

July 2009

# Barry Waterfront



# Development Principles



Craft in the Bay, Cardiff



Red Dragon Centre, Cardiff



Mermaid Key, Cardiff Bay



Barry Waterfront

## CONTENTS PAGE

1. Introduction	4
2. The Site and its Surroundings	9
3. Key Planning and Transportation Requirements for the Waterfront	18
4. Planning Obligation Requirements	26
5. Planning Submission Requirements	32
6. Useful Contacts	33

### Appendices:

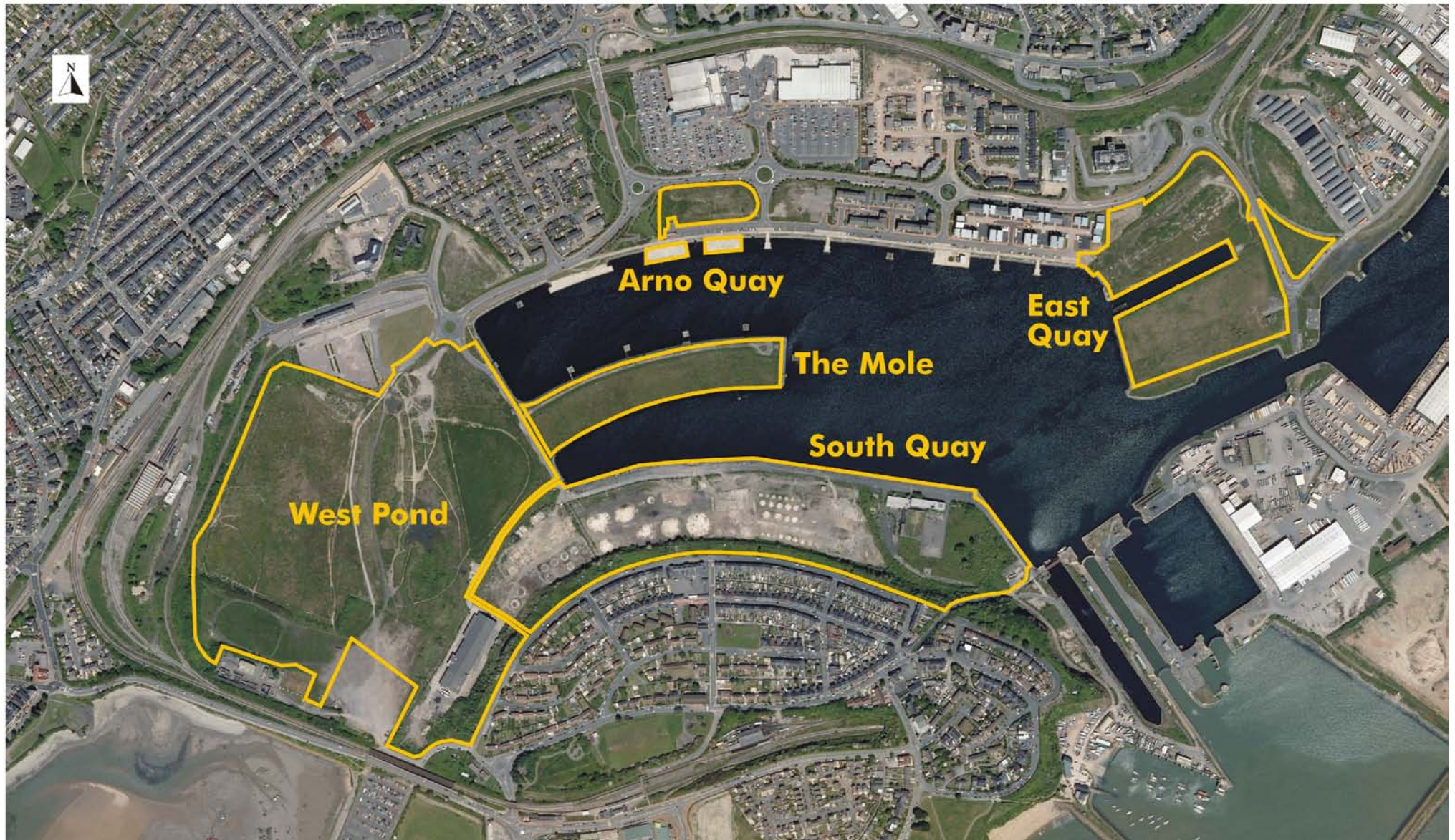
Appendix 1 – Barry Waterfront Planning History	34
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### Illustrations:

1 – Aerial photograph of the remaining Barry Waterfront site areas – West Pond, South Quay, Arno Quay and East Quay and the Mole.	3
2 – Location of all sites referred to in the Document including context sites.	5
3 – Development site photograph.	7
4 – Existing main road and pedestrian accesses together with public transport routes.	10

# Barry Waterfront

# Remaining Sites to be developed



**Illustration 1.**

## 1. Introduction

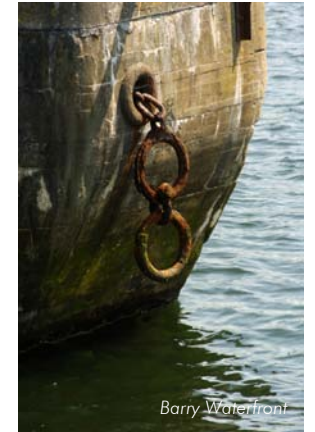
### Purpose of the Document

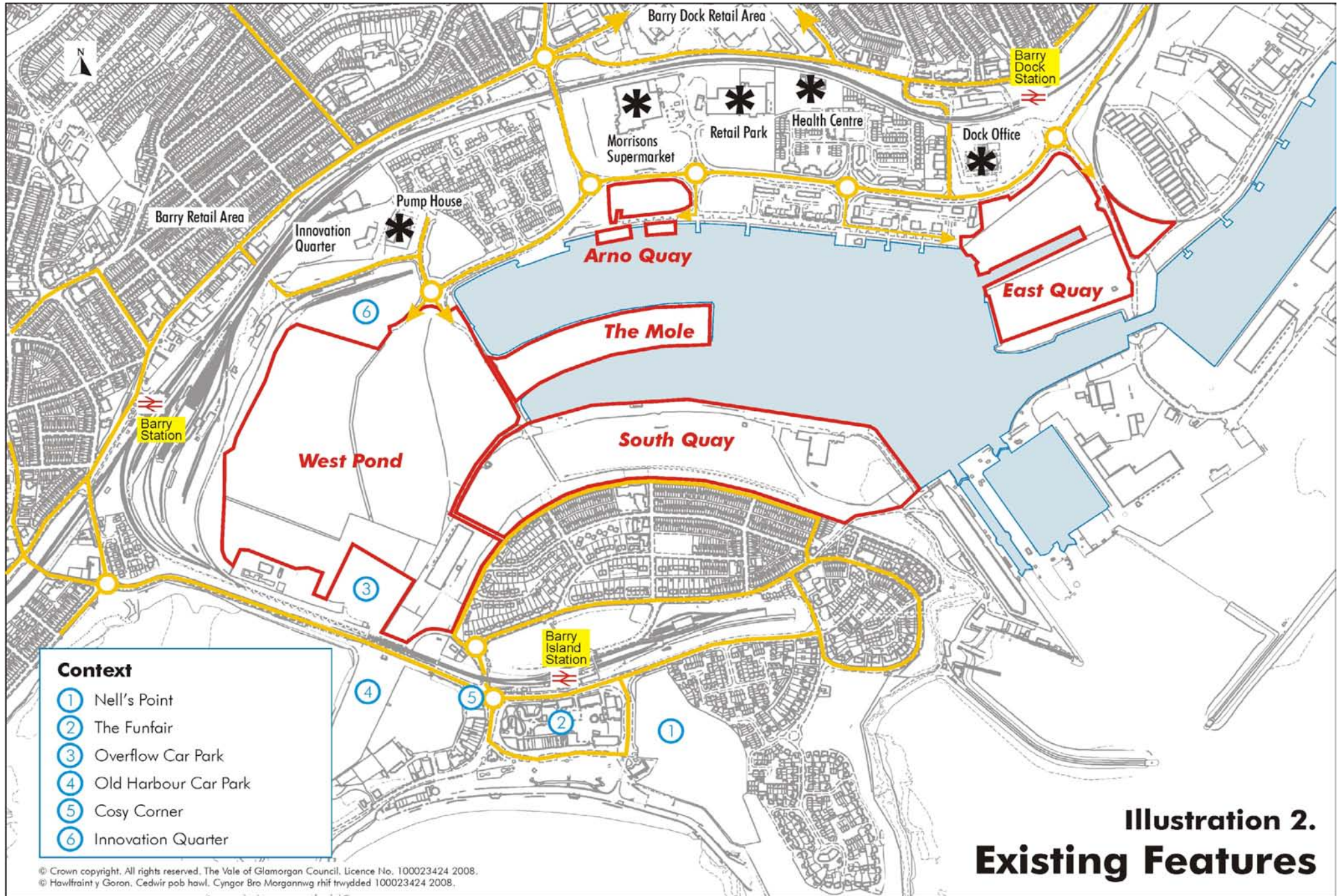
This Document has been prepared by the Council and provides development principles for the remaining Barry Waterfront site areas as shown on the aerial photograph illustration reference 1.

