



## **Barry Masterplan** *The Mole*

### **Design & Access Statement**

September 2022    Rev B



**Date:** 09/11/2022  
**Author:** Katherine Parsons  
**Revision:** B  
**Job No.:** 20065  
**Checked:** BK/DR  
**Address:** Powell Dobson Cardiff  
Suite 1F, Building 1,  
Eastern Business Park, Wern Fawr Lane,  
Old St Mellons, Cardiff, CF3 5EA  
**Contact Details:** tel.: +44 (0)33 33 201 001  
email: dave.rossington@powelldobson.com

IMPORTANT NOTICE The information in this document and any attached files is CONFIDENTIAL and may be legally privileged or prohibited from disclosure and unauthorised use.  
The copyright in the drawings or other documents or information contained in this medium is vested in Powell Dobson. Registered office: Powell Dobson Ltd., Suite 1F, Building 1,  
Eastern Business Park, Wern Fawr Lane, Old St Mellons, Cardiff, CF3 5EA registered in England & Wales No: 3873802

# Contents

<b>1</b>	<b>Introduction</b>	
1.1	Introduction.....	06
1.2	The Brief.....	07
<b>2</b>	<b>Context</b>	
2.1	Site Location.....	10
2.2	Barry Waterfront Masterplan .....	12
2.3	Transport Links .....	14
2.4	Local Facilities .....	15
2.5	Historical Context.....	16
2.6	Local Character.....	17
<b>3</b>	<b>Site Analysis</b>	
3.1	Site Description.....	20
3.2	Site Context.....	21
3.3	Constraints & Opportunities - topography/ecology/utilities/drainage.....	22
<b>4</b>	<b>Masterplan Framework &amp; Vision</b>	
4.1	Masterplan Framework .....	26
4.2	Design Development .....	38
<b>5</b>	<b>The Proposal</b>	
5.1	Proposed Concept Masterplan .....	32
5.2	Land Use Parameters .....	33
5.3	Access & Movement Parameters .....	34
5.4	Scale Parameters.....	35
5.5	Green Infrastructure Parameters .....	36
5.6	Illustrative concept view .....	37
5.7	SAB strategy .....	38
<b>6</b>	<b>Character Areas</b>	
6.1	Local Vernacular .....	42
6.2	Proposed Character Areas .....	44
	-Principal Street.....	45
	-Mews Street & Housing Squares.....	45
	-Marker Buildings: Gateway Apartment Building/Incubator Building/Marina Services Building.....	45
6.3	Housing Squares and Boundaries .....	46
<b>7</b>	<b>Conclusion</b>	
7.1	Summary .....	50





# Introduction



# 1.1 Introduction

This design and access statement is submitted in support of an outline planning application for land at The Mole, Barry Waterfront. The application seeks permission for a high quality mixed-use scheme including new homes; Incubator building; 400 berth Marina with Marina services building and outdoor event space; associated access road and services; parking and open space.

The Vale of Glamorgan Council and Associated British Ports (ABP) have worked together to develop a bid to the Levelling Up Fund (LUF), which would see the creation of the new marina, business incubator, and community hub. The bid has been submitted by VoG with the support of Alun Cairns MP, and also includes the relocation of the Ocean Watersports Trust within the port estate, securing the future of the charity. This outline planning application reflects the proposal submitted for the LUF.

This statement has been prepared in accordance with TAN 12 : Design (March 2016) and is structured as follows:

**Section 1: Introduction** - outlines the purpose of the document.

**Section 2: Context** - summarises the physical context of the site as well as the relevant planning policy context.

**Section 3: Site Analysis** - outlines the physical character of the site and identifies the opportunities and constraints.

**Section 4: Masterplan Framework and Vision** - presents the masterplan framework and the design evolution of the project.

**Section 5: The Proposal** - presents the updated masterplan and summarises the development parameters including land use, building heights, access and landscape.

**Section 6: Character Areas** - demonstrates how different approaches to character across the site support high quality placemaking.

**Section 7: Conclusion**



## 1.2 The Brief

Powell Dobson Architects have been appointed by ABP to undertake the architectural services relating to the proposed scheme but not limited to the masterplanning of the site.

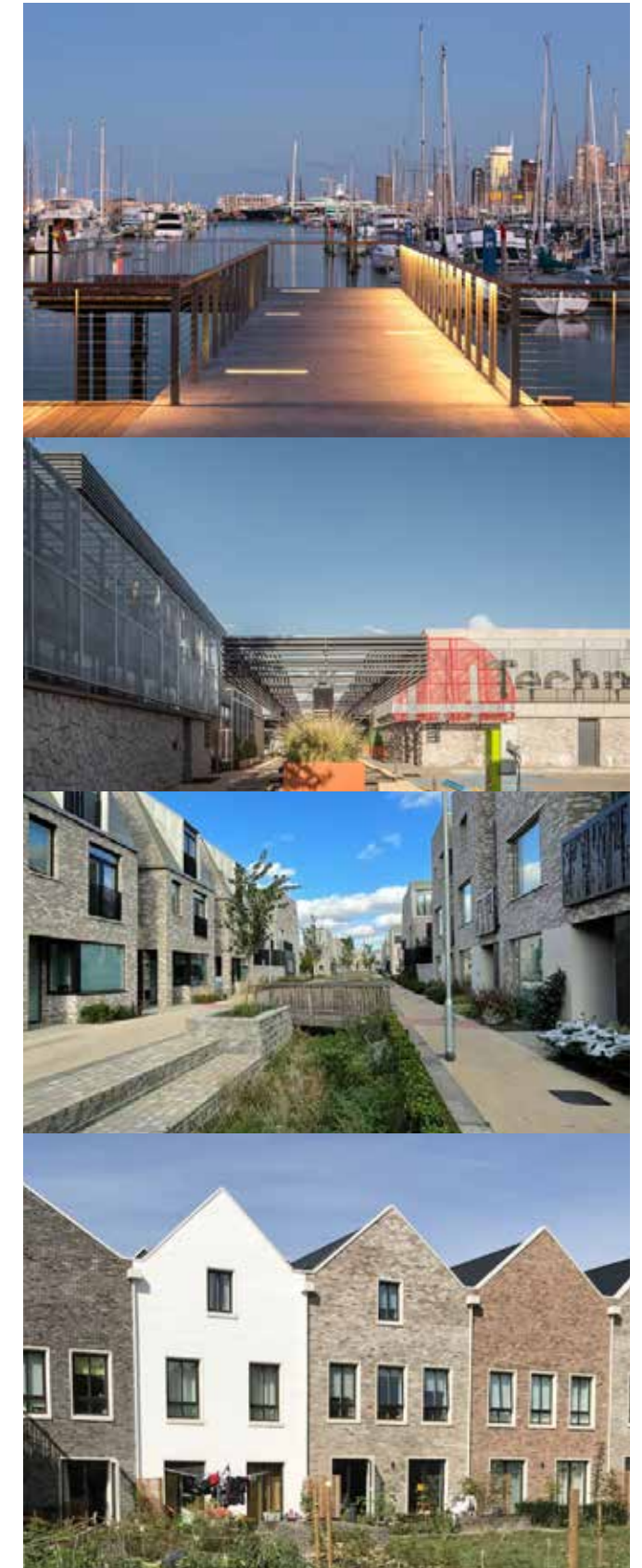
This document sets out the masterplan framework, placemaking and regeneration vision that we believe our client ABP wish to achieve for the future development of the site and its benefits to the local and wider community.

The overall vision for the site is to provide a distinctive and high quality mixed use marina development at Barry Mole.

The development will create up to 65 new dwellings with associated public open space. It will provide a choice of housing to meet the growing needs of the area.

A business incubator provision will also form part of the development and may include both office and F&B space.

The proposed 400 berth marina and marina services building provide an opportunity to maximise access to the fantastic waterfront setting whilst also supporting the event space and public open space.











