm) the setting of listed buildings.

##### The Historic Environment (Wales) Act 2016

The Historic Environment (Wales) Act 2016 was passed by the Welsh National Assembly on the 9th February 2016 and became law after receiving Royal Assent on 21st March 2016. This Act amends the two pieces of UK legislation, the Ancient Monument and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990, which currently provide the framework for the protection and management for the Welsh historic environment. These amendments predominantly relate to the transference of a number of existing powers, including the designation of scheduled monuments and listed buildings, from the Secretary of State to Welsh Ministers. The key provisions of the Act can be summarised as the following:

- amendments to the procedure for determining scheduled monument consent;

- provision for Welsh Ministers to enter into a Heritage Partnership Agreement with the owner of a scheduled monument, or any associated land, within Wales;
- provision for Welsh Ministers to compile and maintain a register of historic parks and gardens of special historic interest; and
- provision for Welsh Ministers and/or local authorities to enter into a Heritage Partnership Agreement with the owner of a listed building, or part of such a building, situated in Wales.

The Act also contains new stand-alone provisions for the compilation of a list of historic place names in Wales, for the compilation of an historic environment record for each local authority area in Wales, and for the establishment of an Advisory Panel for the Welsh Historic Environment.

#### National Planning Policy

##### Planning Policy Wales (Edition 11, February 2021)

Version 11 of Planning Policy Wales (PPW) was published in February 2021. This sets out the land use planning policies of the Welsh Government, and is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

Chapter 6 of PPW, entitled 'Distinctive and Natural Places' includes policy for planning authorities, property owners, developers and others regarding the conservation and investigation of heritage assets.

Paragraph 6.1.2 identifies heritage assets as including listed buildings, conservation areas, historic assets of special local interest, historic parks and gardens, townscapes, historic landscapes, World Heritage Sites and archaeological remains (including scheduled monuments).

Paragraph 6.1.6 sets out the Welsh Government's objectives to protect, manage and conserve the historic environment, which the document identifies as a finite and non-renewable resource and a vital and integral part of the historical and cultural identity of Wales. The Welsh Government's objectives in this field are to:

- Protect the Outstanding Universal Value of World Heritage Sites;
- Conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;
- Safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
- Preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous;

- Preserve the special interest of sites on the register of historic parks and gardens; and
- Protect areas on the register of historic landscapes in Wales.

Paragraph 6.1.7 reinforces that the planning system has an important role to play in the protection, conservation and enhancement of the significance of heritage assets, which may include consideration of setting. This paragraph emphasises that any change that impacts on a heritage asset or its setting should be managed in a sensitive and sustainable way.

Paragraph 6.1.8 suggests that heritage issues should be considered at an early stage in the planning process, in both the formulation of planning policies and the exercise of development management functions.

Paragraph 6.1.9 goes on to state that any planning decisions must fully consider the impact on the historic environment and on the significance of individual heritage assets and their contribution to the character of place.

Paragraph 6.1.10 states that 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. It advises that 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.

Concerning conservation areas, Paragraph 6.1.14 states that there should be a general presumption in favour of the preservation or enhancement of the character or appearance of a conservation area or its setting. Conversely, Paragraph 6.1.15 states that there will be a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level. This section does however note that in exceptional cases, the presumption may be overridden in favour of development considered desirable on public interest grounds.

Paragraph 6.1.16 stresses that preservation or enhancement of a conservation area can be achieved by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed. Additionally, it stresses that mitigation measures can be considered which could result in an overall neutral or positive impact of a proposed development in a conservation area.

Paragraph 6.1.18 urges planning authorities to value, protect, conserve and enhance the special interest of parks and gardens and their settings included on the register of historic parks and gardens in Wales. Paragraph 6.1.19 goes on to state that the effect of a proposed development on a registered park or garden, or its setting, will be a material consideration in the determination of planning applications.

## 2.2 NATIONAL PLANNING GUIDANCE

Paragraph 6.1.29 concerns the impact of proposals on non-designated heritage assets. It states that planning authorities may develop lists of historic assets of local interest that do not have statutory protection. Where a planning authority chooses to identify historic assets of special local interest, policies for the conservation and enhancement of those assets must be included in the development plan, and will be a material consideration when determining an application.

### Planning Guidance

#### Technical Advice Note (TAN) 24: The Historic Environment (2017)

TAN 24 is one of a suite of documents designed to aid the application of PPW. TAN 24 was adopted in May 2017, and supersedes pre-existing Welsh Office Circular concerning the historic environment.

TAN 24 provides specific guidance on how the planning system considers each aspect of the historic environment during development plan preparation and decision making on planning and Listed Building (LBC) applications. It also sets out that it is for an applicant to provide the LPA with sufficient information to allow the assessment of their proposal in respect of historic assets, irrespective of their designation, which may take the form of a Heritage Impact Assessment.

#### Technical Advice Note (TAN) 12: Design (2016)

TAN 12 provides advice on the good design of new development. Alongside promoting sustainability, it sets out that the context of a development should be appraised, including the historic environment, to inform design. Section 5.6 Historic Environment highlights that design should have regard to the desirability of preserving or enhancing the character and appearance of areas of special character, such as conservation areas. It also highlights that specialists are needed to accurately assess areas of architectural or historic character.

#### Conservation Principles for the Sustainable Management of the Historic Environment in Wales (Conservation Principles) (2011)

Conservation Principles provides the basis upon which Cadw discharges certain statutory duties on behalf of the Welsh Ministers. It is also for use by others (including owners, developers and other public bodies) to assess the potential impacts of development proposals on the significance of historic assets, and assist in the decision-making process where the historic environment is affected by the planning process.

The document echoes PPW in the emphasis it places upon the importance of understanding significance as a means to properly assess the effects of change to heritage assets. The guidance describes a range of heritage

values which enable the significance of assets to be established systematically, with the four main component values being:

- **Evidential value:** which derives from those elements of an historic asset that can provide evidence about past human activity, including its physical remains or historic fabric. These may be visible and relatively easy access, or may be buried below ground, under water or be hidden by later fabric. These remains provide the primary evidence for when and how an historic asset was made or built, what it was used for and how it has changed over time.
- **Historical value:** derives from the ways an historic asset might illustrate a particular aspect of past life or be associated with a notable family, person, event or movement. These illustrative or associative values of an historic asset may be less tangible than its evidential value but will often connect past people, events and aspects of life with the present. As the functions of an historic asset are likely to have changed over time, the full range of changing historical values might not become clear until all the evidential values have been gathered together.
- **Aesthetic value:** which derives from the ways in which people draw sensory and intellectual stimulation from a place. Aesthetic values can be the result of the conscious design of a place, including artistic endeavour, or they can be the seemingly fortuitous outcome of the way in which a place has evolved and been used over time, or a combination of both.
- **Communal value:** which derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values, but tend to have additional and specific aspects. Commemorative and symbolic values reflect the meanings of a place for those who draw part of their identity from it, or have emotional links to it. Social value is associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence. Spiritual value attached to places can emanate from the beliefs and teachings of an organised religion, or reflect past or present-day perceptions of the spirit of a place.

#### Best Practice Guidance Overview

Cadw publishes a wide range of Best Practice Guidance documents (BPGs). This guidance relates to: the care and understanding of historic buildings, scheduled monuments and other archaeological remains; understanding the significance of, and managing, conservation areas; managing local lists, historic parks and gardens, wider historic landscapes, and World Heritage Sites; the role of the planning system in the

management of the historic environment; and technical guidance for conservation.

This Best Practice Guidance is intended to complement the Historic Environment (Wales) Act 2016 and recent planning policy and advice. In particular, it is designed to provide information on good conservation practice to assist LPAs, planning and other consultants, owners, applicants, and other interested parties when implementing Welsh policy. BPGs of particular relevance are discussed below.

#### Heritage Impact Assessment in Wales (May 2017)

This document sets out the general principles to consider when planning changes to historic assets and applying for listed building, conservation area, and scheduled monument consent. In particular, it emphasises the purpose and value of undertaking Heritage Impact Assessments in order to help identify the most appropriate way to accommodate change within the historic environment. The guidance echoes PPW by stressing that understanding the significance of historic assets is key to making decisions regarding the historic environment.

#### Setting of Historic Assets in Wales (May 2017)

This guidance document focuses on the management of change within the setting of heritage assets. It explains what setting is, how it contributes to the significance of a historic asset, and why it is important, in order to aid practitioners with the implementation of Welsh national policies and guidance relating to the historic environment.

This document defines setting as 'including the surroundings in which it is understood, experienced and appreciated, embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve'. The guidance emphasises that setting is not a heritage asset in itself, although land within a setting may contain other historic assets. Instead, the importance of setting is noted to lie in what it contributes to the significance of a historic asset. The document also states that elements of setting may make a positive, negative or neutral contribution to the significance of an asset.

Whilst views to and from an historic asset are often the most obvious consideration in any assessment of the contribution that setting makes to the significance of an asset, other sensory elements can also affect setting, including noise, vibration, and odour. Setting may also incorporate perceptual and associational attributes pertaining to the asset's surroundings.

This document provides guidance on practical and proportionate decision making with regards to the management of proposed development and the setting of heritage assets. It is stated that the protection of the setting of a heritage asset need not prevent change, and also that the scale of an assessment needs to be proportionate to the likely impact of the proposal.

## 2.2 NATIONAL PLANNING GUIDANCE

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Although not prescriptive in setting out how this assessment should be carried out, section four of the document outlines the general principles that both assessors and decision makers should consider when assessing the impact of a proposed change or development within the setting of historic assets. It identifies four key stages:

1. Identification of the historic assets that might be affected by a proposed change or development;
2. Defining and analysing the settings understand how they contribute to the significance of the historic assets and, in particular, the ways in which the assets are understood, appreciated and experienced;
3. Evaluation of the potential impact of a proposed change or development on that significance; and
4. If necessary, considering options to mitigate or improve the potential impact of a proposed change or development on that significance.

The guidance states that the introduction of offsetting or compensatory proposals, such as public access or interpretation panels, will not reduce the impact of the development within the setting of the historic asset, and thus should not be accepted as mitigation. However, these may be considered when the decision-making body weighs up the benefits of the scheme.

## 2.3 LOCAL PLANNING POLICY & GUIDANCE

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### Local Planning Policy

In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.

#### Vale of Glamorgan Local Development Plan 2011-2026

In this instance Local Planning Policy is provided by the Vale of Glamorgan Local Development Plan 2011-2026, which was adopted in June 2017.

The Local Plan contains the following policies relevant to this assessment:

#### POLICY SP10 - BUILT AND NATURAL ENVIRONMENT

Development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan including:

1. The architectural and / or historic qualities of buildings or conservation areas, including locally listed buildings;
2. Historic landscapes, parks and gardens;
3. Special landscape areas;
4. The Glamorgan Heritage Coast;
5. Sites designated for their local, national and European nature conservation importance; and
6. Important archaeological and geological features.

#### POLICY MD8 - HISTORIC ENVIRONMENT

Development proposals must protect the qualities of the built and historic environment of the Vale of Glamorgan, specifically:

1. Within conservation areas, development proposals must preserve or enhance the character or appearance of the area;
2. For listed and locally listed buildings, development proposals must preserve or enhance the building, its setting and any features of significance it possesses;
3. Within designated landscapes, historic parks and gardens, and battlefields, development proposals must respect the special historic character and quality of these areas, their settings or historic views or vistas; and
4. For sites of archaeological interest, development proposals must preserve or enhance archaeological remains and where appropriate their settings.