In October 2007, a Consortium of housebuilder developers of Persimmon Homes, Taylor Wimpey and Barratt Homes entered into an agreement with Associated British Ports and the Welsh Assembly Government for the right to develop the Waterfront area covered by this document, except the Mole which is owned by ABP.

This document also refers to important adjacent sites which are in the Council's ownership such as the car parks at West Pond and the Island, land adjoining the Innovation Quarter and Nells Point at Barry Island and to other sites including the funfair site which are in private ownership. However, it should be noted that this document does not provide development principles for these adjacent sites but rather just seeks to ensure that the developer master planning of the remaining Waterfront site areas takes into consideration key adjoining sites. Illustration 2 shows the location of all of the sites referred to in this Development Principles Document.

The Adopted Vale of Glamorgan Unitary Development Plan 1996-2011 requires a comprehensive approach to the development of the Waterfront and as a consequence this document has been prepared in order to identify the Council's aspirations for the site and to inform the proper future masterplanning of the area.



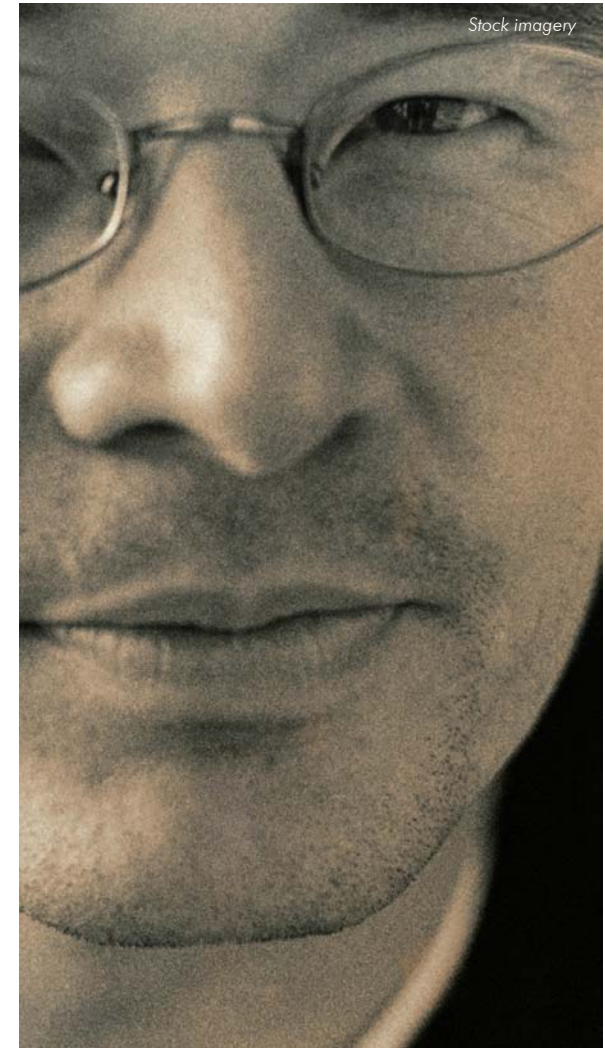


### The Objectives of this Document are to:

- outline the Council's Vision for Barry Waterfront and assist in the identification of key adjoining sites;
- describe the existing Barry Waterfront sites, their surroundings facilities and links;
- outline the Planning and Transportation requirements for the remaining Barry Waterfront sites including the need for the Developers future development brief and masterplan to embrace key adjoining sites;
- assist the developers in the preparation of a development brief and masterplan for the remaining Waterfront areas;
- inform future developers of the Council's Planning Application requirements.
- to assist the Council in the determination of those planning applications.

### The Vision

*"The creation of a sustainable new urban quarter with distinctive neighbourhoods, attractive places and community facilities that complement, integrate and link with Barry Town and Barry Island, whilst taking full advantage of the maritime setting of the No.1 Dock.*



### Status of the Document

In accordance with the Vale of Glamorgan Council's protocol for preparing development briefs, this Development Principles document has been formally considered by the Council's Cabinet in consultation with relevant Committees. A public consultation exercise on a draft document was undertaken in late 2008. The results of the consultation exercise, together with the changes made to this document, can be found at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk). The approved document and associated supporting information will form a significant material consideration in the determination of any future application(s) for the sites.





### Illustration 3 Topography of the Waterfront



View to the East



View towards Barry



View to the West

## 2. The Site and its Surroundings

### Location

The Waterfront is located to the south-west of Barry town centre and is positioned between the town centre, Barry Island and the Old Harbour. The area encloses some 30 hectares of water with 4.3 kilometres of quayside. The railway between Cardiff and Barry Island borders the perimeter to the north. The existing waterfront development comprises some 782 residential units together with a retail area incorporating a retail food store and non-food retail units as well as a medical centre. To the west of the Gladstone Bridge, is the Innovation Quarter which comprises a range of office and business starter units (refer to illustration 2).

