

Design & Access Statement



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1.0 Introduction

Purpose of the Document

1.1 This Design and Access Statement has been prepared on behalf of Persimmon Homes, Taylor Wimpey and Barratt Homes (The Consortium). It accompanies an outline planning application with all matters reserved for:

Development of vacant land at Barry Waterfront for residential (C3), retail (A1), cafés, bars and restaurants (A3), hotel (C1) and, offices (B1). Development of vehicular and pedestrian/cycle access including a new link road, re-grading of site to form new site levels and associated infrastructure works, parking, servicing, landscaping, public realm and public open space provision.

1.2 This DAS explains the design concepts and principles underpinning the proposed Barry Waterfront development. It explains the concepts and principles in relation to:

- Accessibility and movement
- Mix & quantum of uses
- Layout, scale and appearance of development
- Landscaping
- Community safety
- Environmental Sustainability

1.3 The role of this DAS is

- To demonstrate how the proposal has responded to national and local planning policies.
- To explain the design principles and concepts which have been applied to the development.
- To set out the established vision for the scheme
- To demonstrate that the principles of sustainability have been addressed and used to inform the design of the development
- To illustrate how conflict and constraints have been addressed within the proposals.
- To explain how the design process have evolved in the light of the stakeholder consultation.

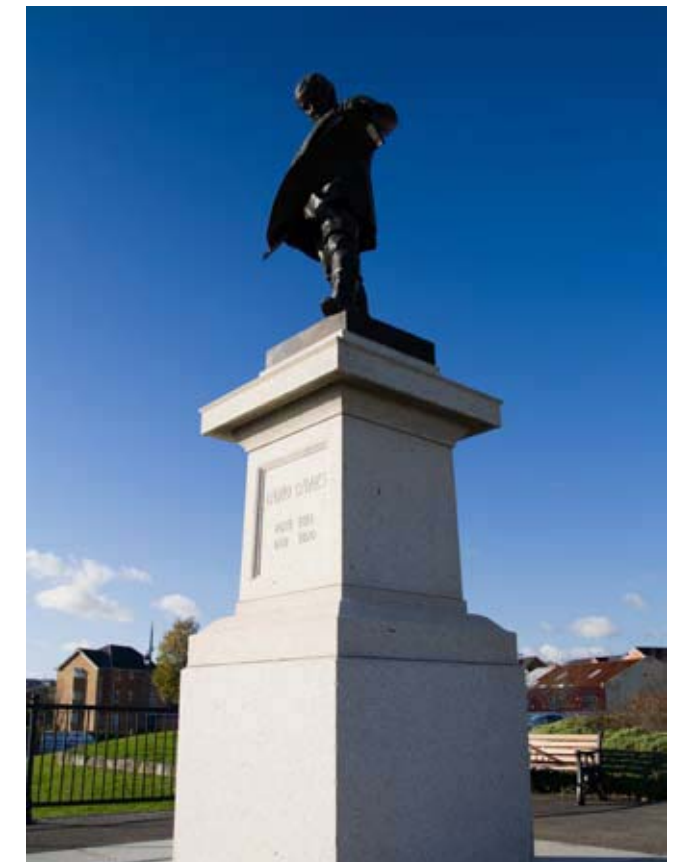
1.4 In line with the guidance in TAN12 design it is proposed that this DAS will be a 'living document' that 'grows' as the project develops. Whilst this document concentrates primarily upon the planning application area it does take account of wider context sites particularly the Mole and how this is properly integrated into the scheme.

1.5 It is anticipated that this DAS will not only inform conditions attached to an outline planning permission for Barry Waterfront but also subsequent reserved matters applications.

1.6 It responds to the requirements of TAN12 on Design (June 2009) and the Design Commission for Wales' (DCfW) guidance on Design and Access Statements in Wales (October 2008).

1.7 Whilst the scheme is in outline the General Development Procedure Order (Article 3 paragraph 1-5) still requires that the planning application should provide the following information:

- the approximate location of buildings, access, routes and open spaces within the proposal site; and,
- the upper and lower limits for the height and the indicative width and length of illustrative buildings.
- Where appropriate, this Statement identifies elements of the proposal that would, if deemed necessary, inform reserved matters applications.



-
- 1.8 This Design and Access Statement forms part of a suite of three documents which together will guide the design and implementation of the Barry Waterfront proposals through the planning process in progressively greater detail:
- a. **The Vale of Glamorgan's Barry Waterfront Development Principles Document** – Establishes the vision and key development policy and principles;
 - b. **Barry Waterfront Development Brief** – Reviews the development context, defines development parameters, sets out the masterplanning design objectives and identifies character areas;
 - c. **Barry Waterfront Design and Access Statement** – Demonstrates how the masterplan design objectives can be applied within the context of each of the character areas to deliver a quality scheme consistent with the agreed vision and development principles.

The Vision

- 1.9 The vision established in the Development Principles document is:

“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.” (Source: Development Principles - VoG)

- 1.10 Delivering the vision will create a vibrant destination that will link communities and unite Barry Town and Island. The water is an important asset and attraction for visitors; and the Consortium, Vale of Glamorgan Council, ABP and WAG are working together to ensure that the water is brought into use with a range of activities that will enhance the wider area.
- 1.11 By bringing together community, retail, leisure, commercial/ employment, hotel and residential uses there exists the opportunity to create a new sustainable community.
- 1.12 Public open spaces will be fundamental to the development providing an attractive setting as well as useable recreation and meeting spaces. Landscape linear public realm areas such as the promenade and landscape spaces will also form part of the essential connection corridors to both the Island and the Town.

2.0 The Proposal



Figure 1: Illustrative masterplan

2.0 The Proposal

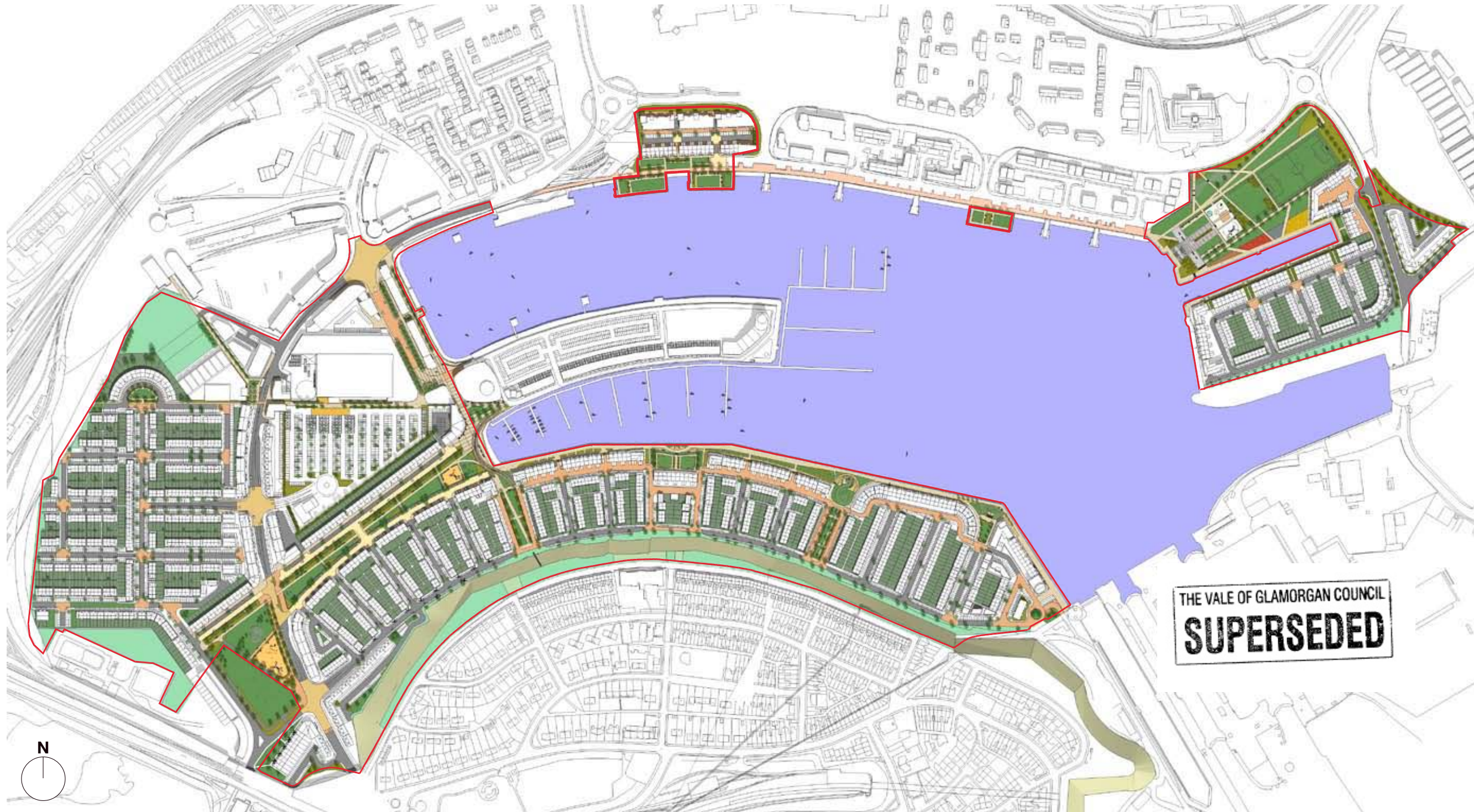


Figure 1: Illustrative masterplan with planning application boundary

Development Description

2.1 Whilst the planning application is submitted in outline only details are required on the proposed use, amount of development and scale parameters. A series of parameter plans have been prepared that address these matters as follows:

- Building envelopes and proposed uses
- Building heights
- Movement corridors
- Public open space and public realm

Parameter Plan 1 - Building Envelope & Proposed Uses

2.2 Parameter Plan 1 defines the maximum envelope of proposed buildings and their proposed use. The precise building envelope line is subject to a variation of +/- 4m.

2.3 Across the site the following uses are proposed:

- C3 Residential development: up to 2,000 dwellings
- A1 Retail use: up to 8,825sq m
- A3 Café, restaurant, drinking establishment: between 750sqm – 1,820sq m
- B1 Offices: up to 3,450sq m
- C1 Hotel: up to 3,500sq m
- D1 education use of at least 1 ha
- Public Realm and public open space of at least 6ha including children's play area and one senior playing pitch
- A new primary road connecting Barry Town Centre and Barry Island
- Opportunities for leisure and tourism use in connection with No.1 Dock on the quays for maritime and other water based activities

2.4 The quantum of use by character area is set out below:

District Centre

Plot Use and Floorspace

Plot	Use and Floorspace
A	B1 Offices: up to 1,360sq m; C3 dwellings up to 40 apartments
B	D1 School: up to 2,760sq m
C	C1 Hotel: up to 3,500sq m; B1 offices: up to 1,590sq m
D	A1 Retail: up to 8,825sq m
E	Car parking for A1 retail up to 600 spaces and a Petrol Filling Station
F	A3 Café, Restaurant, Drinking Est.: up to 260sq m; C3 dwellings: up to 40 dwellings
G	A3 Café, Restaurant, Drinking Est.: up to 875sq m; C3 dwellings: up to 50 apartments
H	B1 Offices: up to 500sq m with C3 dwellings

West Pond

9ha of residential development at an average density of 60-70 dwellings per hectare excluding strategic public open space provision:

- 500-700 dwellings
- 20-30% apartments
- 20-30% 2 bed houses
- 20-30% 3 bed houses
- 10-20% 4 bed houses

A target of 20-30% affordable housing dependent upon the availability of housing grant and site viability issues.