## 3.0 ARCHITECTURAL & HISTORICAL APPRAISAL

### 3.1 HISTORICAL DEVELOPMENT AND MAP PROGRESSION

In the post-Medieval period cartographic sources are useful for understanding the historic land use of the Site, relevant phases of built development and the evolution of the area's present built character. This section discusses the available mapping from the early 19th Century onwards.



Figure 2: 1811 Ordnance Survey Drawing

In the early 19th Century, the Site lay within unreclaimed marshland, forming part of the floodplain of the river Cadoxton. To the south of the Site is a wide area of marsh between the river and the Bristol Channel. The north eastern edge of Barry Island, some distance to the south west of the Site is shown. To the north of the Site are irregular, enclosed agricultural fields. The wider landscape at this time was characterised primarily by scattered farmsteads and small villages. To the north east of the Site, a Mill on the river Cadoxton is shown.

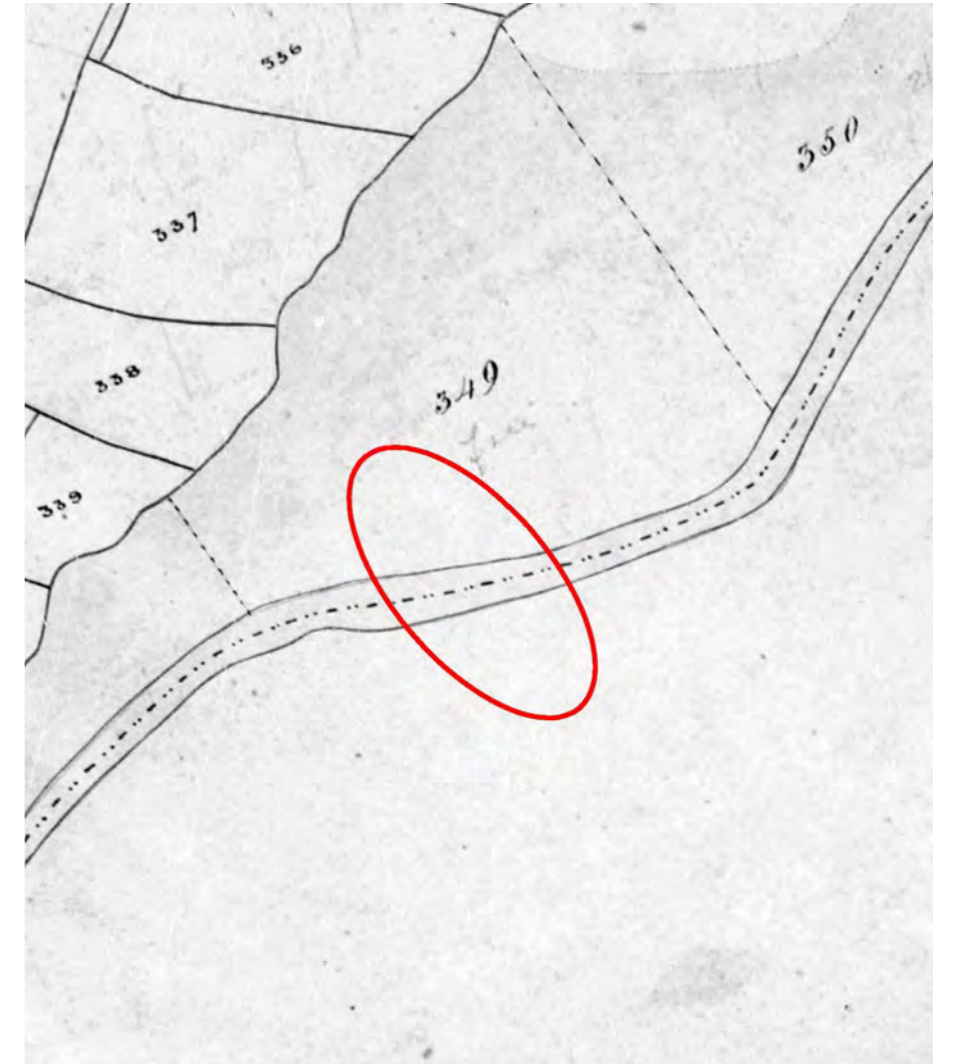


Figure 3: 1840 Tithe Map, Cadoxton Parish, Glamorganshire

The 1840 Cadoxton Parish Tithe Map gives a snapshot of land ownership, occupancy and use in the mid-19th Century. At this time the Site lay within plot 349, owned by a Robert Jenner and occupied by a 'Thomas'. Plot 349 is named in the tithe apportionments as 'The Mie' and described as only 'mud'. In the vicinity, the area north of the Site is recorded as being in pasture use, while the vicinity immediately east, west and south remains part of a floodplain with only limited seasonal pasture use in some places.



### 3.1 HISTORICAL DEVELOPMENT AND MAP PROGRESSION



Figure 4: 1880 Ordnance Survey 1:2500 Scale

The Ordnance Survey (OS) map of 1880 illustrates that the Site and vicinity had undergone little change since the 1840s. The Site is more clearly shown to lie across the route of the Cadoxton River, which continues to flow through a wide, essentially uncultivated floodplain or marsh.



Figure 5: 1898 Ordnance Survey 1:10560 Scale

In 1883 a group of businessmen, headed by David Davies, chairman of the Ocean Collieries, sought permission to build a docks at Barry, serviced by a new railway. Though initially denied as a result of local and corporate opposition, parliamentary permission for the development of a docks at Barry was granted in 1884. Construction began in November 1884, along with construction of new railway infrastructure. The docks and rail line were completed in 1889. The 1898 OS map illustrates the Site as lying across two rail lines that support dockside coal loading stations set at the north side of Dock no.2.

The character of the Site and vicinity has now been fundamentally altered by the development of Barry Docks, which supported the expansion of the wider town to the north. The now Grade II\* listed Dock Offices (1898) and Grade II\* Listed Bronze Statue of David Davies lie c.375m to the west of the Site (not shown). The Grade II listed Customs House and Mercantile Office dates to between 1901-1910 and lies on Dock View Road, c.275m to the north west of the Site, north of the present Barry Docks Station.

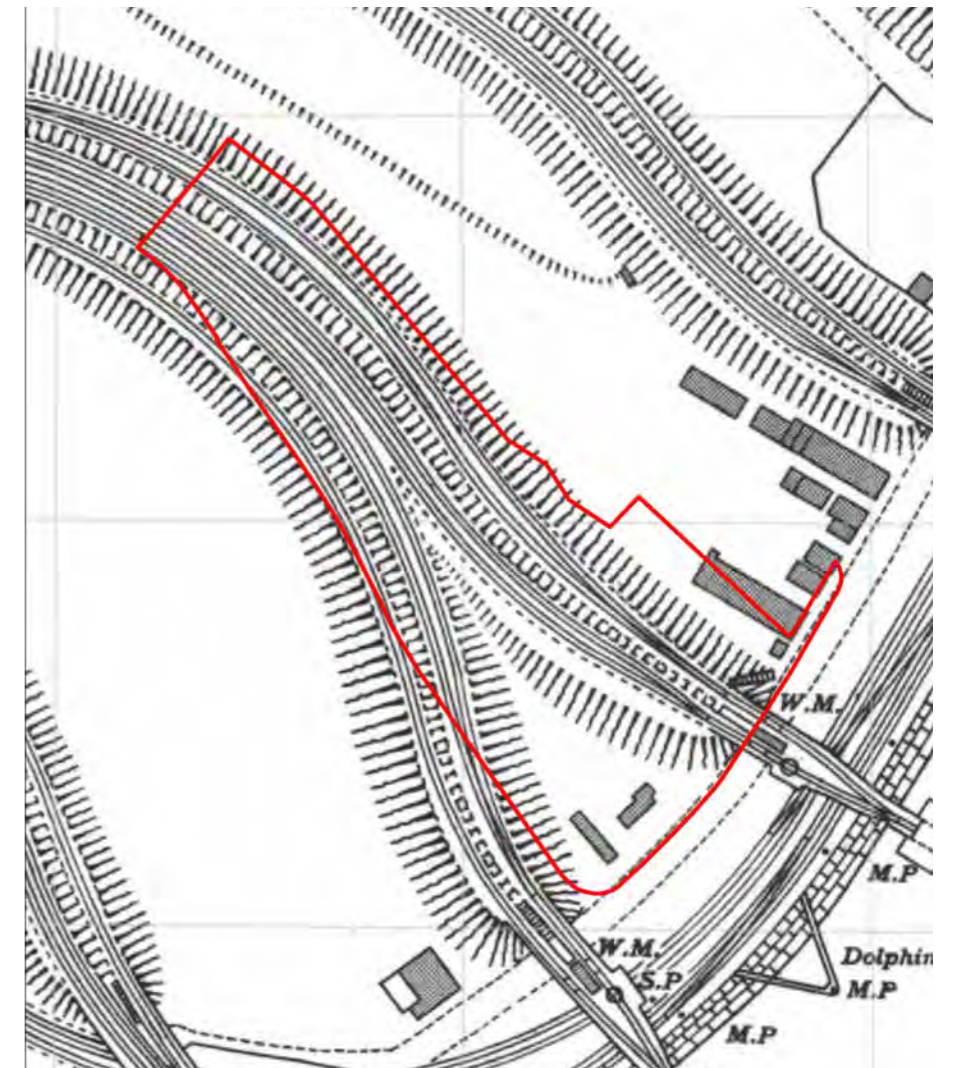


Figure 6: 1943 Ordnance Survey 1:1:2500 Scale

Barry Docks underwent a number of alterations and phases of expansion following its opening to support its role as a nationally important coal export terminal. The coal trade peaked in 1913, when over 11 million tonnes of coal and coke passed through the port. By 1943, the number of supporting ancillary and industrial buildings had proliferated between the rail lines running to dockside coal filling stations. At this time the Site remained occupied by dockside rail lines and two small buildings.