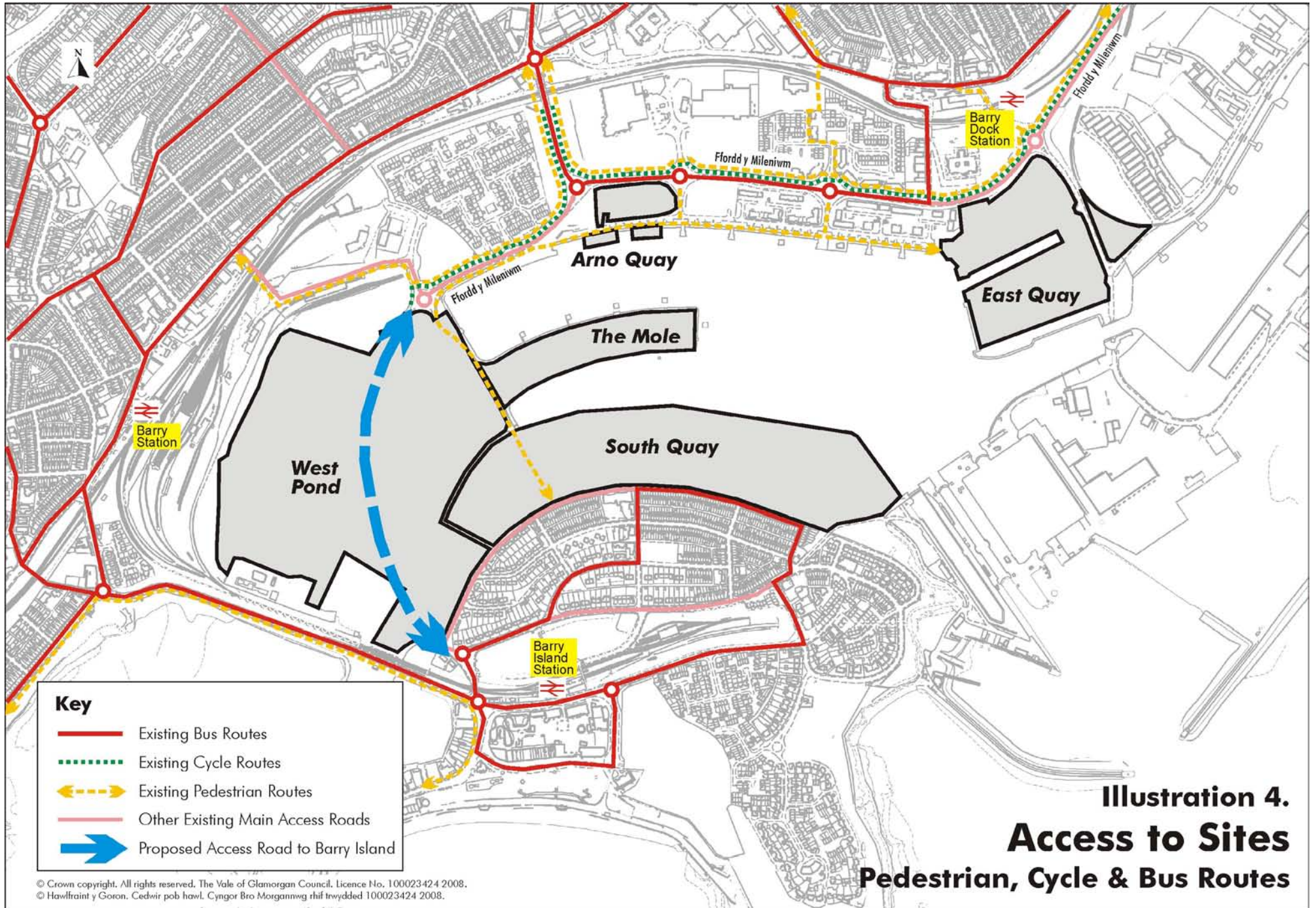
### Topography

The topography of the Waterfront is varied. The town centre slopes down to the Waterfront and then rises steeply along the southern boundary with Barry Island. The elevated position of the surrounding areas provides vistas of the dockland and northern slopes of Barry Island. The majority of the site itself is relatively flat as can be seen by illustration 3.

### Road and Public Transport Access

The site is accessible from the A4055 that runs almost parallel to the railway line and connects with Gladstone Bridge into the site. Ffordd y Mileniwm provides the main access into the site from the east, which runs through the northern part of the site serving the Waterfront. Clive Road runs to the southern edge of the site with Hood Road enabling access from the north-west. The site currently has poor access from the adjacent road and rail network.





**Illustration 4.**  
**Access to Sites**  
**Pedestrian, Cycle & Bus Routes**

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Three railway stations, namely Barry Dock, Barry Town and Barry Island lie within close proximity to the site. The existing main accesses and public transport routes are marked on illustration 4.

### **Pedestrian Access**

Pedestrian access from the town centre to the Waterfront is currently obtained via Holton Road, Gladstone Bridge and Subway Road. A set of galvanised steel steps provide access from the cliff top of Barry Island down to South Quay and West Pond sites. The main pedestrian routes are shown on illustration 4. A further access via a footbridge located adjoining the Waterfront Medical Centre, rising over the railway line and landing on Dock View Road is currently under construction (May 2009).

### **Existing Important Features**

Two important listed buildings and local landmarks lie to the northern part of the site: the Dock Office to the east and the Hydraulic Pumphouse to the west. These together with other existing key features are shown on illustration 2.

### **The Sites**

All of the sites which are the subject of this document are shown on illustration 1.

### **West Pond**

The West Pond site is bounded by the rail and steam railway lines to the north-west and south. No. 1 Dock and the steep cliffs of Barry Island form the boundaries to the east. Vehicular access to the site is currently via the Ffordd y Mileniwm road to the north-east.



The Barry Island road from Barry town leads to Hood Road that is to the north of the site and this links into the western Ffordd y Mileniwm roundabout. Vehicular access to the south-east corner of the site is via a circular route from the southern Harbour Road which links into Paget Road.

### **South Quay**

South Quay is bounded by No. 1 Dock to the east and north, Barry Island cliffs to the south and the West Pond site to the west. Vehicular access to South Pond is currently either from Powell Duffryn Way, which runs along the dock wall of West Pond or from Charles Darwin Way which enters the south-eastern edge of the site from Barry Island.

### **Arno Quay**

Arno Quay is a key waterfront site acting as a gateway to the Waterfront. To the rear of the site is Ffordd y Mileniwm, but at a higher level of some 4-5 metres.

### **East Quay**

East Quay is somewhat isolated from the rest of Waterfront Barry, by its geographic location as well as the surrounding infrastructure and built form. The close proximity of the old docklands buildings and railway line to the east, the security fence to the south and the water on both the southern and western sides start to create a peninsula development linked only by Cory Way and the extended dockside promenade from the west.



