

CONSERVATION AREA BARRY MARINE



APPRAISAL AND MANAGEMENT PLAN

DIRECTORATE OF ENVIRONMENTAL AND
ECONOMIC REGENERATION



Barry Marine Conservation Area Appraisal and Management Plan

July 2009

This document is the adopted Barry Marine Conservation Area Appraisal and Management Plan, and is a publicly agreed statement on the character and appearance of the Conservation Area and a publicly agreed set of policies and actions intended to preserve and enhance special qualities of the Conservation Area.

Following a period of public consultation from 16th March 2009 to 24th April 2009 this document was submitted on 29th July 2009 to the Vale of Glamorgan Council's Cabinet with a recommendation that the document is adopted as Supplementary Planning Guidance to the Vale of Glamorgan Unitary Development Plan. The Appraisal/Management Plan will also inform the preparation of the emergent Local Development Plan

All maps are © Crown Copyright. All rights reserved. The Vale of Glamorgan Council Licence No. 100023424 2009



The Vale of Glamorgan © 2009



Contents

Introduction	3
Effects of Designation	5
Process of the Appraisal	6
Planning Policy Framework	7
Part 1 – The Appraisal	
Summary of Special Interest	9
Location and Setting	10
Historic Development and Archaeology	13
Spatial Analysis	15
Character Analysis	17
Summary of Issues	22
Part 2 – The Management Plan	
Introduction	23
Boundary Review	23
The Former Lido and Watchtower Bay	24
Positive Buildings	25
Loss of Architectural Detail and Minor Alterations to Historic Buildings	25
Scheduled Monuments	26
Locally Listed County Treasures	26
Management of Trees	26
Control of New Development	27
Buildings and Land in Poor Condition	27
Management of Walls at Cold Knap Park	28
Conservation Area Guidance	28
Monitoring and Review	28
References and Contact Information	29
Appendices	
1 Criteria for the Selection of Positive Buildings	30
2 Character Appraisal and Management Proposals for Whitmore Bay	31
3 Appraisal Map	

Introduction

The Barry Marine Conservation Area was designated in 1991 by the former South Glamorgan County Council in recognition of the special architectural and historic interest of the area.

Having designated the Conservation Area, the local authority has a statutory duty to ensure that the character of the area is preserved or enhanced. It is therefore necessary to define and analyse those qualities that contribute to, or detract from, the special interest of the area, and to assess how they combine to justify the area's special designation as a Conservation Area.

A Barry Marine Conservation Area Appraisal was prepared by the Vale of Glamorgan Council in March 2001, and has been used as a basis for the production of this updated Appraisal and Management Plan. In addition, the Conservation Area has been surveyed and a detailed photographic record made of the spaces and buildings. From the outset of the survey process the Council's Conservation and Design team and their external consultants were aware of potential for the presence of a sizable area considered to be of special historic and architectural interest, associated with the Conservation Area's special interest, immediately adjacent at Whitmore Bay. Therefore, the area surveyed was extended to consider the need to enlarge the present Conservation Area to include this area. This survey noted what the limits of such an extension might be and what the positive and negative features of this area would comprise. The results of this additional survey work are presented in Appendix 2.

The Barry Marine Conservation Area Appraisal and Management Plan builds upon policy set out by the Welsh Assembly in Planning Policy Wales and Circular 61/96, and local policy. This document provides a further, firm basis on which applications for development within, and close to the Barry Marine Conservation Area can be assessed.

The document is divided into two parts, Part 1 (The Conservation Area Appraisal) and Part 2 (The Conservation Area Management Plan).

The Conservation Area Appraisal records and analyses the various features that give the Barry Marine Conservation Area its special architectural and historic interest. These features are noted, described, and marked on the Conservation Area Appraisal Map along with written commentary on how they contribute to the special interest of the Conservation Area. There is a presumption that all of these features should be "preserved or enhanced", as required by the legislation.

The Conservation Area Management Plan is based upon the negative factors and summary of issues identified in Part 1 and sets out proposals and policies which can enhance the character and appearance of the Barry Marine Conservation Area. The recommendations include proposals for enhancement and policies for the avoidance of harmful change.

The Management Plan is written in the awareness that in managing the Vale's Conservation Areas the Council's resources are limited and therefore need to be prioritised. Financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement. However, the Council will continue to encourage improvements to the Conservation Area in co-operation with property owners, groups and local businesses.

The document is intended for use by planning officers, developers and landowners to ensure that the special character is not eroded, but rather preserved and enhanced through development activity. The survey work for this appraisal was undertaken during October 2008. To be concise and readable, the appraisal does not record all features of interest. The reader should not assume that the omission of any building, feature or space from this appraisal means that it is not significant; if in doubt, please contact the Vale of Glamorgan Council - contact details can be found at the end of this document.

The Effects of Designation

This Appraisal/Management Plan has been prepared in compliance with Section 69(2) of the Planning (Listed Buildings and Conservation) Areas Act, 1990. The consequences of designation are summarised as follows:

- the Council has a general duty to ensure the preservation and enhancement of the Barry Marine Conservation Area in the determination of planning applications;
- six weeks notice needs to be given to the Council before works are carried out to certain trees not subject to tree preservation orders (those over 7.5cm in diameter measured 1.5 metres above the ground);
- conservation area consent is needed for the demolition of any unlisted building in the conservation area (subject to certain exemptions in terms of size some very minor buildings may be excluded from this provision);
- the details as to the limits regarding the works (such as extensions) which may be carried out without the benefit of planning permission are stricter;
- extra publicity is given to planning applications.

In practice, the Council's principal involvement in the management of the conservation area is through its duty to advise on, consider and respond to planning applications for new development. These are normally subject to closer scrutiny from a design perspective and may as a result often require a greater level of explanatory information and presentation. Dependent upon size of a proposal, an application may also be referred to the Council's Conservation Area Advisory Group, an independent forum which makes recommendations to the Council's Planning Committee regarding a number of issues regarding the management of conservation areas in the Vale of Glamorgan.

The Council also makes an important contribution to the appearance of the conservation area in the management of the public estate (e.g. parks, open spaces and its own buildings) and in fulfilling its statutory obligations as highway authority (e.g. in the maintenance of highways, verges, ditches, drains, hedges and in the provision of street furniture, signs and lighting).

Process of the Appraisal

Involving the community (and thereby raising public awareness) has been an integral part of the Appraisal process. This has been beneficial in two respects. Firstly, it has allowed the local community to provide important commentary on both the existing situation and its aspirations for the Conservation Area. In addition, it has raised awareness of the Conservation Area status of the village, and the implications for those living within its boundaries.

The Conservation and Design Team met initially with local Councillors on 4 November 2008 to outline the objectives of the review and to outline the main issues that are affecting the Conservation Area. Following this meeting a leaflet summarising the purpose of the Conservation Area Appraisal and Management Plan was prepared and a short questionnaire was distributed to all properties. The consultation period lasted 3 weeks. The results of the questionnaire were considered in the preparation of this draft Appraisal. A summary of issues and concerns raised through the consultation process is listed below:

- The possible expansion of the Conservation Area to include Whitmore Bay;
- Amount and quality of some new development;
- Poor condition of some historic buildings;
- Variety of buildings in terms of age and style;
- Importance of trees and green areas.

Following a consultation period of six weeks from 16 March 2009 to 24 April 2009, which included a surgery held at the Barry Docks Office on 8 April 2009 any further comments were considered and amendments, where necessary, made to the document which was then presented to, and approved by, the Vale of Glamorgan Council's Cabinet of ***.

Planning Policy Framework

National Advice

Conservation Areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is defined as “*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*”. It is the quality and interest of an *area*, rather than that of individual buildings, which is the prime consideration in identifying a Conservation Area.

Section 72 of the same Act specifies that, in making a decision on an application for development in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

This document should be read in conjunction with national planning policy guidance, particularly Planning Policy Wales, which is augmented by Circular 61/96 – ‘Planning and the Historic Environment: Historic Buildings and Conservation Areas’ and Circular 1/98 – ‘Planning and the Historic Environment: Directions by the Secretary of State for Wales’. These documents provide advice on the designation of Conservation Areas, and the importance of assessing the special interest of each one in an appropriate manner.