South Quay Parkside & Waterside

10.5ha of residential development at an average density of 75-85 dwellings per hectare excluding strategic public open space provision:

- 650-900 dwellings
- 20-30% apartments
- 20-30% 2 bed houses
- 20-30% 3 bed houses
- 10-20% 4 bed houses

A target of 20-30% affordable housing dependent upon the availability of housing grant and site viability issues.

A3 uses up to 555sq m at ground floor in key locations within South Quay.

East Quay

3.1ha of residential development at an average density of 60-80 dwellings per hectare excluding strategic public open space provision:

- 100-250 dwellings
- 20-30% apartments
- 20-30% 2 bed houses
- 20-30% 3 bed houses
- 10-20% 4 bed houses

A target of 20-30% affordable housing dependent upon the availability of housing grant and site viability issues.

A3 uses up to 130sq m at ground floor level.

Arno Quay

0.8ha of residential development at an average density of 125-200 dwellings per hectare excluding strategic public open space provision:

- 75-200 dwellings
- 50-100% apartments
- 0-50% 3 bed dwellings
- 0-40% 4 bed dwellings

A target of 20-30% affordable housing dependent upon the availability of housing grant and site viability issues.

Parameter Plan 2 - Building Heights

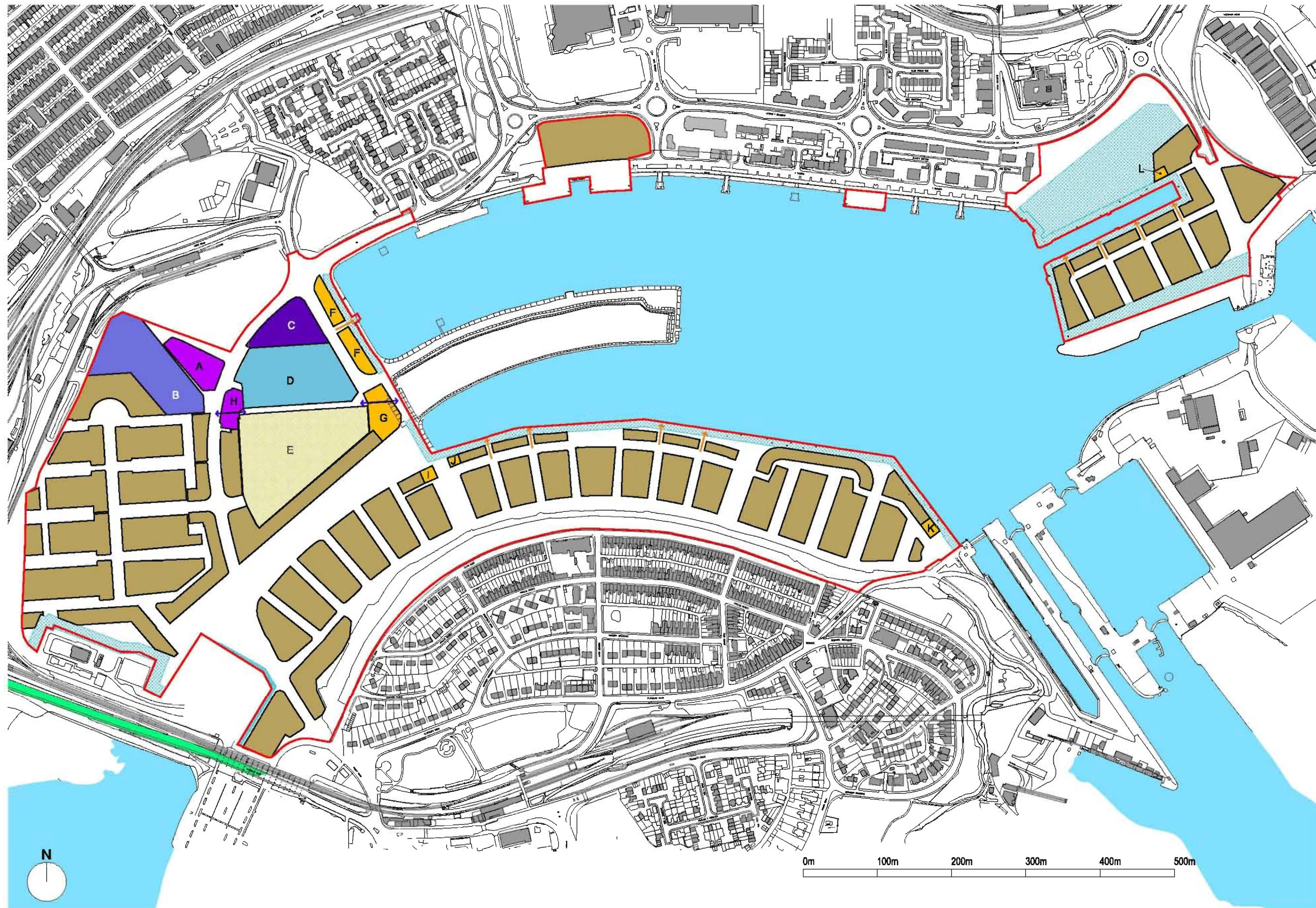
- 2.5 This plan sets out the upper limits of building heights across the site. Residential development generally varies from 2 -3 storeys with 3-4 storey in key locations and a landmark building at the district centre up 7 storeys. Non-residential buildings generally vary in height from 5.5m to 12m.
- 2.6 As well as building parameter heights the plan gives proposed contour levels and spot heights.

Parameter Plan 3 - Movement

- 2.7 The network of key pedestrian/cycle and vehicular routes are identified. Minimum widths of pedestrian/cycle routes are provided together with details of the road hierarchy. The precise location of these routes will be subject to some minor variation dependent upon the position of building frontages identified in parameter plan.

Parameter Plan 4 - Public Open Space

- 2.8 The location and quantum of public open space and public realm proposed across the scheme is set out in parameter plan 4.



KEY

- C3 Residential
- B1 Office / C3 Residential
- Education & Associated playing field
- C1 Hotel / B1 Office
- A1 Retail
- Carpark for A1 Retail & Petrol filling station
- A3 Retail / C3 Residential
- No build zone
- Break in building line 6m min
- Break in building line 8m min.

Schedule

C3 Residential development: up to 2,000 dwellings

West Pond 500-700 dwellings

South Quay 650-900 dwellings

East Quay 100-250 dwellings

Armo Quay 75-200 dwellings

District Centre up to 150 dwellings

A1 Retail use: 6,525 sq. m food store and 2,300sq m of non-food retail

A3 Café, restaurant, drinking establishment: between 750sqm – 1,820sqm

B1 Offices: up to 3,450sq m

C1 Hotel: up to 3,500sq m

This plan defines the maximum envelope of proposed buildings and their proposed use. The proposed building line is subject to a +/-4m variation

Plot Use and Floorspace

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- H** B1 Offices: up to 500sqm; C3 Dwellings
- I,J,K** A3 Cafe, Restaurant, Drinking Est. Up to 555sqm at ground floor
- L** A3 Cafe, Restaurant, Drinking Est. Up to 130sqm at ground floor

Parameter Plan 1: Building Envelope and Proposed Uses (SK202)

Scale - 1:5000@A3

KEY

Residential / Mixed Use

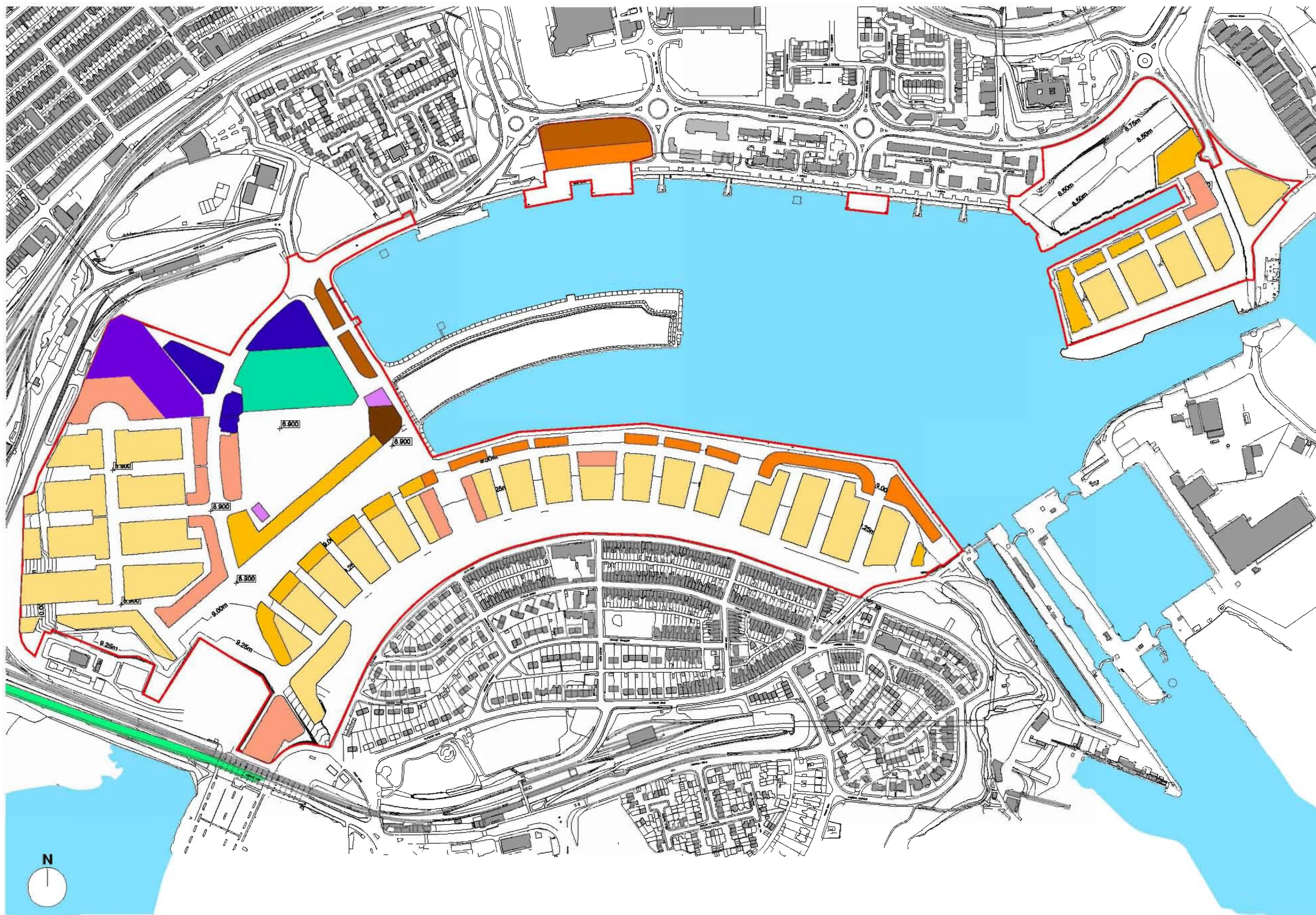
- 2-2.5 Storey (7.5m +/-2m)
- 2-3 Storey (7.5 -10m +/-2m)
- 3 Storey (9.5m +/-2m)
- 3-4 Storey (9.5-12.5m +/-2m)
- 3-5 Storey (9.5m-15.5m +/-2m)
- 5-7 Storey (18m-22m +/-2m)

Non-Residential

- (12m +/-2m)
- (5.5m +/-2m)
- (5-8.5m +/-2m)
- (11.5m +/-2m)