# Context Analysis



## 2.1 Site Location

The application site sits adjacent to the Barry Waterfront development area, located between the Town Centre, Barry Island and the harbour.

The Mole is to the East of the new waterfront district centre and is overlooked from the South by the recent residential development at South Quay.

The Mole is highly visible from the town to the North and has the potential to form a mixed use centrepiece to the wider regeneration of the waterfront.

The adjacent Waterfront development, when completed, will comprise circa 690 new homes, with a mixed use district centre, a retail food store, medical centre, primary school and associated public open space.

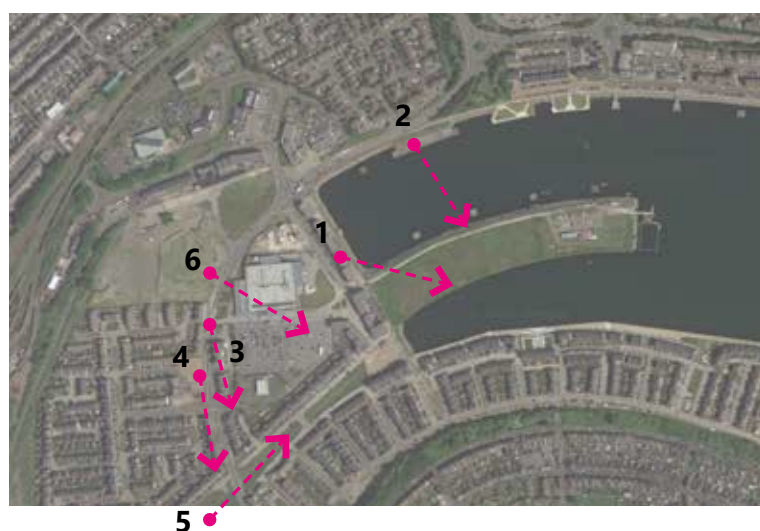
The Mole sits within the 1st dock accessed from Neptune Road to the West, while the dock gates allow access to the Waterfront by boat from the sea.