### 3.1 HISTORICAL DEVELOPMENT AND MAP PROGRESSION

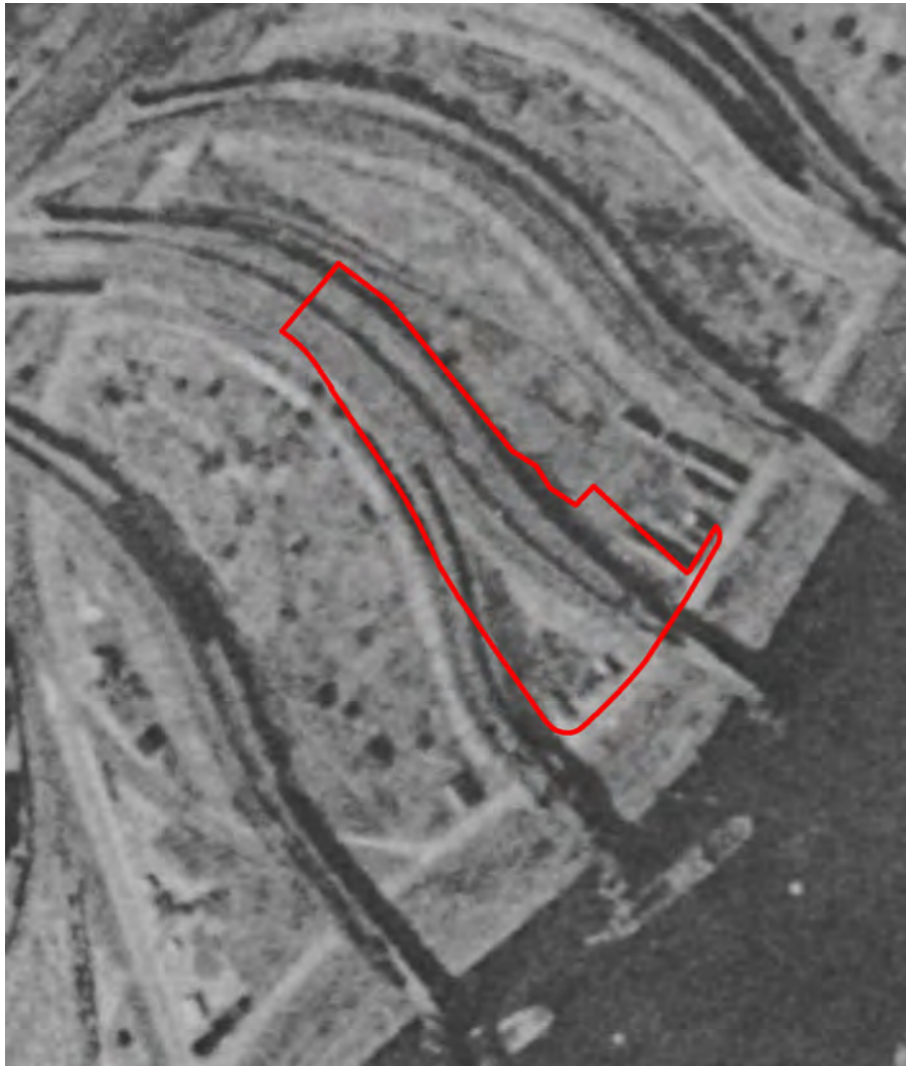


Figure 7: 1945 Aerial Photograph (Google Earth Image)

The aerial photograph of 1945 illustrates the character of the Site and vicinity at this time. The Site lies deep within an intensively developed industrial docklands area. Barry Docks remained a major coal export port into the mid-late 20th Century. The ornate docks office, David Davies statue and the Customs House lie c.275 and c.375m from the Site respectively and have been separated from it by extensive intervening development throughout the history of the docks.

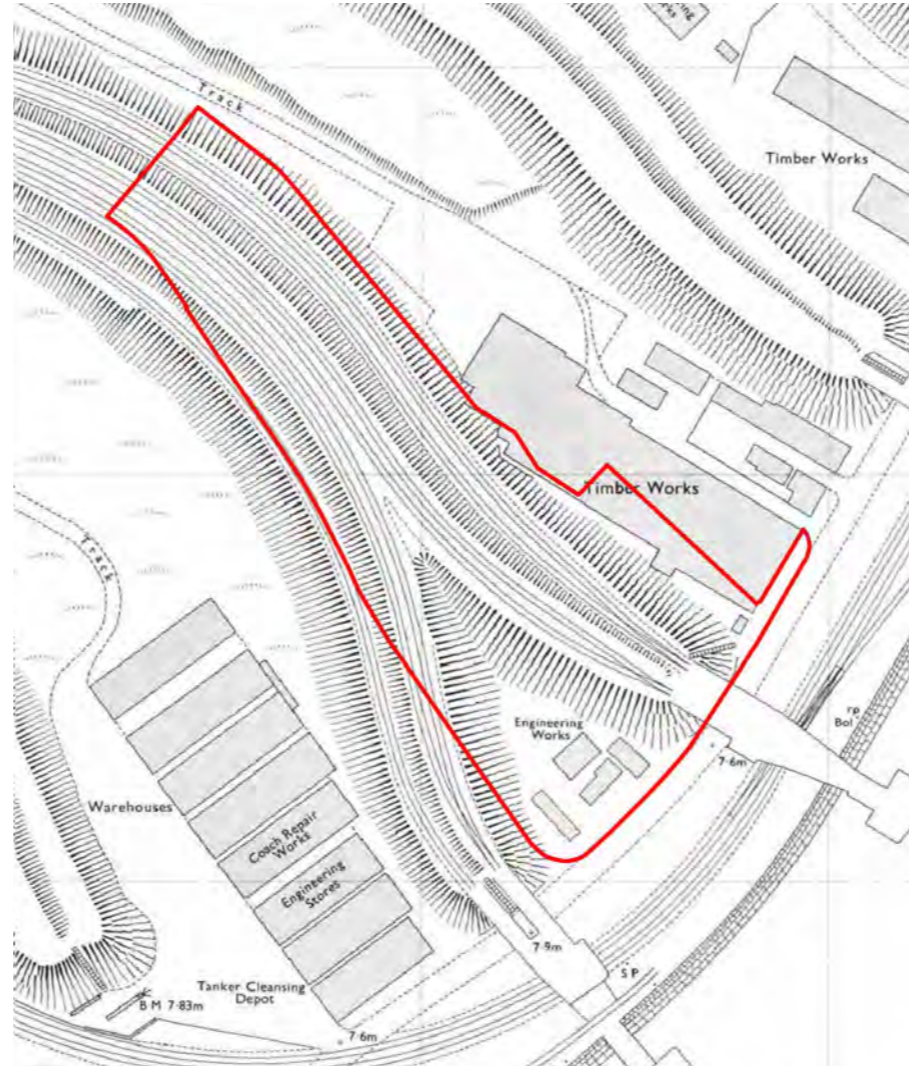


Figure 8: 1971 Ordnance Survey 1:1250 Scale

Though Barry Docks remained a major coal port into the later 20th Century, the 1971 OS map indicates a diversification of industrial activity across the docks area. A variety of engineering works, timber works and other commercial activity is shown on this map, including post-war buildings to the immediate east and west of the Site. The Site remains occupied by rail lines and supporting embankments, though there has been an expansion of buildings within its southern end, forming one of the dock's many 'engineering works'.

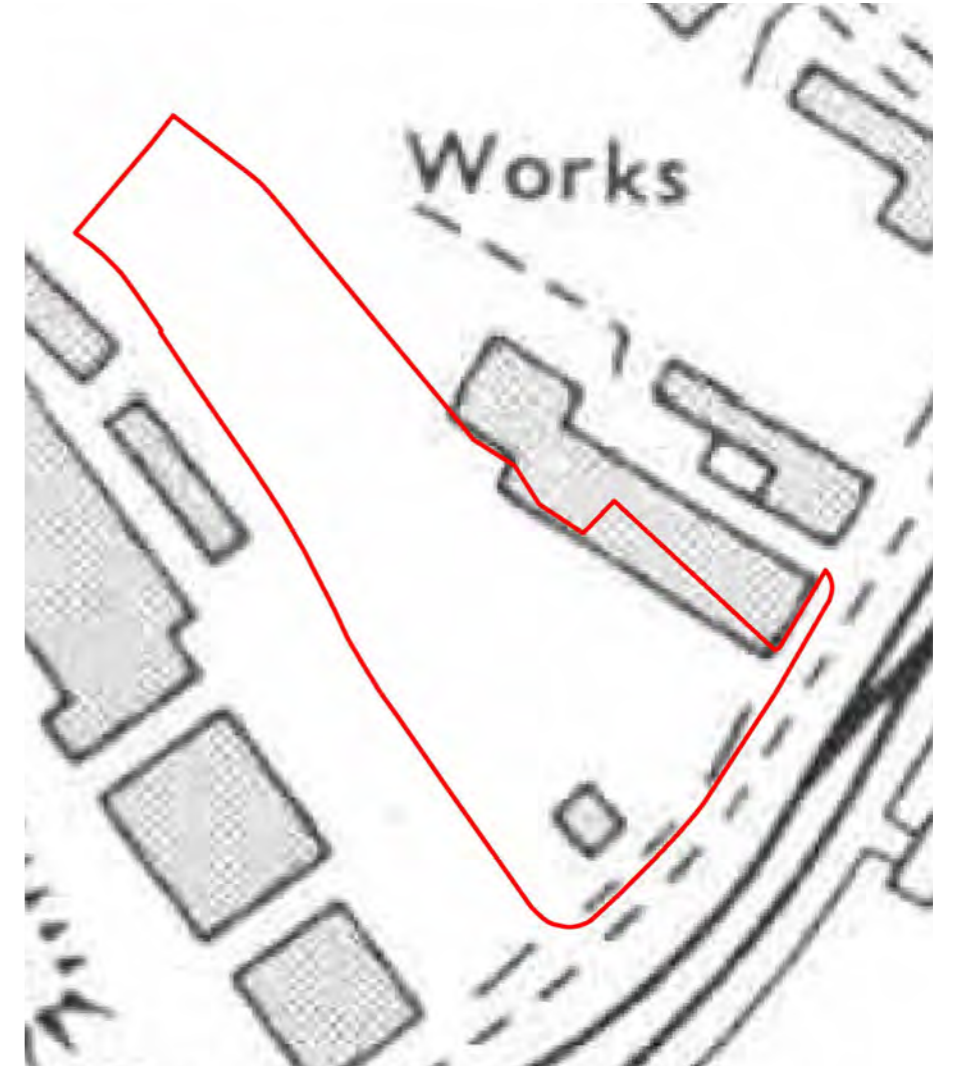


Figure 9: 1982 Ordnance Survey 1:10000 Scale

In the later 20th Century many industrial areas in Britain underwent considerable change, reflecting wider economic trends and the decline of primary commodity and manufactured export trade. At Barry Docks, the 1980s saw the widespread dismantling and removal of the rail sidings and coal filling stations as the use of the dockside area took on a more vacant and general commercial character. The wider area underwent a significant decline of commercial activity. Within the Site, the rail sidings have been entirely removed, though commercial buildings remain present either side of it. At the dockside, elements of coal filling stations continue to project into Dock No.2.



### 3.1 HISTORICAL DEVELOPMENT AND MAP PROGRESSION



Figure 10: 1991 Ordnance Survey 1:10000

In the 1990's Barry Docks continued to be subject to more diverse commercial activity, with a proliferation of new buildings and the laying out of Woodham and David Davies Road. The Site remained largely vacant at this time, with the earlier 'engineering works' having been largely demolished and a small building remaining at the southernmost end of the Site. The Site continues to lie deep within an intensely industrial-commercial character space, being separated from the wider built area of Barry and the immediate vicinity of Barry Station and the Docks Office by intervening development and vacant land.



Figure 11: 2001 Aerial Photograph (Google Earth Image)

The aerial photograph of 2001 shows the Site as being occupied by shipping containers and temporary/ancillary structures. The building that had been positioned immediately northeast of the Site has been demolished and the plot is now similarly in use as a storage area. To the immediate west of the Site are numerous commercial units occupied by a variety of businesses. To the southeast of the Site, the coal filling station platforms projecting into the dock and the dock wall itself survive into the 21st Century. While Barry Docks as a whole has undergone considerable change as a result of the decline and then cessation of coal exporting, the essential legibility of the original use of the dock remains.



Figure 12: 2021 Aerial Photograph (Google Earth Image)

The diversification of use across the docks in the later 20th and early 21st Century reflects the changing economic base of the area, which is now focussed on tourism, media, supporting new technology and regeneration efforts supported by the Local Plan Policy MG3: Strategic Site at Barry Waterfront, which lies close to Dock No.1, to the west of Dock No.2. Construction of the Biomass Plant within the Site began in 2016. The aerial photograph of 2021 shows the completed Biomass plant buildings as occupying much of the Site, with the remainder being laid with hardstanding. The vicinity of the Site remains characterised by diverse, generally poorer quality commercial units. To the southwest, the remained dock structures remain largely unchanged since their decommissioning.