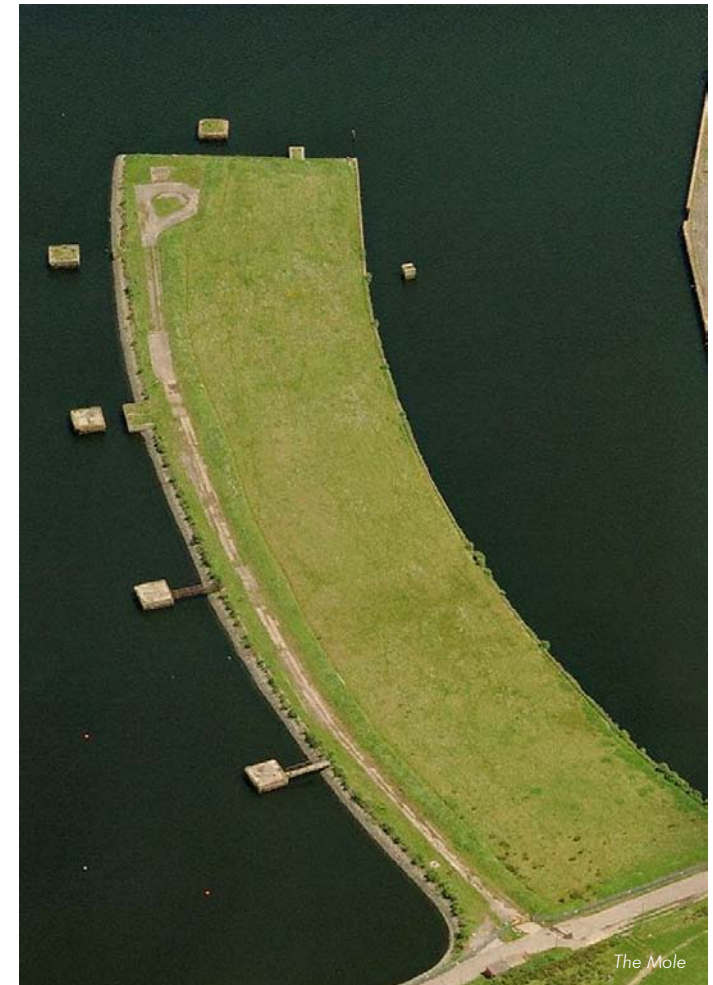
## The Mole

The Mole area is situated at the centre of the site and projects into the centre of the dock. The land is currently retained by Associated British ports, with the potential to provide land based facilities for a new Marina.

## Site History

The comprehensive redevelopment of Barry Waterfront was originally granted outline planning permission for residential, commercial, business, retail, leisure and open space uses in July 1988, by the Secretary of State for Wales. A renewal of the consent was granted in September 1991 and expired in 1994. In October, 1994, the Council resolved to grant outline planning permission for the development of this site subject to the completion of a Section 106 Agreement. This was signed in May 1997.

The planning history at Appendix 1 details the numerous relevant applications which have been considered to date. Up to January 2008, 782 residential units (including 96 at Jackson's Quay) have been approved of which 686 have been constructed. In addition circa 6000sqm of retail has been built in the form of the Morrisons Supermarket, Petrol Station and car park, and a further 5600sqm in the Retail Park opposite (KFC restaurant, Halfords, Argos, In Store, and Focus DIY with garden centre). A health centre and pharmacy has been built on site N2A 'Holton Reach'. Illustration 2 shows these sites.



## Local Policy Context

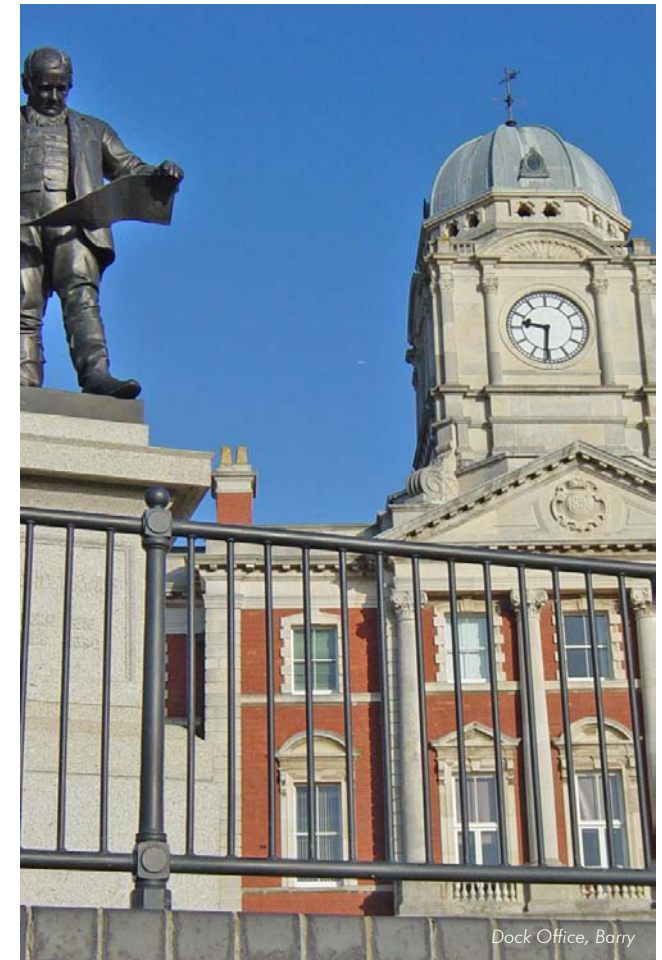
The Vale of Glamorgan Unitary Development Plan 1996 – 2011 (UDP) was adopted by the Council in April 2005. Within the Plan, Barry Waterfront is allocated as a Comprehensive Redevelopment Area for which the following policies are particularly relevant:

- Policy HOUS 1 (1) - Residential Allocations
- Policy EMP 1 (14) - Land for Employment Uses
- Policy ENV 6 - East Vale Coast
- Policy ENV 25 - Regeneration of Urban Areas
- Policy TRAN 1 (ii) - Strategic Highways
- Policy TRAN 3 (i) - Rail Development
- Policy SHOP 4 - Retail Warehousing in Barry Waterfront
- Policy COMM 3 (iii) - Provision of Schools

These policies together with the Adopted UDP can be found on the Council's website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk).

The supporting text to UDP Policy HOUS 1 – Residential Allocations states that the Council will through discussions with developers, seek to secure affordable housing, public open space, landscaping, and contributions for education, recreation, public transport and cycleway provision. In addition, part of paragraph 4.4.4 states:

“The development of the site (referring specifically to the South Quay) will be guided by a development Brief, which is to be produced in partnership with the Council. The purpose of



the brief will be to ensure that the development of this site makes an effective and positive contribution to the social, economic and environmental wellbeing of the community”.

In addition to the adopted UDP, any masterplanning of the site and subsequent planning submissions will have to incorporate the requirements of national policy and guidance. In particular, consideration must be given to the aims of the Wales Spatial Plan, Planning Policy Wales (March 2002) and supporting Technical Advice notes. Recent Ministerial Interim Planning Policy Statements on topics such as Housing and Planning for Renewable Energy must also be considered.

The Wales Spatial Plan 2008 update lists Barry as one of fourteen key settlements that are deemed to have a critical role to play in the creation of a network of strong, sustainable communities in the South Wales region. The Plan states that these settlements should offer affordable and attractive places to work, live and visit and have good access to locally provided services and facilities. It also emphasises the importance of reducing the need to travel as well as the development of high capacity sustainable transport links. The development of the waterfront will be expected to incorporate these characteristics whilst simultaneously delivering similar benefits for the existing communities

### **Sustainable Development**

The Council is dedicated in promoting sustainable development across the authority and it is imperative that the development of the waterfront holds the principles of sustainability at the forefront of the development process. The Vale of Glamorgan UDP has produced a Supplementary Planning Guidance Document on the topic of Sustainable Development which contains guidance as to how development can be carried out in ways that achieve a balance of social, economic and environmental benefits for both today’s and