8.900 Proposed spot height

— 8.50m — Proposed contours









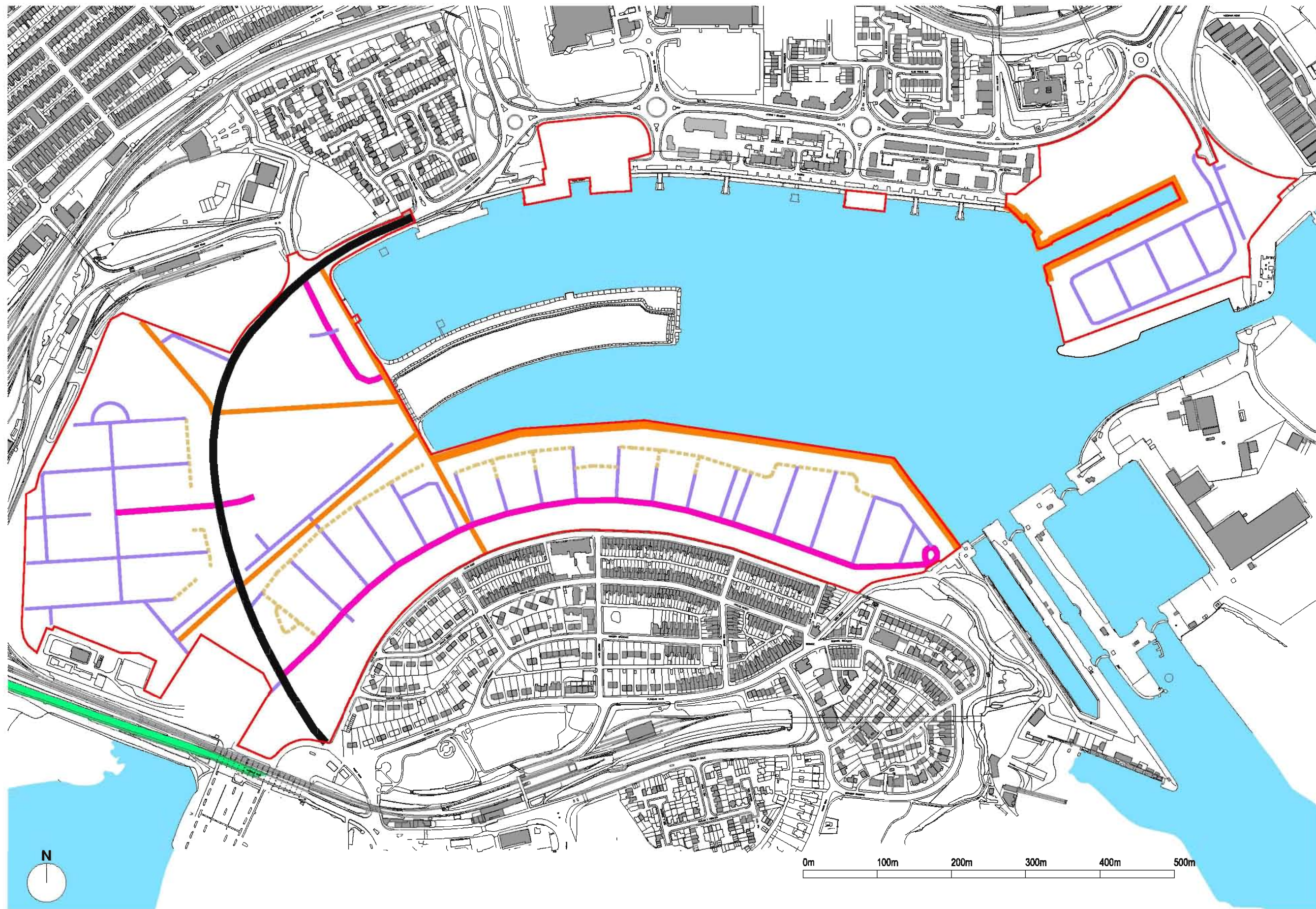
Parameter Plan 2: Building Heights (SK203)

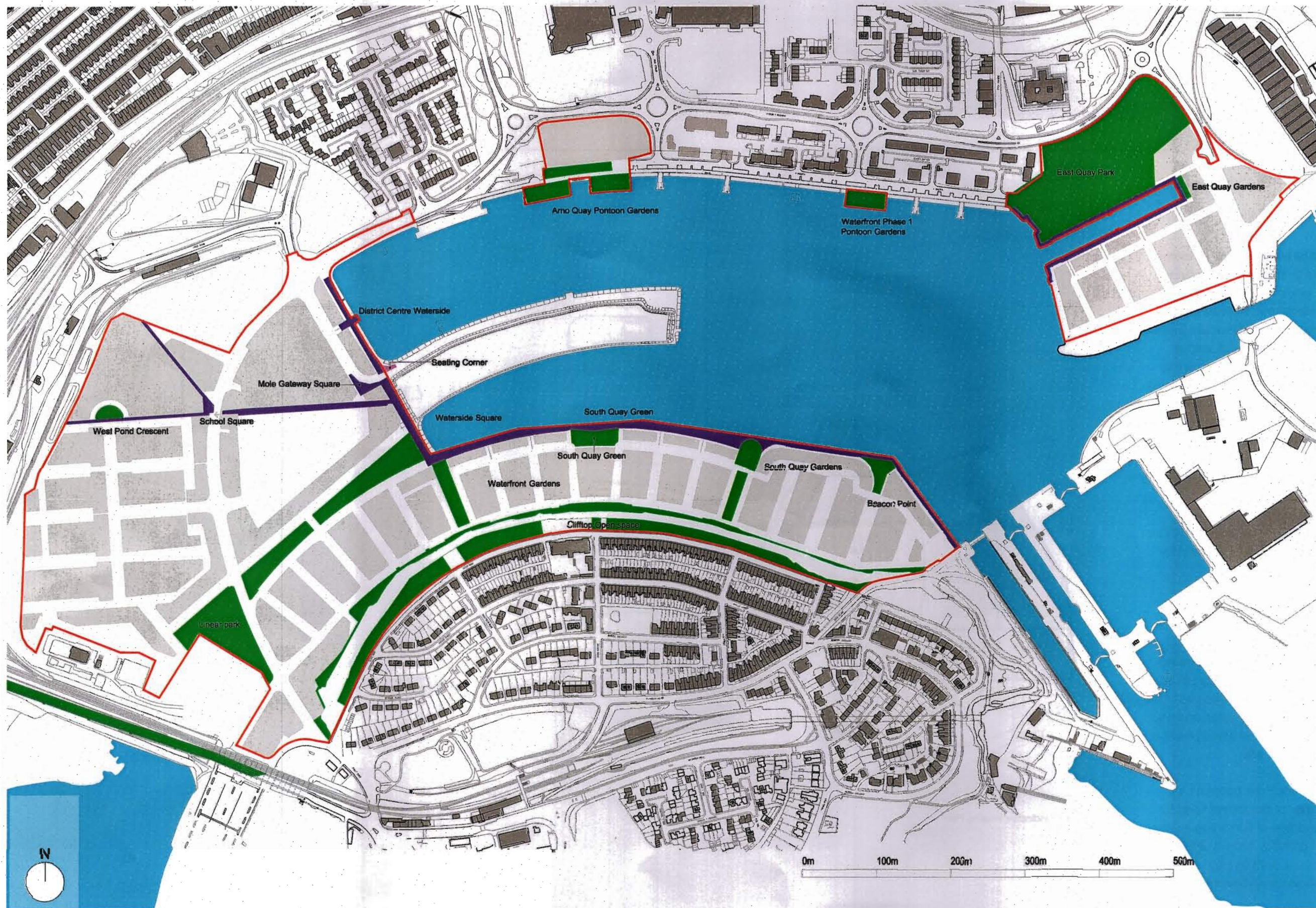
Scale - 1:5000@A3



KEY

-  Pedestrian route min. 6m
-  Pedestrian route 3-6m
-  Primary vehicle route
-  Secondary vehicle route
-  Tertiary vehicle route
-  Shared surface





KEY

- Green open space
- Public realm

Public Open Space Schedule

Total public open space provided: 6.14ha

Total public realm provided: 1.42ha

Total public open space and public realm: 7.56ha

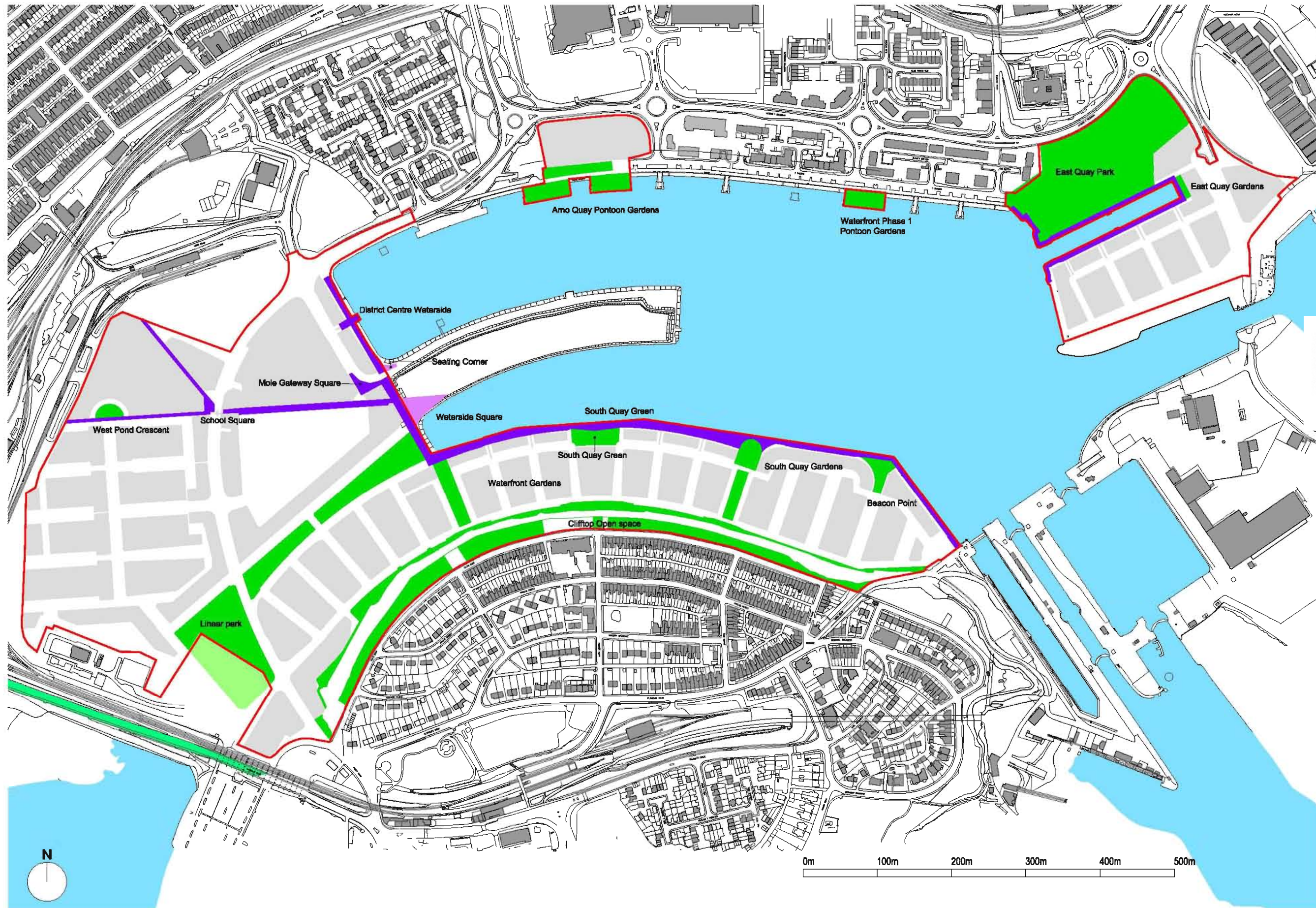
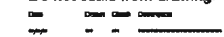
Of which children's play areas: 0.58ha
(LAP's: 0.26ha, LEAPs & NEAPs: 0.32ha)

Note:

Total figure includes: Whole of cliff top open space and ecological mitigation areas.

