

PLANNING STATEMENT

**St Baruc's Church,
Phyllis Street, Barry**

June 2021



Summary

Proposal:

Demolition of the existing St Baruc's Church and redevelopment to provide residential development and associated works

Location:

Land at St Baruc's Church, Phyllis Street, Barry, CF62 5US

Date:

June 2021

Project Reference:

19.218

Client:

Tai Newydd Housing

Product of:

Asbri Planning Limited
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Introduction

- 1.1 This Planning Statement accompanies a full planning application submitted on behalf of Tai Newydd Housing Association for the demolition of the existing St Baruc's Church and redevelopment to provide residential development and associated works on land at St Baruc's Church, Phyllis Street, Barry.
- 1.2 The site comprises of St Baruc's Church, which is located in Barry Island in the Vale of Glamorgan. The site is situated in a predominantly residential area on a corner plot at the junction of Phyllis Street and Archer Road parcel with its main entrance fronting onto the former.
- 1.3 The planning application comprises the following set of drawings:

Drawing name	Prepared by
Site Location Plan	CFW Architects
2118-001- Site Survey	CFW Architects
2118-002- Existing Site Sections	CFW Architects
2118-016B - Proposed Site Sections	CFW Architects
2118-017A - Proposed Elevations	CFW Architects
2118-018 - Landscaping Site Plan	CFW Architects
Proposed Drainage	Austin Partnership

- 1.4 In addition, the following supporting documents are submitted.

Document	Prepared by
Planning application forms (1APP)	Asbri Planning
Planning Statement	Asbri Planning
Bat Survey	Ecological Services Ltd.
Surface Water Drainage Strategy	Austin Partnership

- 1.5 The statement takes the format of providing an overview of the site and its surroundings at section 2 including a review of the relevant planning history. Section 3 will provide a summary of the pre-application discussions with section 4 giving a description of the proposal and the design evolution. Section 5 identifies the relevant planning policy to the proposal. Section 6 provides an appraisal of the scheme against the planning policy and a conclusion is drawn in section 7 to conclude the document.

Site description

General location

- 2.1 The subject site relates to The Church of St Baruc's in Barry Island. It is a daughter church of the main parish church, All Saints, and is named after the Dark Age Celtic Saint, Baruc. The church opened as a mission church in 1897, however, held its last service in 2019 and is now closed for worship.
- 2.2 The church sits on a corner plot at the junction of Phyllis Street and Archer Road with its main entrance fronting onto the former.

Site Features

- 2.3 The site measures approximately 300m² and falls gradually from south to north towards the docks at Barry. There is minimal vegetation within the site boundary as the majority of the site consists of the church building, and hardstanding associated with the car parking area to the rear which is used for parking for the adjacent apartments.
- 2.4 The existing building on the site, formerly a church, is a single storey smooth red brick/render structure with stone window dressings and a pitched concrete tiled covered roof; the ridge of which stands at 25.7m AOD.
- 2.5 A review of the TAN 15 development advice maps produced by NRW identifies the majority of the site is located within flood zone A, as such, is considered to be at little or no risk of fluvial or coastal/tidal flooding.
- 2.6 A review of the Historic Wales maps identifies the church is not listed and there are no listed buildings or structures within or adjoining the site.

Surroundings

- 2.7 The surrounding area is comprised of residential properties although there are a number of complimentary uses within close proximity including Barry Island primary school, play areas with restaurants, cafés and leisure facilities provided within close proximity to the site.
- 2.8 To the east, the site is bounded by Archer Road and beyond that, a row of two-storey residential terraced dwellings fronting onto Phyllis Street. To the west lies a number of apartment blocks, under Newydd Housing ownership, and associated landscaping and parking areas which breaks up the row of terraced dwellings along Phyllis Street.