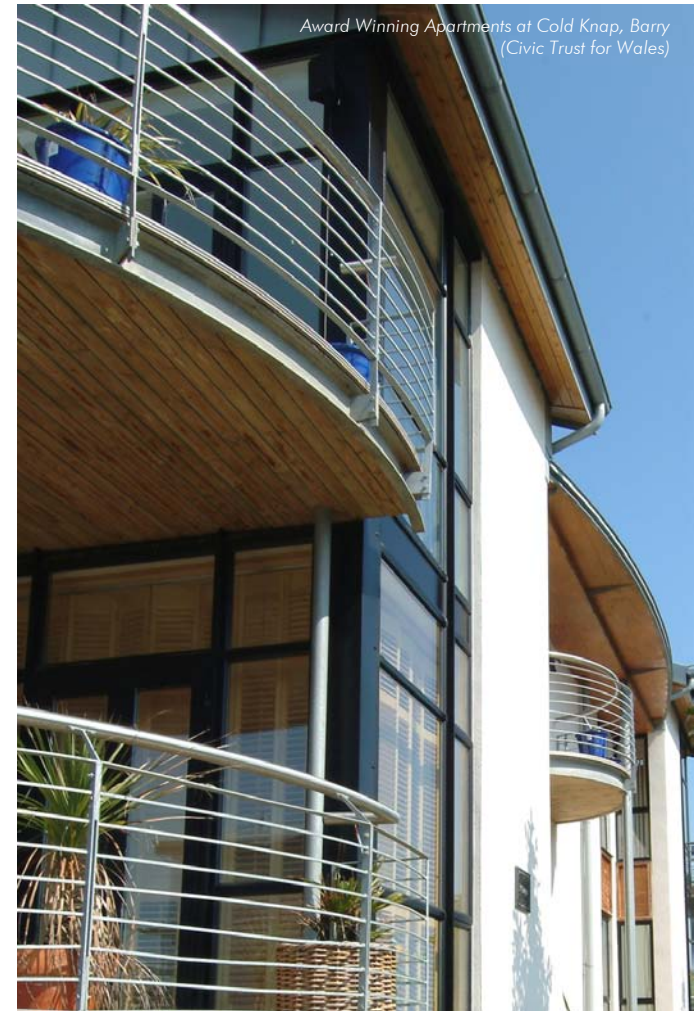
tomorrows' generations. This document must be given full consideration throughout the development process. The Sustainable Development SPG and other local policy documents can be found on the Council's website [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk).

As well as the Sustainable Development SPG, the masterplanning of the waterfront should have full regard to the principles of sustainable development contained within the Wales Spatial Plan, Planning Policy Wales and Creating Sustainable Places (WAG). Full regard must also be given to all relevant Technical Advice Notes (TANs) which support Planning Policy Wales and give more specific guidance on topics including affordable housing, renewable energy, flood risk and transport.

## Design

Policy at both national and local level highlight the impact that good design can have on the protection and enhancement of the environment as well as the role it can have in promoting social inclusion, improving the quality of life and attracting businesses and investment. Good design will be encouraged from the outset as it will play a key role in achieving the vision of "distinctive neighbourhoods" and "attractive places". The masterplanning of the site and subsequent development should have full regard to design policy contained within the following publications:

- Planning Policy Wales (WAG)
- Technical Advice Note 12: Design (WAG)
- Technical Advice Note 8: Renewable Energy (WAG)
- Technical Advice Note 15: Flood Risk (WAG)
- Technical Advice Note 18: Transport (WAG)

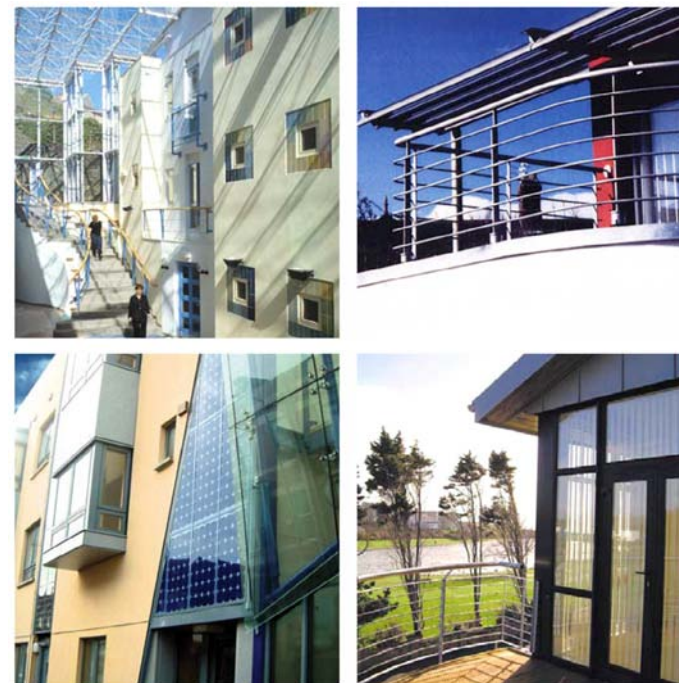


- Ministerial Interim Planning Policy Statement 01/2005 Planning for Renewable Energy (WAG)
- Manual for Streets (Department for Transport, Department for Communities and Local Government and The Welsh Assembly Government, 2007)

Development should also give consideration to number of non-statutory documents that offer guidance on good design including A Model Design Guide for Wales: Residential Development (Planning Officers Society for Wales, March 2005), Creating Sustainable Places (Welsh Development Agency, 2005) and Building a Future for Wales: A Strategy for Sustainable Housing (Welsh School of Architecture with WWF, February 2005).

### Local Development Plan

A Local Development Plan (LDP) is currently in the early stages of preparation and will provide a new planning policy framework post April 2011. As such there are currently no LDP policies with weight as material planning considerations. However, background research being undertaken to inform the plan making process will be relevant to the development control and decision making process in respect of this development and the Council will therefore encourage developers to keep up to date with the plan making process. In addition, it is worth noting that the Draft LDP Preferred Strategy identifies Barry as a key settlement in line with the Wales Spatial Plan which supports the continued regeneration of Barry Waterfront.



*A Model Design Guide for Wales: Residential Development  
(Planning Officers Society for Wales)*

### 3. Key Planning and Transportation Requirements for the Waterfront

#### Introduction

The Council is seeking a sustainable new urban quarter with distinctive neighbourhoods, attractive places and community facilities that complement, integrate and link with Barry town and Barry Island. It is essential, therefore, that the development proposals respond positively to the existing Waterfront development, Barry Town Centre, the Water and Barry Island. This will only be achieved, if linkages are improved between all these areas and adjoining context sites (see illustration 2) allowing the free flow of traffic and pedestrian movements within and beyond the Waterfront area.

The following is an outline of the key principles, which must be considered as part of any future masterplan for the Waterfront. In this regard the Council considers the following principles to be of the utmost importance and critical to the success of the masterplanning process:

- A mix of uses
- Use of the Water
- A phased development
- Integration
- A sense of place
- Community Pride
- Sustainability
- Design Quality
- Movement and Accessibility



## A Mix of Uses

Whilst it is acknowledged that the developer consortium has successfully bid for the site based on a specified amount and range of uses, it is critical that the development of the Waterfront delivers a varied range of uses to serve the needs of the development and area as a whole, in an appropriately phased manner. It is expected that the development will deliver a high quality, high density scheme with a minimum of 2000 new residential units, a range of appropriate retail uses such as public houses, cafes, restaurants, and shops; leisure uses as well as business uses. In respect of the leisure based uses there will be a particular emphasis on the effective use of the water for activities, tourist facilities, attractions and accommodation. In addition, the development must deliver community based facilities for the planned new population as well as the existing population at the Waterfront and beyond. This is of particular importance to ensure that the development is integrated with the existing Waterfront and adjoining areas of Barry and the Island.