Total figure excludes: VoG Land adjacent to Linear Park : 0.52ha, and Proposed Ecological Mitigation Areas (not accessible for POS use)

Do not scale from drawing.



KEY

- Green open space
- Public realm
- Green open space outside of planning application boundary
- Public realm outside of planning application boundary

THE VALE OF GLAMORGAN COUNCIL
SUPERSEDED

Public Open Space Schedule

Total public open space provided: 6.14ha

Total public realm provided: 1.42ha

Total public open space and public realm: 7.56ha

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Total figure includes: Whole of cliff top open space and ecological mitigation areas.

Total figure excludes:
VoG Land adjacent to Linear Park : 0.52ha,
and Proposed Ecological Mitigation Areas
(not accessible for POS use)

Phasing and Flexibility

- 2.9 Development will be undertaken in phases, as indicated in Figure 2, and the masterplan will need flexibility to adapt to changing economic circumstances, market demands as well as needs and requirements. Infrastructure provision and community facilities will be phased in accordance with the rate of development so that they are available when required. Such an approach will allow the creation of a sustainable community resulting in the provision of facilities and services at a time when they are needed. It will be essential to ensure that unnecessary front loading is avoided so that the scheme's viability is not jeopardised.
- 2.10 It is proposed that the primary link road will be provided through to Barry Island in the initial phases.
- 2.11 Depending on circumstances, and external factors, it may be possible to accommodate temporary "meanwhile" uses on parts of the site to complement the ongoing phased development. In particular temporary structures and facilities that promote the active use of the water could well be accommodated on certain parts of the site alongside the development of certain other areas of the site.
- 2.12 In order to address flood risk concerns a significant proportion of the site will need to be raised by an average of 600mm to achieve a minimal level of 8.9AOD. Details of this and implications for issues such as biodiversity are set out in the Environmental Statement.
- 2.13 A more detailed phasing programme is set out in the Environmental Statement.

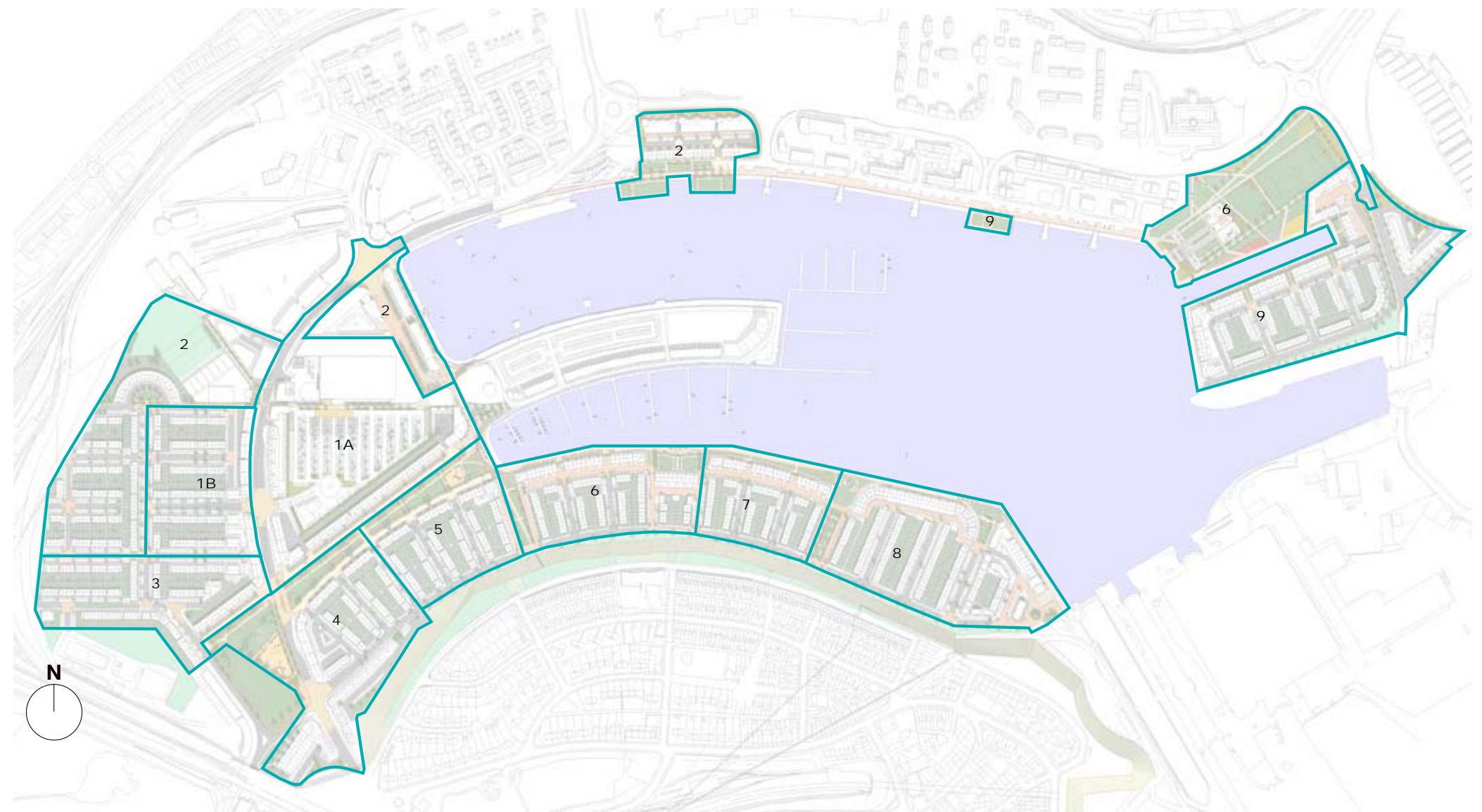


Figure 2: Indicative Phasing Plan

3.0 Understanding the Context

Site Location and Overview

- 3.1 The site is strategically positioned between the town centre, Barry Island and the Old Harbour and encloses 75 acres of water with 2.35 miles of quayside lining No 1 Dock. The railway between Cardiff and Barry Island borders the perimeter.
- 3.2 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 but is overlooked by both the Town and The Island.
- 3.3 A fuller description of the site and its surroundings is set out in both the Development Principles Document (Vale of Glamorgan June 2009) and the Barry Waterfront Development Brief (Draft July 2009).



Figure 3: Aerial with site boundary

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Figure 3: Aerial with planning application boundary



View north-west from base of cliff steps



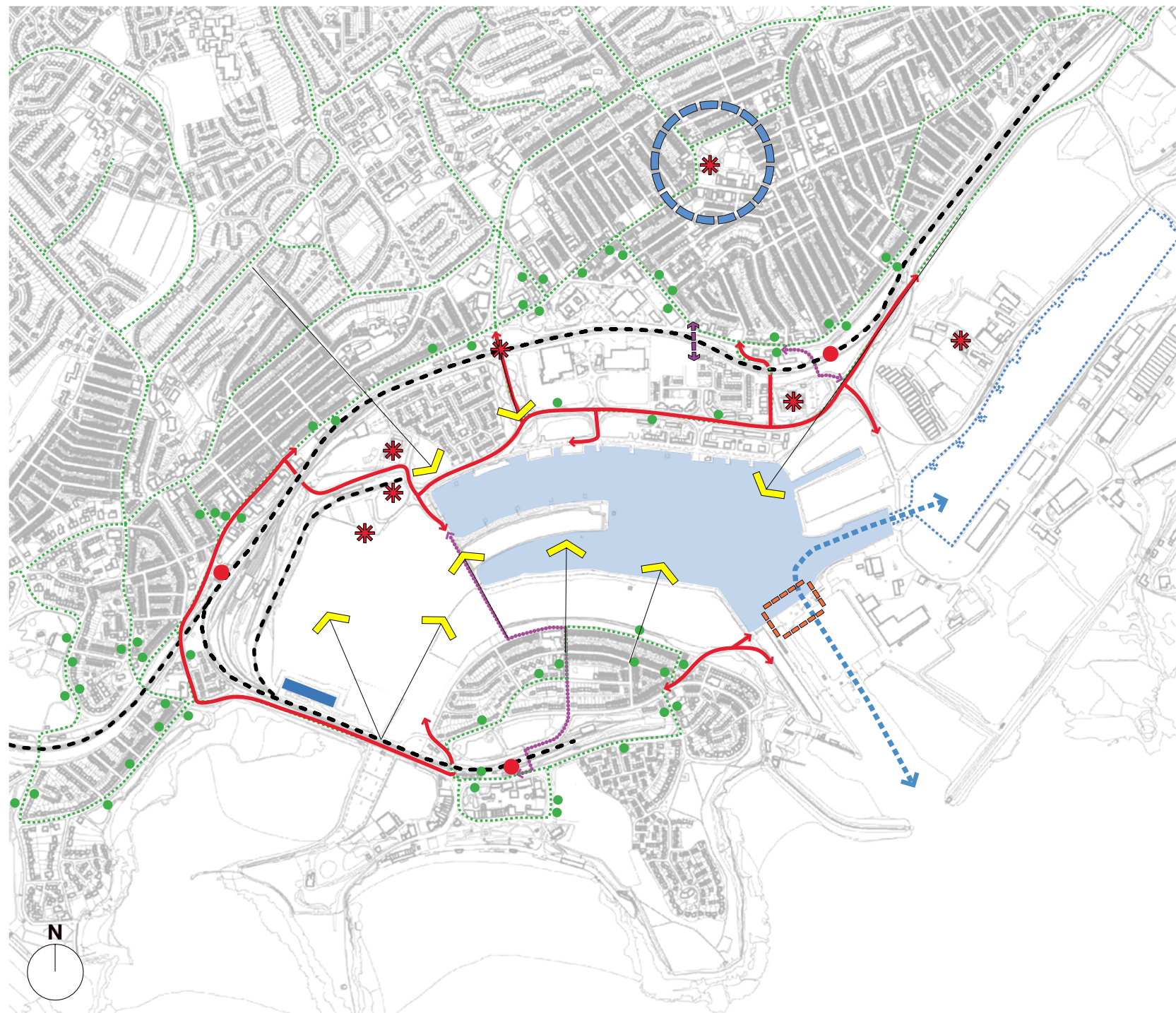
View south across Dock No. 1 to 'South Quay'



View north-west across site from Clive Road

Access

- 3.4 Access to the site is currently afforded by all modes of surface transport. Cardiff International Airport is also located some 5.6 kms away to the north west, whilst the dock gates allow access to the Waterfront by boat from the sea.
- 3.5 **Main Roads:** In terms of road access, the A48 runs from Culverhouse Cross to Waterton Cross in Bridgend. Access to Barry is via the Port Road to the north and east and the Five Mile Lane to the north-west. The A4055 (Broad Street and Gladstone Road) connects with the Gladstone Road Bridge into the site. The Ffordd y Mileniwm provides the main access from the east, and 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.
- 3.6 **Railways:** Excellent rail links are available to the site, from Barry Docks, Barry Town and Barry Island stations, with the lines connecting to the national rail network. The presence of three railway stations in such close proximity to the site provides a significant opportunity in terms of promoting sustainable patterns of movement and adhering to the movement hierarchy.
- 3.7 **Buses:** Regular bus services pass adjacent to the site as part of the existing service provision on routes through the Town, to the Island and the surrounding areas. The continuation of such services and the provision of new services into the actual site, including East Quay will need to be addressed as part of the planning process.
- 3.8 **Cycling:** Sustrans national cycle routes pass through Barry, including along the north edge of the No1 Dock, Locally, the site is accessible from the Island, the Harbour area and the Town, with positive connections available at several key locations along its length. All opportunities to promote and encourage cycling as a means of transport throughout the development area should be progressed at both the master planning and detailed design stage, both in respect of site layout and individual unit design. Similarly, the need to promote connections from the site will need to be progressed, given the proximity of the site to existing facilities and services, not least the town centre.
- 3.9 **Walking:** Pedestrian access from the town centre to the Waterfront is via Holton Road, Gladstone Road Bridge and Subway Road. The Council is also bringing forward a new pedestrian bridge at Thompson Street linking the site with the town centre. Metal steps provide access from the cliff top of Barry Island from Clive Road down to the south of the site. Access from the south east is via Dock Road. All opportunities to improve and extend the walking network to deliver safe, direct and convenient routes will be explored at the masterplanning stage.