Development Plan

The Vale of Glamorgan’s Unitary Development Plan (UDP) was adopted in April 2005. The Plan sets out the Council’s aspirations for protecting and enhancing the historic environment and states how applications affecting Conservation Areas will be assessed. The policies relating directly to the management of Conservation Areas are:

- ENV 17 (Protection of Built and Historic Environment)
- ENV 20 (Development in Conservation Areas)
- ENV 21 (Demolition in Conservation Areas)
- ENV 22 (Advertisements in Conservation Areas)
- ENV 23 (Shopfront Design in Conservation Areas)

Additionally, Policy ENV 24 (Conservation and Enhancement of Open Space) and Policy ENV 27 (Design of New Developments) are important in the assessment of planning applications relating to Conservation Areas.

These policies will be strengthened by this Appraisal, which will offer greater detail regarding those elements that give the area its distinctiveness.

It should be noted that the designation of a Conservation Area is not intended to prevent change. It is, however, important that new development in or adjacent to the Conservation Area either preserves or enhances the quality of the area. For this reason, strict controls exist over applications for new development.

It should also be noted that part of the Conservation Area lies within the Barry Residential Settlement Boundary (Policy HOUS 2 and HOUS 8 refer) and parts are additionally designated as 'developed' and 'undeveloped' coast referred to in policy ENV 6 (East Vale Coast) and the provisions of these policies will also apply. Those parts of the Conservation Area that lie outside the residential settlement boundary will also be subject to the following UDP policies:

- ENV 1 (Development in the Countryside)
- HOUS 7 (Replacement and Extension of Dwellings in the Countryside).

Local Development Plan

The Vale of Glamorgan Council has started work on producing its Local Development Plan (LDP), which will set out how land within the Vale is used between 2011 and 2026. This includes the historic built environment and Conservation Areas. Up-to-date information on the progress of the Council's LDP can be found at www.valeofglamorgan.gov.uk.

Summary of Special Interest

Although not exhaustive, the defining characteristics of the Conservation Area that reinforce the designation can be summarised as follows:

- Planned development of a seaside holiday resort largely dating from the 1920s, but including both late 19th and mid 20th century elements;
- Location around two adjacent bays on the Bristol Channel divided by craggy limestone headlands;
- Remains of the early post-medieval harbour of Barry;
- Low lying location at the base of a basin formed by high ground to the north, east and west;
- Chain of public green open spaces including formal parks and gardens, promenade, and semi-natural headlands;
- Links to the Barry Garden Suburb and 'Garden City' planning movement
- National historical interest relating to one of a small number of coastal holiday resorts providing leisure opportunities for the working classes during the early and mid 20th century 'Golden Age' of the British seaside;
- Numerous sweeping vistas, supported by architectural features of interest.



Barry Old Harbour.



Friars Point and Cold Knap.



The Parade.



Houses at Bron-y-Mor

Location and Setting

Location and Context

'Barry Marine' represents a strip of sea frontage defined to the north by the Vale of Glamorgan line and the Barry Island branch line. The town centre of Barry lies approximately half a kilometre to the north east. Immediately to the north spaces are occupied by a mixtures of land uses, including the Docks and former railway marshalling yards, public open spaces at Romilly Park and Marine Drive and areas of private housing both on Barry Island and to the east and west of Romilly Park, including the Barry Garden Suburb Conservation Area.

The area is formed around a series of limestone promontories running out into the Bristol Channel with bays and inlets between. Bull Cliff, in the west, marks the beginning of a pebble beach that runs along the shore of Porthkerry Bay east to Cold Knap Point. High ground above Bull Cliff encloses the western side of a narrow valley, the east side of which runs back from just north of Cold Knap Point. Historically, a small stream ran southwards through this valley, turning eastwards to run between Cold Knap and White House where it ran into Barry Harbour at Watch House Bay. The valley is now dominated by Cold Knap Park (a public park), which includes a large boating lake, areas of mixed tree and shrub planting, formal borders and open grassed lawns. Barry's Old Harbour lies between Cold Knap and Friars Point (or Little Island) and forms a deep inlet. It was formerly fed by the Cadoxton Stream, from which it was cut off by the building of The Causeway to the north east, which created the southern end of the Barry No. 1 Dock. Friar's Point is a long, narrow promontory which provides the western boundary of Whitmore Bay, which has a gently curving sweep, defined to the east by the higher headland of Nell's Point.

Whilst the limestone promontories, beaches and inlet provide changes in elevation throughout the Conservation Area, it is generally relatively low lying. The development of Barry and its suburbs occupies the steeper slopes that form a basin running up to high ground to the north, east and west. As a result, many views in these directions have the red brick terraces that typify much of Barry within the back drop. The seaside focus of the Conservation Area is articulated by the construction of many of its roads and open spaces with open aspects towards the sea, looking across the Bristol Channel to the Somerset and North Devon coast. The embankments, bridges and viaducts of the railway lines provide additional enclosure to the north, which further enhances the southerly, seaside aspect of the area.



Whitmore Bay.



Marine Crescent over Barry Old Harbour.



Entrance from Romilly Park



Romilly Park.

General Character and Plan Form

Each of the two bays (including the harbour) and their headlands has a distinctly different character, which relates to the history of its development, as well as its topography. The eastern part of the area is undeveloped, lying outside the settlement of Barry with unspoilt views along the pebble beach and cliffs with wooded tops to the wooded slopes of Porthkerry Park; to the Porthkerry Viaduct and the Bulwarks Iron Age Hill Fort beyond.

A railway bridge over the road from Romilly Park Road provides the entrance from the north to the western side of the conservation area. The railway encloses the northern boundary in an arc which defines an 'edge' to a range of housing of different periods. This includes interwar housing in a mixture of styles, identifiable in its common use of white render or roughcast walls and natural slate roofs. Later development lies in Maes-y-Coed. Most recently new development has been constructed to the west of the Marine Lake and overlooking the coast in Bron-y-Mor. The Y Cerrigos development is of a contemporary design and an architectural award winner.

The road forks to follow the two northerly sides of the triangle of the gardens, whilst a broad promenade runs along its south side, overlooking the pebble beach. In the east the Promenade terminates at the craggy mass of the Knap, whilst it continues as a road to a car park just to the east of Bull Cliff in the west. Housing occupies the raised land on the outside of the triangle's two northern sides whilst a number of residential cul-de-sacs also emanate from them.

Cold Knap Park represents a public park laid out during the economically troubled years of the 1920s. They formerly included a Lido, or open air swimming pool filled by sea water, as well as the large boating lake, with walks, including two colonnaded shelters and a sunken bandstand formed of concentric tiers of turf bank descending to a central area, currently filled by a pool.

A link road runs through from Cold Knap Park to The Parade, a single aspect street running south west to north east, of mainly residential, two and three storey houses overlooking a long, narrow public park and the harbour beyond. Houses in two terraces at the northern end of The Parade have a particularly interesting late Victorian character. The street is lined with an avenue of trees for part of its length, accentuating a feeling of formality in layout. A number of short side streets run north from The Parade to form residential streets of bungalows and two and three storey houses. Most of these appear to have been developed in the 1930s although the northernmost, Charles Place, is surrounded by large late Victorian

houses. Cold Knap Way runs south from the Parade to provide access to the modern residential developments of Sea Lawns and White House, set around a number of small cul-de-sacs, with views across the harbour to the east and the Cold Knap Park to the west.

Historically, a small focus of activity in this area was centred upon Barry Harbour. The Ship Inn, a modern replacement of a much older building, and Storehouse Point, which contains preserved remains of a warehouse and harbourmaster's office provide some indication of the historic maritime trade that preceded the building of the Docks.

Landscape Setting

The Bristol Channel forms a major element of the area's landscape setting. From the promontories the islands of Flat Holm and Steep Holm in the channel and the opposite coastline stand out as features of interest in the wider area. The cliffs and wooded slopes above Bull Cliff, Porthkerry Park and the Bulwarks form an attractive enclosure to the western end of Porthkerry Bay. The green open space on the south side of Marine Drive ensures that modern building does not intrude significantly into views in this direction.