- 2.9 The northern boundary comprises of Phyllis Street, beyond which is the blank elevation of the Barry Island Primary School. Finally, the southern boundary comprises a single property. A right of pedestrian access into the adjoining apartments, to the west, separates the property from the site.
- 2.10 None of the surrounding buildings have any particular architectural or aesthetic merit but all contribute to the character of the area. Most have pitched roofs with slate finishes, windows are small as is common with small terraced properties, the walls being predominately a mixture of red brick/render and stone window dressings. The more recent development of flats to the west, possibly constructed in the 1980's is constructed in a buff brick.
- 2.11 The site is within close proximity (160m) to Maslin Park which provides an open landscaped space that can be used for recreation and footpaths for walking. There is also a LEAP located 65m to the north which provides play equipment and attractive views of Barry waterfront. Connection to both open spaces are via the existing footpaths along Archer Road.

Access and Movement

- 2.12 Pedestrian access into the church is via Phyllis Street with an area for the parking of 5 vehicles provided to the rear via Archer Road.
- 2.13 In terms of sustainability, a bus stop is located some 120m south of the site, along Plymouth Road and provides routes to Barry Island every 20 minutes (via bus no: 95). Additionally, another bus stop is located some 450m south of the site, at Barry Island Pleasure Park which provides regular services to Cardiff and University Hospital Wales (via bus no: 95). Barry Island train station is also located approximately 450m south of the site and provides train services to Merthyr Tydfil, Treherbert and Cardiff Queen Street.

Planning Context

- 2.14 A review of the Vale of Glamorgan's online register shows there are no historic planning applications relating to this site.

Pre-application Enquiry

Pre-application discussions

- 3.1 A pre-application enquiry (ref: P/DC/2020/00048/PRE) in relation to the proposed demolition of the existing church together with the redevelopment of the site to provide 6no. one-bedroom apartments over three-storeys was submitted to the Local Planning Authority in May 2020.
- 3.2 A pre-application response was issued in July 2020 and is summarised as follows;

Principle of development

- 3.3 There is a recognised shortage of affordable housing within the Vale of Glamorgan and the proposed units would assist in meeting the target for the provision of 3,252 affordable homes across the Vale of Glamorgan over the period of the plan, as identified within Policy SP4 (Affordable Housing). The provision of affordable housing is therefore likely to be a material consideration in favour of the development. It is considered that the proposed residential use is therefore acceptable in principle.

Principle of demolition

- 3.4 The building does not have any historic features, is not listed and is also not listed as a County Treasure. The proposal seeks to demolish the existing building and replace it with the residential building. Given the lack of protected status, it is unlikely that issues would arise with regards to demolition.

Design and Visual impacts

- 3.5 The corner location of the proposed building results in an addition that needs to be sympathetic with two different streetscenes. The streetscene along Phyllis Street is sporadic along this side of the road, however, it is predominantly two storey in nature. However, Archer Road is predominantly single storey in nature. Concerns were raised about how the proposed building would be over-scaled and out of context for both streetscenes. Indeed, there is scope for a two-storey building along Phyllis Street but it would need to have a low eaves in order to tie in with Archer Road. Therefore, whilst there may be scope for a two-storey building, there is not scope for a 2.5 / three storey one. It is therefore likely that the proposals would result in an unacceptable impact on the appearance and character of the streetscene.

- 3.6 **Impact on neighbours**

Given the proximity to the boundary, there are concerns that a building of this scale would likely have a detrimental overbearing impact on these neighbour's gardens and rear elevations. In

addition, the location of the proposed building to the east of these neighbours would result in some overshadowing, particularly during the morning which may be considered unacceptable – again, due to the overall scale. Given the proximity of the rear elevation to the neighbouring boundary, the officer would have concerns with the location of habitable room windows on this elevation.

Ecology

- 3.7 The full planning application will need to clarify whether further ecological surveys are required.

- 3.8 In light of the above pre-application feedback, a subsequent two-storey design has been developed to ensure that the building is more in-keeping with the streetscenes of both Phyllis Street and Archer Road. Additionally, the building has been carefully designed to ensure it is not overbearing and any potential overlooking has been minimised, in line with advice provided at pre-application stage.