A mixture of uses is also fundamental to the creation of vibrant and active neighbourhoods creating a sense of place and providing good natural surveillance of public areas. This will assist in creating an attractive yet safe environment for people to enjoy.

## Use of the Water

The relationship of the Waterfront to the water is key. The water should be seen as an active part of the development rather than just a backdrop. Detailed consideration must be given to what uses can be made of the water, as the effective use of the water could provide a valuable opportunity to create attractive and usable public spaces. The Mole



provides a unique opportunity to deliver a Marina for Barry and it is the Council's view that the development of the waterfront must encompass this important water based opportunity. The Council will, therefore, expect the masterplanning process to address the opportunities for the Mole. Consideration should also be given to the use of water as a potential method of transport.

### **A Phased development**

Phasing will be essential to the success of the scheme. It is imperative that the new road link to the Island, key public transport linkages and sustainable transport connections to the Island and the town are available for use prior to the occupation of any part of the development planned for the West pond and South Quay areas.

In addition, the provision of community facilities such as schools, playing fields and community halls must be available to users at the earliest opportunity. This will be achieved through appropriate planning obligations.

All elements of the scheme will be the subject of a phasing plan, to reflect the aspirations of the emerging Local Development Plan, and agreed with the Council as local planning authority. The phasing of the development must in particular ensure an appropriate and timely supply of affordable housing throughout the development.



## Integration

The development must integrate the Waterfront to the Island and to Barry via both road and sustainable transport measures in order to make a sustainable and vibrant community. Both the existing and proposed communities must have easy access to the range of new facilities to be provided as part of the Waterfront as well those existing facilities and opportunities that exist within the wider Barry Area. Opportunities need to be taken to ensure that each distinct area can easily access and benefit from appropriate new non-residential facilities. In this regard the master planning process will need to identify key opportunities for the delivery of non-residential elements throughout the site.

In addition, the master planning process must have regard to the context of and where feasible integrate with the site, the opportunities offered by adjoining sites at Barry Island, including Nells Point, the funfair, the Council's car parks adjoining West Pond and the Old Harbour as well as Cosy Corner, as shown on illustration 2.



Craft in the Bay, Cardiff



Red Dragon Centre, Cardiff



Barry Waterfront

## **A Sense of Place**

The development must create an integrated sense of place and image, using common design themes and public realm treatments. It is envisaged that this development will be a major destination for the residents of the Waterfront and the wider area. The Council will actively promote and encourage the use of high quality materials and finishes, with the aim of achieving an exemplar development. A Public Realm Strategy will need to be prepared for the whole site and submitted with the planning application detailing the design concept for the public realm taking account of street furniture, materials, public art and associated infrastructure. This strategy must embrace the guidance contained within Technical Advice Note 12-Design and the Manual for Streets.

## **Community Pride**

The development must be planned and delivered in a manner that allows the new community to take ownership of the Waterfront development. It is essential that the development allows both existing and future residents to live, work and play. This will be secured through the creation of a well planned, safe and desirable community, in which residents can take pride in their environment. This will only be delivered through the excellent design of buildings and spaces, the provision of a range of community opportunities and excellent linkages to facilities and services.



## Sustainability

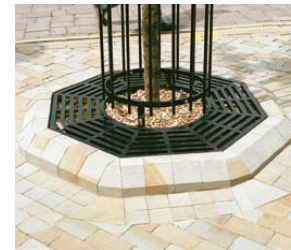
The development should incorporate the best sustainable practices across all aspects of the design, construction, management and maintenance regimes. The size of the development creates an excellent opportunity for innovative and experimental forms of design and the use of technology in shaping a unique modern urban quarter.

The development should seek to minimise the use of natural resources including energy and water. Recycling opportunities should be maximised.

All of the residential units will be expected to meet the “Eco-Homes-excellent” rating current at the date hereof (or such other equivalent standard from time to time in force). All commercial leisure and retail buildings will be expected to meet BREEAM ‘excellent’ standard (or such other equivalent standard from time to time in force) with an aspiration for both units and commercial leisure and retail buildings to achieve carbon neutral status by 2011.

Opportunities must be taken to incorporate locally sourced materials in the development of the site, in the interests of sustainability and to ensure the character of the development reflects its unique location.

The development offers an excellent opportunity for areas of open space to be managed positively for biodiversity. Detailed consideration should be given through the masterplanning process, to biodiversity in providing an opportunity for sustainable development and therefore actively contributing to the environmental wellbeing of communities.





## Design Quality

The development must provide high quality, sustainable buildings, landscape and public spaces thereby establishing a high quality urban environment for a full range of residential, commercial and leisure activities. The use of high quality materials will be essential.

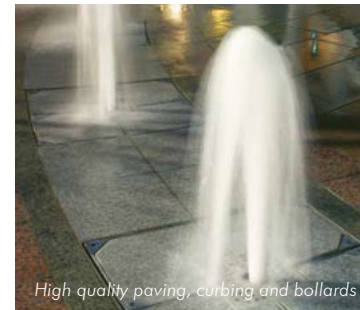
The development should respond to the context of the existing development and opportunities at Barry Island and Barry Town as well as existing spaces, landscape and the water.

The Council will actively encourage the involvement of the existing communities and the Design Commission for Wales in the progression of the masterplan and the analysis of any subsequent planning application.

The planning applications must be accompanied by detailed Design Statements outlining the design concept for the development as a whole and the individual development parcels within it.

## Movement and Accessibility

The pedestrian, cycle and public transport network which provide for sustainable transport links within and adjoining the development must provide safe access to the existing train stations and existing and proposed community facilities as well as other key destinations. All sustainable transport links must be safe, secure and usable in accordance with Manual



for Streets and Secure by Design principles. Secure and covered cycle parking must be provided on site to serve the development.

Currently, the existing Ffordd y Mileniwm road that serves the north side of Dock No. 1 terminates at the north-east entrance to the West Pond site. A new direct link from Barry to Barry Island must be provided as part of the development which will continue from this end of the Ffordd y Mileniwm through the West Pond site and to the Paget Road/Cosy Corner junction. The design and location of this road must be agreed with the Council and conform to the Department for Transport's Design Manual for Roads and Bridges. Its approximate location is marked on illustration 4. This road must be provided prior to the beneficial occupation of any development within the West Pond and South Quay areas.

Arrangements for car parking can have a profound effect on the overall character of the development. Cars and as a consequence road/parking space should not be allowed to dominate the street scene, although it is recognised that careful consideration needs to be given to the security of any parking areas.