Historic Development and Archaeology

Barry Harbour

The Old Harbour formerly lay in the mouth of the Cadoxton stream, which flowed through a broad area of salt marshes bounded to the south by Barry Island, and forming a large pool behind a sand spit that provided a ford across to the Island at low tide. A storehouse, combining the functions of a warehouse and customs house existed at the edge of the harbour by 1598. Small hamlets and scattered farms surrounded the harbour, some providing burnt lime as a secondary source of income. Whitehouse Cottage provides an important survival from this landscape. Two specialist hotels, The Ship and The Marine (now Friars Point House), the latter built in 1858, appear to have catered for the needs of visiting mariners. A coastguard station, comprising the watchtower of Watchtower Bay and a stone built shed for storing rocket equipment were constructed in the 1860s. By 1901 the breakwater, which crosses from Friars Point to Yorke Rock had been built, whilst the late Victorian terraces of housing on The Parade are also recorded, possibly as a southerly extension of the area of relatively genteel dock and railway employee's housing which continues around Romilly Park to the north.



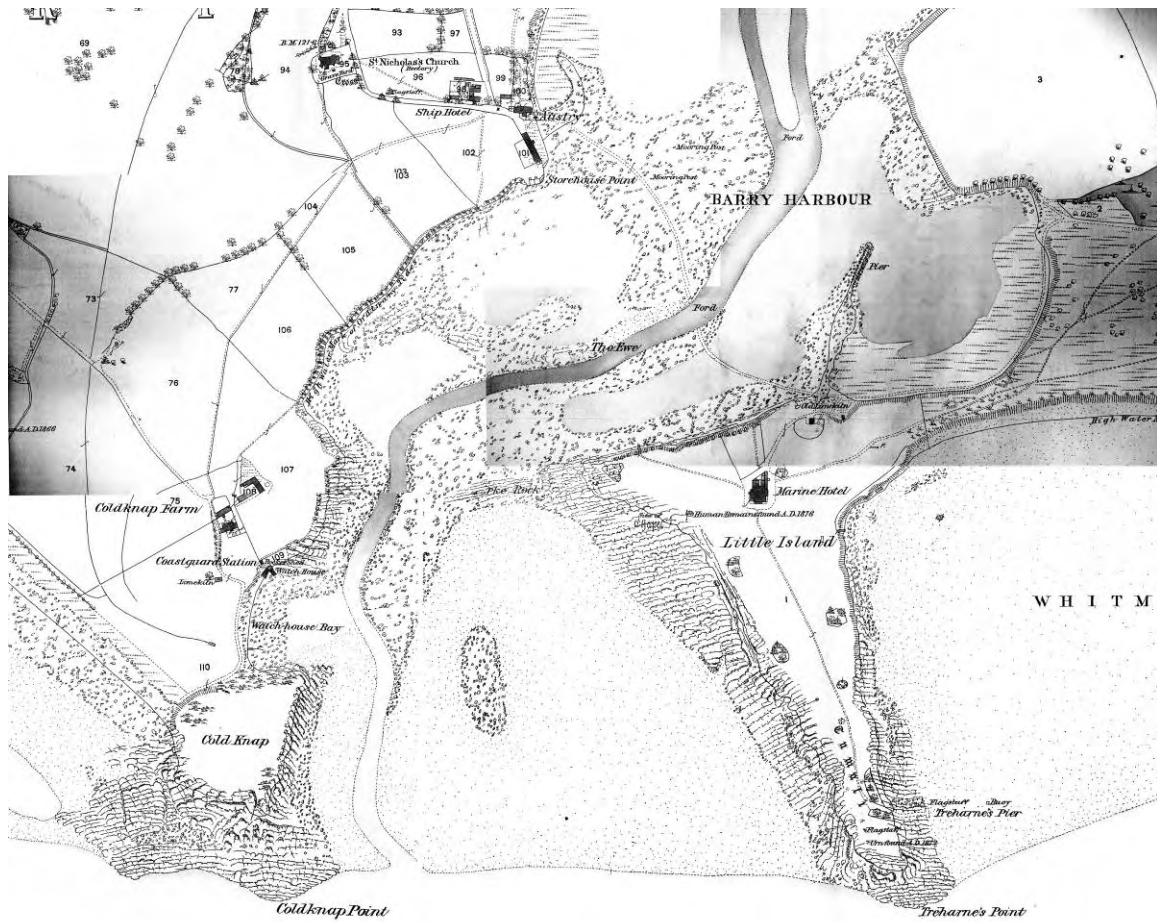
Cold Knap Park in the 1930s.



The Parade circa 1930.

The Knap

Cold Knap Park was developed as part of a wider scheme envisaged as uniting the growing Garden Suburb, which stands on higher ground to the north, with a mixture of recreation and sports facilities. A plan dated July 1924 suggests the form of the lake and residential streets around it, although the final plan of the development differed in some notable aspects. The gardens and a lido or open air swimming pool were built from 1925 using labour provided by the Ministry of Health and the Unemployment Grant Committee, which provided work for unemployed men. The swimming pool was one of the largest in the country at the time, and was used for national swimming galas, as well as being a local amenity. A large YMCA Hostel catering for 150 residents was also built in the 1930s to the west of the gardens to the rear of the famous 'Bindles' Ball Room, both of which have since been demolished and their sites redeveloped. Although local people maintained that the Knap was their domain, whilst the adjacent Island was for day trippers, the lido, gardens, sea bathing from the pebble beach and ball room were all popular with holiday makers visiting Barry throughout the summer.



Extract from 1875 OS Map

Development of housing around the gardens appears to have been relatively sporadic. The street plan established resembles the proposals of 1924 and includes two cul-de-sacs of housing (Birch Grove and Well Walk) of similar style to the houses of the Garden Suburb. Lakeside, Cross Hill, Cold Knap Way, and the lower part of The Parade with its side streets were all developed in the interwar period, largely using the white painted roughcast and gabled slate roof style of the Garden Suburb. In the west, Heol-y-Bryn and Maes-y-Coed had been set out as roads by the later 1930s but remained largely undeveloped until the late 20th century. In the 1960s the open space of Sea Lawns, which had been used as a camp site for many years, was developed for blocks of flats. Whilst a new housing development on the site of White House was commenced in the 1980s, more recent development has focused on Heol-y-Gaer and Y Cerrigos providing a very modern frontage overlooking Cold Knap Park from the west.

Spatial Analysis

Character of Spaces

The defining spatial features of the Barry Marine Conservation Area are the progression of public open spaces with their varying relationships with the sea. These include:

Friar's Point/Little Island

A very open green space with views across the Old Harbour to White House beyond to the west and taking in the sweep of Whitmore Bay to the east;

The Old Harbour

Areas around the Old Harbour retain a particular impression of the historic importance of the inlet prior to the development of the Docks, these include the path along the Breakwater, Watchtower Bay and Storehouse Point. The footpath past White House Cottage also provides an area suggestive of Barry's historic rural character where it passes the thatched farmhouse and its high limestone wall;

The Parade

Characterised by the planned terrace development with wide pavements, regular tree planting and public gardens preserving a late Victorian and Edwardian seaside atmosphere;

Cold Knap Park

Enclosed and set around the stream and lake with further enclosure provided by the railway embankment, surrounding housing and raised promenade to the south it retains the feel of an interwar municipal park, which is strongly supported by the attractive colonnaded shelters and cast iron park benches. The former site of the lido, which is currently marked out with concrete paving, appears to lack a clear use or identity;

The Knap and Pebble Beach

These provide another area of more natural seaside environment,

Birchgrove Wood

Provides a particularly atmospheric area of broad leaved woodland that provides a strong contrast with surrounding areas of mid and late 20th century suburban housing or municipal grassland. However, the heavily treed area does provide a seemingly natural continuation from the well treed residential street of Birch Grove, which leads up the hill from the equally leafy area of Cold Knap Park.



Lakeside.



Birch Grove.



Watch Tower Bay.



Parade Gardens



Paget Road Crescent.

Paget Road

Buildings on Paget Road comprise three storey structures forming a long, curving fronted terrace, mostly in red brick (nos. 8 and 9 Paget Road are later and faced with white painted render) with natural slate roofs and prominent gabled ends facing the road. Several have cast iron canopies to the front, forming a covered walkway over the pavement with late Victorian detailing (or similar reproductions in light steel). The rear of these buildings forms a stop to views across the Old Harbour from the west. In addition to these public spaces, the sports grounds between Harbour Road and Paget Road provide a large area of a semi-public green open space, of which the cricket field makes a contribution to views from surrounding areas, particularly in gaps between buildings from Paget Road and across the Old Harbour. The large, open car park that lies between the sports ground and the Old Harbour is also a notable space within the Conservation Area, although it would not be regarded as making a particularly positive contribution to its character and appearance and should be identified as an opportunity for enhancing the area.