Site Location View



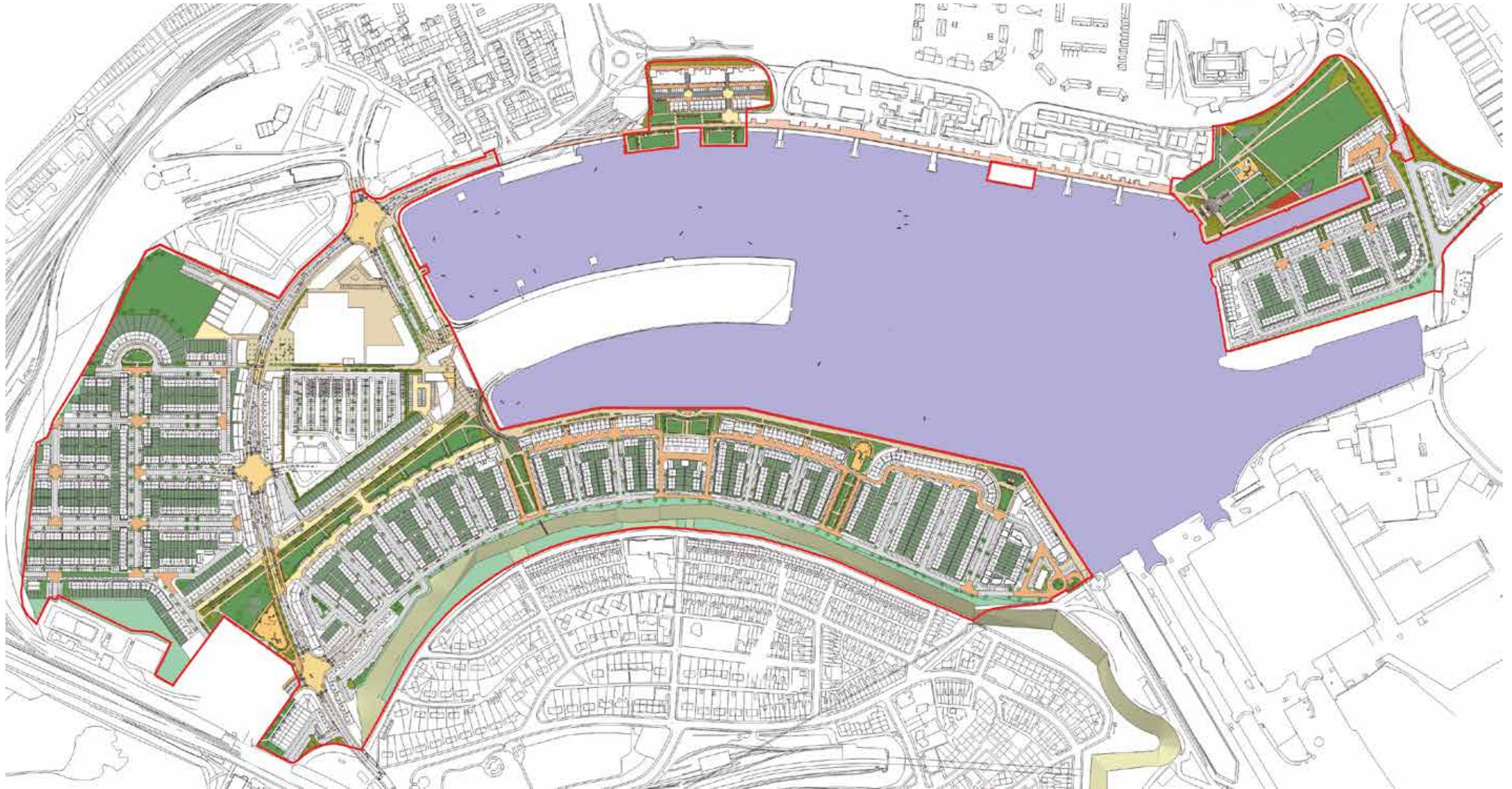
Site & Context Photographs





## 2.2 Barry Waterfront Masterplan

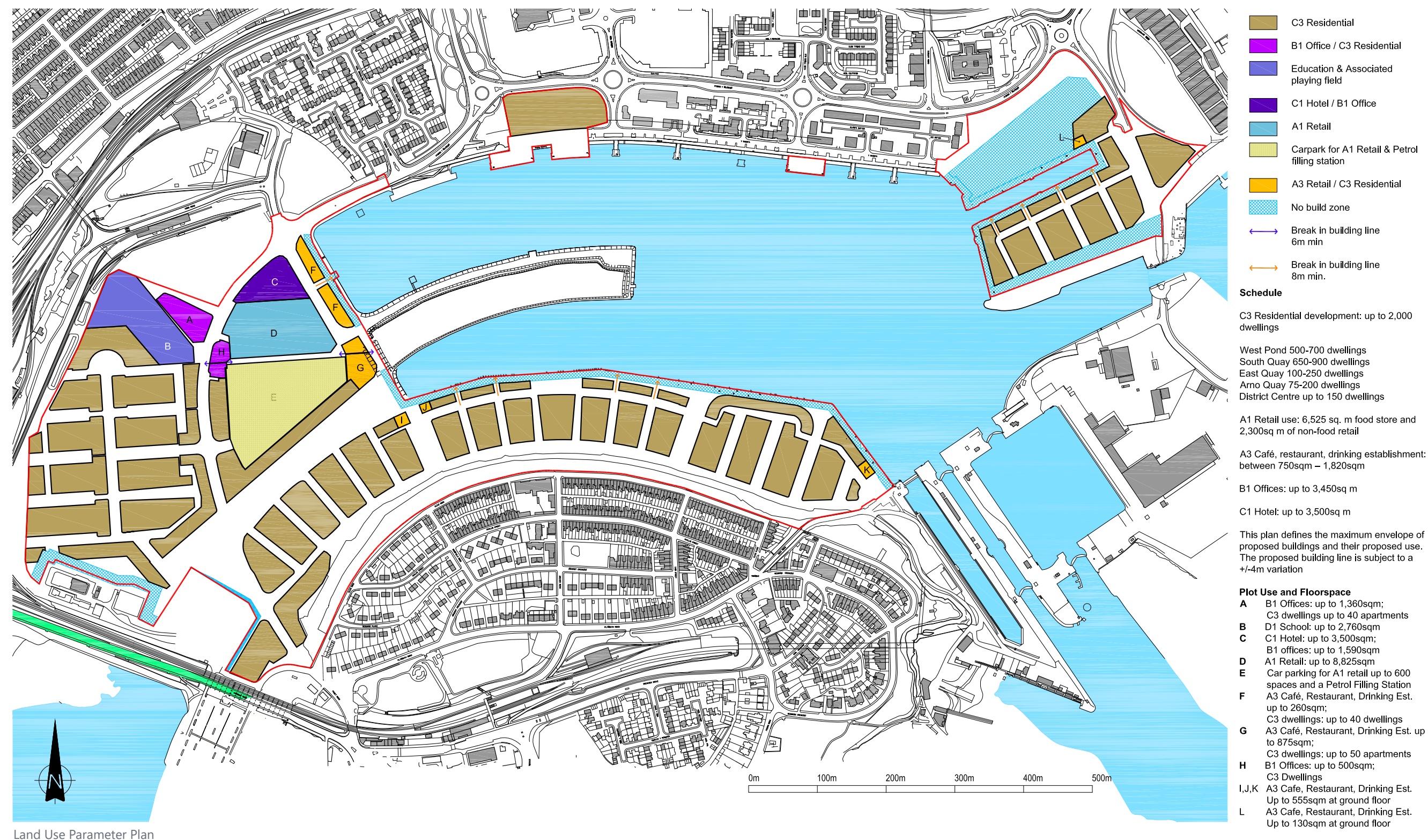
The application site sits adjacent to the Barry Waterfront development area.



Illustrative Masterplan



The wider masterplan area, currently under construction, includes, residential, commercial, education, employment and hotel uses.





## 2.3 Transport Links

The site can be accessed by all modes of transport. The surrounding area is well connected to local transport infrastructure, with 2 railway stations close by offering fast and frequent services to the surrounding area.

Multiple bus services serve the nearby Waterfront area and food store on Ffordd y Mileniwm with services into Barry, Penarth, Cardiff and Swansea.

Pedestrians and cyclists are catered for by a segregated cycleway/footway adjacent to Ffordd y Mileniwm, connecting to the Wales coastal path.

Key:

- Site Boundary
- Vehicular Access
- Sustrans route/ off-road cycle route
- Bus routes
- Pedestrian routes
- Rail line
- Train Station





# 2.4 Local Facilities

The site is served by a number of local facilities clustered around 3 distinct areas. The Town Centre, the developing Barry Waterfront masterplan area and Barry Island.

- Key:
- Site Boundary
  - Vehicle Routes
  - Train Line
  - Train Stop
  - Play Area
  - Fairground
  - Primary School
  - Secondary School
  - Leisure Centre
  - Doctors Surgery
  - Supermarket





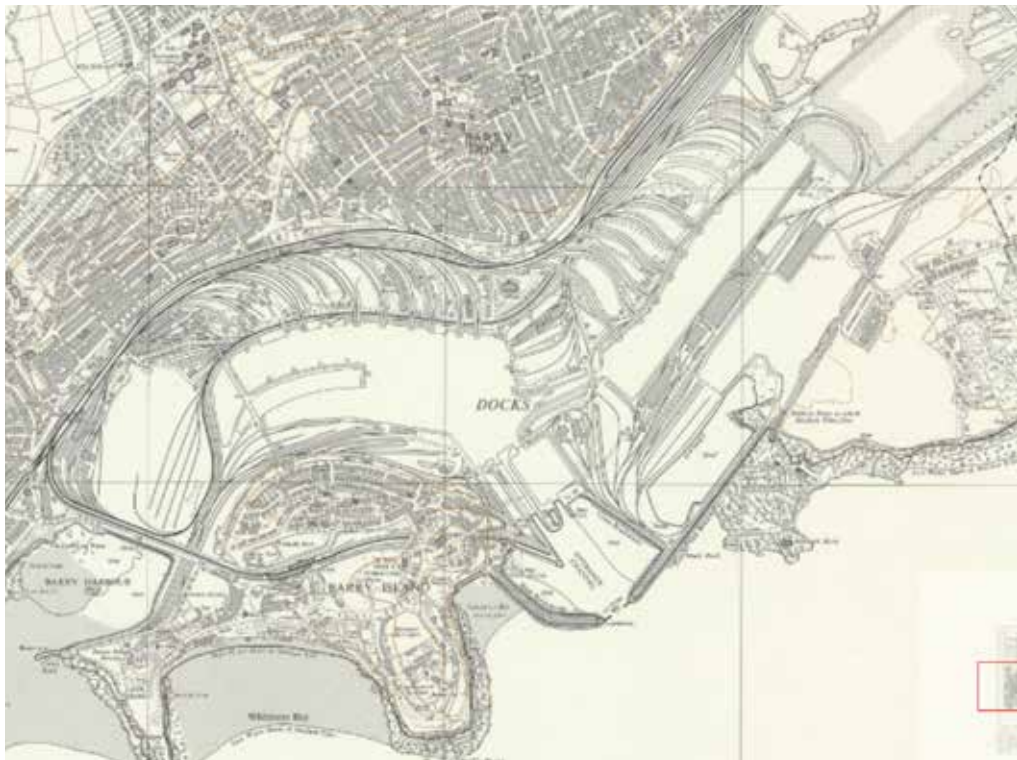
# 2.5 Historical Context

The Barry Waterfront area has a significant industrial past following its development as major coal export centre in the mid 19th Century. In 1884, parliament authorised construction of new docks at Barry as part of a combined dock and railway project that was being promoted by colliery owners from the Rhondda, Ogmore and Llynfi valleys. Construction commenced in November 1884.

The Mole sits within what was known as No.1 Dock, which opened to shipping on 18th July 1889. The Mole divided the dock into two arms.



1910



1944



Aerial view of The Mole viewed from the South 1923



Aerial view of The Mole viewed from the North 1943



## 2.6 Local Character

The immediate local character is defined by 2 distinct areas:

1. The Existing town and Barry Island
2. The adjacent waterfront masterplan area currently being developed

The existing town's character is derived from its rapid expansion during the period of industrialisation, with densely packed rows of terrace houses in local limestone and brick built to house workers.

The Barry Island resort flourished as a leisure destination when the island became linked by rail to the mainland in 1896 and it became a popular resort.

Immediately adjacent to the Mole the character for the different neighbourhoods within the wider waterfront masterplan are set by the approved Design and Access Statement.