Proposals

- 4.1 The concept for the development of the site has derived from the following;
- Full site analysis including a full desktop study of the site and its surroundings;
 - A site visit and a general visual assessment of the surrounding area including the built form and also how residents interact with the area; and
 - Discussions with the client and a full understanding of the brief and vision of the project.
- 4.2 The above steps have presented the key strengths, weaknesses, opportunities and threats for the site, which are outlined below;

Strengths

- **Sustainable Location** – The application site lies within an established residential area within close proximity to an array of services and facilities within Barry Island.
- **Settlement Boundary** - The site sits within the settlement boundary for Barry Island, as identified in the adopted Local Development Plan
- **Residential Context** - The site is bound by residential properties in every direction. As such, residential use of the site is considered a conforming land use.
- **Flooding** - A review of TAN 15 Development Advice Maps shows the site to be within Flood Zone A. As such, there is no record of historic flooding on the site and it is considered to be of little or no risk of fluvial or coastal flooding.

Weaknesses

- **Existing Building** – The existing St Baruc’s Church will be required to be demolished in order to redevelop the site for residential purposes.
- **Topography** – The site slopes gradually from to south to north.
- **Neighbouring Properties** – The single-storey dormer property to the north and the two-storey properties to the west is located within close proximity to the site’s boundary, therefore, the distance between these properties will need to be sufficient to ensure no overshadowing or overlooking occurs.
- **Site Area** – The site measures approximately 300m², as such, the number of properties that can be provided on-site along with the relevant parking, open space may impact on the layout.

Opportunities

- **Design** - Opportunity to provide high quality residential development which will enhance the character of the local area.

- **Affordable Housing** - Opportunity to provide high quality affordable housing within an area where there is a defined need.
- **Corner Plot** – The site’s location on the corner of Phyllis Street and Archer Road presents an opportunity to design a focal building within the street scene
- **Density** - The density will need to comply with current guidelines contained in Vale of Glamorgan Council’s LDP and provide an attractive residential development with the required amenity standards
- **Layout** – The layout demonstrates that careful consideration has been paid to the position and orientation of the property as well as the internal floor layout to ensure they have a positive relationship with each other and the adjoining properties. The building sits on the existing footprint, as close to the Phyllis Street and Archer road as possible in order to minimise the impact on neighbouring properties.
- **Exiting car park** - The existing parking area to the south of the site is under the ownership of Tai Newydd Housing Association, therefore, could be used as informal parking area.
- **DQR Compliance** - We are proposing that all properties as part of this submission comply with all aspects of DQR and most of the Lifetime Homes.

Threats

- **Parking and Amenity** - All dwellings will need to be policy compliant and encompass the required number of off-street parking and amenity space.
- **Ecology** - The building is considered to have negligible potential for use by bats, however, the potential for bats to be present cannot be entirely ruled out, although it is considered to be very low in this instance. The building is confirmed to be used by nesting birds and as such consideration to such species must be given as part of the works at site.
- **SuDS Infrastructure** – Careful consideration is required to ensure there is sufficient space available for SuDS features to be incorporated within the layout.

Design Evolution

- 4.3 Following the above pre-app meeting with the LA, an alternative layout was considered which consisted of a three-storey scheme with 3no two-bedroom flats which would reduce the mass of the block and provide more on-site amenity space. However, whilst this was accepted as an improvement it was still considered to have an unacceptable impact on the adjacent flats. The preferred mix was also confirmed by the LA Housing Officer as one-bedroom flats, and so the current design of a two-storey block containing four private access one-bedroom flats was the preferred approach.

- 4.4 A revised layout was presented to the client which established the access into the walk-up flats from the north and from the west, between the single dwelling and the flats which sits alongside this boundary. The rationale behind this design was to ensure the proposed building was positioned as far as possible to the corner of Phyllis Street and Archer Road to ensure it is located away from the boundaries with the adjacent residential properties thus minimising overlooking and overshadowing. However, this layout provided an inactive frontage along Archer Road and Phyllis Street and it was considered that the design did not promote the northern and eastern elevations which are considered the most prominent, particularly as it is a corner plot. Most of the other residential context within the area look out towards these roads so on balance it was agreed that a design which assimilated into and enhanced the character of the area with a more active frontage would be preferred.