## 4.0 ASSESSMENT OF SIGNIFICANCE

### 4.1 IDENTIFICATION OF BUILT HERITAGE ASSETS AND HERITAGE BASELINE

#### Identification of Built Heritage Assets

The Site does not contain any designated or non-designated built heritage assets.

A plot of all designated built heritage assets within a 750m radius of the Site is given as Figure 13. Not all built heritage assets within this radius have been affected by the development. This radius was established following an area walkover and is sufficient to identify the relevant built heritage assets affected by the development and assess the Biomass Facility in an appropriate built context. Relevant Statutory List Descriptions are given in Appendix A.

All listed buildings shown on Figure 13 are also categorised as 'County Treasures', a category of non-designated assets equivalent to a 'local list' but includes many buildings and structures that are also statutorily listed. The only formally recognised non-designated built heritage asset on Figure 13 is the Locally Listed Holton County School building.

Where a built heritage asset on Figure 13 lacks any visual or known or legible historical or functional relationship with the Site, the Site is considered to make no contribution to its significance. In these instances the Site forms no part of the asset's setting, because it is not part of the surroundings in which the asset is experienced or understood. Where the Site has been identified as making no contribution to the significance of a built heritage asset and as not forming an appreciable element of the experience of it within its close or immediate setting, no potential impacts arising from the development are identified. Built heritage assets that are not considered to have been affected by the development as a result of extensive intervening distance and development are not carried forward for detailed individual assessment.

The following built heritage assets are carried forward for detailed assessment as a result of their proximity to the Site, visual relationship with the Biomass Facility and functional and historical relationship with Barry Docks. The relevant built heritage assets include:

- Former Customs House and Mercantile Marine Office, (Grade II, Ref.13446, c.275m to the north west of the Site).

And the group of listed buildings at the former Docks Offices, c.300m to the west of the Site, comprising:

- Pedestal and Statue of David Davies (Grade II\*, Ref.13445);
- Former Barry Docks Offices (Grade II\*, Ref.13443); and
- Six Grade II Listed Lampstands (Refs. 1588; 13444; 15896; 15897; 15899; 15900).

All of the relevant assets have a group value as a result of their functional and historical relationship to each other and to the operation of Barry Docks. However, as a result of their intrinsic collective experience within a relatively confined close setting, only the group of assets at the Former Docks Offices are assessed jointly.

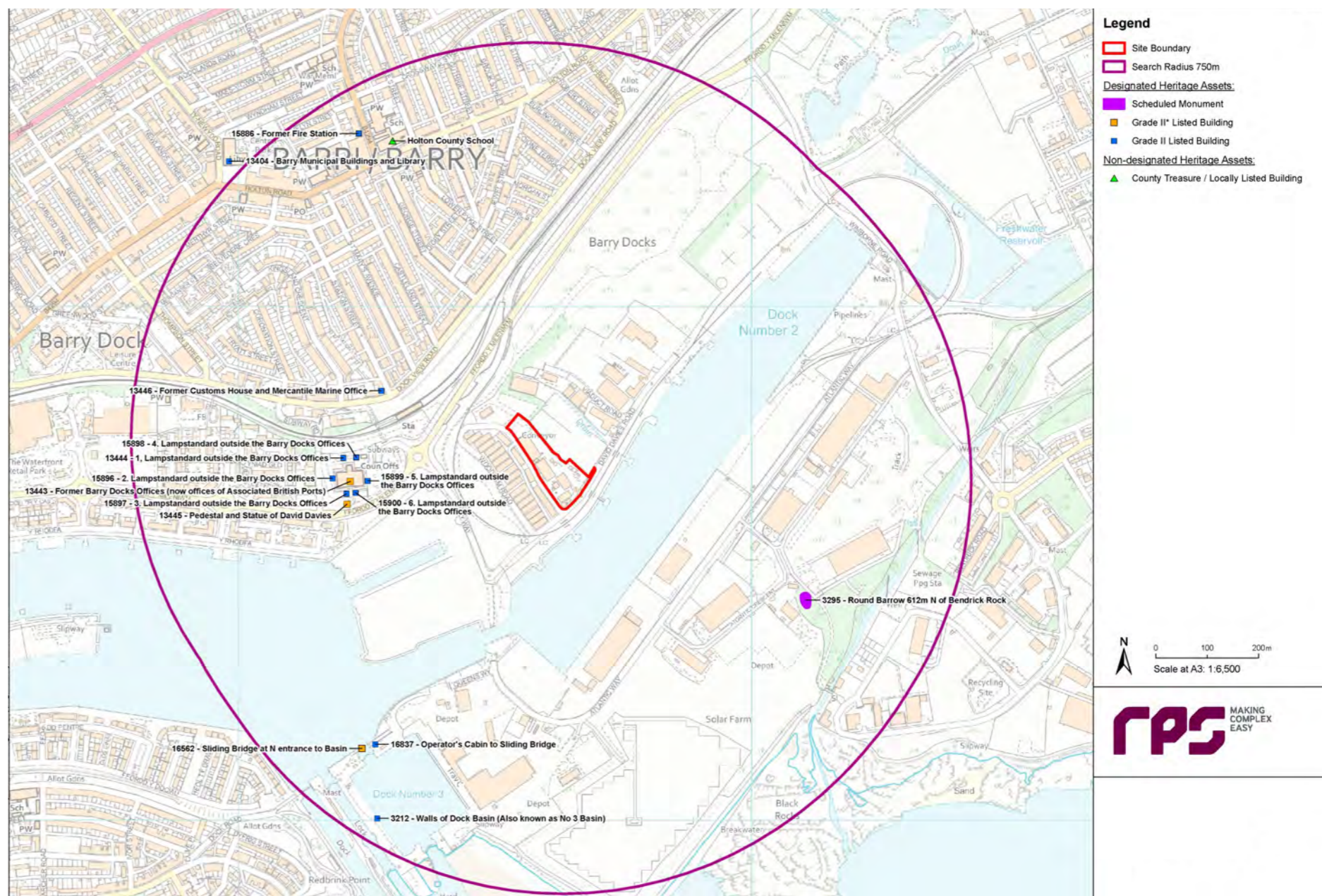


Figure 13: Designated and Non-Designated Built Heritage Assets Plot



## 4.1 IDENTIFICATION OF BUILT HERITAGE ASSETS AND HERITAGE BASELINE

### Built Heritage Baseline

There has been no change to the number of recognised built heritage assets within the vicinity of the Site, or known changes to the designation status of those assets, in the period immediately prior to or after the construction of the Biomass Facility at the Site between 2016 and 2022.

The wider area around the Site has undergone considerable change in the past 20 years, with strategic development ongoing. An aerial photograph of the wider area taken in 2001 is given as Figure 14. On this photograph, the Former Docks Offices and associated listed structures lie somewhat isolated from proximate built areas, with little nearby activity not directly related to the offices or adjoining road route. The Grade II listed Customs Office on Dock View Road, was, as presently, located at the southern edge of the town of Barry, north of the rail station. At this time the Site remained an unremarkable industrial-commercial space along the north side of Dock No.2, in use for storage of shipping containers. At this time, prior to local regeneration, the Site would have not formed a notable element in the experience of any of the relevant built heritage assets, being separated from them by the commercial units on Woodham Road and indistinguishable in terms of character or use from much of the dockside.



Figure 14: 2001 Wider Area Aerial Photograph (Google Earth Image)



## 4.1 IDENTIFICATION OF BUILT HERITAGE ASSETS AND HERITAGE BASELINE

As shown on Figure 15, by 2021 the area had undergone extensive change. This wider change is an important element in understanding the impacts of the Biomass Facility on relevant heritage assets as development and operation of the Site Biomass Facility is not an isolated change, but a further phase of area wide redevelopment that has altered and continues to alter the settings of local heritage assets.

The aerial photograph taken in 2021 (Fig.15) shows the comprehensive redevelopment of the western and southwestern vicinity of the Former Docks Offices with multi-story residential units, altering their setting visually and introducing new, residential focussed activity to the formerly largely vacant area north of Dock No.1. The area immediately south of the Former Docks Offices is similarly undergoing new development. The Former Docks Offices and its associated built heritage assets no longer lie on the fringe, but rather, within the built area of Barry. Further to the east, to the east of the Site, there has been a notable increase in the number of commercial units and storage areas along the north side of Dock No.2.

Cross referencing Figures 13, 14 and 15 allows the built heritage baseline of the Site and vicinity and the development of the Site with a Biomass Facility to be understood and assessed for built heritage impacts in the context of the ongoing changes to the settings of those assets.



Figure 15: 2021 Wider Area Aerial Photograph (Google Earth Image)



## 4.2 SITE ASSESSMENT AND PLANNING CONTEXT

### Site Assessment

The Site is occupied by a modern Biomass Facility, comprising a wood fired renewable energy plant, located on Woodham Road, Barry, Wales, CF63 4JE. The Site Biomass Facility was developed from 2016 and are wholly modern. The Site does not contain any designated or non-designated built heritage assets.

A Site visit and area walkover was undertaken in February of 2022. Figures 16 to 25 illustrate the Biomass Facility, views from the vicinity of the Site to the surrounding area and principal views toward the Site from publicly accessible locations locally.

### Planning Context

The Site is the subject of an Appeal made to Planning and Environment Decision Wales (PEDW) in October 2021 against Enforcement Notice ENF/2020/0230/M issued by the Vale of Glamorgan Council. The Enforcement Notice makes reference to public visual amenity but does not suggest that any built heritage asset has undergone an adverse impact as a result of the development.

The Decision Notice for outline planning consent for a Biomass Facility at the Site that was granted in 2015 (ref.2015/00031/OUT) makes reference to visual amenity, but does not include conditions for the provision of built heritage assessment. The application for outline planning permission was not supported by an assessment of potential built heritage impacts.

Reserved matters pursuant to the 2015 Permission were approved in April 2016 for landscaping (Ref No: 2016/00187/RES) and various planning conditions were discharged (Ref No: 2015/00031/5/CD). The RMA permitted pursuant to the 2015 outline permission was screened for EIA by Vale of Glamorgan Council in April 2016 who concluded EIA was not required.

Construction on the Site began in 2016 and an Environmental Permit for the Facility was granted in February 2018 and was subject to a variation application in 2019.

The Biomass Facility at the Site is fully constructed but not operational.

Throughout the planning process, built heritage impacts do not appear to have been identified as relevant to the proposals or decision making process.

Following the receipt of the Enforcement Notice, RPS Consulting Services Ltd has been asked to undertake a standalone assessment to assess the impact of the Biomass Facility 'as constructed and operational' on the significance of relevant built heritage assets to inform the need for built heritage matters to form part of the Appeal and EIA process.

The preceding Sections 3.1 and 4.1 have set out the history of the Site, discussed the character of the Site and vicinity prior to construction and identified the relevant built heritage assets to be carried forward for assessment. The following section assesses the significance of these heritage assets and the contribution of the Site to that significance pre-and post construction of the Biomass Facility.



Figure 16: View to Site, looking approximately south east from south platform at Barry Docks train station.



Figure 17: View south to Site from Docks View Road, north of Barry Docks train station.



Figure 18: View to Site looking east over main access to Grade II\* Former Docks Office car park, from within car park.



Figure 19: View east to Site from next to Grade II\* Statue of David Davies, south of Grade II\* Former Docks Office.



## 4.2 SITE ASSESSMENT AND PLANNING CONTEXT



Figure 20: View south east to Site over the Ffordd Y Mileniwm Roundabout, east of the Former Docks Office car park.