KEY

Bus stops	
Railway Station	
Dock Entrance	
No. 1 Dock	
Existing vehicular/ pedestrian links	
Proposed new pedestrian bridge	
Bus route	
Existing pedestrian links	
Shipping route	
Railway	
Town Centre	
Focal buildings	
No. 2 Dock	
Water treatment works	
Long range views	

Views and Landmarks

- 3.10 The topography of the area means that there are clear views southwards across the site from higher ground within Barry and northwards from the cliff top at Barry Island.
- 3.11 In particular there are significant views at the Gladstone Bridge and Dock Office roundabout arrival points and from the pedestrian steps in the south of the site. Key landmark features are the Dock Office building and pumping station chimney - see below.
- 3.12 A key focal point is The Mole which lies at the centre of the site irrespective of the direction of views.



Above: Dock Office

Below: Pumping Station



Figure 4: Existing access, key views and focal buildings

Key Challenges

3.13 As Figure 5 illustrates the development of this site is subject to a number of challenges which include:

- Flood risk
- Limited number of physical connections to the wider area
- Ground conditions and contamination
- Easements to service runs
- Capacity of existing utilities and services
- 15m no-build zone to waste water treatment works
- 6m no-build zone to dock edge (increasing to parts of East Quay)
- Integration with and appropriate development of The Mole, including water based activity
- Impact of timing of site clearance upon development phasing
- Operational port constraints
- Delivery of a 1.01 ha education site
- Negative impact of Barry Island Cliff with regard to overshadowing

3.14 Details of site constraints including flood risk and contamination are set out in full in the Environmental Statement.

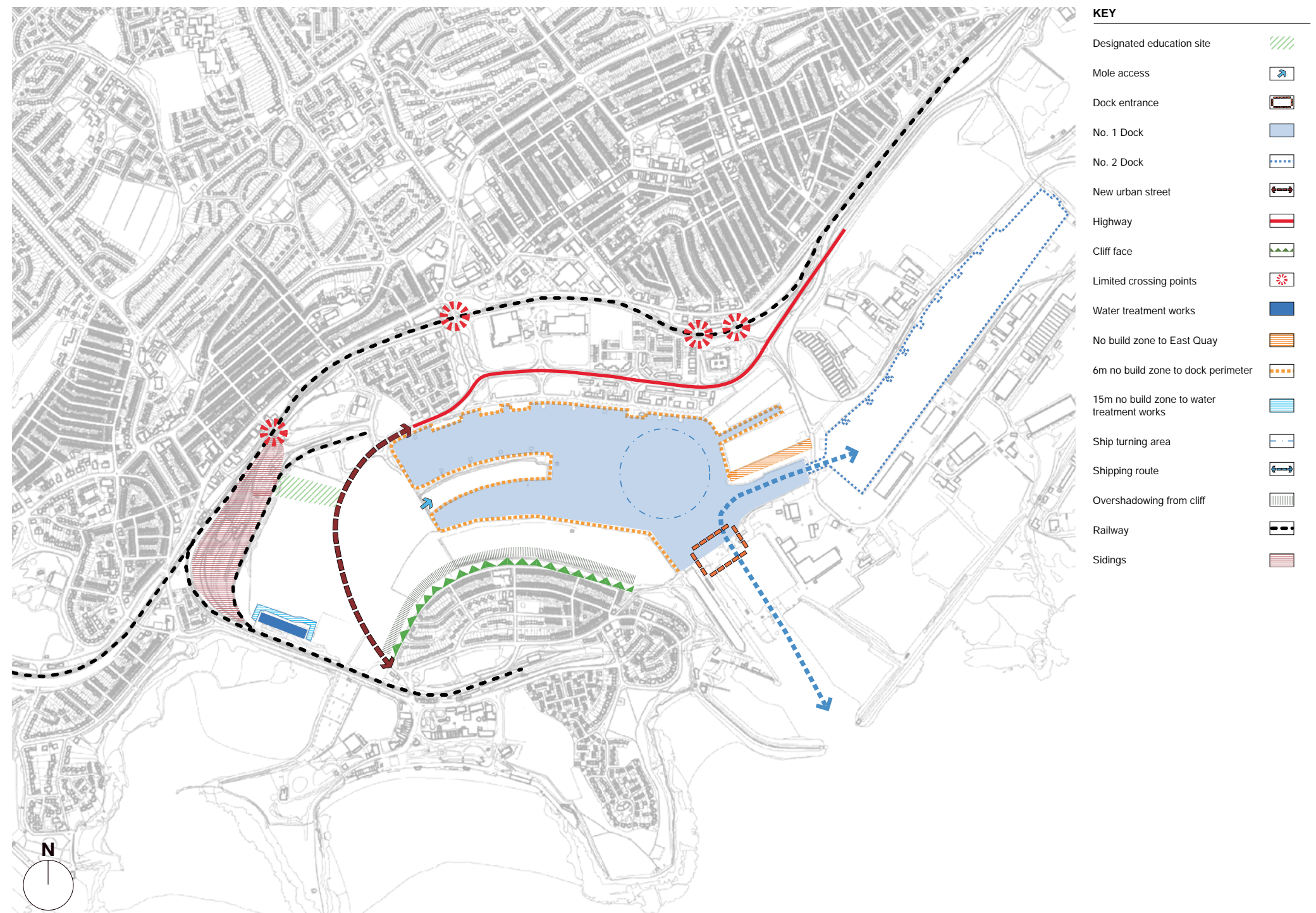


Figure 5: Key Constraints

4.0 Planning Policy Context

Introduction

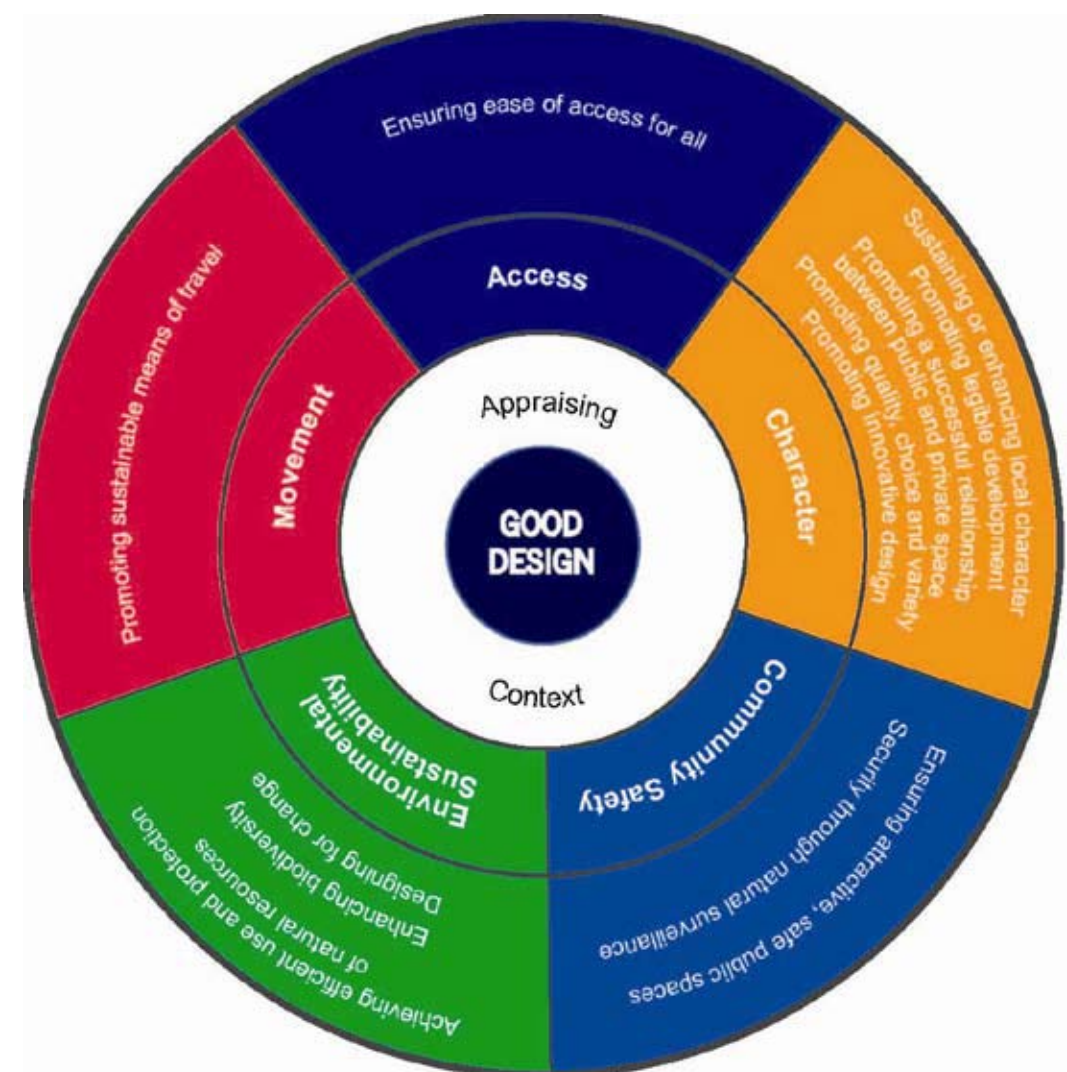
- 4.1 This section summarises and interprets planning policy relevant to the proposed development. It includes strategic and local planning policy guidance contained within Planning Policy (Wales) and the adopted Vale of Glamorgan Unitary Development Plan. In addition to this, a brief planning history of the site is detailed.

Planning Policy Wales

- 4.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government. Its central objective is to promote and provide a framework for sustainable development within Wales.
- 4.3 PPW outlines that planning can help to reduce the need to travel, especially by private car, and enhance the access to new development locations by public transport, bicycle and foot. PPW also encourages the creation of sustainable residential environments and encourages local authorities to promote:
- Mixed tenure communities;
 - Easily accessible developments;
 - Mixed use developments;
 - Attractive landscapes around dwellings;
 - An emphasis upon quality and designing places for people;
 - An efficient use of land; and
 - The creation of well designed residential environments at an appropriate density.

Technical Advice Note (Wales) 12: Design

- 4.4 Planning Policy Wales is supplemented by a series of Technical Advice Notes (TANs). TAN12 (2009) considers design issues and sets out the Assembly's objectives for new development.
- 4.5 TAN 12 summarises the objectives of good design diagrammatically as follows:



(Source: TAN12: Design)

The Unitary Development Plan

- 4.6 The Vale of Glamorgan Unitary Development Plan 1996-2011 forms the adopted Development Plan for the area. Land at Barry Waterfront is allocated for comprehensive redevelopment in the UDP. The following policies are considered relevant to the proposed development:

Policy HOUS 1(1) – Barry Waterfront is allocated for residential development.

Policy EMP 1 – Land at Barry Waterfront is allocated for employment development.

Policy ENV6 – Development within the coastal zone should be designed sensitively with respect to its local context and coastal setting.

Policy ENV 25 – Promotes the regeneration of the former dockland at Barry Waterfront.

Policy SHOP 3(iv) – Allocates land for retail development at Barry Waterfront.