To the West of the Mole is the District Centre:

- Mixed use development
- 3 - 4 storey
- High quality contemporary design
- Emphasis on public frontages
- Palette of materials would includes render, brick high proportion of glazing, cladding

To the South side of the dock is South Quay Waterside:

- Residential development
- 2-3 storey
- High quality contemporary design
- Emphasis on layering of details - balconies and bays
- Palette of materials includes render, brick, cladding

Further West is West Pond:

- Predominantly two-storey terraced housing
- Occasional larger detached and semi-detached properties
- High quality contemporary design
- Emphasis on layering of details - balconies and bays
- Palette of materials includes render, brick, cladding

Barry Town



Barry Waterfront











# Site Analysis



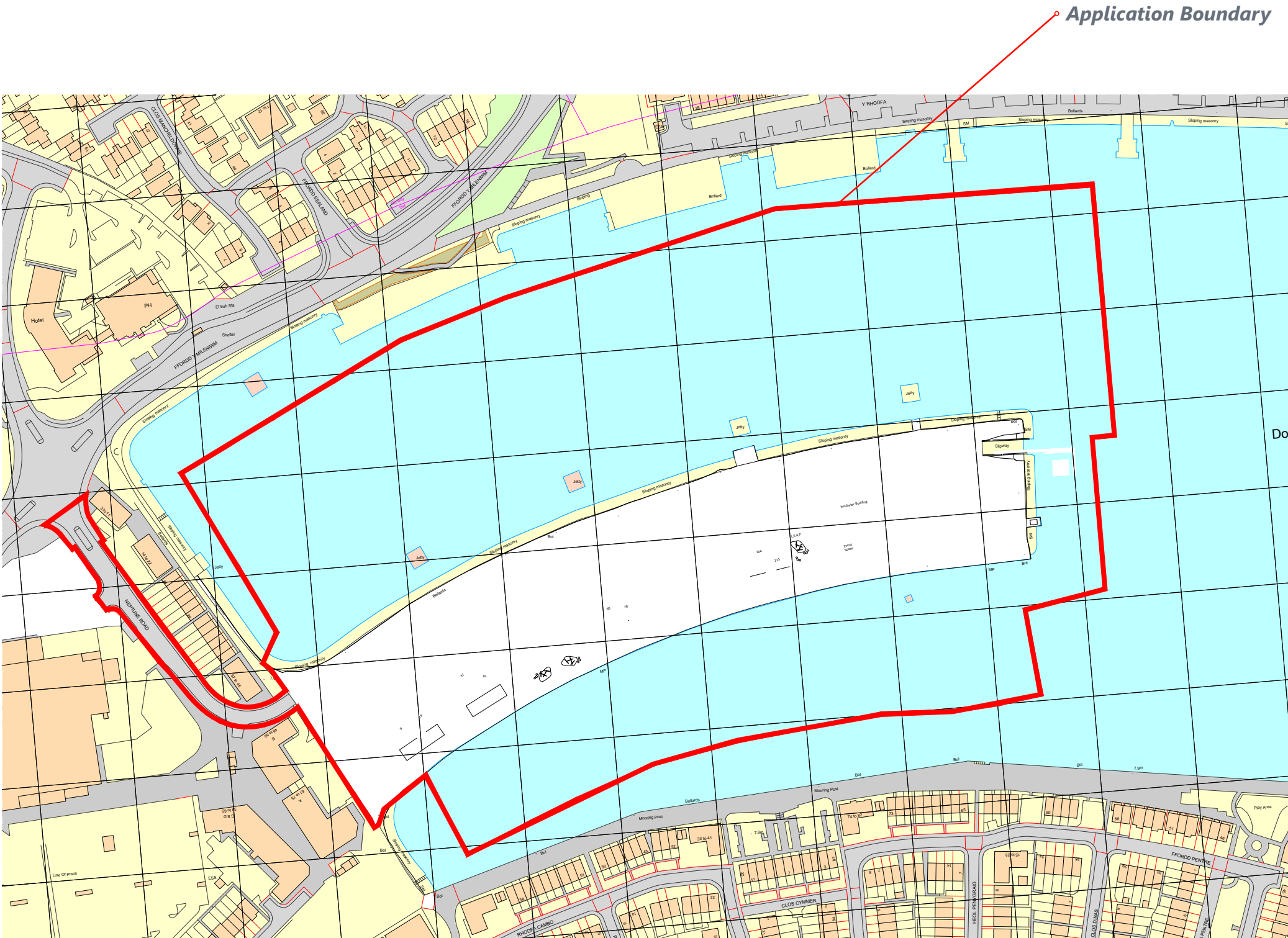
# 3.1 Site Description

The 2.9 hectare site has a long history of industrial use, forming part of the strategic landscaping of Barry Docks from as early as 1900. The peninsular of land was formed from made-ground, either moved to site or building from aluvial silts retained from the deepening of the dock basin itself. 'The Mole' and its existing concrete 'dolphins' were initially used to load ships in the dock itself, and the site was criss-crossed with a network of rail-lines that tied back to the wider South Wales valleys mining infrastructure.

During the inter-war periods the rail lines were removed, and the ground re-stabilised to accommodate storage of various types of raw materials required in near by war-time manufacturing facilities in the docks. To support these large storage tanks, several substantial concrete pad foundations were placed across the site (and remain to this day, covered by topsoil).

In modern times as the dockside landscape has been regenerated, ABP have allowed the Ocean Watersports Trust in Barry to use the end of the site as a storage and launching area for a variety of activities in the docks including sailing, w, canoe polo, and stand up paddleboarding. This has seen a new access spine implemented along 'The Mole's' northern edge, along with additional hard standing and storage containers.

Due to its industrial heritage the site is mostly level, covered in about 1m of topsoil and rubble and now overgrown with turf and shrubs. This environment is suitable for many species of plants and birds to thrive, but in reality the site has little ecological value and provides very little visual amenity. Also at present access to the site is controlled so the general public cannot enjoy the full extent of the site.



Site Location Plan. Scale 1 : 1500



[BLANK PAGE]



## 3.3 Constraints and Opportunities

### Constraints

Listed below are some of the constraints that need to be considered when designing the masterplan for the development:

- **Access and Utilities** - The single point of vehicle access and utility connection is via Powell Duffryn Way, and access across the site to the commercial development, marina facilities building, and associated car parking will have to be maintained at all times, but not impact the residential development.
- **Flood Risk** - In order for the site to support residential development, the ground levels across the site will require raising by at least 0.5m. A technical report on this accompanies this submission.
- **Ecology** - The site has the potential to support habitats for both birds and reptiles, along with protected plant species, so further investigation may be required.
- **Ground Conditions** - The existing site is mainly made ground and contains several buried concrete pads used to support previous industrial storage tanks. Remediation and stabilisation will be required, including battering down the raised site level towards the existing sea walls, which reduces develop-able area.
- **Drainage** - Consideration needs to be given to the discharge of surface water drainage in line with the SAB process, however the site is roughly level and water may be discharged into the dock.
- **Contamination** - There is some evidence of minor contamination connected to the site's industrial history, and excavation risk assessments may be needed due to minor risk of unexploded ordinance.
- **Visual Impact** - The site projects into the historic environment of Barry Docks and is surrounded by residential and commercial properties who may object is the scheme isn't sensitively designed.

### Opportunities

Following consideration of the constraints the following opportunities have been identified:

- Excellent location affording views out over the water to both the south, west and north. There is little-to-no overlooking from existing properties and excellent solar aspect.
- The site is well located within Barry, sitting next to a recently regenerated area containing new housing, apartments, commercial spaces, and a supermarket. It is within easy walking distance of both the train station, existing commercial centre of the town, and the new F&B cluster at the Goodsheds development. There is also a new school under construction nearby.
- The site is easily accessed by an existing highway; and has many opportunities to encourage sustainable travel.
- It has the potential to deliver a well-needed mixed use development which compliments the surrounding land uses with additional commercial space for smaller businesses, housing for families, and amenities for the wider community.
- Allows an existing underutilised ex-industrial site to be brought back into use
- Opportunity to create a variety of public open spaces, including a linear park and boardwalk around 'The Mole' itself. This will be a benefit for the wider community and help improve ecological habitats around the dock.
- Opportunity to integrate sustainable drainage features into the public open spaces in order to use the water conveyancing across the site as a visual feature and for play to create a successful sustainable urban drainage development.