Proposed Development
Amount, Scale and Layout

- 4.5 The proposal comprises the demolition of the existing church together with the redevelopment of the site to provide 4no. one-bedroom apartments, all of which will be managed by Tai Newydd Housing Association. The apartments will be provided as affordable, in perpetuity.
- 4.6 The development has been designed to ensure that it maximises the infill site from a viability and housing need perspective whilst also mitigating against any detrimental impact upon the residential amenity of the adjoining properties in terms of overlooking or overbearing. Accordingly, the 4no. affordable apartments will be delivered over two storeys, which will be of the same scale as the adjacent residential dwellings.
- 4.7 The building will be set at 27.269m AOD and will drop to 26.744m AOD towards Phyllis Street. As such, the building will be slightly higher than the neighbouring properties; however, it is clear from the accompanying plans that in reducing the pitch of the roof and building the apartments into the roof space, the building has been designed to ensure that it is not overbearing and all habitable room windows are located along the eastern elevation, looking out towards Archer Road.

Appearance and Materials

- 4.8 The proposed development will comprise of a palette of render and facing brick to deliver an aesthetically attractive scheme that will fit in to the existing streetscene.

- 4.9 The windows and doors are to be installed to Secured by Design standards, with the fenestration patterns and dormers, as shown on the accompanying elevation plans. The architectural approach is to be commended as a quality design solution, enhancing the local vernacular, in line with the aspirations of local development plan policies.

Access and Parking

- 4.10 In terms of layout, a total of two apartments will be provided across both floors. There will be four access points into the building; one located along Archer Road, one located along Phyllis Street and two located on the building's western elevation. Each access point will give a private access to each apartment.
- 4.11 Due to the constrained nature of the site, there are no parking spaces being provided for the one-bed apartments. Notwithstanding, the existing parking area to the south of the site which comprises 4no. parking spaces, is under the ownership of Tai Newydd Housing Association, and could be utilised as an informal parking area, if required.

SuDS Drainage and Landscaping

- 4.12 It is proposed to utilise Sustainable Drainage Systems to manage surface water runoff from the proposed development in line with the current best practice. Furthermore, the development will utilise the rain water in SuD planters, as there is no room on site for rain gardens or soakaways.
- 4.13 As is illustrated in the accompanying landscape plan, enhanced soft landscaping is to be provided along Phyllis Street and sufficient space for a cycle store, bin store and drying area is to be provided on-site.

Planning policy context

Introduction

- 5.1 The planning policy framework for the determination of this application is provided by national planning guidance, together with the statutory development plan.
- 5.2 National planning policy is contained within the eleventh edition of Planning Policy Wales (PPW), published by the Welsh Government in February 2021. PPW is supported by 21 topic-based Technical Advice Notes (TANs), a number of which are relevant, Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.
- 5.3 The statutory development plan for this site is currently provided by the Vale of Glamorgan Adopted Local Development Plan 2011-2026, which was formally adopted by the Council on 28th of June 2017. This is supported by a number of topic specific supplementary planning guidance (SPG).

Planning Policy Wales (PPW)

- 5.4 PPW Edition 11 is the principal document for planning considerations in Wales. PPW provides land use planning policy and should be taken into account when preparing planning applications.
- 5.5 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the newly published Future Wales document set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) (when adopted) and Local Development Plans (LDPs).
- 5.6 Sustainable development is defined as:
“The process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.”

5.7 Under Section 2 – People and Places – Achieving Well Being through Placemaking, 5 Key Planning Principles are highlighted, under the general heading of *Achieving the Right Development in the Right Place* which are:

1. *Growing our economy in a sustainable manner*
2. *Making best use of resources*
3. *Facilitating Accessible and Healthy Environments*
4. *Creating and Sustaining Communities*
5. *Maximising environmental protection and limiting environmental impact.*

5.8 Section 3 – Strategic and Spatial Choices states that effective strategic placemaking requires early collective consideration of placemaking issues at the outset, in the formulation of a development plan, or when developing specific proposals.

5.9 Paragraph 3.3 emphasises that good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places.

5.10 Section 3.8 relates to how good design can help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places

5.11 Community safety is a key social consideration with the aim to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.