#### 4. Planning Obligation Requirements

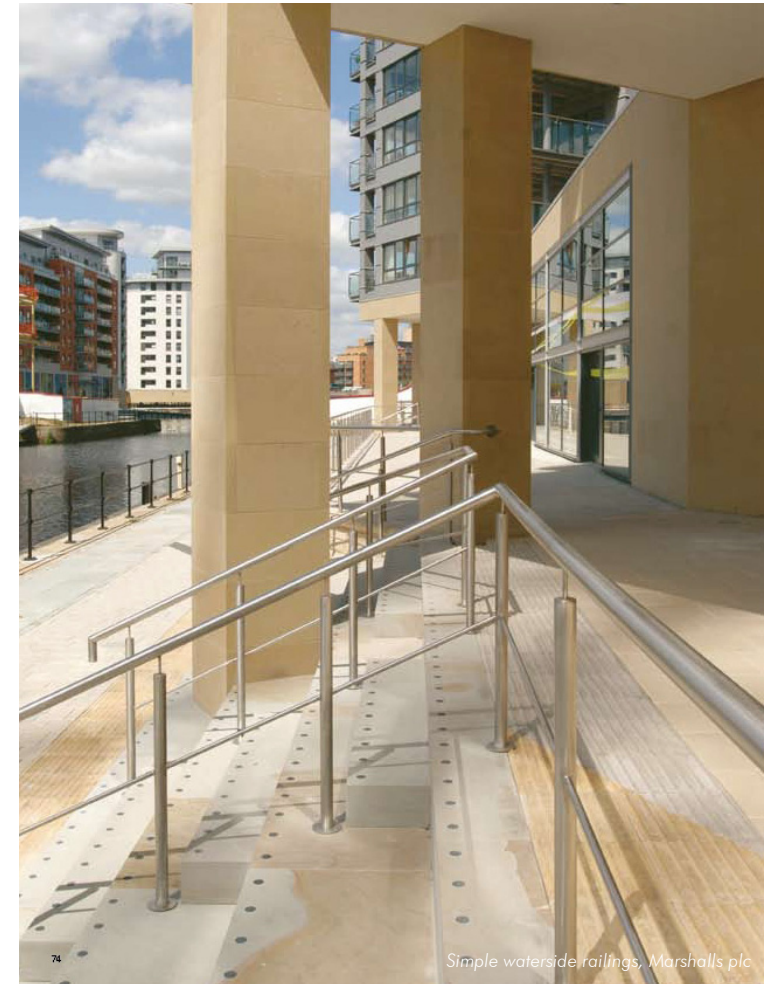
A development of this scale has vast implications for infrastructure, facilities and services in the Barry area and beyond. As such, the Council will seek planning obligations to secure the improvements necessary to make the development and its wider impacts acceptable.

The Council's approach to S106 agreements and the level of planning obligations sought will very much depend upon the range and mix of uses delivered through the scheme. The Council has produced a Planning Obligations Supplementary Planning Guidance Document (2009) and this will be an important material consideration in discussing and agreeing Section 106 terms and requirements for the site. This and other policy documents can be found on the Council's website: [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk).

The following specific areas will require assessment in terms of planning obligations:

##### Affordable Housing

Since the original outline planning application was approved, the Council has adopted the Vale of Glamorgan Adopted Unitary Development Plan 1996- 2011 (UDP). In accordance with UDP Policy HOUS 12, all housing developments accommodating over 50 dwellings, regardless of them being subdivided, will be expected to make provisions for affordable housing. On these sites, at least 20% of the total dwellings will be affordable. However, the supporting text to Policy HOUS 12 also states: "The starting point for the provision of affordable housing will be an assessment of the level and geographical distribution of housing need in the Vale". In light of the evidence contained



in the recent Housing Market Assessment showing a high level of need for affordable housing throughout the Vale, the Council is likely in future to seek up to 30% affordable housing provision on major development sites in order to meet this need. Details of the tenure mix to be provided on site will be agreed at such time as a planning application is submitted in light of the latest information on housing needs in the area.

Further advice is contained within the Council's Adopted Supplementary Planning Guidance (SPG) on Affordable Housing and the Planning Obligations SPG.

### **Education Facilities**

The proposed residential development will generate significant numbers of school-aged children. The Council's current formulae for calculating education contributions is outlined in the Planning Obligations Supplementary Planning Guidance document. If this is superseded, the latest Council policy will be applied.

Given the scale of development anticipated at the Waterfront, it is likely that a new school will be required on site to accommodate the number of pupils generated. If a new school is required, land will need to be allocated in an appropriate part of the site, a school constructed and transferred at no cost to the Local Education Authority (LEA). One hectare of land was allocated for education use under the terms of the original s106 agreement, although no facilities have been built to date. Therefore, a new assessment of the actual requirements of the entire development will need to be undertaken taking account of this. It is likely that at least 1.5ha of land will be required to provide a suitable primary school on site.



The LEA are currently undertaking further feasibility work to assess the requirement for schooling provision in Barry as a result of the proposed development.

### **School Transport**

The development will generate approximately 316 secondary pupils (aged 11- 16) who will require some form of school transport. The developer will be expected to meet the initial cost of this additional pressure on school transport services.

### **Transport and Highways**

The outline planning application for the Waterfront will need to be accompanied by a detailed Transport Assessment (TA) which should cover the necessary improvements to transport infrastructure required as a result of the development. This must take account of the needs of all modes of transport and the needs of all future users.

Any necessary improvements to strategic and local highways identified through the TA will need to be provided in a timely manner and will be secured through the Section 106 agreement.

New developments should be served by a range of sustainable transport alternatives to the private car. Sustainable transport facilities means infrastructure or services, including information provision, which caters for pedestrians, cyclists, public transport users, motor cycles, taxis or car sharers. The TA accompanying the planning application should outline a package of measures to provide improvements to sustainable transport facilities serving the site and these will be secured through the Section 106 agreement.



## Public Open Space

Based on the Council's Draft LDP Population & Housing Projections Topic Paper (December 2007), the average household size in 2011 will be 2.28 persons per dwelling. Therefore, the 2000 dwellings are likely to generate a population of 4560 persons. This will require the provision of at least 7.29 hectares of outdoor sport space and 2.73 hectares of children's playing space (of which 0.91 hectares is formal play facilities).

Areas of public realm such as footpaths, cycleways and highways and other forms of circulation space do not contribute towards the on site public open space area. Likewise incidental areas of landscaping or drainage basins are not considered to be useable areas of open space, which contribute to satisfying the policy requirement.

In terms of play equipment, the site should provide for adequate children's play areas and facilities for young persons should be made such as the provision of a skateboard facility and a Multi Use Games Area (MUGA). These facilities will need to be provided at no cost to the Council and to a specification to be agreed by the Council. These areas will need to be laid out in accordance with a scheme to be agreed by a Council. If they are to be transferred to the Council for future maintenance, they must be transferred at no cost and an appropriate commuted sum will be payable by the developer to ensure adequate maintenance for a 20 year period. If they are not to be transferred to the Council for adoption, the developer will need to satisfy the Local Planning Authority that adequate provision is made for their future maintenance.



Where it is not feasible to provide sufficient public open space on site and the Council is in agreement, a financial contribution will be sought to provide or enhance off site public open space likely to be used by future occupiers of the development. This will be calculated having regard to the Council's Planning Obligations SPG.

### **Public Art**

The Council introduced a percent for art policy in July 2003 which is supported by the Council's adopted supplementary planning guidance (SPG) on Public Art. On major developments, developers should set aside a minimum of 1% of their project budget specifically for the commissioning of art and, as a rule, public art should be provided on site integral to the development proposal. Alternatively, where the Council is in agreement a financial contribution may be made to the same value to add to the Council's Public Art Fund to be used on wider arts initiatives. Further guidance is available in the Public Art SPG.

Preferably some or all of the Public Art should be provided on site and integrated into the development proposals. Details of this should be outlined within the Public Realm Strategy which should be prepared to accompany the planning application.

### **Community and associated Facilities**

The development will place additional pressures on existing Community Facilities in Barry. The developers will be encouraged to investigate opportunities for dual use facilities for on site provision of community facilities, including leisure facilities. In addition, financial



contributions will be sought to improve existing community facilities and services such as libraries, community halls, health care, children, young people and vulnerable adult's services, life-long learning services etc. In addition, the Council will consider whether investment is necessary in existing community and leisure facilities to ensure that those facilities can continue to serve the existing as well as the incoming resident population.