Figure 21: View south west to Site from Cory Way looking over intervening 20th Century commercial units.



Figure 22: View west towards Site from Ffordd Y Mileniwm, looking past Former Docks Offices and statue of David Davies.



Figure 23: View north east on David Davies Road past southern end of the Site.



Figure 24: General view of Biomass Facility from the south on David Davies Road.



Figure 25: View north west on David Davies Road (positioned to east of Site).



## 4.3 STATUTORILY LISTED BUILDINGS: FORMER CUSTOMS HOUSE AND MERCANTILE MARINE OFFICE

### Former Customs House and Mercantile Marine Office: Grade II

The Former Customs House and Mercantile Marine Office, Dock View Road (Figs. 26 to 31) is listed as Grade II, (Ref.13446 and NPRN34259). This building lies c.275m to the north west of the Site.

This building was constructed between 1901 and 1910, on a corner plot at the junction of Dock View Road and Station Street (Fig.28). The building lies topographically above the rail line to the south and the docks area to the south of the rail line.

The building was constructed in a Neo-Baroque style, primarily in red brick with Portland stone dressings and band courses (Fig.27). The building rises to two storeys, with an attic under a slate roof with brick chimney stacks. The building has a small cupola and Doric columns containing a navigation lantern decoration. The building has five windows to Station Street, with gables to the end bays and a dentil cornice and frieze. The first floor centre has three linked cross-frame windows with freestone surrounds ornamented by Ionic pilasters with animal and heraldic carved bases. The main entrance has a tall, pedimented doorcase with Ionic pilasters, inscribed frieze and elaborate sculptured detail within the pediment. There is a smaller pedimented doorcase to the rear end. A dentil cornice and parapet spans the rounded corner to Dock View Road; the roof is also curved with three gabled dormers. There are five round-headed casement windows grouped to first floor in freestone surround with swagged aprons and dividing Ionic pilasters on the curved corner, with stepped square headed staircase windows below; the left hand lower line of these steps down into the channelled plinth which becomes a basement storey on the Dock View Road elevation. The Dock View Road (south) elevation has a Dutch-like gable with "ER" insignia to kneelers (Fig.27). There is a raised aedicule to the apex with pediment and ball finial containing an armorial shield. The thermal window below has keyblocks and Edward VII's crown to keystone. A dentil cornice continues round the 2nd floor segmental oriel, which has a balustraded parapet with large Royal Coat of Arms to centre and Ionic pilasters flanked by horned sashes.

The building has undergone internal conversion to other uses, but retains much of its original external architectural features.

### Significance

The significance of this building is multi-faceted. The Former Customs House has a high degree of intrinsic architectural and historic interest vested within its surviving early 20th Century fabric which is of high architectural quality and aesthetic value. The building has an evidential value for understanding the design, material and craftsmanship of commercial/trade regulatory buildings in the period.

The building derives significance from its role in the streetscene, where it notably departs from the late 19th and early 20th Century housing to the immediate north and the modern adjoining and proximate infill development, which is of poor quality. The building makes a high positive contribution to the streetscene, where it is intervisible with the Grade II\*

Former Docks Offices to the south (Fig.29) and, as a result of its elevated position, acts as a local landmark in views from much of the lower lying docks area (Fig.30). The landmark and streetscene value of the building makes a high contribution to its significance.

The Former Customs House has a legible functional and historical relationship with the Grade II\* Former Docks Offices and overlooks the Barry Docks themselves. The Former Customs House and Former Docks Offices have a group value that is an important element of the area's character. This group relationship and legibility of historical function makes a high contribution to the building's significance and imparts a communal value to the building.

### Setting

The close setting of the building, formed of the adjoining street sections to the south and east has undergone considerable change in the later 20th and 21st Century (Figs. 26 and 28). To the south west elevation of the listed building, the plot formerly occupied by the Board of Trade Labour Exchange has been redeveloped for a three story apartment building. The western corner of the junction of Station Street with Dock View Road has similarly been redeveloped and is now occupied by a modern building in commercial-retail use. To the rear (north) of the listed building is further modern residential development, that gives way further north to mixed late 19th and 20th Century residential areas. This built area diminishes the opportunities for longer and intermediate views to the listed building north of Dock View Road.

As a result of local topography the Former Customs House has an expansive setting to the south, where it is visible from many places along Cory Way, Barry Docks Train Station, the docks area under redevelopment west of Cory Way and on David Davies Road (Figs 30 and 31). In views from these spaces the architectural interest of the building is appreciable and its historical relationship to the Former Docks Office and docks area is legible. Much of the southern setting of the building is subject to ongoing change, notably through the development of the Strategic Barry Waterfront Site. Present views to the listed building from its wider southern setting are experienced within a strongly commercial-industrial or construction site character space.

### Contribution of Setting to Significance

The extensive visual relationship of the Former Customs House with Barry Docks and the Former Docks Office underpins the high legibility of its historic function and the group value of the listed buildings as important elements of the area's history and present character. These views will continue to change as planned and consented phases of regeneration take place but are considered nonetheless to make a high contribution to the building's significance.

The loosely later 19th and early 20th Century areas to the north of the listed building are representative of its historic built context as part of a rapidly established late 19th Century commercial town. These built elements are not however a major element in the close experience of the building on Station Street or Dock View Road, where the development set close to the building is primarily modern. The historic residential built context elements north of the Former Customs Office are considered to make a generally low contribution to its significance. The proximate modern built elements to the building, forming part of how it is directly experienced from adjoining roads, makes no contribution to its significance.

### Contribution of the Site to Significance

The Site is a small part of the expansive Barry Docks area, forming the wider southern setting of the listed building. The Site had historically been occupied by rail sidings supporting the loading of coaling stations set along the dockside. The Site therefore has a historical association with the Former Customs House, but only in the same sense as the docks area as a whole does.

The specific use of the Site during the operation of Barry Docks between c.1889 and the c.1970's is now only legible from documentary sources, given the complete removal of all rail infrastructure of the Site and clearance for use as storage space between c.1980-2015. Taken as a whole the docks area, with legible expansive water basins and surviving projecting platforms (formerly coal filling bays), can be said to contribute to the significance of the Former Customs House, this contribution is however only moderate given the extensive redevelopment of the dockside areas for modern, unrelated uses, including residential development and the loss of much of the 19th Century supporting infrastructure.

Immediately prior to the development of the Biomass Facility within the Site, it was in use for the storage of shipping containers, forming a minor and unremarkable element of the northern periphery of Dock No.2 and making no individual contribution to the significance of the building or forming any notable element in the experience of it. Presently the Site is distinguishable in views from Dock View Road only by virtue of the Biomass Facility within it. The Biomass Facility is a modern, typical example of such facilities and as an element of the setting of the listed building is seen as being set among a variety of poor quality 20th Century commercial development and vacant land.

The Biomass Facility does not notably alter the way in which the architectural or historic interest of the building is understood or appreciated within its close setting on Station Street and Dock View Road. The Biomass Facility does not diminish the appreciation of the building as a local landmark or the legibility of its historic relationship with the wider docks area. Following the development of the Biomass Facility, the Site is considered to represent a neutral element of this listed building's much altered, wider industrial-commercial context, making no contribution to its significance and not diminishing its significance.



## 4.3 STATUTORILY LISTED BUILDINGS: FORMER CUSTOMS HOUSE AND MERCANTILE OFFICE



Figure 26: View to south elevation of Grade II Former Customs House on Dock View Road, looking north west.

A modern residential building adjoins the listed building's west elevation.



Figure 27: General view of south elevation and curved corner of Former Customs House at junction of Station Street and Dock View Road.



Figure 28: View to Former Customs House on Dock View Road looking approximately west.



Figure 29: View south west on Dock Views Road.

In this view the Grade II\* Former Docks Offices and the Grade II Former Customs House can both be seen and their architectural similarity and historical relationship is apparent.



Figure 30: View north west from position immediately south west of modern commercial units located to the west of the Site.

In this view the Former Docks offices and Former Customs House (indicated) are highly visible and their relationship to the docks area remains legible.



Figure 31: General view to Former Customs House from north platform of Barry Docks Train Station.



## 4.3 STATUTORILY LISTED BUILDINGS: FORMER DOCKS OFFICES GROUP

A group of eight listed structures, concentrated around the Grade II\* Former Docks Offices, is located c.300m to the west of the Site. This group of designated heritage assets includes:

- Pedestal and Statue of David Davies (Grade II\*, Ref.13445; NPRN32761);
- Former Barry Docks Offices (Grade II\*, Ref.13443; NPRN147); and
- Six Grade II Listed Lampstands (Refs. 1588; 13444; 15896; 15897; 15899; 15900 and NPRN34235).

These built heritage assets have a group value relationship, defined by the way in which they are closely experienced together and their historic and functional relationship to each other that is fundamental to their significance. These assets are therefore assessed together.

### David Davies Statue: Grade II\*

David Davies (1818-1890) was a self-made industrialist who had worked on some of the earliest rail lines in Wales, before becoming chairman of the Ocean Coal Company. As chairman, Davies and others led by him sought to address the bottleneck in Welsh coal exporting capacity resulting from the dominance of Cardiff Bute Docks by promoting development of a dedicated coal export docks at Barry. The Barry Dock and Railways Bill was passed in 1884, leading to the growth of Barry as a town and creating one of the busiest ports in the world at times in terms of tonnage.

The statue of Davies (Fig.35) standing immediately south of the Grade II\* Former Docks Offices was designed in 1890-93 by Alfred Gilbert, who had sculpted the Eros Shaftsbury Memorial and the Duke of Clarence's Tomb. The Statue was cast in bronze by George Broad and Sons. The statue depicts Davies standing with left foot forward and studying plans of his dock and railway developments. The statue stands on a square granite pedestal, stepped out to high base and broad cornice. An inscribed panel commemorates Davies as "Chief Promoter of the Barry Dock and Railway Company". A modern copy of this statue has been erected at Llandinam, Davies' birthplace.

### Former Docks Office: Grade II\*

The Former Docks Office (Figs 32-43) was constructed in 1898 to designs by Arthur E. Bell, whose father, James Bell, was resident engineer of the Barry Railway Co., and supervised construction. The building was intended to serve as the general offices of Barry Railway Company, but took on wider uses throughout the operation of the docks and is now in use by the Vale of Glamorgan Council. The building was executed in a neo-Baroque style, with symmetrical elevations and a central clock tower. The building rises to three storeys over a basement and is constructed in redbrick with Portland stone facings to the ground floor and similar dressings above the brick elevations. The building has a hipped slate roof with brick chimney

stacks. The principal elevation has eleven bays, which are embellished architecturally at the ends and centre with columns and pilasters, all with entasis under a full length dentil cornice. The building was damaged by a fire in 1984, following which the clock-tower was rebuilt. The Portland stone clocktower has an octagonal base and deep volute brackets, square clock stage with columns and scalloped pediments, and an octagonal cupola with domed roof. The side elevations have similar detail and are arranged as two-threw-two bays. The central bay on both sides is flanked by composite columns and has a balustraded balcony. The eastern elevation has a chimney-like stone finial over the pediment and a double-doored entrance with square piers to parapet walls. A later war memorial has been installed beside these doors. The rear (north) elevation has very little architectural detailing or embellishment.

Internally the building has been converted for various changes of use but retains extensive original fabric, including various glazing and window elements, joinery, doors and ironwork. There is a bronze bust on the half landing to Edward Davies, son of David Davies and managing director of BD & R Co. Areas of the interior were severely damaged by a fire in 1984.