5.12 Section 4 – Active and Social Places defines those places which promote our social, economic, environmental and cultural well-being by providing well-connected cohesive communities. Places which are active and social contribute to the seven goals of the Well-being of Future Generations Act. The key issues in this theme include:

- *assisting in the delivery of cohesive communities which will meet the needs and are accessible to all members of society, including older people;*
- *tackling inequalities between communities, delivering services and jobs closer to where people live and acknowledging the importance*

of inclusive communities and the wider environment for good health and well-being;

- *improve sustainable access to services, cultural opportunities and recreation facilities to support people to adopt healthy, culturally fulfilled lifestyles*

- 5.13 Paragraph 4.1.10 states that the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car*
 - *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
 - *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*
- 5.14 Section 6 – Distinctive and Natural Places requires that development plan strategies, policies and development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places, be these of natural, historic or built environments, ensuring their longevity in the face of change. This means both protecting and enhancing landscapes, habitats, biodiversity, geodiversity and the historic environment in their own right as well as other components of the natural world, such as water resources or air quality.
- 5.15 Paragraph 3.55 of PPW confirms that *“previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.”*

Future Wales

- 5.16 Published on the 28th February 2021, Future Wales comprises the first development plan of its kind within Wales. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.
- 5.17 Future Wales’ spatial strategy is a guiding framework for where large-scale change and nationally important developments will be focused over the next 20 years. The strategy blends the existing settlement patterns and the distribution of jobs and homes with a vision of

managing change and future trends for the benefit of everyone in Wales.

- 5.18 The National Plan acknowledged the urgent actions and changes in behaviour that were introduced in response to the COVID-19 pandemic and how they will emerge as permanent features of life. These include using spaces differently, travelling less and spending more time working from home. The Nation Plan notes that the planning system must respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places. Planning Policy Wales is the primary source of detail on how the planning system will support reconstruction efforts.
- 5.19 The National Plan identifies 11 outcome that can be achieved over the next 20 years if the planning system – through Future Wales and other development plans – is focused on the long-term and provides quality development in the right places for the right reasons. These outcomes are inter-related and inter- dependent, and will improve places and well-being across Wales. The intention is to create a Wales where people live....

- “1. ... and work in connected, inclusive and healthy places*
- 2. ... in vibrant rural places with access to homes, jobs and services*
- 3. ... in distinctive regions that tackle health and socio economic inequality through sustainable growth*
- 4. ... in places with a thriving Welsh Language*
- 5. ... and work in towns and cities which are a focus and springboard for sustainable growth*
- 6. ... in places where prosperity, innovation and culture are promoted*
- 7. ... in places where travel is sustainable*
- 8. ... in places with world class digital infrastructure*
- 9. ... in places that sustainably manage their natural resources and reduce pollution*
- 10. ... in places with biodiverse, resilient and connected ecosystems*
- 11. ... in places which are decarbonised and climate resilient”*

- 5.20 Within the document, the Welsh Government highlight how the development of Future Wales is a direct response to the obligations of the Well-being of Future Generations (Wales) Act 2015. The 2015 Act established seven well-being goals – for national government, local government, local health boards and other specified public bodies. They are as follows;

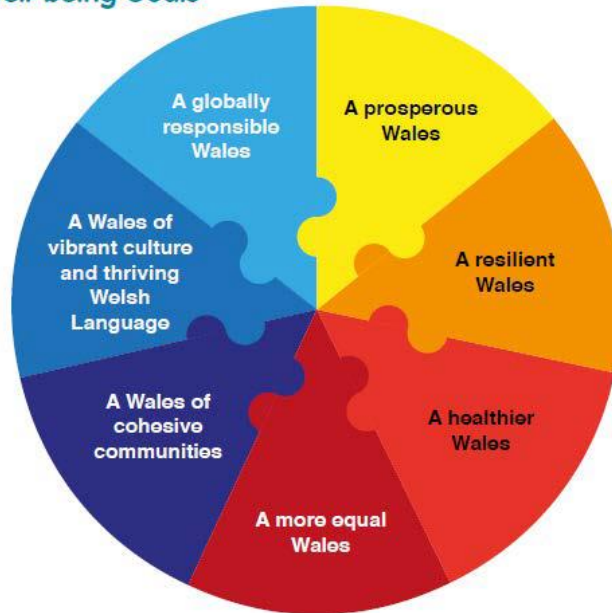
- *A prosperous Wales;*
- *A resilient Wales;*
- *A healthier Wales;*
- *A more equal Wales;*

- A Wales of cohesive communities;
- A Wales of vibrant culture and thriving Welsh language.