Character Analysis

Activity and Prevailing Uses

The Barry Marine Conservation Area contains a high level of residential land use in addition to low-key recreational open spaces. A small number of restaurants and shops serving predominantly local requirements are present in the western part, comprising a single storey parade of shops and cafeterias overlooking Cold Knap Park on Bron-y-Mor. The Ship Inn, Guilliano's Restaurant and the Knap Hotel, are located at the northern end of The Parade. These provide a local focus of activity. On Paget Road, there are amusement arcades, cafes and shops relating to the seaside resort.

Buildings in the Conservation Area

Within the area around Cold Knap Park historic buildings resemble the early 20th century structures of Barry Garden Suburb. They include a mixture of two storey houses and bungalows, detached, semi-detached and terraced properties, and a single storey parade of shops. These are clad with white painted rough cast or smooth render and have roofs of natural slate with black clay ridge tiles. The piecemeal nature of some of the development has resulted in buildings of very varied appearance despite the uniformity of materials. Modern developments have sought to reflect these details.

The late Victorian terraces of The Parade are three storeys in height and constructed in brickwork with bathstone dressings. Much of the stonework has been painted. A distinctive detail is the use of balconies at first floor level, many of which have been altered by enclosure, thereby reducing the consistency in appearance of the terrace. At second floor, attic roof spaces are reflected in prominent gables originally constructed with timber framing but now also much altered. Nevertheless, these buildings still retain an amount of original detail including decorative brackets, panelled doors and six over one sash windows with horns to upper lights.

The crescent of three storey buildings on Paget Road, which overlook Whitmore Bay and Barry Island's fairground, are nearly all of late 19th century construction with later additions, built in red brick, some of which are painted bright colours, and with numerous gabled ends to the road frontage with Dutch gables. Nos. 8 and 9 Paget Road comprise a large three storey block with a classically inspired façade in painted render that stands out from the rest of the crescent.

The Conservation Area contains a number of buildings of particular historic or architectural interest, which are described further below.



Life Guard Shelters at Cold Knap Park.



Garden Suburb style housing at Bron-y-Mor.



'Positive' buildings at the Parade.



The contemporary Water's Edge development has a distinct character in contrast to the remainder of the conservation area.



These remains of a Roman building at the Knap are a scheduled monument.



Whitehouse Farm.



Watchtower.



Rocket Station.

Scheduled Monuments and Archaeological Potential

The remains of a substantial Roman building, including 22 rooms and cellars divided into four ranges around a central courtyard, were discovered at Glan-y-Mor during redevelopment of the former YMCA Hostel for housing in 1980. The building appears to represent an administrative site, possibly for a small harbour. There is some potential that it forms part of a wider complex of structures of contemporary date.

Storehouse Point provides potential for the survival of Tudor and Jacobean remains associated with the historic use of the Old Harbour, which are considered to be potentially of national importance.

A number of archaeological sites including a tumulus, evidence of human remains and an urn uncovered in the 1870s are recorded on Friars Point on the 1st Edition Ordnance Survey map of 1879, suggesting some prehistoric activity on the promontory. The site of a pillow mound, possibly a medieval rabbit warren, is recorded on Friars Point on the most recent Ordnance Survey maps.

Listed Buildings

There are six listed buildings or structures in the Conservation Area:

Whitehouse Farm – Grade II*

Whitehouse Farm Cottage, a middle to late 16th century farmhouse (originally known as Cold Knap Farm), is highly listed as an important survival from the area's rural past. Its white washed walls blend in rather with the surrounding 20th century buildings although its long thatched roof stands out as a local landmark in views northwards from The Knap.

Watch Tower – Grade II

Elements of the Old Harbour include the Watchtower built in the 1860s as a coastguard station. Two storey tower built in local stone with a corbelled parapet.

Rocket Station – Grade II

Single storey building of snecked stone, contemporary with the Watchtower for which it served as a store for rocket apparatus.

The Rocket Station is to the left of the Watch Tower in this photograph.



Friars Point House.



Lodge at Friars Point House.



Gates and Gatepiers at Friars Point House.



Cold Knap Park.

Friars Point House – Grade II

The house spans the transition between the historic harbour and holiday resort, representing a circa 1900 remodelling of the Marine Hotel, built in 1858 by Francis Crawshay. Its Jacobean Revival remodelling was undertaken by Sir William Graham for the Duke of Windsor who used the house as a holiday home in the early 1900s. It is faced with local limestone with painted render at first floor level and a steeply pitched roof of natural slate.

Lodge at Friars Point House – Grade II

Single-storey lodge with a hipped slate roof. Probably erected by Lord Windsor at the time when he laid out the grounds and carried out alterations to Friars Point House.

Gates and Gatepiers at Friars Point House – Grade II

Tall rusticated stone gate piers with cornices and plinth, on which hang paired and painted iron gates to an ornate design. There are short sections of similar railings to either side, carried on low rubble walls and terminating in further piers.

Locally Listed County Treasures

The County Treasures survey contains a unified list of historic built assets found within the Vale of Glamorgan. It contains listed buildings, Scheduled Ancient Monuments, as well as entries identified as being of 'local importance'. In the Barry Marine Conservation Area two locally listed County Treasures are recorded, whilst three more are recorded in the adjacent area of Whitmore Bay. Not including the listed buildings and scheduled monuments described above, these include:

Cold Knap Park

The Knap Park is recorded as a good example of early 20th century civic park and are listed (Grade II) in the Cadw/ICOMOS Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. The two shelters are constructed in a simple classical style, built with concrete, with flat roofs and Doric columns; flights of steps make a strong architectural contribution to the setting of the Park.

The Old Harbour Breakwater

The gently curving, late 19th century breakwater constructed in local limestone makes a strong contribution to the amenity of views across the harbour from all directions.



Old Harbour Breakwater.



Park Shelters at Cold Knap Park.



Details of balconies at the Parade.

Positive Buildings - The Contribution of Key Unlisted Buildings

A number of key unlisted buildings have been identified as 'positive buildings' and these are marked on the Appraisal Map. Positive buildings are those which make a positive contribution to the special architectural or historic interest of the Conservation Area. The criteria for selection is provided in Appendix 1. In the Barry Marine Conservation Area the 'positive' buildings include the late 19th century houses of the Parade and Charles Place, as well as early 20th century housing around Cold Knap Park.

Public lavatories and cloakrooms built at both at the Knap and nearby Whitmore Bay (outside the Conservation Area) were constructed in a classical style of reinforced concrete and brown brick with a symmetrical frontage including single and paired engaged pilasters, cornice and parapet with prominent lettering. That at the Knap is used for storage and as a lifeguard station. The appearance of the latter has been marred by construction of a sewage pumping station directly to the front.

Local Details

The use of particular local detailing, such as the Dutch-gabled frontages of buildings on Paget Road, the balconies of Victorian terraced houses on The Parade and the white painted roughcast and smooth render, natural slate and black clay ridge tiles of houses around Cold Knap Park, makes an important contribution to the historic and architectural interest of each of the areas within the Conservation Area. Stone flag paving and the survival of redbrick boundary walls and gate piers contribute to the overall Victorian feel of the Parade area.

Green Spaces and Biodiversity

Friars Point and The Knap both provide green open space. The Birch Grove is an area of woodland managed by the community and provides excellent woodland habitat. As a coastal area, Barry Marine Conservation Area provides a variety of seaside habits including sandy beaches, the tidal mud of the old harbour, the rugged rocks and pools of the limestone headlands and the pebble beach. Above the beaches, the tree lined cliffs along Pebble Beach also provide excellent habitat for wildlife.



The Sealawns development is very intrusive to the character and appearance of the Conservation Area.



The former Lido site lacks a clear use or identity.



The Parade Gardens would benefit from better maintenance.

Cold Knap Park, public gardens at The Parade and the green open spaces of The Promenade provide a network of municipal open spaces that contribute significantly to the character of these areas. Cold Knap Park also provides a flocking site for many birds. The green open space to the south of Marine Drive plays an important role in providing greenery in the background of views westward from Friars Point, The Knap and Cold Knap Park. The green open space on Nell's Point also provides an important element in the background of views eastward along Whitmore Bay.