### Lamp posts

There are six individually Grade II listed lamp posts (Figs. 34-35) dating to 1898, positioned at regular intervals around the Former Docks Office. These lamp posts were designed, like the office building, by Arthur Bell and manufactured by David King and sons of Glasgow.

The lampposts are cast iron with an Art-Nouveau leaf-like detail to the top of the circular stem, where the curved lamp bracket projects. One of the lampposts to the rear has lost its bracket.

### Assessment

#### Significance

The group of heritage assets at the Former Docks Office has a very high degree of architectural and historic interest. This is recognised in the listing of the David Davies Statue and The Former Docks Office at Grade II\* and the individual listing of the associated lampposts at Grade II.

The Former Docks Office building has a high degree of aesthetic value derived from the high quality of its design, materials and craftsmanship. The building has a particular evidential value for understanding the construction of late 19th Century 'corporate headquarter' buildings and is a rare example of such a building typology in Wales. The building has a high historic interest and communal value for its role as the organisational/administrative focal point of the Barry Docks, which defined the economic and built character of the area for over 70 years.

The building is a prominent landmark and widely visible, its architectural and historic interest being readily appreciable at some distance. In views from the south and south east, the Former Docks Office can be seen together with the Grade II Former Customs House on Docks View Road (Figs. 34 and 43), imparting a further group value.

The David Davies Statue and Former Docks Office have a positive landmark and character role in the streetscene of Ffordd Y Mileniwm, where they contrast strongly with recent modern residential development to the south and west (Fig.38). The landmark and streetscene value of these assets make a high contribution to their significance. The David Davies statue has a high aesthetic interest and high communal value as a memorial to a leading Welsh 19th Century industrialist.

The six listed lampposts have an intrinsic architectural and historic interest for their design merit and their evidential value for high quality late 19th Century street features. These structures are however fundamentally experienced and understood as relating to the Former Docks Offices and so this group value relationship is considered to make a very high contribution to their individual significance.

This group of eight heritage assets has a legible functional and historical relationship with the wider Barry Docks themselves. This legibility of their historical function makes a high contribution to their significance and remains apparent in the general experience of the area despite the recent and ongoing redevelopment.

### Setting

The close setting of this group of heritage assets comprises the adjoining car parking areas west, south and east of the Former Docks Office and the yard areas to the north (Figs.33,34,36). The car park is enclosed by embankments to the north, east and south east (Figs 18, 19, 37) and by two 21st Century residential buildings to the west on Subway Road. To the south, along Ffordd Y Mileniwm is more open, with a gently sloping grass bank bound by Ffordd Y Mileniwm (Fig.38).

In terms of immediate setting an area of further car parking lies to the north of this group of assets, bound by the rail line which is set on a steep embankment. Barry Docks train station lies a short distance to the north east and views to the Former Docks Office are possible from the platform as a result of the height of the embankment (Fig.32). North of the rail line, the Former Docks Office can be seen together with the Grade II Former Customs House in a single view (Fig.29). To the immediate east of the Former Docks Office car park is a roundabout, forming part of Ffordd Y Mileniwm, from which Cory Way, the principal access to the commercial area north of Dock No.1, projects southwards. Beyond Ffordd Y Mileniwm to the south is a vacant area that is undergoing development as part of the wider regeneration of the area (Fig.41). This element of the immediate setting of the group of heritage assets can be anticipated to change



## 4.3 STATUTORILY LISTED BUILDINGS: FORMER DOCKS OFFICES GROUP

considerably over the next few years. To the immediate west and south west, the residential development of the north side of Dock No.1 and the area between Ffordd Y Mileniwm and the rail line contrasts sharply with the vacant or industrial-commercial areas to the east. The immediate setting of the group of assets at the Former Docks Office to the west and south west is strongly residential in character (Figs 38 and 40).

As a result of the long views possible east and west along Ffordd Y Mileniwm and from the vacant and commercial-industrial areas along Cory Way and north of David Davies Road, the Former Docks Office group has a highly varied wider setting. The character of this wider setting is primarily 21st Century residential in the west, giving way to the open water of Dock No.1 in the south west and becomes increasingly commercial-industrial on moving east along the north side of Dock No.2. In the north, beyond the rail line is the predominantly late 19th and 20th Century residential area of Barry, lying north of Dock View Road.

### Contribution of Setting to Significance

The close setting of this group of assets is largely characterised by modern car park hardstanding and landscape boundaries. The close setting is however the space from which the significance of the group as a whole is best appreciated. The close setting also acts as a buffer to the assets, setting it somewhat apart from more recent development to the west and south west, contributing to the landmark prominence of the Statue of David Davies and the Former Docks Office in intermediate and longer views. The close setting of the building makes a high contribution to the significance of these assets.

Much of the immediate setting of this group of assets lacks any functional or historical relationship with them, being recent development unrelated to the historic use of the docks and forming its modern, primarily residential and road infrastructure built context. It is the extensive visual relationship of the Former Docks Office with Barry Docks and the Former Customs Office on Dock View Road that underpins the high legibility of the groups historic function, making a high contribution to their significance.

This group of heritage assets is an important, landmark element in understanding the area's industrial history and the evolution of its present built character. These various views will continue to change as ongoing regeneration takes place, but are considered nonetheless to make a high contribution to the building's significance. Where the group, principally the David Davies Statue and Former Docks Office, are seen in the context of recent development, such as on Ffordd Y Mileniwm, their significance is not diminished (Fig.38).

The modern commercial-industrial and residential elements of the wider setting of this group of heritage assets do not contribute to the legibility of their historic function or relationship to the docks area. These setting elements represent the general modern built context to the listed buildings and do not enhance appreciation of their intrinsic architectural or historic interest and therefore do not contribute to the significance of these heritage assets. Barry Docks, comprising Dock No.1 and No.2 and their associated surviving infrastructure, retain a legible relationship with the related built heritage assets and so contribute to their significance, raising the appreciation of them as fundamental elements of the area's industrial history with an important communal value.

### Contribution of the Site to Significance

The Site is part of the expansive dockside area, forming a minor element of the wider eastern setting of this group of heritage assets. The Site had historically been occupied by rail sidings for the loading of coaling stations set along the dockside. The Site therefore has a historical association with these assets, which were also part of the Barry Docks complex. The specific use of the Site during the operation of Barry Docks between c.1889 and the c.1970's is now primarily legible from documentary sources, given the complete removal of all rail infrastructure from the Site and its clearance and use as storage space between c.1980-2015. Taken together, the docks area, with legible expansive water basins and surviving projecting platforms (formerly coal filling bays), does contribute to the significance of the Former Docks Offices Group, though the built character of the area is primarily modern, with extensive recent and ongoing multi-use development.

Immediately prior to the development of the Biomass Facility within the Site, it was in use for the storage of shipping containers, forming a minor and unremarkable element of the northern periphery of Dock No.2 and making no specific individual contribution to the significance of these assets or being any notable element in the experience of them. Presently the Site is distinguishable in views westward from Ffordd Y Mileniwm and the carparking area around the Former Docks Office only by virtue of the Biomass Facility within it (18, 19, 22). The Biomass Facility is prominent in these views but is neither discordant or visually dominant in the approaches to the heritage assets from the west or within its close, partially enclosed car park setting. The Biomass Facility is experienced in the eastern approach to the Former Docks Office as a large, but fundamentally in-keeping, modern building set among a variety of poor quality 20th Century commercial development within a well established industrial space, bound by a major roadway.

The Biomass Facility does not diminish or notably alter the way in which the architectural or historic interest of these heritage assets is understood or appreciated within their close setting or in key views east and west on Ffordd Y Mileniwm. The Biomass Facility does not diminish the appreciation of these assets as a landmark or the legibility of their historic relationship with the wider docks area. Prior to and following the development of the Biomass Facility, the Site is considered to represent a neutral element of these asset's much altered eastern, wider industrial-commercial built context, making no definable individual contribution to, nor detracting from their significance.



### 4.3 STATUTORILY LISTED BUILDINGS: FORMER DOCKS OFFICES GROUP



Figure 32: View south west to Former Docks Offices.

In views westward and south westward to the Former Docks Office, close set residential development of 21st Century date is readily visible but does not detract from the appreciation of the listed building.



Figure 33: View to Former Docks Office and lampposts on eastern side across car park looking approximately south west



Figure 34: View north along east elevation toward Grade II Former Customs House (indicated).



Figure 35: Close view of David Davies Statue and principal (south) elevation of the Former Docks Office



Figure 36: General view of 21st Century residential buildings to the west of Former Docks Office



Figure 37: General view west over the Ffordd Y Mileniwm roundabout. Traffic noise and visual impacts are a notable element in the character of the immediate setting of the group of assets at the Former Docks Office.



## 4.3 STATUTORILY LISTED BUILDINGS: FORMER DOCKS OFFICES GROUP



Figure 38: View west on Ffordd Y Mileniwm from west of roundabout



Figure 39: View east on Ffordd Y Mileniwm, looking toward Site past Former Docks Office and David Davies Statue



Figure 40: View north east from projecting platform into Dock no.1 from Y Rhodfa.

Recent residential development has blocked views to the Former Docks Office from the north side of Dock No.1, though the dome of the clocktower remains partially visible.



Figure 41: View north west across the MG3: Strategic Site at Barry Waterfront, which is subject to ongoing development, positioned to the west of Cory Way.



Figure 42: View north west from a position north of David Davies Road and a short distance west of the 20th century commercial units on Woodham Road.

Though their architectural and historic interest and relationships to the docks area is apparent in these views, the character of much of the dockside is that of a poor quality industrial-commercial estate with large areas subject to vacancy, fly tipping and storage of commercial refuse and equipment.



Figure 43: View north west from rail crossing on David Davies Road at junction with Woodham Road.

The character of much of the docks does not positively contribute to the appreciation of the significance of the nearby listed buildings. The Grade II Former Customs House is visible in this view (indicated).



## 5.0 PROPOSALS & ASSESSMENT OF IMPACT

### 5.1 THE DEVELOPMENT

Construction on the Site began in 2016 and an Environmental Permit for the Facility was granted in February 2018 and was subject to a variation application in 2019.

The Biomass Facility at the Site is fully constructed but not operational.

This Section gives key 'as constructed' drawings for the Biomass Facility (Figs.44-47). Please refer to the accompanying submission documents for full details. The following assessment of impact has considered the impacts of the Biomass Facility as if it were operational, informed by the various ES documents.