Policy SHOP 4 – Sets out criteria against which proposals for retail warehousing in Barry Waterfront will be assessed.

Policy COMM 3(iii) – This policy allocates 1 hectare of land for a school at Barry Waterfront. It does not envisage problems in satisfying demand in existing secondary schools.

- 4.7 The supporting text for Policy HOUS 1 states that at least 20% affordable housing should be provided and also supports the production of a Development Brief (for South Quay) in conjunction with the Council.

Supplementary Planning Guidance

- 4.8 The Barry Development Guidelines (2006) provides guidance on the development of Barry. Section 4.3 specifically relates to the Waterfront and sets out that the key opportunity for the area is as follows:

“Whilst Barry Waterfront should develop its own identity, it is vital that the area’s development contributes towards the character of the town as a whole. The Waterfront location is such that it can improve integration between the Town Centre and Barry Island through better linkages, improved physical continuity and complementary uses”

Barry Waterfront: Development Principles Document (June 2009).

- 4.9 This was adopted by the Council in June 2009 following a period of public consultation. 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 areas;
 - 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;
 - assist the Council in the determination of those planning applications.
- 4.10 All of the above policies can be viewed at www.valeofglamorgan.gov.uk

Draft Barry Waterfront Development Brief

- 4.11 A Draft Development Brief has been prepared by the developer consortium in conjunction with the Vale of Glamorgan Council, Welsh Assembly Government and Associated British Ports.
- 4.12 It is anticipated that the Development Brief will be subject to public consultation in the Autumn prior to adoption as SPG by the Council at the end of 2009.
- 4.13 The key objectives of the document are:
- Setting out a contextual analysis of the site and surrounding area;
 - Defining the broad scale and distribution of proposed land uses;
 - Defining the key masterplanning objectives;
 - Identify the separate character areas that will be developed in more detail in the Barry Waterfront Masterplan;
 - Producing an illustrative strategic masterplan that responds to the context analysis;
 - Establishing the delivery mechanism for bringing the site forward including headline planning gain topics.

Planning History

- 4.14 Outline planning permission was originally granted for the comprehensive redevelopment of Barry Waterfront, excluding South Quay, in July 1988. The consented scheme included the following uses: residential; commercial; retail; business; leisure and; open space.
- 4.15 This consent was renewed in September 1991 and expired in 1994. In October 1994 the Council resolved to grant outline permission for redevelopment, subject to a Section 106 agreement. This was signed in May 1997. The development description did not specify particular uses although an illustrative land use plan accompanying the s106 sets out a distribution of residential; commercial; leisure; education and retail uses. Conditions attached to the planning permission place limits on the scale and type of retailing that would be permitted.
- 4.16 Reserved Matters applications were only submitted across part of the 1994 outline application area. The time period for submission of any further reserved matters applications against the 1994 outline permission has now lapsed.

5.0 Masterplanning Principles

Introduction

- 5.1 A series of masterplanning principles were established in the Draft Development Brief. These principles will underpin the delivery of a sustainable development based on best practice in urban design.
- Accessibility and movement
 - Public Open Space and Public Realm
 - Sustainability
 - Mix of Uses
 - Legibility
 - Continuity and Enclosure
 - Height, Scale and Massing
- 5.2 Details on the mix of uses and height, scale and massing are dealt within detail in the parameter plans within this document. Further details on the remaining masterplanning principles are set out below.

Accessibility and Movement

- 5.3 The need for an inclusive and accessible design is fundamental to the approach highlighted in the Design and Access Statement. The level nature of the site combined with direct pedestrian and cycle routes ensures that walking and cycling will be encouraged within the development particularly to local facilities at the district centre.
- 5.4 Levels increase gradually northwards towards the town centre and westwards to Barry railway station, however this still allow for inclusive accessibility along those routes beyond the site. To the south the Barry Island cliff creates more of a barrier to inclusive accessibility towards Barry Island. Currently pedestrian access is provided by steps to Clive Road, these will need to be replaced as part of the development proposals but it is unlikely that disabled access could be facilitated via this route. Instead the alternative access to Barry Island will be adjacent the proposed South Quay road towards Cosy Corner and beyond.
- 5.5 Key pedestrian / cycle routes converge on the district centre and around the waterfront public realm. A pedestrian / cycle route linking Barry Station to the supermarket and waterfront is proposed via the Hood Street underpass, this will require a joint approach with the Council to facilitate the crossing of the steam railway line. The opportunity for a more direct link to Barry Station is allowed for but the delivery of this can only be an aspiration at this stage given the need to cross a significant number of operational network rail sidings.

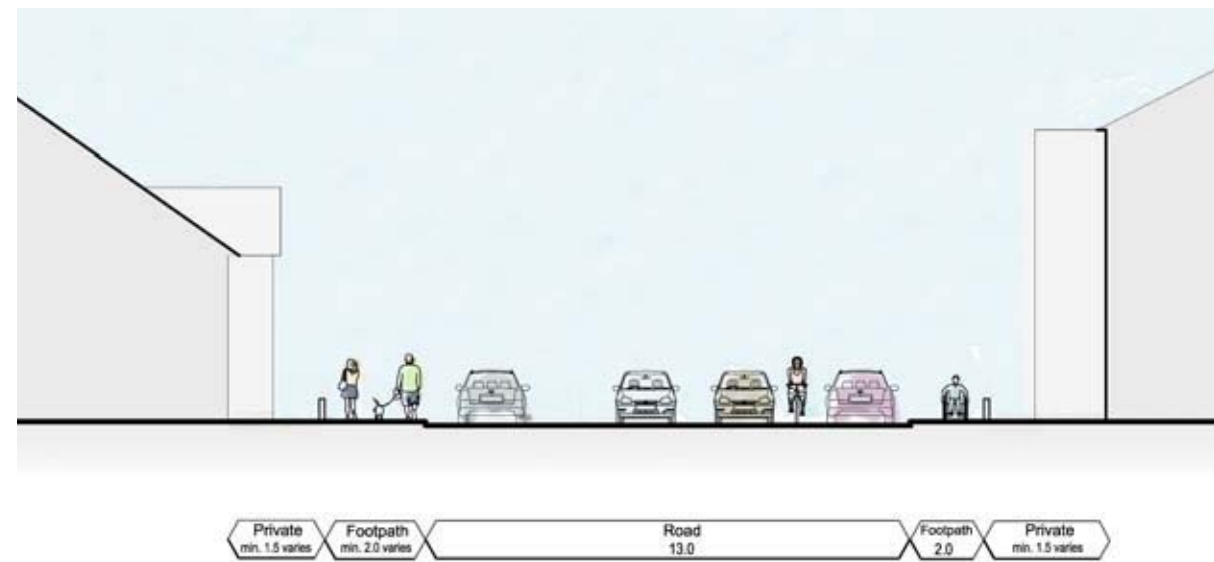


- 5.6 Barry Waterfront will be based upon a three tier street hierarchy, as illustrated by Parameter Plan 3:
- **Primary** – will form the main movement arteries within the development and provide linkages to the wider area
 - **Secondary** – will provide access to the main development plots
 - **Tertiary and Shared Surface Streets/Mews** – will provide a more intricate level of access to individual groups of buildings

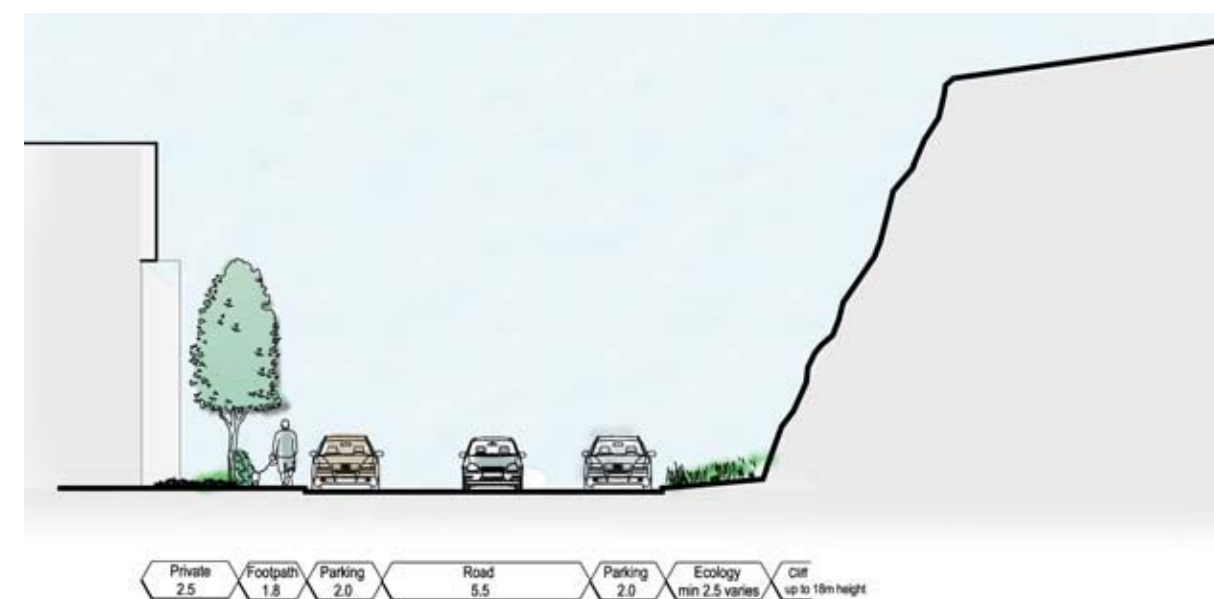
- 5.7 Generally carriageways, parking spaces and the footpaths will each be given a different surface treatment. Whilst changes in street type will be highlighted by gateway or road surface treatment as appropriate.
- 5.8 The surface treatments of the streets, parking areas and footpaths will vary from the standard finishes to be used in those areas adjacent to the public open spaces. This differentiation and hierarchy between the public open spaces and the private residential streets will help contribute to the character of those particular spaces as well as the legibility of the area as a whole.
- 5.9 In all neighbourhood areas, threshold paving will be used to differentiate between public, semi-private and private spaces, responding to driveways, access points and building entrances. The use of tactile paving will be kept to a minimum, within local authority requirements.
- 5.10 The use of pedestrian barriers and islands should be minimised, avoiding unnecessary street clutter, which reinforces the dominance of vehicle movements. Where possible, pedestrian crossing should have pedestrian priority signalled crossings, avoiding the wait for set traffic signal sequences. The importance of pedestrian links to community uses should be prioritised over the main street vehicle movements.
- 5.11 Whilst individual surface treatments may vary within the various character areas, the proportions of these street types and the relationship and layout of parking within them will be common across the site.

Primary

- 5.12 The 'Main Street' which sweeps north to south through the site forms the primary route through the development area.
- 5.13 The 'Main Street' carriageway will be minimum 7.3m wide, widening to include additional dedicated turning lanes at key junctions. There will be 2.5 m parallel parking bays to either side with a further 2m (min) footpath to both sides.
- 5.14 Mews lanes provide vehicular access and parking to the rear of the properties fronting 'Main Street'; denoted by a different surface finish with no identifiable separation between carriageway and footpath.
- 5.15 Cory Way will be retained as the means of accessing the East Quay development area and Number 2 Dock.