Negative Factors

There are a number of elements which detract from the special character of the area, and which offer potential for beneficial change. They are:

- Presence of vacant properties over amusement arcades on Paget Road affects the visual amenity and character of the area, as well as jeopardising the preservation of these buildings through potential lack of maintenance;
- The poor condition of the Knap shelter may result in the loss of an unlisted 'positive' building;
- Lack of a clear new use or adequate drainage for the former lido site represents a lost opportunity to provide a benefit to the public;
- The use of uPVC windows and doors on 'positive' unlisted historic buildings has resulted in a loss of their historic character and appearance;
- Glazing-in of balconies along The Parade with little control of the design or materials used for alterations and loss of original detailing;
- The loss of traditional slate roofing and its replacement with modern materials, such as concrete has, in some cases, resulted in an erosion of the character of 'positive' unlisted historic buildings;
- Lack of management or timely replacement of street trees at The Parade;
- Loss of front boundary walls at The Parade;
- The large, open car park serving Whitmore Bay is of poor appearance in the setting of the Old Harbour.
- The 1960s Sealawns apartment blocks are of unsympathetic scale and materials;
- Inappropriate management and repair of boundary walls at Cold Knap Park;
- Vacant and derelict land on Paget Road at its junction with Harbour Road and between Nos. 9 and 10 Paget Road.



The conservation area boundary could be extended to include Whitmore Bay.



The first phase of building of the Garden Suburb on Westward Rise.



New uses should be found for vacant or derelict buildings.

Summary of Issues

The following issues have been listed with regard to the 'negative factors' listed above and include the views of the local community as part of the preliminary public consultation exercise. They provide the basis for the Management Plan. These issues will be subject to regular review by the Council and new ones may be added in the future:

- Conservation Area boundary review required to include areas of special historic and architectural interest and omit other areas of housing and landscape setting;
- The loss of the Lido at Cold Knap Park and lack of appropriate new use of the space;
- Vandalism of publicly owned and low-usage buildings and resulting poor quality of buildings including the listed Watchtower and the lifeguard shelter at Cold Knap;
- The protection of unlisted 'positive' buildings from demolition;
- Future control of applications for new front boundaries, and the overall protection of existing front boundary walls and front gardens;
- Identification of buildings for statutory listing, locally listed County Treasures and sites for scheduled monuments;
- The future control of new development including potential major redevelopment in and around Whitmore Bay;
- Vacant and redundant buildings and derelict land;
- Vacant upper floor space;
- Minor alterations to dwelling houses resulting in incremental loss of character;
- Need for management of trees on The Parade;
- The need for removal of unauthorised satellite dishes;
- Unsympathetic repairs to walls surrounding Cold Knap Park;
- Negative impact of the construction of the sewage pumping station in front of the Lifeguard shelter at Cold Knap;
- Monitoring and review of these documents.

Management Plan

Introduction

The Management Plan sets out proposals and policies which can enhance the character and appearance of the Conservation Area in the light of the issues identified in the preceding Appraisal.

For further details about the purpose and status of the Management Plan, please see the introduction to this document.

Boundary Review

As part of the character appraisal process, a thorough survey and review of the existing boundaries of the Conservation Area was undertaken. Two principle alterations are proposed:

Expand the Conservation Area to include Whitmore Bay and the areas of Barry Island to include the following:

Nos. 1 – 8 Station Approach Road
Barry Island Railway Station, Station Approach Road (with associated railway sidings and engine shed)
Barry Island Pleasure Park, Station Approach Road
Nos. 1 – 12 Esplanade Buildings, Friar's Road
The Dolphin Public house, Friar's Road
Public Conveniences and Cloakrooms, Friar's Road
Tourist Information Centre, Friar's Road
The East Shelter, The Promenade
The West Shelter, The Promenade
Disused Changing Cubicles, The Promenade
Lifeguard Headquarters, Paget Road
Public open spaces at The Promenade, Paget Road, Station Approach Road, Friar's Road and Nell's Point
Unoccupied land east of Station Approach Road.

These reflect the early and mid 20th century development of the area as a holiday resort, including the Barry Island Railway Station, fairground and promenade, many elements of which represent a unified development of the 1920s that is also represented in the Cold Knap Park. This area, which is of special historic and architectural interest, may undergo significant change in the future. As such, it is desirable that this change should be managed so that the special interest of the area is preserved and its character and appearance protected and enhanced. An appraisal of the area involved is included as a supplementary statement (see Appendix 2).

In addition, a small alteration is proposed to include the Old Police Station on Harbour Road.

The mid and later 20th century housing located to the west of Cold Knap Park on Heol-y-Gaer, Heol-y-Bryn and Maes-y-Coed, is of a different character to the older housing surrounding Cold Knap Park and does not make a significant contribution to its setting. It is therefore considered appropriate to remove these buildings from the Conservation Area by amending the boundary as shown on the Conservation Area Character Appraisal Map.

The effect of removing the above housing will be to separate the large area of open space to the south and east of Marine Drive from the Conservation Area boundary. Although this has significance in the landscape setting of the Conservation Area, it is already strongly protected from new development through existing policies contained in the Adopted Unitary Development Plan (1996 – 2011).

Recommendation:

It is recommended that, in order to follow best practice in Conservation Area boundary definition, the boundary of the Conservation Area is amended as described above.

The proposed change is shown on the accompanying Appraisal Map.

The Former Lido and Watchtower Bay

The former Lido at Cold Knap was closed in 2000. In 2004, it was filled in and the associated changing rooms, rowing and swimming club buildings demolished because of dereliction. The area was subsequently landscaped, including the construction of features, walls and paths marking the former positions of the pool and semi-circular changing room blocks. However, the area has since been prone to flooding and provides little clear use or amenity. As part of the public open space of Cold Knap Park it is desirable that the area should be preserved as publicly accessible open space providing enhanced facilities for leisure and recreation, potentially linked with a new use for the Lifeguard shelter.

The visual condition of Watchtower Bay should be monitored for further deterioration and proposals for enhancement considered. The Watchtower is in poor condition proposals should be brought forward to improve its condition.

Recommendation:

It is recommended that, to enhance the character and appearance of the Conservation Area, proposals are drawn up for the improvement of the former Lido site, Watchtower Bay and the Watchtower.

Positive Buildings

'Positive' buildings have been identified as part of the appraisal process and these are marked on the Appraisal Map. Generally, these are individual or groups of buildings that make up the planned development of the Garden Suburb as it was in the 1930s that, therefore, make a positive contribution to the special architectural or historic interest of the Conservation Area. The criteria for selection of positive buildings are identified in Appendix 1 of this document.

Recommendation:

In accordance with Government guidance contained within Circular 61/96, the Council will adopt a general presumption against the demolition of 'positive' buildings with proposals to demolish such buildings assessed against the same broad criteria as proposals to demolish listed buildings. Any application for the demolition of a positive building will therefore need to be justified as to why the building should not be retained.

Loss of Architectural Detail and Minor Alterations to Historic Buildings

Many of the unlisted buildings in the Barry Marine Conservation Area have been adversely affected by the replacement of original timber sash windows with uPVC or aluminium, the loss of original timber front doors, removal of render and painting of formerly exposed stonework. Most of these minor alterations are not currently subject of planning control. The incremental loss of original building materials and architectural detail is cumulatively eroding one of the characteristic features of the Conservation Area.

Recommendations:

The Council will encourage restoration of architectural detail/reversal of unsympathetic alterations especially timber windows, chimney stacks and original roof covering.

The Council will consider the future introduction of an 'Article 4' Direction in respect of buildings identified as 'County Treasures' and 'positive' buildings in the Appraisal.

Scheduled Monuments

Recommendation:

It is recommended that the Welsh Assembly Government/Cadw be asked to consider the following sites for protection as Scheduled Monuments under the Ancient Monuments and Archaeological Areas Act 1979:

- *Storehouse Point;*
- *Friars Point.*

Locally Listed Buildings

Some buildings or structures in the Vale of Glamorgan, although not contained within the statutory list ('listed buildings'), are nevertheless of local interest. Survey work for the character area appraisal has identified one unlisted building of local importance that merits future inclusion as a locally listed County Treasure. Draft Supplementary Planning Guidance to the Adopted Unitary Development Plan (1996 – 2011) discusses the implications in policy terms for locally listed buildings on the County Treasures list and lists criteria for inclusion.