### Assessment of Constraints and Opportunities

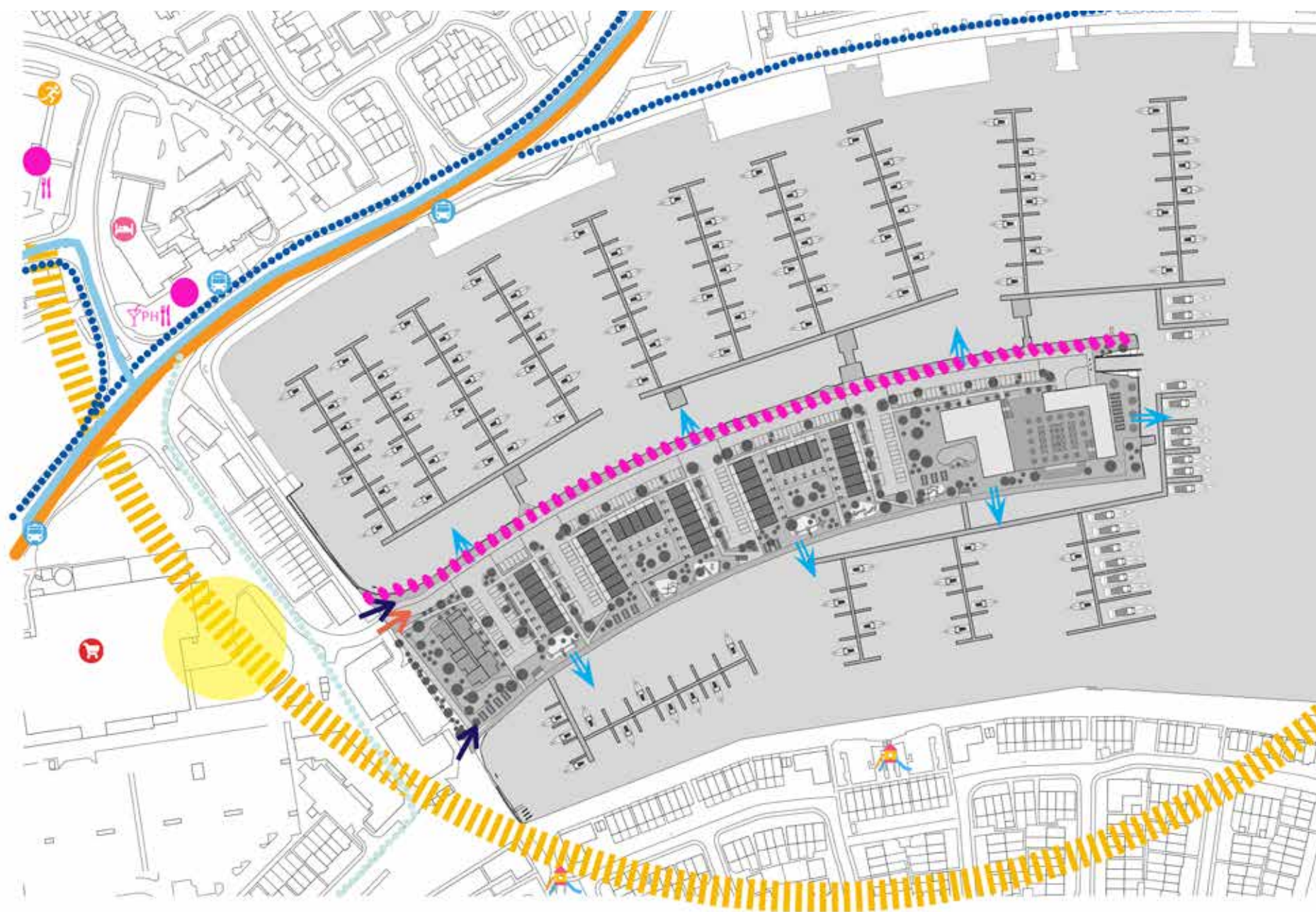
The various constraints and opportunities listed above have been used as the basis of the design proposals for the subject site:

- Create a sensitive and high-quality development based on the principles developed through consideration of Constraints and Opportunities and the supporting assessments developed through the Levelling-up Fund bid.
- Create a brand-new marina development in the adjacent dock with 400 berths, which will stimulate the local economy and act as a visual amenity for the site.
- Establish a clear spine road to the northern side of 'The Mole', which connects to the existing point of access, and allows the residential, commercial and leisure parcels to have distinct access from the spine. Bring this forward with the level raising as a separate package of enabling works to remediate the site.
- Develop a vibrant mixed-use scheme with a low storey height and several visual links through the development to reduce the visual impact.
- Integrate sustainable drainage infrastructure into the landscape as a feature tying the development together.
- Implement a new linear park to the south to allow the public to explore the site, along with a variety of other public spaces for rest and play.
- Integrate the open spaces between each of the parcels to ensure the various land uses interact and are not 'fenced off' from one another.
- Integrate parking within shared surface mews streets, and utilise podium parking to reduce the visual impact of the required parking numbers for the marina development.



# KEY

-  Main Road
-  Integrated Networking Walking
-  Pedestrian Link
-  Existing Sea Wall
-  Main Vehicle Access
-  Pedestrian Access
-  Key Views
-  Public House
-  Leisure
-  Bus Stop
-  Sport Facilities
-  Superstore
-  Play Spaces
-  Hotel



Constraints and Opportunities Plan. Scale 1 : 1500









# Masterplan Framework & Vision

## 4.1 Masterplan Framework

### Development Vision

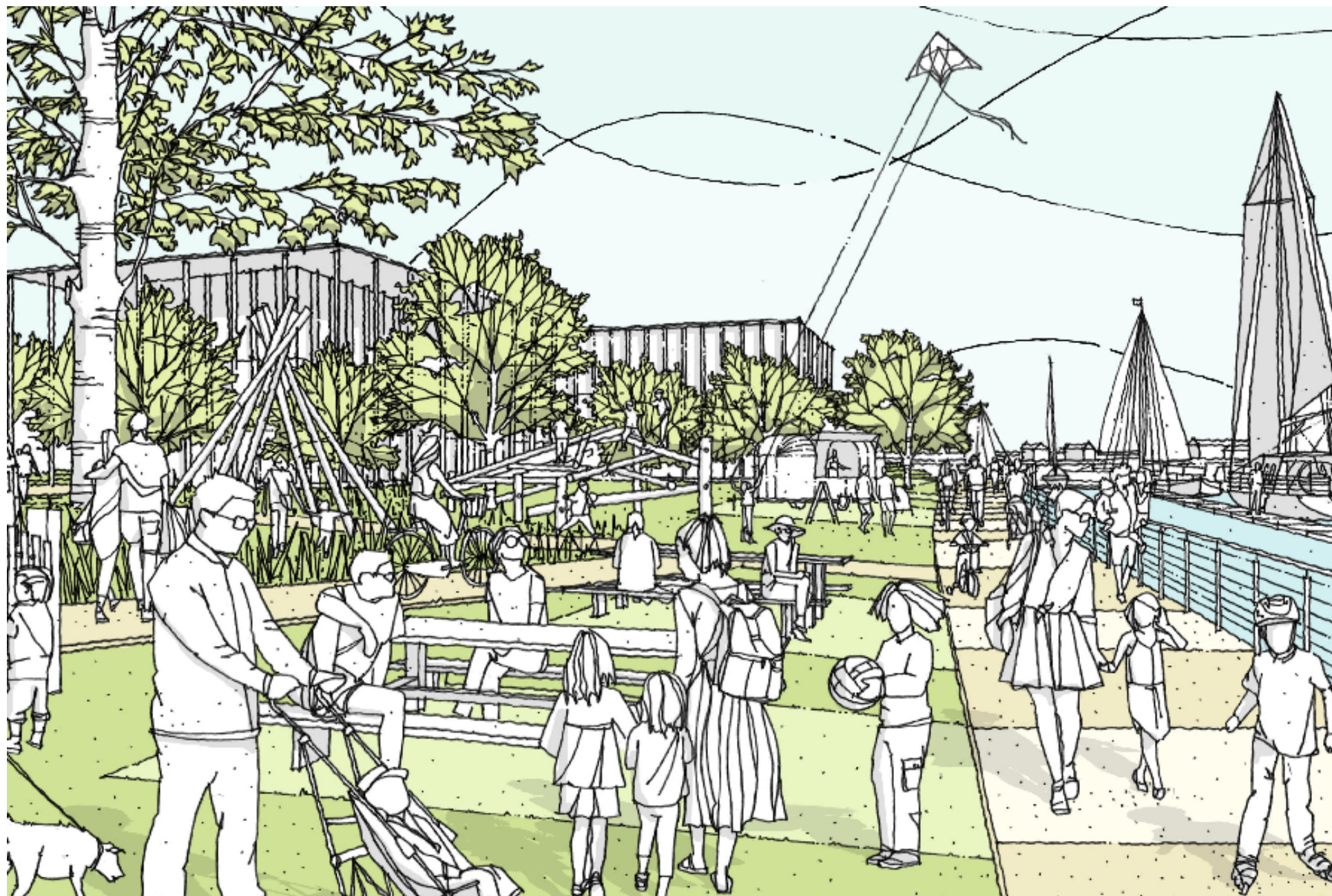
The Vale of Glamorgan Council and ABP came together with a vision to transform the Barry Docks waterfront.