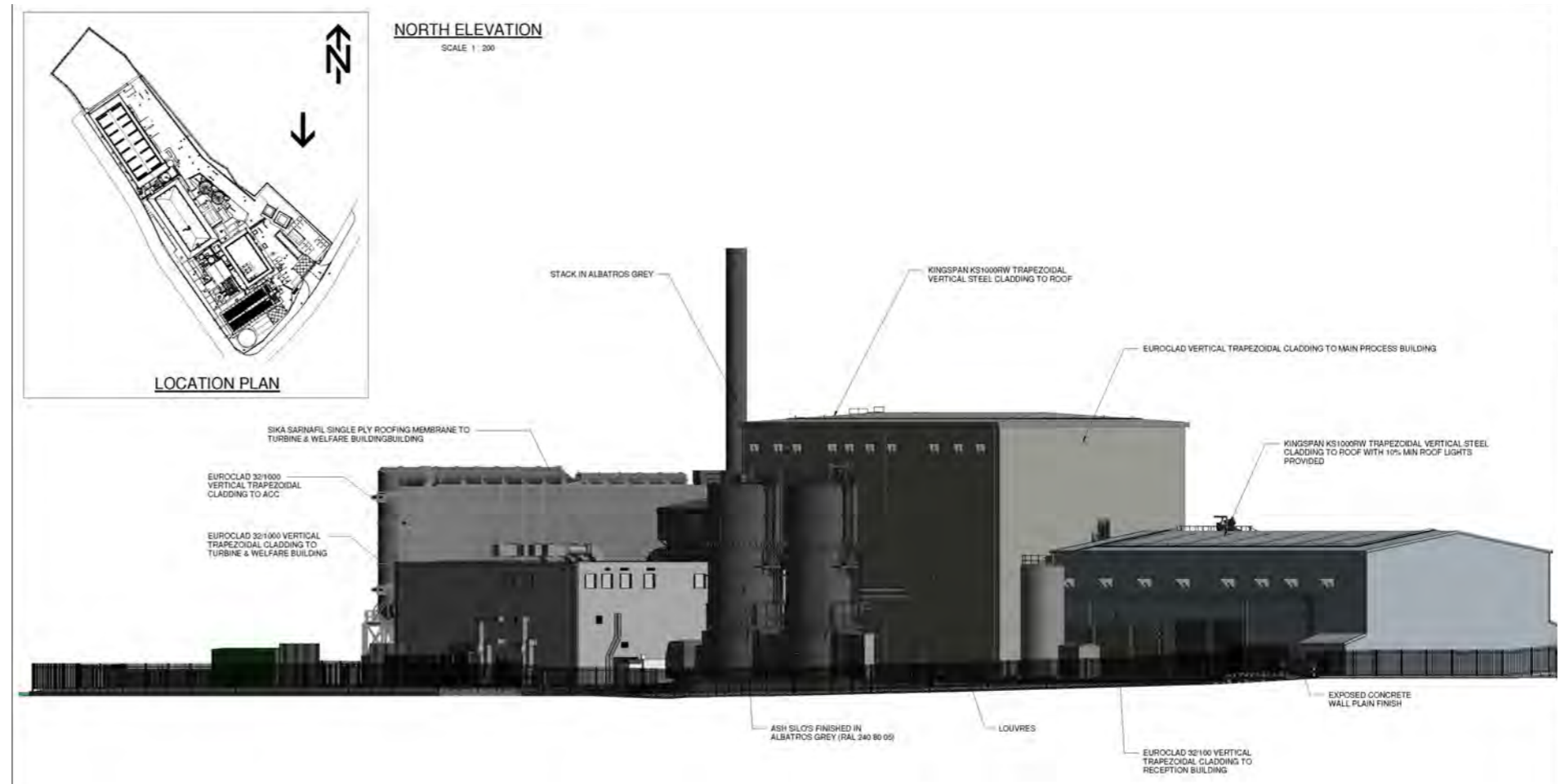


Figure 44: North Elevation—BARRY\_19\_DWG\_01\_40002



## 5.1 THE DEVELOPMENT

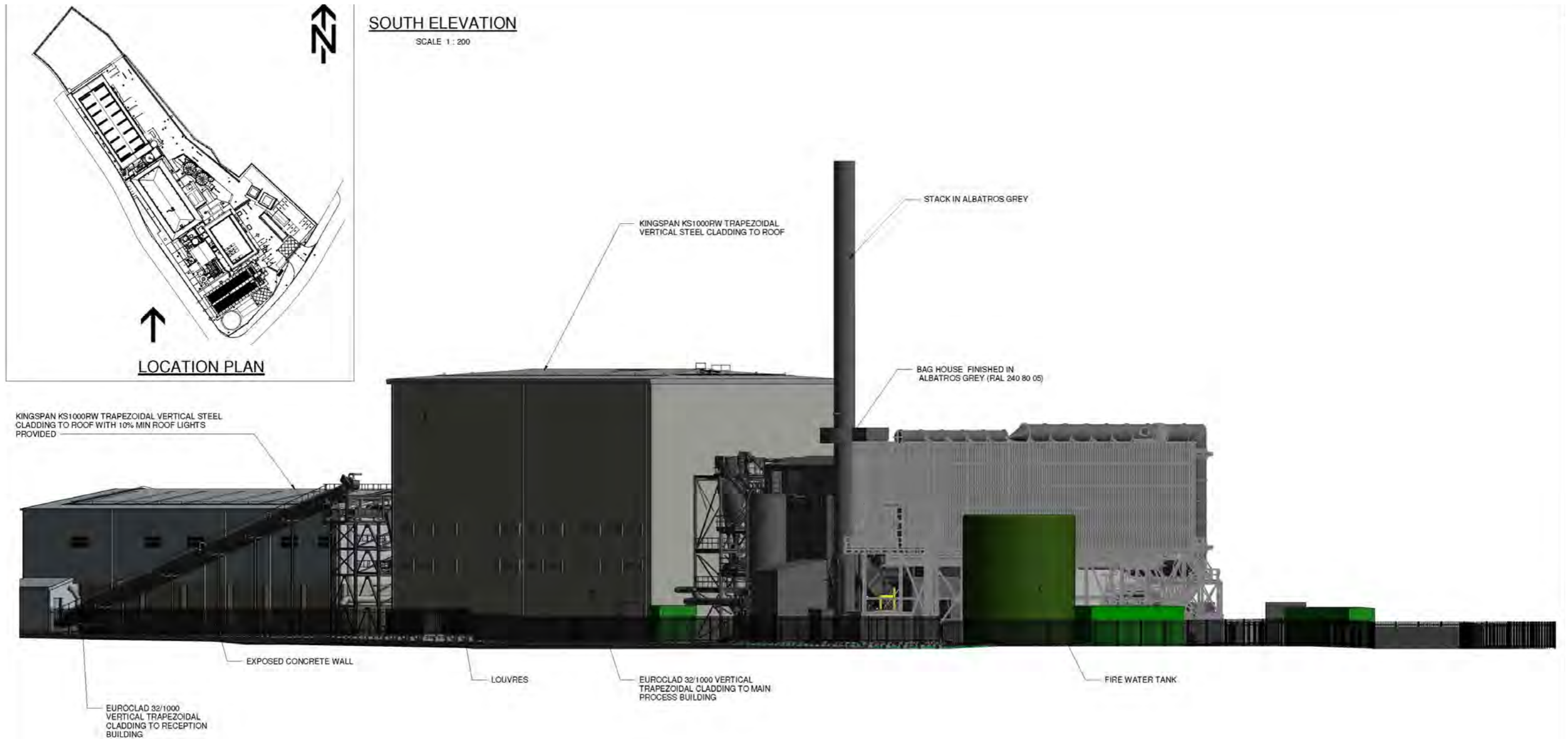


Figure 45: South Elevation—BARRY\_19\_DWG\_01\_40003



## 5.1 THE DEVELOPMENT

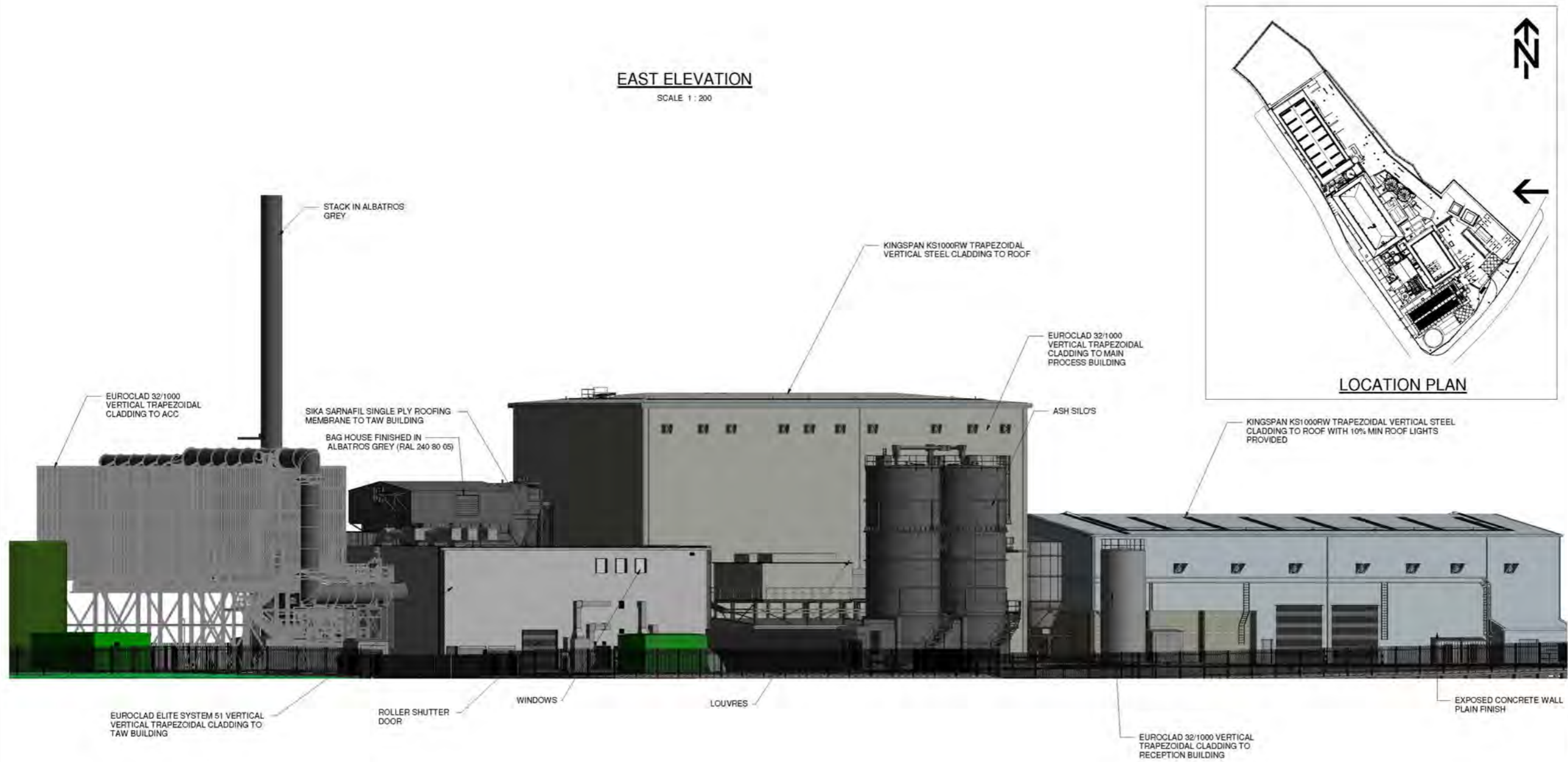


Figure 46: East Elevation—BARRY\_19\_DWG\_01\_40004



## 5.1 THE DEVELOPMENT

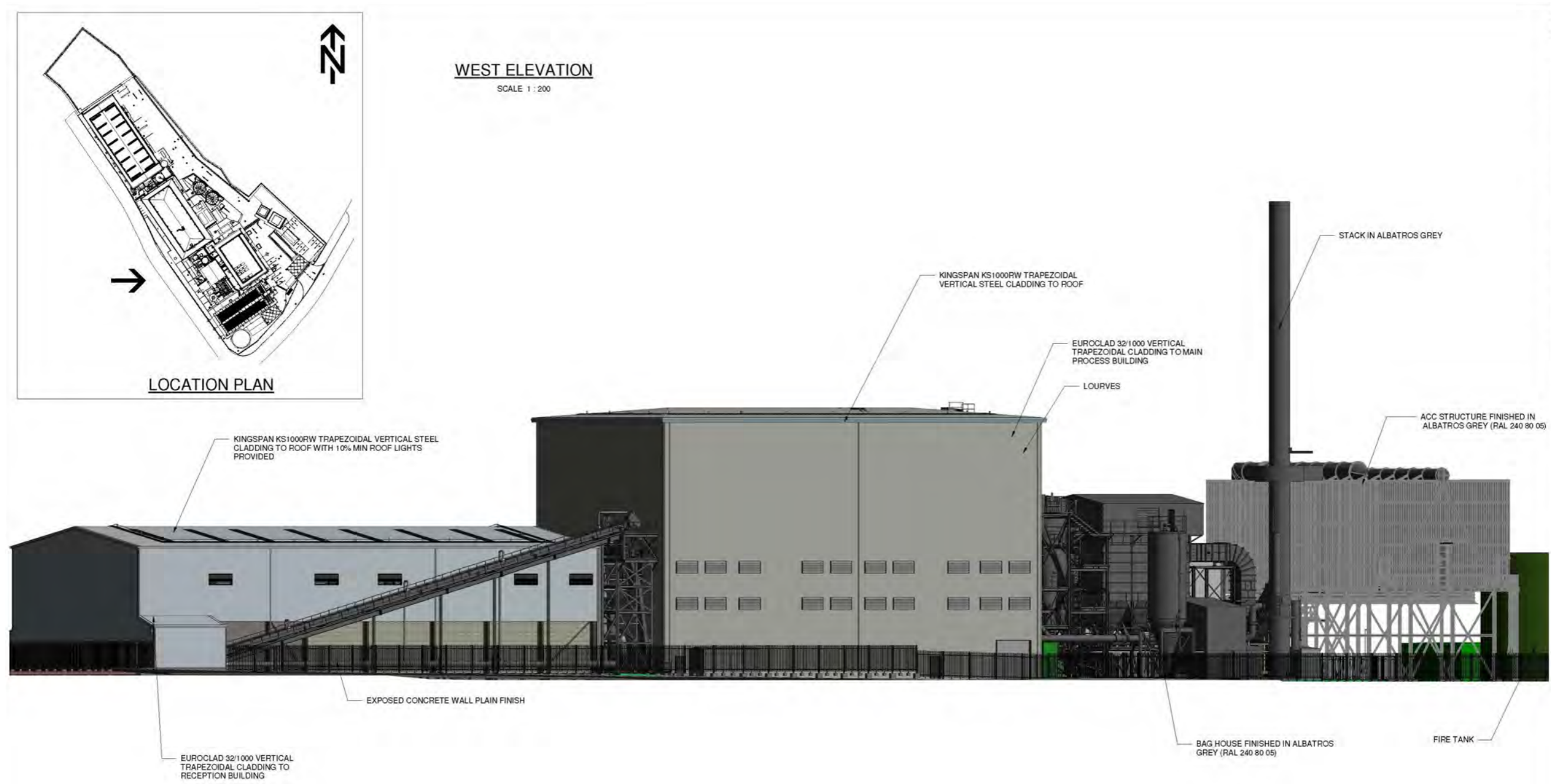


Figure 47: West Elevation—BARRY\_19\_DWG\_01\_40005



## 5.2 ASSESSMENT OF IMPACT

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### Assessment of Impact

This section assesses the impacts of the development as constructed and operational on the significance of relevant built heritage assets.

#### Impacts to the Significance of the Grade II Listed Former Customs House and Mercantile Office

The Site is a small part of the expansive Barry Docks area that forms the wider southern setting of this listed building. The Site had historically been occupied by rail sidings supporting the coaling stations set along the dockside. The Site therefore has a historical association with the Former Customs House, but only in the same sense as the docks area as a whole does.

The specific use of the Site during the operation of Barry Docks is now primarily legible from documentary sources, given the complete removal of all rail infrastructure from the Site and its clearance for use as storage space between c.1980-2015. Taken together, the docks area, with its expansive water basins and surviving projecting platforms (formerly coal filling bays), can be said to contribute to the significance of the Former Customs House. This contribution is however only moderate given the extensive redevelopment of the dockside areas for modern unrelated uses, including residential development and the loss of much of the 19th Century infrastructure.

Prior to the development of the Biomass Facility within the Site, it was in use for the storage of shipping containers, forming a minor and unremarkable element of the northern periphery of Dock No.2 and making no individual contribution to the significance of this building or any notable element in the experience of it. Presently the Site is distinguishable in views from Dock View Road only by virtue of the Biomass Facility within it.

The Biomass Facility does not diminish or notably alter the way in which the architectural or historic interest of the building is understood or appreciated within its close setting on Station Street and Dock View Road. The Biomass Facility does not diminish the appreciation of the building as a local landmark or the legibility of its historic relationship with the wider docks area. Prior to and following the development of the Biomass Facility, the Site is considered to represent a neutral element of this listed building's much altered, wider industrial-commercial context. The operation of the Biomass Facility is not considered to result in any impacts to the significance of this designated built heritage asset, having no effect on the way in which its architectural and historic interest is presently experienced or understood.

The development is considered not to have incurred any degree of harm to the significance of this designated built heritage asset or to cause any harm during its future operation.

#### Impacts to the Significance of the Group of Designated Built Heritage Assets at Former Docks Office

The Site forms a minor element of the wider eastern setting of this group of heritage assets. The specific use of the Site during the operation of Barry Docks prior to the 1970's is now primarily legible from documentary sources, given its clearance for use as storage space between c.1980-2015. The docks area as a whole contributes to the significance of the Former Docks Offices Group as an element of the legibility of its historic function and communal value.

The character of the docks in the 19th to mid-20th Century was significantly different from that of the present experience of the buildings within an area of ongoing regeneration. Immediately prior to the development of the Biomass Facility within the Site, it was a minor and unremarkable element of the northern periphery of Dock No.2 and making no individual contribution to the significance of these assets or being any notable element in the experience of them. Presently the Site is distinguishable in views westward from Ffordd Y Mileniwm and the carparking area around the Former Docks Office only by virtue of the Biomass Facility within it. The Biomass Facility is prominent in these views but does not detract from the appreciation of the heritage assets. Comparison of views eastward to the Site with views westward to recent residential development (Fig. 38 and 39) demonstrates that the Biomass Facility does not diminish the landmark value of the Former Customs House or David Davies Statue, while the prominence of the statue is diminished by the more complete backdrop of residential development.