Recommendation:

The Council will, as part of a future review of the list of County Treasures, support the inclusion of the Old Police House.

The Management of Trees

Trees make a vital contribution to the ambience of the Conservation Area and the setting of many of its historic buildings. The appraisal identifies a number of significant trees and groups of trees on verges or within areas of public open space. Because of the very large number of trees, and the difficulty of obtaining access onto private land, a full tree survey was not carried out at the time of the appraisal survey and the Appraisal Map therefore only includes an indication of the most significant groups of trees.

Recommendation:

The Council will seek to consider the use of Tree Preservation Orders in appropriate circumstances where a tree has significant amenity value and is considered to be potentially under threat. The felling of trees that contributes to the character of the Conservation Area will be opposed.

The Control of New Development

Some modern developments do not harmonise with the historic character and appearance of the Barry Marine Conservation Area. This applies to completely new buildings as well as the occasional extension.

Recommendation:

Development proposals will be judged for their effect on the area's character and appearance as identified in the Barry Marine Conservation Area Appraisal together with relevant Development Plan policies and any other material considerations.

The Council will continue to ensure that all new development accords with policies in the Unitary Development Plan and any other policies which supersede this in the emerging Local Development Plan (LDP).

Buildings and Land in Poor Condition

No. 12 Paget Road

This building is vacant and suffering from dereliction so that significant works are required to secure the buildings preservation and reuse.

Council Owned Buildings

Buildings in the Council's ownership that are vacant or underused and displaying evidence of deterioration or subject to vandalism include: the Watchtower and the former public changing rooms at The Knap.

Recommendation:

Where sites or buildings are in a poor condition and the appearance of the property or land are detrimental to the surrounding area or neighbourhood, consideration will be given to the serving of a Section 215 Notice, sometimes called an Amenity Notice. This notice requires proper maintenance of the property or land in question, and specifies what steps are required to remedy the problem within a specific time period.

The Council will consider new uses for vacant or underused publicly owned buildings at The Knap that will ensure their long term preservation and appreciation

Management of Walls at Cold Knap Park

The use of inappropriate materials in repairs to walls surrounding Cold Knap Park was identified as a negative factor affecting the character and appearance of the Conservation Area by respondents to the initial public consultation.

Recommendation:

Careful consideration should be given to the maintenance, repair and replacement of walls and structures within Cold Knap Park.

Conservation Area Guidance

Consultation with the local community suggests that there is a need for additional design guidance and leaflets about conservation areas that build upon existing supplementary planning guidance and advisory leaflets.

Recommendation:

The Council will consider preparing advisory guidance and 'best practice' notes that would assist in retaining the area's prevalent historic character and appearance and promote awareness of the value and importance of the Conservation Area, e.g. written advice regarding (a) alterations to historic buildings, (b) development within conservation areas, (c) the use of traditional building materials, (d) appropriate boundary treatment and (e) care and maintenance of trees and woodland.

Monitoring and Review

Recommendation:

This document should be reviewed every five years from the date of its formal adoption. A review should include the following:

- *A survey of the Conservation Area including a full dated photographic survey to aid possible enforcement action;*
- *An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;*
- *The identification of any new issues which need to be addressed, requiring further actions or enhancements;*
- *The production of a short report detailing the findings of the survey and any necessary action;*
- *Publicity and advertising.*

References and Useful Information

Local Generic Guidance

Advice for owners of properties in Conservation Areas can be found in the leaflet *A Guide to Living and Working in Conservation Areas*, which is available on line on the Council website at www.valeofglamorgan.gov.uk.

Bibliography

1. J Newman, Glamorgan (Pevsner 'The Buildings of Wales'), Yale University, 1995
2. Statutory List of Buildings of Special Historic or Architectural Interest
3. Vale of Glamorgan Council, County Treasures, 2007
4. D Moore (Ed.) Barry: The Centenary Book, 1985 (2nd Edition)
5. T. Clemmett, Articles on Barry (unpublished collected articles 2008)
6. Vale of Glamorgan Council, Barry Marine Appraisal and Advice, 2001

Contact Details

For further advice and information please contact the Conservation and Design Team at:

Planning and Transportation Policy,
Vale of Glamorgan Council,
Dock Office,
Barry Docks,
CF63 4RT

Tel: 01446 704 626/8

Email: planning&transport@valeofglamorgan.gov.uk

Appendix 1

Criteria for the Selection of 'Positive Buildings'.

For the purposes of this conservation area appraisal, a positive building is an unlisted building that makes a positive contribution to the special architectural or historic interest of the conservation area.

The criteria for assessing the contribution made by unlisted buildings to the special architectural or historic interest of a conservation area are given below.

Any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special architectural or historic interest of a conservation area and is therefore identified as a 'positive building':

- Is the building the work of a particular architect of regional or local note?
- Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of the buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?



View from the promenade overlooking the beach.



This area has played an important part in the history of South Wales.



Whitmore Bay is situated between Friars Point and Nell's Point. Nell's Point is shown above.

Appendix 2

Character Appraisal and Management Proposals for Whitmore Bay

General Character and Plan Form

'The Causeway' runs along the northern edge of the harbour's inlet, with the Barry Island branch railway line running parallel, just to the north. At the eastern end of the Causeway the road dips down to allow access to a road tunnel, providing access to residential areas on the Island to the north of the railway line. A roundabout provides access to a circle of roads that runs east to Barry Island Railway Station, turning south to the beach, west to run along the rear edge of the Promenade and north, closing the loop, running past a crescent of three storey buildings consisting of a mix of uses including amusement arcades and residential accommodation. This loop of road encloses the site of the Barry Island funfair. The promenade runs along the curving sea front of Whitmore Bay with the two colonnaded beach shelters marking its east and west limits and numerous flights of stone steps and shelters for refreshment stalls punctuating the line of the stone built sea wall.

Landscape Setting

Nell's Point provides enclosure to views eastward from Whitmore Bay. The recent redevelopment of the former Butlin's Holiday Camp on Nell's Point has made use of architectural forms and materials that seek to be sympathetic to the late Victorian residential developments of the Island, although these do not provide a particularly attractive addition to the skyline above the beach. A large area of derelict and unoccupied land lies between the new development on Nell's Point and the area of Whitmore Bay.

Historic Development and Archaeology

Whitmore Bay

In the 1870s the entrepreneur John Davies Treharne, promoted Barry Island for a residential area and holiday resort matching the recently developed area of Penarth. A regular service of wagonettes provided transport between Cardiff and the Ship Inn on the mainland, with a boat to ferry visitors across to the Island when the tide was in. In 1876 over 12,000 visitors were brought to the Island.

The massive changes to the landscape of Barry that were brought about by the construction of the Docks and establishment of a busy sea port specialising in the export of coal from Glamorgan's many collieries inevitably brought about change in the area.

Construction of the docks resulted in blocking of the Cadoxton River creating a causeway from the mainland to the Island.

In 1892 the Island was opened as a holiday resort, with visitors walking from Barry Station along a paved footpath across the Causeway. Bathing at Whitmore Bay was the main attraction and the Local Board sought to impose controls requiring use of proper bathing dress or sea bathing machines. The Barry Railway was extended across to the Island for the August Bank Holiday in 1896 when between 30,000 and 40,000 visitors arrived in a single day. The railway was later extended further (via a tunnel) to Jackson's Bay to the west where a pier allowed visitors to use the Campbell Steamers and the railway company's Red Funnel steamers for pleasure rides. However, the Island offered few facilities for visitors in these early years.

In 1897 the Windsor Estate (who owned much of the island) constructed a wide embankment above the foreshore at Whitmore Bay. In 1903 work to convert this into a public promenade and pleasure gardens commenced, which were completed by May Day, 1905. Tunnels ran down to the sand from the promenade. Stalls and side shows were allowed on the beach, which at an early stage were provided by boat-shops, sited well up the beach during spring tides and remaining there until autumn selling fruit, sweets and mineral waters. In 1897, the switchback railway (an early form of rollercoaster) from the Cardiff exhibition was installed at the western end of Paget Road. Its position is recorded on the second edition Ordnance Survey map of 1901, which also records the establishment of the loop of road that would later contain the fun-fair. The figure-of-eight, a successor to the switchback, was built within the site of the fun-fair in 1912. Blocks of changing cubicles were also built, men's at Nell's Point and ladies' at Friars Point, of which the men's survives. A paddling pool was also constructed at Friar's Point.