Indicative section through the Main Street (showing additional turning lane for junction)



Indicative section through the South Quay access road

Secondary

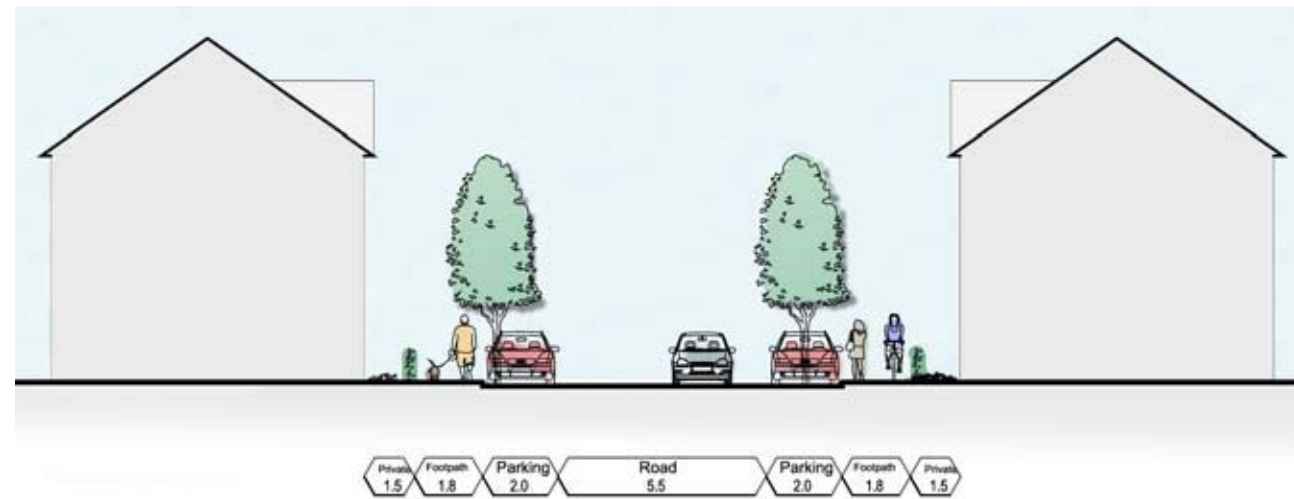
- 5.16 The second tier of residential streets, provide access to the main development plots and most commonly are adjacent to significant open spaces or form key routes within the development site.
- 5.17 South Quay access road will run to the base of the cliff, adjacent to an ecological corridor. The 5.5m road will have 2m wide parking zones to each side, punctuated by soft landscape. Visitors and overspill parking will be provided on the cliff-side of the access road, and residential parking will be provided on the neighbourhood side. A footpath/ cycleway will be provided to the northern side of the road. At logical points along the road, traffic calming measures, through the use of carriageway narrowing with landscape protrusions will be introduced – details to be agreed with the Local Authority Highways Department. Access from the Dock Road into the eastern end of South Quay Waterside will be restricted to emergency vehicles only.
- 5.18 The key axis within West Pond will be formed by a 6.0m carriageway with a mix of 2m linear (parallel) parking bays and 4.8m 'end-on' parking bays, depending upon the situation. 1.5m footways will run to either side.
- 5.19 The South Quay Parkside frontages which address the linear park will require a sensitive highways approach. These areas will provide 'private' parking for residents together with some visitor parking for the wider Waterside area. The incorporation of a shared surface treatment will be required to provide the visual impression of extended the public open space between the frontages of the properties to the north and south of the Linear Park.

5.20 East Quay will be accessed from Cory Way by a 5.5m carriageway with footpaths to either side. Parking for the waterside properties fronting the southern edge of the graving dock and the western edge of the site facing the main dock will be located at the rear to keep the waterfront vehicle free, and will be arranged off a single sided access road. Parking to the properties on the southern side of East Quay and the streets of terraced housing behind will have an in-line, on-street adjacent arrangement.

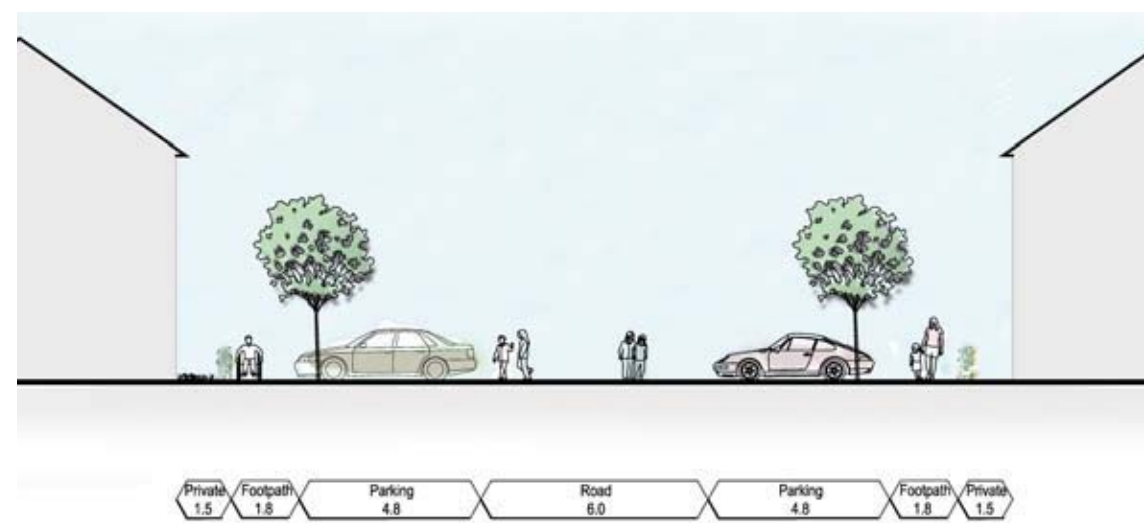
5.21 The primary neighbourhood streets with South Quay Waterside are based around the neighbourhood gardens and areas of waterfront public open space. The 5.5m roads with parallel parking bays and footpaths link to the more intimate residential streets and mews at the core of these neighbourhoods.

Tertiary and Shared Surface Play Streets/Mews

5.22 These pedestrian priority streets form a significant proportion of the streets within the 'core' of the residential neighbourhoods which would not expect to experience through traffic. The treatment of these areas should promote social use of the space and encourage play/ neighbour interaction. In these areas the car will take lowest priority, with design standards appropriate to 10mph maximum.



Indicative section through typical primary neighbourhood street



Indicative section through residential/ shared surface street

5.23 Whilst maximum 5.5m carriageways may be provided within these areas, less formal highway arrangements would also be acceptable, subject to approval, allowing for flexibility within sub-area layouts. A single, continuous surface finish will denote the extent of the mews lanes, and no differentiation is to be made between carriageways, parking aisles and pedestrian footpaths in these areas.

Parking

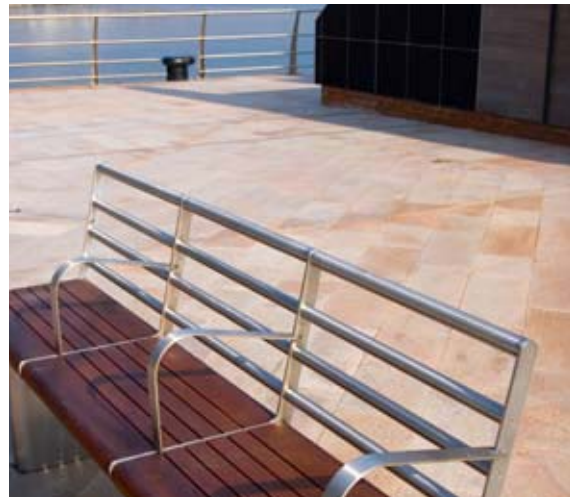
5.24 Parking provision, averaged across the site will provide for the following:

- Flats 1 space per unit
- 2 bed 1 space per unit
- 3 bed 1.5 spaces per unit
- 4 bed 2 spaces per unit

5.25 Shared trip provision will be encouraged and the potential for car clubs and/ or car sharing initiatives will be investigated.

Public Open Space and Public Realm Design Principles

- 5.26 The public realm and green open space design strategy has been led by an overarching aim to maximise the benefits of the site's context and waterfront aspect, whilst masterplanning public realm and green open space as part of a dense urban design solution. These public spaces are conceived as community spaces and corridors, facilitating pedestrian accessibility and linkage through the site. They provide recreational amenity space in the form of green recreation space and urban public realm capitalising on the waterfront aspect.
- 5.27 The following points outline the principal strategic aims of the public realm and open space masterplanning:



Principal Strategic Aims

- One of the key site characteristics and opportunities is the waterfront, its recreational potential and public draw. The waterfront public realm and green open space network (POS) should capitalise on this principal site asset.
- To create a network of POS corridors linking residential areas and wider pedestrian and cycle links, to the waterside public realm and future water based activities.
- To build on the dense urban character of the development masterplan, providing suitable high quality green open space and waterfront public realm, focused on waterfront views, where practical.
- To create good pedestrian linkage between Barry Town, Barry Island, the waterfront and the principal green open space.
- Central to the waterfront public realm and green open space network, create a main waterside public realm 'square', focused at the heart of proposed future waterfront activity, retail and leisure uses.
- To develop local neighbourhood areas to have active frontage overlooking POS, contributing towards neighbourhood character, identity and a sense of ownership by residents, where practical.
- Green open space is to provide the opportunity for safe children's play (equipped and informal) and a wide range of recreational opportunity for all, in a series of linked green spaces of different size and character.
- Proposed children's play opportunity (LAP, LEAP and NEAP) should have reasonable pedestrian travel distances from the main residential areas.
- POS is to respond to prevailing south westerly winds and desirable southern aspect, to create sheltered and sunny open spaces, as well as providing some shade area, where practical.
- To promote pedestrian and cycle use (reducing the dominance of vehicles) along key green corridors and waterfront public realm.
- To provide a sequence of artwork focal point opportunities along the main green open space and waterfront public realm corridors, contributing to the development of a unique character for the proposed development.
- To provide regular public realm and green open space seating opportunities for all, capitalising on waterfront views and views over green open space.
- The landscape structure and detailed design of green open space and street trees, should aim to promote the positive psychological benefits and sense of well being associated with the natural environment, natural processes and the seasons.
- Soft landscape should provide a hierarchy of landscape structure and form with complementary colours, textures, floral and fruiting displays and scents, providing seasonal structure and visual interest throughout the year, aiming to maximise the biodiversity value within the constraints of the above design parameters.