Shaped by the town's maritime and industrial history, the VOGC is bidding for £20m of funding from the UK Government Levelling Up Fund. The bid comprises two key projects one of which is the redevelopment of the Mole, to continue the regeneration of docks area and the surrounding waterfront.

A new marina at the site is the centrepiece of the plans. The marina would attract visitors and tourists to the town and serve as the catalyst for the next stage of the regeneration of the docks.

An innovative business incubator hub would sit alongside the marina. This unit would give small enterprises space to grow and while generating new jobs for Barry. The development would also include units for hospitality businesses. New residential properties would also feature in the rejuvenated docks area as well as landscaped public open space to create a welcoming gateway for residents and visitors.

This vision and subsequent masterplan formed the starting point for the development of this outline Planning Application.



*Leveling Up Fund Vision by FCB*



## The Initial Brief

1. Residential provision - A mix of townhouses and affordable apartments
2. Business Incubation provision - 2,320 Sqm / 25,000 Sq.ft NIA ( 2,900 Sqm / 31,250 Sq.ft GIA\*)
3. Marina Facilities Building - 380 Sqm / 4090 Sq.ft NIA ( 542 Sqm / 5834 Sq.ft GIA\*\*)
4. Food and Beverage provision (quantum not specified)

## A VIBRANT MIXED USE DEVELOPMENT



Leveling Up Fund Vision by FCB



## 4.2 Design Development

Powell Dobson Architects were first approached by ABP in late 2020 to conduct a series of feasibility studies on 'The Mole', to test the suitability of the site to accommodate residential development, with an integrated marine services building and clubhouse, and associated marina in the docks.

Due to the build-up of the existing site it was determined that any structure in the proposed development could only be a maximum of 4 storeys high. The first proposal (opposite) tested several linear 4 storey apartment blocks, with a mix of tenancy types in order to maximise development on the site. The development capitalised on the potential of the site with dual aspect apartments and several shared courtyard spaces opening towards the south. The development was accessed via a main spine to the north, with smaller perpendicular mews streets at 90 degrees to allow views through the development. This access approach would be retained in all subsequent iterations.

The marina services building was a linked two storey structure at the end of the peninsular, which afforded it the best views out to the South and access to the existing jetty. This location would also be retained throughout design development. The marina building was linked to the westernmost apartment block by a 1st floor podium deck that would act as an events space and outdoor area for the cafe and marina offices. The podium would also enclose the marina parking below, and although this approach was removed in subsequent iterations, it was reinstated by Feilden Clegg Bradley in their Levelling-Up Fund bid masterplan. Ultimately an apartment-led development was considered too dense for the site.

The following proposals looked at integrating more townhouses into the development. Several options were tried with a mix of linear apartments and townhouses. The plan overleaf proposed an option utilising only townhouses, and while this was ultimately superseded by the LUF bid design, it still retained the spine road access, vision corridors through the development, and the linear boardwalk to the south which allowed the marina facilities building to be an amenity for the wider community.



Apartment-based residential development. Scale 1 : 1500



## 4.2 Design Development

Feilden Clegg Bradley (FCB) were brought on board by the Vale of Glamorgan in order to develop a cohesive masterplan for 'The Mole' which connected with other strategic developments across Barry. After developing the brief for the site further with ABP, they proposed a mixed-use masterplan containing a mixture of affordable apartments, townhouses for private sale, a business incubator building, and a linked marina facilities building (see plan overleaf). The latter two buildings would be connected by a 1st floor podium to screen the parking below and provide an additional outdoor events space. This masterplan adopted several of the strategic approaches of the previous iterations, including arranging the townhouses into south facing courtyards opened to the south, to allow for a shared amenity space between the units. Their masterplan also offered an enhanced linear park as well as a boardwalk to the south, with the intention of integrating the sustainable drainage across the site, and using the park to draw the public towards the commercial elements at the end of the peninsula.

The scheme prepared and detailed within this document (which is being submitted for outline consent) follows the FCB masterplan with a few minor amendments in order to make the scheme deliverable:

- The ground level across the site has had to be raised for flood mitigation reasons, resulting in both the bank to the north, and the linear park to the south, sloping down towards the waters edge.
- As a result compliant pedestrian access routes have had to be added to the linear park, allowing the park to be enjoyed by all.
- The boardwalk depth has also been increased to allow long term maintenance of the sea wall.
- A LEAP has been included near to the western end of the site



Townhouse-based residential development. Scale 1 : 1500









# The Proposal

## 5.1 Proposed Concept Masterplan

KEY

1. Gateway apartment building
2. Housing square
3. Principal street and Marina access
4. Shared surface mews
5. Incubator building
6. Event space podium
7. Marina building



Proposed Masterplan Plan. Scale 1 : 1500



## 5.2 Land Use Parameters

The proposed development comprises:

- Residential use for up to 65 new homes
- A new 'Innovation Hub', Incubator Building (up to 30,000 sq.ft) acting as a focus for the tech and digital sectors across the Vale,
- New marina services building (up to 5,000 sq.ft) including food and beverage offer supporting a new 400 berth marina
- Associated access, parking and landscaping.



### Key

- Residential Use Areas
  - Houses
  - Flats
- Incubator Building
- Access and Parking for Marine Services, Incubator Building and Visitors
- Marine Services
- Green Infrastructure