In 1922 work began on a new sea wall, whilst the construction of the two colonnaded beach shelters was begun in 1923, using unemployed workmen paid through a government voucher scheme. With the construction of the promenade the stall holders and amusement rides formerly located on the beach were moved into the modern fairground. The fairground was very successfully promoted by its lessee from 1929, Pat Collins. In 1939 the figure-of-eight was replaced as the prime attraction of the fairground by the Scenic Railway, which was itself replaced in the 1980s. The fairground was significantly remodelled and rebuilt later in the 1990s.

The golden years of Barry as a holiday destination in South Wales are seen as the period between the end

of the Second World War, following which miner's succeeded in obtaining two weeks paid holiday per year, and the early 1960s, during which time hundreds of thousands of visitors would arrive for the summer bank holiday weekends. Most visitors were day trippers, arriving on special GWR trains or by one of the many fleets of charabancs that carried them from as far as the West Midlands. Following the opening of a Butlin's Holiday Camp on the Island in the 1960s it is claimed that a lack of investment resulted in the gradual decline of many of the Island's attractions and facilities, whilst small guest houses were unable to compete with the lure of the Butlin's camp's facilities. However, the promenade and pleasure gardens have recently undergone significant reinvestment restoring some of Whitmore Bay's visual appeal, whilst former investment in a heritage steam railway has further, recently added to the nostalgic attraction of the Island.

Spatial Analysis

The Promenade and Beach at Whitmore Bay

This area has a very open aspect to the sea with enclosure by the headlands and the framing of views by the two colonnaded shelters and buildings around the fairground. At first sight it is dominated by the hard landscaping of the promenade and surrounding buildings, although it does offer large areas of publicly accessible green space with attractive shrub planting and bedding.

Character Analysis

Activity and Prevailing Uses

Whitmore Bay is dominated by the leisure and recreational uses of Barry Island, including the beach and fairground, as well as the crescent of buildings occupied by amusement arcades and fast food takeaways. However, conversion of the upper floor in these buildings e.g. for gyms and social clubs, suggests a move towards serving more local recreational needs. The Barry Island railway station mixes normal transport functions with the steam railway as another visitor attraction.

Building Types and Principal Buildings

The large structure of Nos. 1 - 12 Esplanade Buildings, incorporating Adventure Island, is tall red brick building of early to mid 20th century construction which at one time contained a skating rink at first floor level. The use of red brick helps to tie this building in with the crescent of buildings on Paget Road. The gabled returns at each end and tall first floor windows add symmetry and interest to the building.

Locally Listed County Treasures

The East and West Shelters, Whitmore Bay

Built by the Council in the 1920s using the labour of men made unemployed by the crisis in the coal trade, these shelters have a grand classical appearance in heroic proportions, which is saved from being gauche by the use of simple Doric pillars and plain cream paint concrete finish. They figure prominently in many historic photographs of Whitmore Bay.

Barry Island Railway Station

Includes sidings, historic signalling gear and an engine shed in addition to the Jacobethan style station building in red brick with limestone dressings, which bears a date stone of 1896. An interesting feature of the building is a Great Western Railway cast iron ticket vendors screen, presumably added after the amalgamation of the Barry Docks Railway with the GWR in the 1920s. The former use of the station as the Barry Railway Heritage Centre has involved significant investment and renovation of the structure and resulted in its designation as a County Treasure. As the historic arrival point for many of the trippers, who made use of Barry Island during its heyday as a seaside resort, the buildings of the station have a particular value in preserving the historic experience of Barry Island.

Positive Buildings – The Contribution of Key Unlisted Buildings

At Whitmore Bay the sea wall with its many flights of steps to the beach emphasises the gentle curve of the beach and is another element of the construction undertaken by otherwise unemployed workers during the early 1920s is of particular importance. The male changing cubicles, built in rock faced stone at the west end of Whitmore Bay survive in a slightly dilapidated form and with their arched doorways blocked in. Public lavatories and cloakrooms built at Whitmore Bay are currently disused and derelict.

Local Details

Local detailing is particularly notable in the use of architectural motifs in the public buildings of Whitmore Bay, such as arcades of Doric columns, white or cream painted reinforced concrete, engaged pilasters and simple corniced parapets. These elements of the public architecture of the 1920s help to unite the wider area to create an area that is identifiable as seaside Barry.

Summary of Issues

The following issues have been listed with regard to the 'negative factors' listed above and include the views of the local community as part of the preliminary public consultation exercise. They provide the basis for the Management Plan. These issues will be subject to regular review by the Council and new ones may be added in the future:

- Conservation Area boundary review required with the inclusion of Whitmore Bay in recognition of its national importance;
- Closure of the Barry Island Steam Railway;
- Economic pressure affecting the fairground and potential future redevelopment could result in significant redevelopment which might result in a major change to the character and appearance of the area;
- The undeveloped land to the east of Station Approach Road is currently derelict and forms an eyesore on the edge of the area of special interest, furthermore, the future potential redevelopment of this site will have a significant impact on the character and appearance of the adjacent area of special interest;
- The poor condition of the public conveniences and changing cubicles at Whitmore Bay may result in the loss of two unlisted 'positive' buildings;

Management Plan

In addition to the recommendations made in the Barry Marine Conservation Area Appraisal and Management Plan, should the proposed extension of the conservation area be undertaken the following additional recommendations are made:

The Identification of Sites and Buildings for Statutory Listing

Recommendation:

It is recommended that the Welsh Assembly Government/Cadw be asked to consider the following buildings for statutory protection under the Planning (Listed Buildings and Conservation Areas) Act, 1990:

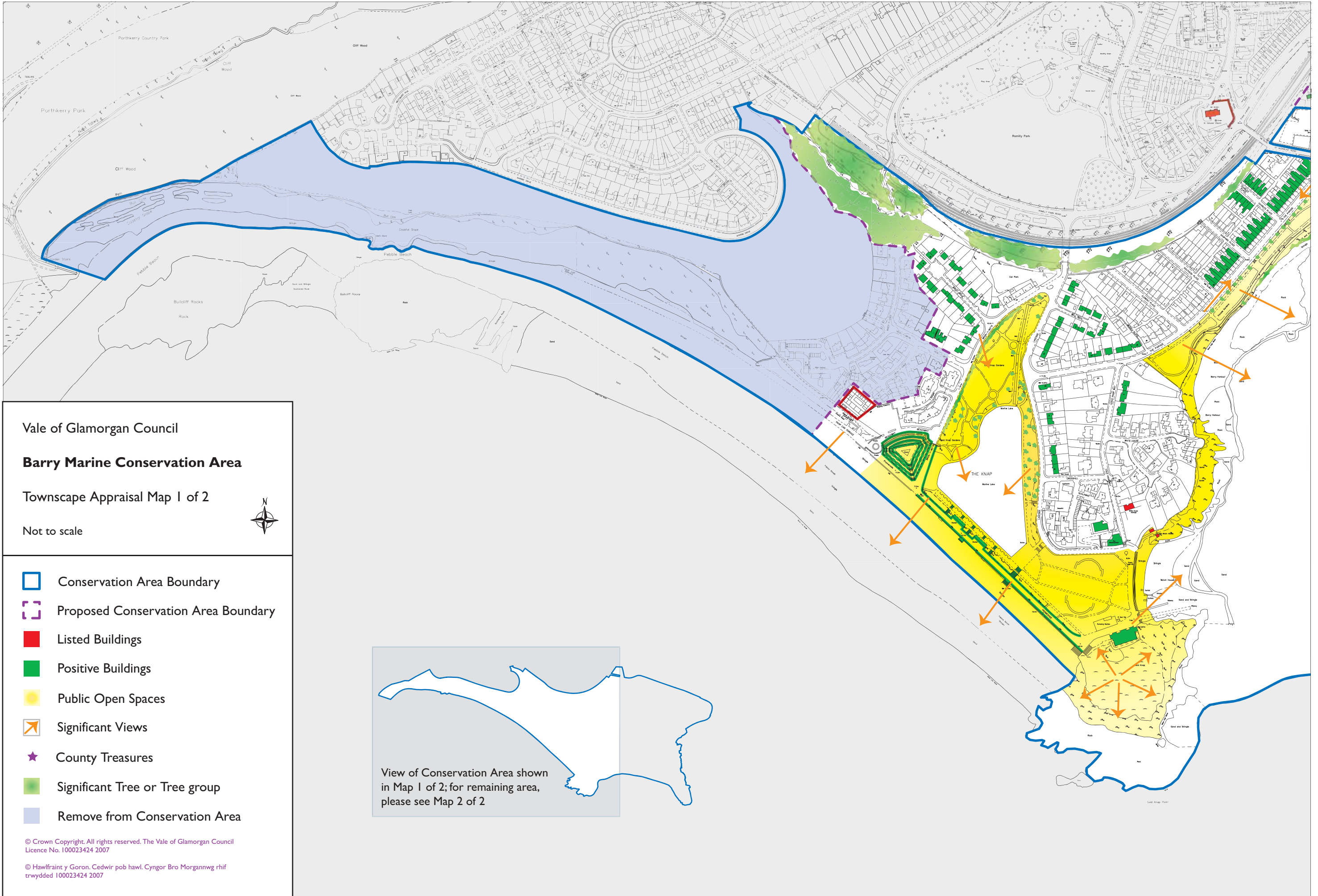
- *Barry Island Railway Station*
- *East Shelter, The Promenade, Barry Island*
- *West Shelter, The Promenade, Barry Island*