### **Pollution Control**

There will be a need to monitor the pollution effects of the development in order to mitigate against harm and protect the environment.

### **Urban Regeneration**

The Council will seek to enhance links between the site and Barry Town Centre and Barry Island, and will look for opportunities to enhance these locations through public realm improvements. For example, potential contributions made in lieu of on-site provision of public open space or public art.

### **Waste and Recycling Facilities**

The developers will be expected to make on site provision for waste and recycling storage and collection. The development should include a community recycling facility and the public areas should include adequate provision for waste and recycling disposal and collection. Details of these should be outlined within the Public Realm Strategy, which should be prepared to accompany the planning application.





## Phasing & Trigger Points

The Council will seek appropriate phasing of the development to ensure that the development is delivered in a proper and planned manner and to provide certainty. The Council will also negotiate with the developers to ensure that appropriate trigger points are included within the section 106 agreement to ensure that the planning obligations and community infrastructure is delivered in a timely manner whilst having regard to the economic viability of the entire development to avoid undermining the delivery of the development of Barry Waterfront.

## 5. Planning Submission Requirements

Any planning application for development must be accompanied by the following:

Transport Assessment

Design Statement

Access Statement

Sustainability Statement

Retail Impact Assessment

Public Realm Strategy (to include details of public art, street furniture, permeability analysis etc.)

Environmental Impact Assessment

Contaminated Land Remediation Methodology

Further clarification and advice on the documents that are needed to accompany any future planning application(s) can be obtained from the Council's Planning and Transportation Division (see section 6 Useful Contacts).



## **6. Useful Contacts**

Website: [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)

Email: [planning&transport@valeofglamorgan.gov.uk](mailto:planning&transport@valeofglamorgan.gov.uk)

Development Control – Steve Ball 01446 704602

Planning Obligations – Victoria Abraham 01446 704662

Highway Development – Tom Bevan 02920 673055

Planning Policy – Lucy Turner 01446 704665

## Appendix 1 – Planning History

The planning history for the development of Barry Waterfront to date primarily relates to the following applications:

**94/00144/OUT** - Comprehensive redevelopment of No. 1 Dock. Approved 29<sup>th</sup> May 1997 subject to a Section 106 Legal Agreement.

**94/00207/FUL** - Infrastructure to comprehensive redevelopment. Approved 21<sup>st</sup> June 1994.

**94/00208/FUL** - To infill 2 graving docks of No.1 Dock Barry to provide disposal area for unsuitable waste materials produced by dock regeneration. Approved 26<sup>th</sup> July 1994.

**96/00939/FUL** - Atlantic Way. Inert recycling centre. Approved 4<sup>th</sup> April 1997.

**97/01321/RES** - Area W1 (David's Locke) (Barratt South Wales). Construction of 125 residential dwellings and associated works. Approved 26<sup>th</sup> March 1998.

**98/01290/FUL** - Site N1 (Morrisons). Variation of part of Condition Nos. 13 and 14 of planning permission 94/00144/OUT to allow a food store of up to 6041 sq.m. gross selling predominantly convenience goods. Approved 12<sup>th</sup> November 1999.

**99/00363/FUL** - Area W1B (David's Locke) (Westbury). Development of 106 No. dwellings consisting of 2, 3 and 4 bedroom homes, flats and town houses. Approved 2<sup>nd</sup> September 1999.

**00/00265/FUL** - Variation of Condition No. 3 of planning permission 94/00144/OUT to extend time period for approval of reserved matters from three to seven years. Approved 28 April 2000.

**01/00352/RES** - Area N2b (Brunel Gardens) (Persimmon). Residential development. Approved 25<sup>th</sup> July 2001.

**00/00537/RES** - Site N1 (Morrisons). Erection of new food superstore with associated car parking. Approved 5<sup>th</sup> October 2000.

**00/00538/FUL** - Site N1 (Morrisons). Erection of petrol filling station with associated staff parking, drive through car wash and car vac. bays, petrol, diesel and LPG tanks. Approved 5<sup>th</sup> October 2000.

**00/00677/FUL** - Site E8 (Waterside) (Barratt South Wales). Apartment development comprising 92 No. units. Approved 8<sup>th</sup> September 2000.

**01/00132/REG3** - Skills Training Centre. Extension of existing Skills Training Centre/Workshop for an Information Technology Training Facility (Cabinet Minute No. 240(2)). Approved 1<sup>st</sup> November 2001.

**01/01055/RES** - Site N1b. New fast food restaurant and drive thru' takeaway with parking facilities. Approved 18<sup>th</sup> April 2002.

**01/01056/RES** - Site N1b. New non-food retail units with associated car parking. Approved 18<sup>th</sup> April 2002.

**01/01057/FUL** - Site N1b (Argos). Variation of Condition 14 of planning permission 94/00144/OUT to allow the unrestricted sale of goods from a catalogue shop. Approved 23<sup>rd</sup> May 2002.

**01/01438/FUL** - Castleland Quay. Residential development comprising 28 no. 3 storey crescent houses with 28 no. car spaces, 113 no. apartments (4, 6 and 7 storeys) with 158 no. car spaces. Refused 10<sup>th</sup> January 2002.

**01/01573/REG3** - Land adjacent to the Pumphouse, Proposed Entrepreneurship Centre, comprising of office accommodation for business support agencies plus B1 workspace for small businesses. Approved 28<sup>th</sup> February 2002.

**02/00140/FUL** - Sites E10 & E11 (Castleland Quay) (Westbury). Residential development comprising 136 no. apartments 2/3/4 and 5 storeys with associated car parking and landscaping. Approved 10<sup>th</sup> October 2002.

**04/00508/FUL** - Site N2a (Holton Reach) (Redrow). Development comprising - Residential housing and apartments, affordable housing and apartments, community centre/place of worship, doctors surgery and all associated works. Approved 17<sup>th</sup> December 2004.

**05/00073/REG3** - Entrepreneurship Centre Site. New build consisting of workshops and offices for young and new businesses. Approved 12<sup>th</sup> April 2005.

**05/00570/FUL** - Site E7 (Jackson's Quay) (Charles Church). 96 residential units. Approved subject to Section 106 agreement...

**05/01001/REG3** - Entrepreneurship Centre Site. New building consisting of workshops and offices for young and new businesses. Approved 25<sup>th</sup> July 2005.

**05/01197/FUL** - Site N2 (Holton Reach). Proposed surgery and associated car parking, pharmacy and infrastructure. Approved 21<sup>st</sup> October 2005.

**05/01372/REG3** - Footbridge. Approved 14<sup>th</sup> November 2005.

**07/00172/REG3** - Site W3. Outline planning application for the site to be used for an education facility. Approved 30<sup>th</sup> March 2007.

**07/01682/SC2** - Sites C and D. Mixed use development including residential, leisure, education, community facilities, employment, hotel and retail use. *Non Standard Approval*.

**07/01712/SC1** - Site B (Taylor Wimpey, Persimmon and Barratt). Proposed mixed use development (residential, open space, A3 use)- Request for formal screening opinion. *Non Standard Approval*.

**08/00864/FUL** - Site E7 (Jacksons Quay) (Newydd Housing Association) Construction of 70 no. residential units (51 no. apartments and 19 no. houses), landscaping and associated works. Approved 29<sup>th</sup> February 2009.

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