Well-being of Future Generations (Wales) Act 2015

5.21 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives.

Well-being Goals



Technical Advice Notes (TANs)

5.22 PPW is supported by 21 Technical Advice Notes (TAN's) which provide more detailed guidance on a variety of issues. In respect of this application, the following TAN's are considered to be of relevance.

Technical Advice Note 2: Planning and Affordable Housing (2006)

5.23 TAN 2 defines affordable housing for planning purposes and provides advice to local planning authorities on how to determine affordability. The need to work collaboratively is stressed, including the requirement for housing and planning authorities to undertake local housing market assessments in participation with key stakeholders.

5.24 Paragraph 8.1 of TAN 2 states:

"Local planning authorities should ensure that development plan policies are based on an up-to-date assessment of the full range of

housing requirements across the plan area over the plan period.”

Technical Advice Note 12: Design

5.25 TAN 12 (March 2016) provides advice on design considerations and, in relation to housing design, it states that local planning policies and guidance should aim to:

- *“create places with the needs of people in mind, which are distinctive and respect local character;*
- *promote layouts and design features which encourage community safety and accessibility;*
- *focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles;*
- *avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building;*
- *promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards;*
- *secure the most efficient use of land including appropriate densities; and*
- *consider and balance potential conflicts between these criteria.”*

Technical Advice Note 18: Transport

5.26 TAN 18 offers national guidance on transportation related planning policies and advises that it should be read in conjunction with *Manual for Streets*. It advocates:

- *“The integration of land use planning and transport in order to promote resource and travel efficient settlement patterns;*
- *Ensuring that development is located where there is good accessibility by public transport, cycling and walking. This minimises the need to travel and promotes social inclusion; and*
- *Managing parking provision.”*

5.27 Paragraph 4.15 of the TAN relates to car free housing development advising they *“may be appropriate in locations with good walking, cycling and public transport links and in areas where parking is controlled. On-site cycle and parking provision for those with disabilities will be required if such on-street parking cannot be provided.”*

Vale of Glamorgan Council’s Local Development Plan (LDP)

5.28 A review of the Vale of Glamorgan Council’s Local Development Plan (LDP) Proposals Map confirms that the site lies within the defined Settlement Boundary of the Key Settlement of Barry.



5.29 The following LDP policies are considered to be the most relevant in the context of the proposed development:

Policy Reference	Relating to
<i>Strategic policies</i>	
SP1	Delivering the Strategy
SP3	Residential Requirement
SP4	Affordable Housing Provision
SP7	Transportation
<i>Managing Growth</i>	
MG 1	Housing Supply in the Vale of Glamorgan
MG 4	Affordable Housing
<i>Managing Development</i>	
MD1	Location of New Development
MD2	Design of New Development
MD3	Provision for Open Space
MD4	Community Infrastructure and Planning Obligations
MD 5	Development within settlement boundaries
MD6	Housing densities
MD7	Environmental protection
MD9	Promoting biodiversity

5.30 The most pertinent policies have been reproduced below;

- 5.31 Policy SP1 (Delivering the Strategy) indicates that delivery of the strategy will be achieved by, inter alia,
- (1) providing a range and choice of housing to meet the needs of all sectors of the community;*
 - (3) reinforcing the role of Barry (and service centre and primary settlements) as providers of cultural, commercial and community services,*
 - (4) promoting sustainable transport use;*
 - (6) protecting and enhancing the built, natural and coastal environment;*
 - (8) favouring development that promotes healthy living*
- 5.32 With regard to Housing Supply, Policy MG1 notes that in order to meet the housing land requirement of 9,460 new dwellings provision will be made for the development of up to 10,408 new dwellings during the plan period. This will be met through: inter alia; 3. development of unallocated windfall sites in sustainable locations.
- 5.33 Policy MD6 (Housing Densities) required proposals within the key, service centre and primary settlements to provide a minimum residential density of 30 dwellings per hectare. Similarly, Policy MD5 (Development within Settlement Boundaries) indicates that new development should make efficient use of land or buildings.
- 5.34 Policy MG4 (Affordable Housing) indicates residential developments (including mixed use schemes) will be required to contribute to meeting affordable housing need. In Barry, 30% affordable housing is sought on residential schemes resulting in one dwelling or more.
- 5.35 Policy MD2 (Design) – sets out the design requirements for new development, including to, inter alia;
- (1) be of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment and protects existing features of townscape or landscape interest;*
 - (2) respond appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix and density;*
 - (4) promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour;*
 - (5) provide a safe and accessible environment for all users;*
 - (6) have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;*
 - (8) safeguard existing public and residential amenity;*
 - (9) provide private amenity space and car parking in accordance with the Council's standards;*