Buildings and Land in Poor Condition

Buildings in the Council's ownership that are vacant or underused and displaying evidence of deterioration or subject to vandalism include: the former changing rooms at the east end of the promenade, the public toilets at the east end of Friars Road. Although they are utilitarian in their function and materials these buildings benefit from architectural detailing that ensures they make a positive contribution to the character and appearance of the Conservation Area. However, without regular use and evidence of ownership these buildings will continue to be subject to vandalism and will deteriorate further.

Recommendation:

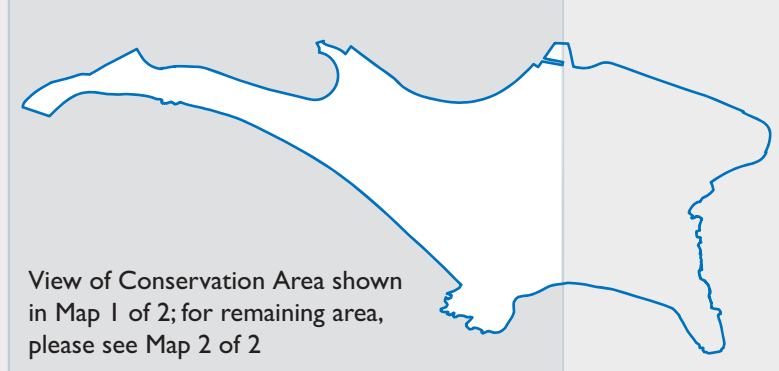
The Council will consider new uses for vacant or underused publicly owned buildings at Whitmore Bay that will ensure their long term preservation and appreciation.



Vale of Glamorgan Council
Barry Marine Conservation Area
 Townscape Appraisal Map 1 of 2
 Not to scale



- Conservation Area Boundary
- Proposed Conservation Area Boundary
- Listed Buildings
- Positive Buildings
- Public Open Spaces
- Significant Views
- County Treasures
- Significant Tree or Tree group
- Remove from Conservation Area



View of Conservation Area shown in Map 1 of 2; for remaining area, please see Map 2 of 2

© Crown Copyright. All rights reserved. The Vale of Glamorgan Council
 Licence No. 100023424 2007
 © Hawlfraint y Goron. Cedwir pob hawl. Cyngor Bro Morgannwg rhif
 trwydded 100023424 2007









Vale of Glamorgan Council

Barry Marine Conservation Area

Townscape Appraisal Map 2 of 2

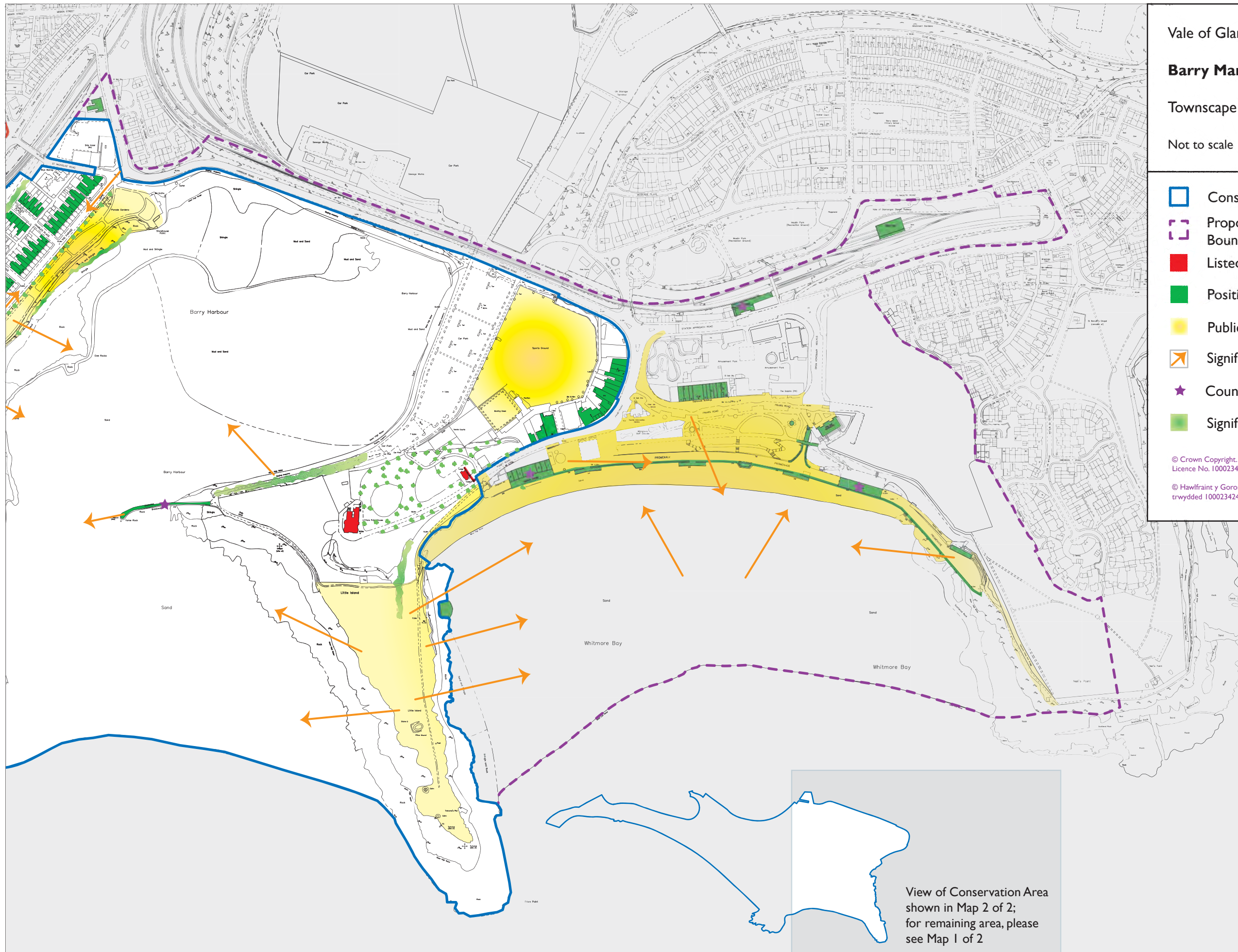
Not to scale



-  Conservation Area Boundary
-  Proposed Conservation Area Boundary
-  Listed Buildings
-  Positive Buildings
-  Public Open Spaces
-  Significant Views
-  County Treasures
-  Significant Tree or Tree group

© Crown Copyright. All rights reserved. The Vale of Glamorgan Council
Licence No. 100023424 2007

© Hawffraint y Goron. Cedwir pob hawl. Cyngor Bro Morgannwg rhif
trwydded 100023424 2007



View of Conservation Area shown in Map 2 of 2; for remaining area, please see Map 1 of 2