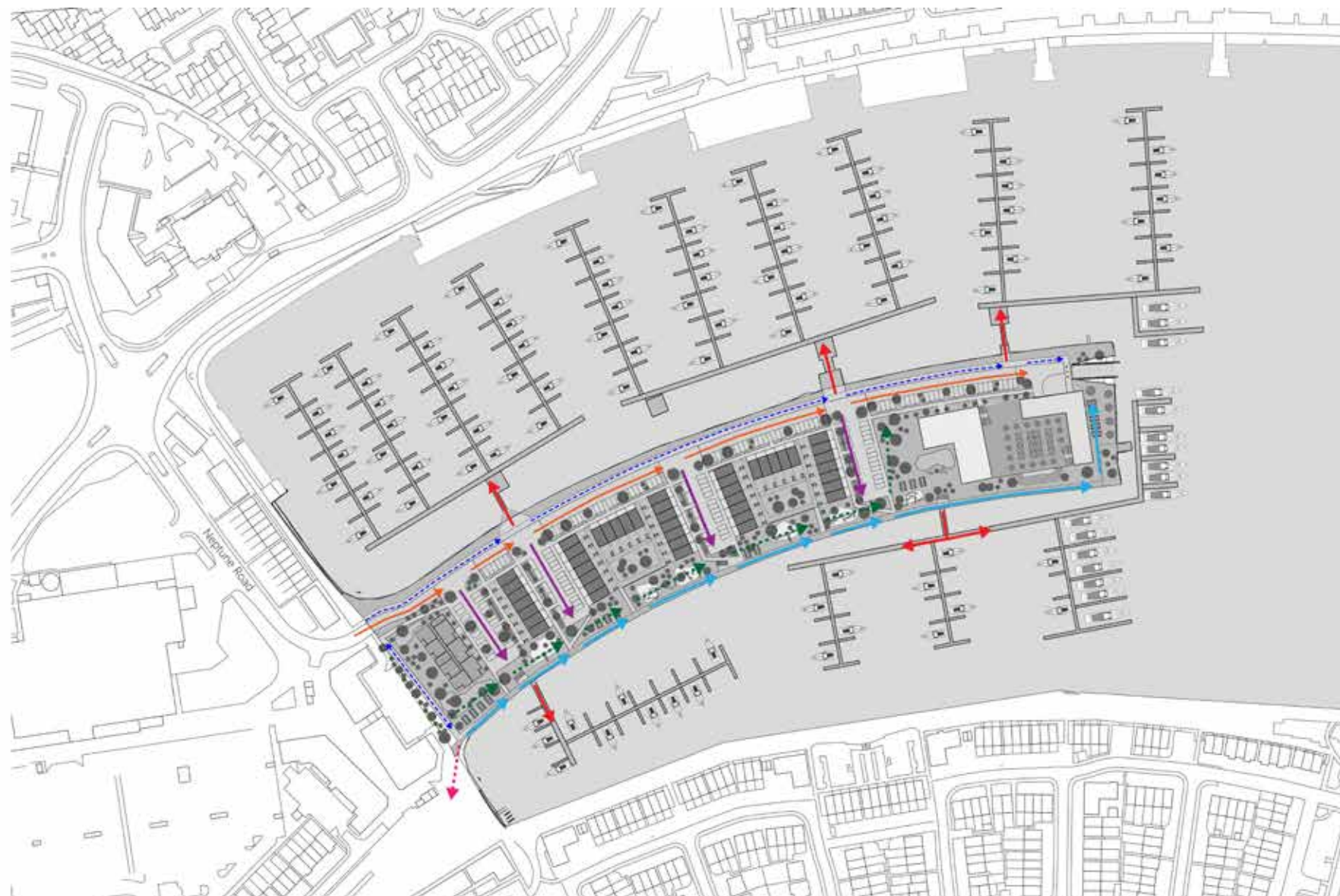


Land Use Parameters

## 5.3 Access & Movement Parameters

The proposed street hierarchy within the illustrative masterplan is as follows:

- Principal vehicular access from Neptune Road
- Principal street provides site wide access with formal street trees, roadside swales and an off-road combined footway/cycleway running along the north edge of the Mole
- Secondary shared surface Mews streets run north south providing access to each residential parcel. Parking for all the homes is contained within these streets
- 6m boardwalk for pedestrians and cycles along the southern edge of the Mole
- Potential for future footway and cycleway connection into the wider Barry Waterfront Masterplan area at the South Western corner
- Gated controlled access points into the new marina jettys and pontoons.



### Key

- > Principle Street
- > Shared Surface Street
- > Board walk / Promenade (with cycleway)
- > Marina Access (controlled)
- - -> Foot and Cycleway
- - -> Potential further active travel connection
- - -> Informal pedestrian connection through P.O.S

Access & Movement Parameters



## 5.4 Scale Parameters

The exact scale of development will be determined as a reserved matters submission, however, the adjacent scale parameter plan identifies the principles of the scale of the buildings across the different areas of site

The site has an average density of 44 units per hectare across the residential parcel with a scale between 2-3 storeys.

The affordable apartment building acting as a gateway into the site is proposed to be up to 3 storeys in height to relate to the adjacent district centre.

The homes within the rest of the site will be a combination of 2 and 2.5

The incubator building is up to 3 storey but with recognition of a larger potential floor to floor height.

The marina building is up to 2 storey in height wrapping around a single storey podium housing parking below with potential event space above



### Key

- 2 & 3 Storey (up to 12m)
- 2 Storey (up to 9m)
- 3 Storey (up to 12m)
- 3 Storey (up to 15m)



Scale Parameters



## 5.5 Green Infrastructure Parameters

The scheme provides a number of key elements of Green Infrastructure and high quality public spaces. These include:

- The creation of a new 6m wide boardwalk running the length of the south edge of the mole leading around to a large deck area in front of the marina building also providing informal spill-out space for the cafe bar
- The creation of a linear park running adjacent to the new boardwalk containing both soft landscaped areas and hard landscaped shared spaces with opportunities of for informal play and SAB features
- Formal LEAP
- 2 potential event spaces. One at grade next to and aligned to the incubator building and one at podium level wrapped by the marina services building with views across the marina.
- Housing Squares with shared gardens for residents with a community garden feel providing views south over the park and marina
- Swales and rain gardens lining both the principal street and the secondary shared surface streets with regular street trees



### Key

-  Proposed Trees
-  Development Areas
-  Green Infrastructure

- 1 Linear park
- 2 Shared surface square
- 3 Housing square park
- 4 Backyards
- 5 Swale SAB feature
- 6 L.E.A.P
- 7 Event Space
- 8 Landscaped embankment



Green Infrastructure Parameters



## 5.6 Illustrative Concept View



*Illustrative Concept View*



## 5.6 SAB Strategy

Sustainable Drainage Systems (SuDS) aim to mimic the natural processes of Greenfield surface water drainage by allowing water to flow along natural flow routes and also aims to reduce the runoff rates and volumes during storm events, whilst providing water treatment benefits. SuDS also have the advantage of providing Blue and Green Infrastructure and ecology and recreational benefits when designed and maintained properly. The following national guidance documents and design standards should be considered when developing the surface water drainage strategy:

- C753 The SuDS Manual (Ciria, 2015)
- Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems (Welsh Government, 2018)
- Planning Policy Wales – Edition 11, February 2021
- The Building Regulations 2010 Part H: Drainage and Waste Disposal
- Sewers for Adoption 7th Edition

Schedule 3 of the Flood and Water Management Act was enacted in Wales in January 2019. Consequently, all new developments in urban or rural settings of more than one dwelling are required to meet the Statutory Standards for SuDS in Wales leading to the requirement for all new developments to incorporate the four pillars of SuDS design. Any new development of more than one dwelling requires approval before construction can commence from the SuDS Approval Body (SAB), a function performed by the Lead Local Flood Authority (LLFA) within the Vale of Glamorgan Council.

The statutory standards are as follows:

- S1 – surface water runoff destination
- S2 – Surface water runoff hydraulic control
- S3 – Water quality
- S4 – Amenity
- S5 – Biodiversity
- S6 – Design of drainage for Construction, Operation, and Maintenance and Structural Integrity

G2.1 of the Statutory Standards for SuDS in Wales states:

“Where the surface water body is unaffected by either the discharge rate or volume of runoff (e.g. an estuary, the sea, or a waterbody identified in the Local Flood Risk Management Strategy (LFRMS) as not needing hydraulic control to runoff to it), the hydraulic management control requirements are limited to the drainage service provisions for the site and adjacent areas that could be affected by performance of the system”

The proposed development site is surrounding by Barry Dock, a tidal waterbody. Consequently, in line with G2.1, surface water shall be discharged into the dock at an unattenuated discharge rate. SuDS shall be utilised across the development to treat and convey flow to the dock, providing amenity and biodiversity benefits wherever possible. SuDS features such as rain gardens and swales shall be utilised to keep surface water as close to the surface as possible, receiving flows from the highways, car parking areas and roofs across the site.