The Biomass Facility does not diminish or notably alter the way in which the architectural or historic interest of these heritage assets is understood or appreciated within their close setting or in key views east and west on Ffordd Y Mileniwm. The Biomass Facility does not diminish the appreciation of these assets as a landmark or the legibility of their historic relationship with the wider docks area. Prior to and following the development of the Biomass Facility, the Site is considered to represent a neutral element of this listed building's much altered, wider industrial-commercial context, making no definable individual contribution to, or detracting from its significance. The operation of the Biomass Facility is not considered to result in any impacts to the significance of these designated built heritage assets, having no effect on the way in which their architectural and historic interest is presently experienced or understood.

The development is not considered to have caused any harm to the significance of this group of designated built heritage assets or to cause any harm to them during its future operation.



## 6.0 CONCLUSIONS

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This Built Heritage Statement has been prepared by RPS Consulting Services Ltd on behalf of Biomass UK No. 2 Ltd to support the Environmental Statement as part of the forthcoming Enforcement Appeal for the Barry Biomass Facility, Woodham Road, Barry, Wales, CF63 4JE and assess the potential construction impacts which likely occurred and operational impacts on the significance of relevant built heritage assets.

The built heritage baseline of the Site, prior to development of the Biomass Facility has been established. Relevant built heritage assets that could have been effected by the development have been identified and the impacts of the Biomass Facility on their significance through the alteration of their settings has been assessed.

Based on the available information, the development within the Site of the Biomass Facility has had no impact on the significance of relevant built heritage assets. The Site continues, as prior to development, to represent a minor element of the wider, much altered industrial—commercial character built context of the relevant built heritage assets.

This Built Heritage Statement is sufficient in respect of relevant legislation and national and local planning policy and guidance to inform a decision on the scoping out of built heritage matters from the Enforcement Appeal and accompanying Environmental Impact Assessment.



# APPENDICES

## APPENDIX A: STATUTORY LIST DESCRIPTION

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### Barry Docks Board Office: Six Lamp Standards, Barry Docks

<https://coflein.gov.uk/en/site/34235/>

NPRN—34235

Map Reference—ST16NW

Grid Reference—ST1222967637

Unitary (Local) Authority—The Vale of Glamorgan

Old County—Glamorgan

Community- Barry

Type Of Site—LAMP POST

Period—Post Medieval

Description

Six lamp standards symmetrically spaced around the outside of the Barry Docks Board Office (nprn 147): two lamp standards to the front, two to the rear and one to either side.

Source: Cadw list description  
S.L. Evans RCAHMW 2008

### Statue Of David Davies, Barry Docks

<https://coflein.gov.uk/en/site/32761/>

NPRN—32761

Map Reference—ST16NW

Grid Reference—ST1221267615

Unitary (Local) Authority—The Vale of Glamorgan

Old County—Glamorgan

Community—Barry

Type Of Site—STATUE

Period—Post Medieval

Description

The bronze statue of David Davies, a self-made engineer, industrialist, entrepreneur and later the Liberal Member of Parliament for Cardigan, was designed in 1890-93 by the sculptor Alfred Gilbert and cast by George Broad and Sons of London. This is the first of two statues - the second (nprn 32924) stands in Llandinam village, where he was born. The statue stands in Barry Docks (nprn 34234) outside the offices of the Barry Docks Board (nprn 147).

B.A.Malaws, RCAHMW, 07 November 2008.

### Barry Docks Board Office, Barry Docks

<https://coflein.gov.uk/en/site/147/>

NPRN—147

Map Reference—ST16NW

Grid Reference—ST1221067670

Unitary (Local) Authority—The Vale of Glamorgan

Old County—Glamorgan

Community—Barry

Type Of Site—PORT AUTHORITY OFFICE

Period—Post Medieval

Description

The magnificent Wren-style dock offices, dating from 1898, are on the town side of Barry Docks (nprn 34234); a statue (nprn 32761) of the docks founder, David Davies, stands on the south side of the building, overlooking the docks. The magnificent three-storey and basement office building has symmetrical elevations and a central stone-faced clock tower. The main frontage has eleven bays with Portland stone facings to the ground floor and similar dressings above to the red-brick elevations; there is a hipped slate roof with brick chimney stacks.  
B.A.Malaws, RCAHMW, 11 October 2011.

### Custom House, Barry

<https://coflein.gov.uk/en/site/34259/>

NPRN—34259

Map Reference—ST16NW

Grid Reference- ST1227967835

Unitary (Local) Authority—The Vale of Glamorgan

Old County- Glamorgan

Community—Barry

Type Of Site—CUSTOM HOUSE

Period—Modern

Description

Customs House is an imposing commercial building on a corner site, constructed between 1901 and 1910.  
SLE 2007

## APPENDIX B: REFERENCES

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Coflein—<https://coflein.gov.uk/>

CADW—<https://cadw.gov.wales/>

The Genealogist—<https://www.thegenealogist.co.uk/>

BBC News - <https://www.bbc.co.uk/blogs/wales/entries/e2ab2169-5cbd-3fae-a049-d7bd37ba501a>

Vale of Glamorgan Historic Environment Record





[www.rpsgroup.com](http://www.rpsgroup.com)