- 5.36 Policy MD7 (Environmental Protection) advises that development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and/or the natural environment.
- 5.37 Policy MD4 (CIL and Planning Obligations) indicates the Council will seek to secure planning obligations for new community infrastructure, facilities and services appropriate to the scale, type and location of proposed developments.

Supplementary Planning Guidance (SPGs)

- 5.38 The following adopted supplementary planning guidance are considered relevant to the proposal:
- Affordable Housing (2018)
 - Barry Development Guidelines
 - Parking Standards (2019)
 - Planning Obligations (2018)
 - Residential and Householder Development (2018)

Appraisal

Overview

6.1 This section aims to identify the main issues relevant to the determination of the application and assess the scheme against the relevant planning policy framework. These matters are considered to be as follows:

- The **principle of development** in terms of land use planning policy and sustainable development;
- The impact of the development on the **residential amenity**;
- The impact of the development in respect of **parking**;
- The acceptability of the development in terms of **ecology**;
- Other **material considerations**

The principle of development in terms of land use planning policy and sustainable development

6.2 As identified within the adopted Local Development Plan, the site is situated on 'white land' located within the settlement boundary for Barry. The development is therefore in accordance with Planning Policy Wales which aims to achieve sustainable development by ensuring that local communities have sufficient housing for their needs and promoting sustainable access to employment, shopping and other facilities.

6.3 There is a recognised shortage of affordable housing within the Vale of Glamorgan and therefore the proposed units would assist in meeting the target for the provision of 3,252 affordable homes across the Vale of Glamorgan over the period of the plan, as identified within Policy SP4 (Affordable Housing). The provision of affordable housing is therefore likely to be a material consideration in favour of the development. As confirmed by the pre-application feedback, it is considered that the proposed residential use is acceptable in principle.

6.4 Furthermore, the proposed development will make use of an otherwise derelict/vacant site and will provide an attractive corner plot to the streetscene. It is worth emphasising that the redevelopment of brownfield sites within sustainable locations is supported by both national and local policies.

6.5 With regard to the principle of demolition, the existing church does not have any historic features, is not listed and is also not listed as a County Treasure. Therefore, as confirmed by the pre-application response, given the lack of protected status, the principle of demolition is considered acceptable.

The impact of the development on character and residential amenity

- 6.6 It is acknowledged that the site is an infill plot of land with residential properties located along its southern and western boundaries; as such, the building has been designed to ensure it is not overbearing and any potential overlooking has been minimised. This is most notable in the decision to reduce the scale of the development following pre-application advice to two storeys, instead of three, to complement the existing residential character.
- 6.7 The accompanying layout plan demonstrates that careful consideration has been paid to the position and orientation of the property as well as the internal floor layout to ensure they have a positive relationship with each other and the adjoining properties. The proposed building has been positioned as far away as possible from the adjoining properties; as close to Phyllis Street and Archer Road as possible, in order to minimise the impact on neighbouring properties. The development will be situated further from the properties when compared to the existing church and will be set 11.6m away from the apartments along the western boundary. Furthermore, all habitable room windows are located along the eastern elevation, looking out towards Archer Road. This ensures that the impact on the amenity of adjoining residents have been sufficiently mitigated.
- 6.8 The corner location requires a sympathetic development which provides an active frontage onto both Archer Road and Phyllis Street. This has been achieved by proposing a two-storey building with access to the first-floor apartments provided off both the east and northern elevations and an active fenestration pattern at ground floor level. The proposal will therefore provide an attractive focal building in this location that respects the existing streetscene and character of the area.
- 6.9 In terms of appearance and materials, it must be noted that the existing building has little architectural merit and does not currently contribute to the street's scene or sense of place. It is clear the contemporary design will significantly improve the residential context whilst also ensuring the materials assimilate into their built context.
- 6.10 Accordingly, it is considered the development complies with national planning guidance contained within PPW as well as the design policies, particularly, MD2 which requires high standard of design that positively contributes to the context and character of the surrounding natural and built environment in terms of use, type, form, scale, mix and density.