The Simple Index Approach shall be utilised to ensure there is no detrimental impact on water quality within the dock as a result of the development. As the drainage system shall serve more than one dwelling, the system shall be adoptable by the SAB.



[BLANK PAGE]







# Character Areas

## 6.1 Local Vernacular

The following section gives an overview of the architectural character, fabric, scale and density of Barry

Barry expanded rapidly in the 19th century following the construction of the dock, rows of densely packed terraced houses in local limestone and brick were built to house workers along with the High Street.

As the town expanded a larger range of homes was constructed including larger double fronted homes, with flat façades and mock-Tudor gables, timber-bracketed canopies with slate roofs and ornate ironwork balconies

The more recent developments around the site are contemporary but based on the principles of shared characteristics from the wider local vernacular

### Landmark Buildings

The topography of the town means it slopes down to the Waterfront and then rises steeply along the southern boundary with Barry Island. The elevated position of the surrounding areas mean that The Mole is overlooked by the Town and The Island with both areas highly visible from the site itself.

The Dock Office stands out on the skyline of Barry, overlooking the docks. It was built between 1897 and 1900 in the Baroque Revival styles

The now redeveloped Grade II listed Pumphouse was built in the 1880s to provide hydraulic power to the docks. The 42-metre high chimney is highly visible in the town.

### Traditional Homes

- Narrow plots on narrow streets
- Feature window & door surrounds
- Materials are predominantly red brick and/or coursed ashlar masonry
- Brick banding - brick is used decoratively
- Simple pitched roofs - gable perpendicular to street
- Dense terraced homes
- Rectangular top-hung casement 'cottage-type' windows of portrait orientation
- 'Pattern-book' style with regular building lines where the topography allows
- Large proportion of slate roofs, some replaced with clay or concrete tiles
- A mix of homes accessed directly off the street while other have small front gardens with low brick/stone walls separating them from the street

### Recently Developed Homes

- 2-3 storey
- High quality contemporary design
- Emphasis on layering of details - balconies and bays
- Palette of materials includes render, brick, cladding
- Variety of front garden depths based on location of plot within masterplan

### Shared characteristics

- Simple pitched roofs - gable perpendicular to street
- Intermittent use of street facing gables on larger homes and in lower density areas
- Front doors have direct access onto streets in traditional terraces
- The use of varying sized front gardens that create a transition between the street and home in lower density areas
- The use of red brick as the main building material
- Scale between 2 & 3 storeys



The Dock Office



The Pumphouse



# 6.1 Local Vernacular

## Barry Town



High Street



Trinity Street



Romilly Park Road

## Barry Island



Clive Road



Friars Road



Barry Island Resort

## Barry Waterfront Masterplan



Ffordd y Mileniwm



Ffordd y Mileniwm



South Quay



# 6.2 Proposed Character Areas

- 1. Principal Street ●
- 2. Shared surface mews ●
- 3. Housing square ●
- 4. Marker building - Gateway apartments ●
- 5. Marker building - Incubator building ●
- 6. Marker building - Marina building ●



Character Areas Plan



## Principal Street

- Potential for increased scale development, generally 3 storey townhouses
- Formal Terrace
- Consistent building line
- Consistent limited material palette of red brick, brick detailing and slate roofs
- Gable features to corner units
- Balconies, bays, stone window surrounds to add richness and detail
- Formal regular tree planting
- On street parking for marina, incubator and visitors
- Roadside swale for SAB



## Shared surface mews

- 2, 2.5 & 3 storey townhouses
- Formal Terrace
- Consistent building line
- More varied material palette- variety of brick colours or render.
- Gable features to corner units
- Balconies, bays, stone window surrounds to add richness and detail
- Small front gardens
- Less regular tree planting, swale to one side of road
- On street parking for residents



## Housing square

- Perimeter block of housing fronting principal street and shared surface mews
- Architectural language and material palette same as shared surface mews street
- Smaller back gardens with low level boundaries open out onto shared garden space
- Informal open space and community garden landscape character



## Gateway apartments

- Potential for increased scale development, generally 3 storey
- Urban character
- Consistent building line
- Limited material palette of red brick, and cladding relating to adjacent district centre acting as transition to housing
- Balconies, bays, stone window surrounds to add richness and detail



## Incubator building

- 3 storey commercial building
- Contemporary architectural language and detailing
- Larger areas of glazing with red brick, cladding or timber to elevations secondary materials



## Marina building

- 2 storey with parking below 1st floor podium and potential event space
- Mixed palette of materials including larger areas of glazing to food and beverage area, red brick, cladding and timber





## 6.3 Housing Squares and Boundaries

The proposed masterplan arranges the residential elements of the scheme around a series of shared surface mews, with small private gardens to the rear of each property backing onto a shared 'courtyard' green space. It is suggested that these 'courtyards' operate as a semi-private amenity space for the benefit of the residents; encouraging them to come together and have conversations and social events around the space. It will also provide further play area for younger residents, and help extend the visual continuity of the linear park to the south side of the scheme deeper into the residential portion.

Shared communal spaces like these are becoming more and more common on townhouse led developments in urban settings. They work best when the private garden element features low boundaries to help encourage use of the central space and passive surveillance. Similarly they must remain visually connected to the wider public realm for surveillance purposes, but also need a boundary between this space and the public realm for security. Both boundaries will have to be handled carefully and whilst this will be a reserved matter, we have provided examples opposite and a CGI on the following page which shows an example of how this could be achieved and managed.

This work has been provided as a further design development in response to officers' comments and has been included in the revised version of the Design and Access Statement; it is just one example of how issues such as massing, materials, and boundaries may be dealt with whilst staying within the constraints of the existing masterplan and the proposals contained within the outline planning application.

### Marmalade Lane, Cambridge

A unique development where the local authority sponsored a local co-housing group to find a private developer who would build out a 42 unit infill site left over from wider private development. Gated mews streets lead to a semi-public greenspace at the back of the housing which is managed privately using a service charge. The boundaries to this space are kept low and even feature integrated seating to encourage neighbours to engage in conversation and plant up the allotment beds nearby.



### Triangle, Swindon

42 unit 2-storey terrace development which shares many similarities with the current proposals in this DAS. Units are arranged around a central semi-public 'triangle' with boundaries defined by high stone gabion walls (which shield bin stores) and espaliers trained along wire boundary fences between units. These informal boundaries encourage observation and use of the central area. The development was delivered by a private developer based on a shared-equity model and the roads and central space are adopted.



### Harvey Gardens, Greenwich

Small scale development focussed on accessible units for primarily over 60's. Commissioned, funded and managed by The Royal Borough of Greenwich, the scheme is located in a traditional suburban area off a main road. The generous front gardens are treated with low boundary walls and hedge planting to provide enough protection from the street but still allowing enough surveillance out into the public realm.







*View from linear park along proposed development*









# Conclusion



## 7.1 Summary

In designing this site it has been fundamental to undertake a thorough and systematic assessment of the constraints and opportunities in order to propose a scheme that will benefit and integrate into the existing dockside landscape of Barry.

This Design and Access Statement has demonstrated a strong understanding of the existing built form surrounding 'The Mole', and the needs of the wider community by building on the excellent work done as part of the Levelling-Up Fund (LUF) Bid process by Vale of Glamorgan. The result is an intelligent and appropriate response to the site's context that will provide:

- a distinctive development which responds to the unique site characteristics;
- a layout that is based on strong urban design principles that have already received wide support through the existing LUF bid process;
- a safe development with excellent access to public transport and that encourages new residents to walk and cycle to local amenities;
- an attractive development that provides new public open space and large areas of informal open space;
- provide ecological improvements to the existing dockside area;
- a vibrant development that will provide a mix of housing, an office incubator building for small businesses and a marina which will help generate a new community focus;



*Illustrative Concept View*



**[BLANK PAGE]**