The impact of the development in respect of parking

- 6.11 As is established, due to the constrained nature of the site, there is no formal parking provision being provided as part of the proposed development. Based on the evidence identified with regard to car ownership, the sustainable nature of the site, and the fact that 100% of the proposed development site is affordable in tenure, it is felt that a parking free residential scheme is appropriate for this site. However, as aforementioned the existing parking area to the south of the site, which comprises 4no. parking spaces, is under the ownership of Tai Newydd Housing Association and could be utilised as an informal car park.
- 6.12 In terms of sustainability, a bus stop is located some 120m south of the site, along Plymouth Road and provides routes to Barry Island every 20 minutes (via bus no: 95). Additionally, another bus stop is located some 450m south of the site, at Barry Island Pleasure Park which provides regular services to Cardiff, and University Hospital Wales (via bus no: 95). Barry Island train station is also located approximately 450m south of the site and provides train services to Merthyr Tydfil, Treherbert and Cardiff Queen Street.
- 6.13 With regard to services and facilities, the site is located within 20m of Barry Island Primary School; 200m of Ivor Street Stores; 300m of Londis Convenience Store and 250m of Creative Cutz Hairdresser. In addition to this, it is worth noting that the site is located within walking-distance to three Local Areas of Play (LEAPs); Maslin Park; and a range of services and facilities located at Barry Island Pleasure Park.
- 6.14 In accordance with the Parking Standards SPG sufficient space is provided for the storage of bicycles. As demonstrated above, the site is located in a sustainable location, within walking-distance to public transport nodes, services and facilities and LEAPs. As such, a zero-parking provision is considered acceptable.

The acceptability of the development in terms of ecology

- 6.15 The accompanying Bat Survey undertaken by Ecological Services Ltd. concluded that no evidence of the presence of bats was found during the scoping survey completed at site. The existing building is considered to have negligible potential for use by bats. Furthermore, the building is confirmed to be used by nesting birds and as such consideration to such species must be given as part of the works at site.
- 6.16 In accordance with the recommendations outlined in the bat report, the existing church building will be demolished outside of the bird nesting season of March to August inclusive. If this is not achievable

an ecologist will inspect the building for active birds' nests prior to demolition works beginning. Furthermore, as compensation for the loss of nesting habitat, the proposed building will include provision for nesting birds. Therefore, the proposed development will not have any adverse impacts on the ecological value of the site.

Conclusion

- 7.1 This Planning Statement accompanies a full planning application submitted on behalf of Tai Newydd Housing Association for the demolition of the existing St Baruc's Church and redevelopment to provide 4no. residential units and associated works.
- 7.2 The proposed development will provide much-needed high-quality affordable housing, in line with the need identified with the Vale of Glamorgan's housing officer. Moreover, the proposal will assist in meeting the target for the provision of 3,252 affordable homes across the Vale of Glamorgan over the period of the plan, as identified within Policy SP4 (Affordable Housing). Additionally, the proposal will make use of an otherwise derelict/vacant site which is supported by both national and local policies.
- 7.3 It has been established that the application site sits within the settlement boundary for Barry, as identified in the adopted LDP and is located in a sustainable location, within walking-distance to bus stops, Barry Island train station, shops and LEAPs. It is without question that the principle of development in this location is acceptable and this has been reaffirmed by pre-application discussions held with the Local Planning Authority and discussed in detail within section 4 of this Statement. The overall design and the regard to the existing built context in terms of minimising overlooking, overbearing and overshadowing has also been considered and it is considered to be the preferred layout, scale and design for this corner plot.
- 7.4 On this basis, it is considered that the proposed development accords with relevant national and local planning policies and guidance and any material planning considerations. It is therefore requested that the Vale of Glamorgan Council grant full planning permission, accordingly.