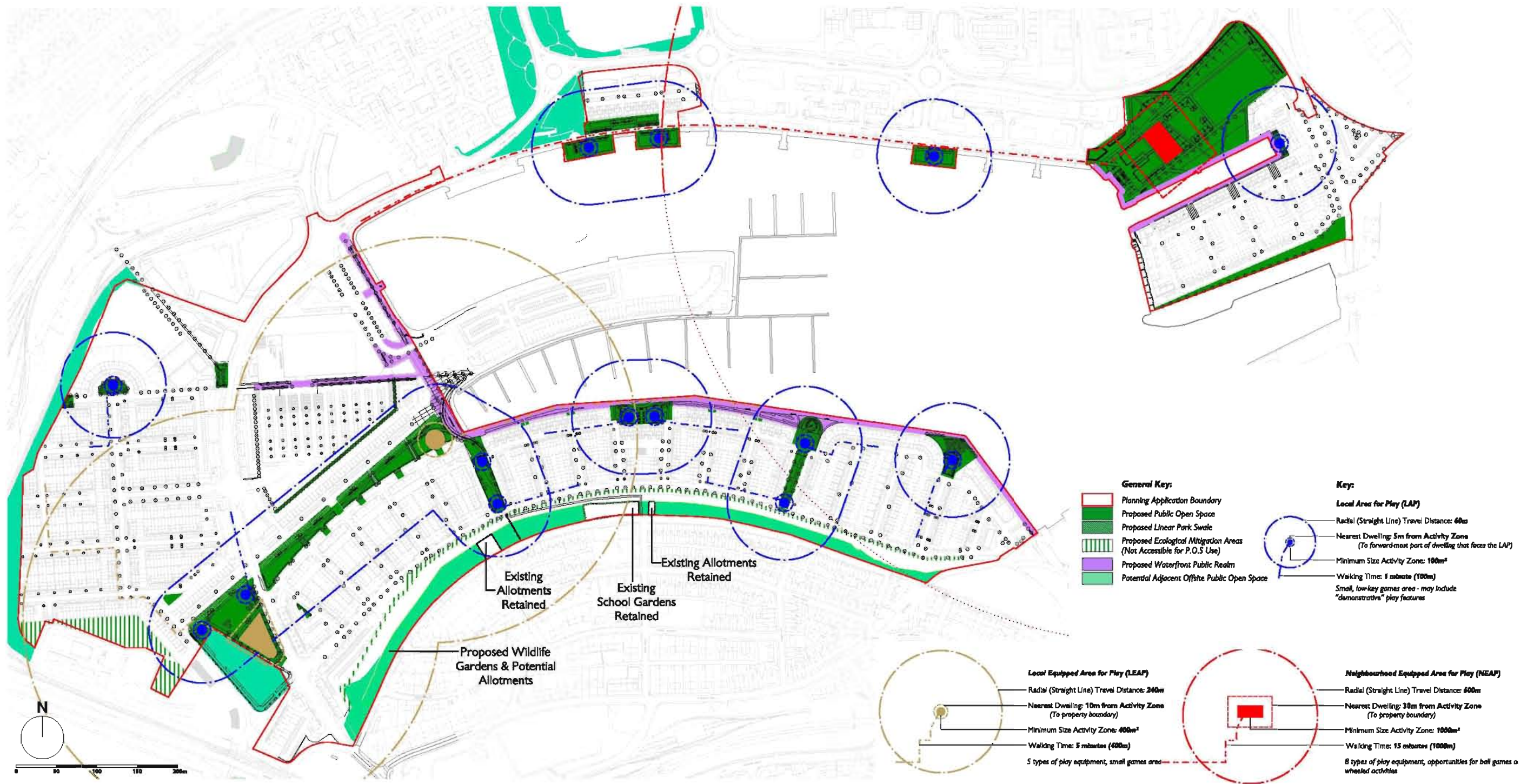


Figure 6: Public Open Space Distribution

Soft landscape

- 5.28 Species selection will reflect the marine environment of the area, the adopted architectural language of individual buildings and the nature of the particular streets or mews that enclose them. A greater emphasis will be placed on shrub and tree planting in communal and parking areas.
- 5.29 Trees, shrubs, herbaceous and bulb species are to be chosen to provide good seasonal effect and to collectively contribute to biodiversity. A selection of extra heavy standards and semi-mature tree sizes are appropriate. Trees, shrub and herbaceous planting should provide structure, form, shelter and an intricate matrix of complementary colours, textures, floral and fruiting displays and scents, providing seasonal interest throughout the year and contribute towards biodiversity. Micro-climate should be reinforced and strengthen by soft landscape elements, capitalising on sunny aspects in particular.

Street Trees

- 5.30 The provision of strategic street planting, within a site wide hierarchy, is a principal landscape design objective. Street tree species will be chosen to fit the scale, aspect and microclimate of each neighbourhood area, whilst, within the site wide street tree strategy. Street trees will typically be located in footways or tree planting islands within parking bays and ground level details could include tree grilles or permeable resin bound aggregates. Trees will require a minimum 2x2 metre, below ground service free rooting zone. A selection of extra heavy standards and semi-mature tree sizes are appropriate.
- 5.31 Street trees contribute to neighbourhood and individual street identify by;
 - Improving micro-climate,
 - Providing a improved sense of pedestrian scale, and individual street character with differing forms, textures and seasonal effect,
 - Contributing to a site wide ecological mitigation strategy by providing linked foraging corridors across the site,
 - Strengthening the relationship between residents, the natural environment and green open space, imparting psychological and therapeutic benefits.



Figure 7: Aspirational Artwork locations



Figure 8: Street Tree Hierarchy

Sustainability

5.32 The buildings constructed on the development will attain high sustainability targets. All residential units will achieve the Eco-Homes 'Excellent' rating (or equivalent standard current at the time) and all leisure and retail buildings will achieve the BREEAM 'Excellent' rating (or equivalent standard current at the time).

Energy Strategy

5.33 The development will be seeking to attain high standards of construction to minimise the carbon footprint. It is anticipated that the energy standards required from housing will increase throughout the lifetime of construction at Barry Waterfront, as higher levels of Code for Sustainable Homes performance is required.

5.34 The buildings on the development will first look to reduce the energy demand to attain a given target before applying renewable technologies. Such savings constructed into the built form reduce consumption for the life of the building. In particular the following will be addressed.

Building Fabric - Improvements on the maximum U values allowed in the building regulations with high degrees of insulation reduces the energy required for heating still further;

High degrees of air tightness - Best practice looks to <5 air changes per hour when tested to a pressure of 50 Pascals, current building regulations suggest a target of 10 air changes per hour;

Thermal Bridging – Good design of details and selection of materials will minimise the losses arising from thermal bridging of the structure, and the associated heat loss.

Lighting – Lighting is the largest single consumer of electrical energy in a dwelling and the fittings used throughout the dwelling shall be designed only to use low energy light sources.

Passive design – Making best use through orientation

EcoHomes Implementation

5.35 EcoHomes is a point based method of measuring sustainability split into 8 sections covering energy, transportation, pollution, materials, water use, ecology and management. The scheme is run by the BRE and all assessments can only be undertaken by licensed BRE EcoHomes assessors and undergo a rigorous quality assurance process. In order to gain EcoHomes Excellent accreditation each phase would need to at least 70% of all credits. All credits are tradable so some phases may achieve their accreditation in slightly differently ways, however, typically it will be necessary to;

- Improved U values over Building regs levels. Doors and windows 1.5 roof 0.14 are all easy to achieve.
- Ensure any supplied white goods are A grade.

- All houses provided with rotary dryers. All flats with tidy-drys. Allows clothes to be dried naturally.
- Minimum 75% dedicated low energy light fittings (internal and external)
- Cycle storage to all units. Sheds to houses. Communal stores to flats.
- All units to have a designated Home Office with additional power and telephone points to allow for home working or studying.
- All insulation used to have a Global Warming Potential of less than 5.
- Majority of the main building elements to achieve a grade A from the Green Guide to Housing Specification
- Internal recycling bins provided to help maximize the amount of waste recycled.
- Internal water use reduced with 4/2l dual flush wc's, aerating taps and reduced flow showers.
- Water butts to houses and apartment blocks.
- Landscape design to enhance ecological value of site including bat boxes, bird boxes and native plant species.
- All Party Walls and Floors to achieve 5dB improvement over Building Regs with accredited Robust Details or sound testing.
- Home User Guide to all units. To cover local transport links, amenities and features of the house.

- All phases to be signed up for Considerate Constructors Scheme with construction site impact reduced monitoring and reporting water and energy use and adopting best practice for water and dust pollution.
- All to achieve Secured By Design compliance

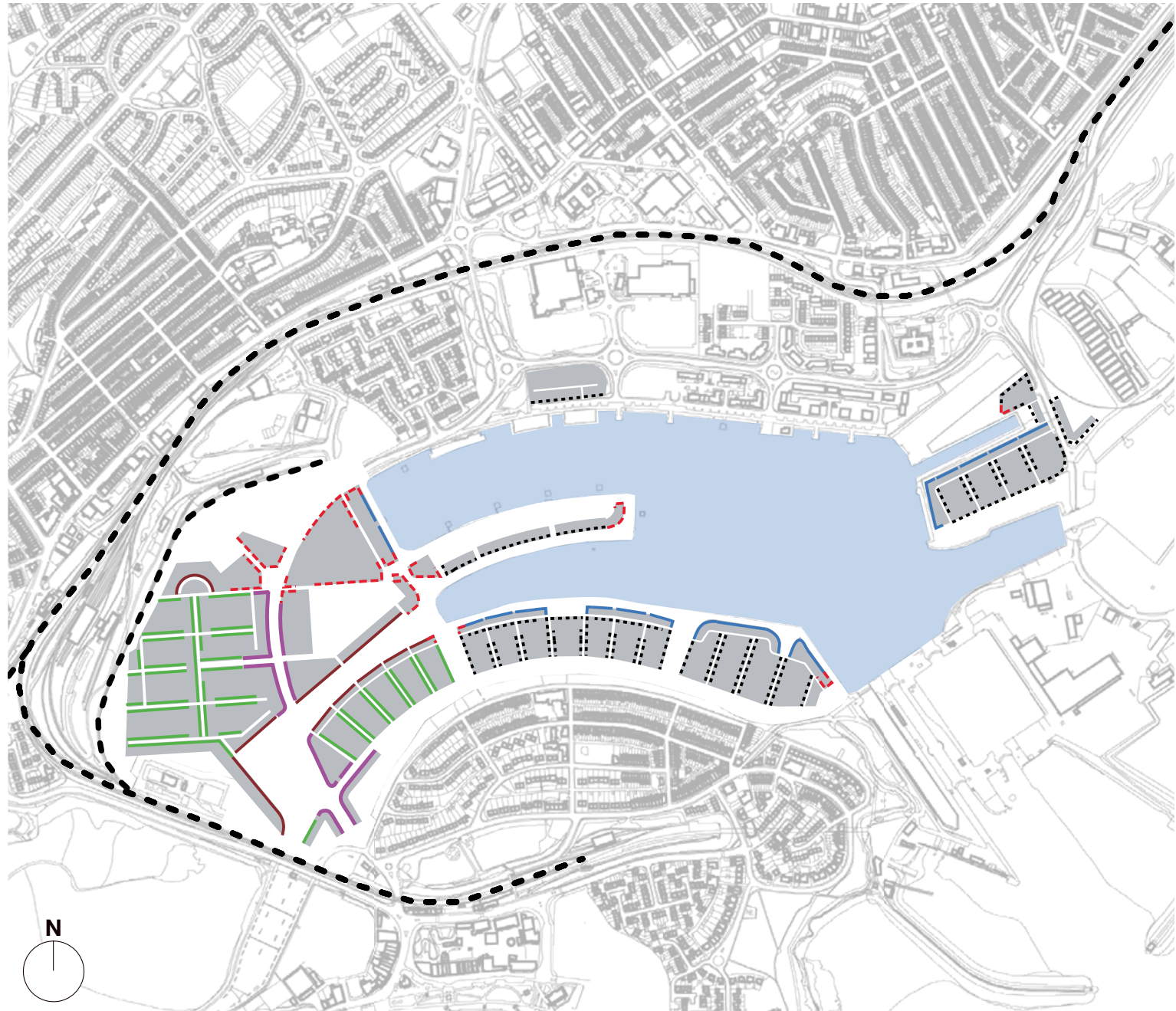
District Heating

5.36 District Heating provides a significant opportunity to improve the carbon performance of the development as it allows for long term flexibility of energy source. The carbon performance of the connected properties can be improved by changing the heat source and its fuel between fossil fuels and biomass. A system of this size serving a residential and mixed use development would be a pioneering approach for UK. The consortium aspires to District Heating for Barry Waterfront, should adequate funding be available to implement such a solution.

5.37 These issues are set out in more detail in the accompanying Low Carbon Strategy and Sustainability Statement, which also explains in more detail how these issues have influenced the evolution of the design.

Continuity and Enclosure

- 5.38 The Barry Waterfront scheme is based upon a framework of interconnected routes that will define blocks of varying scale and size accommodating both public and private buildings and spaces. The interface that these blocks have with the street and the relationship to one another will be key to the scheme's success. The aim is to provide a strong sense of enclosure to streets and neighbourhood spaces and contribute to a compact urban form.
- 5.39 The design principles seek to make a clear distinction between the public and private spaces within the scheme. As illustrated on the plan, this will be achieved through the introduction of perimeter blocks within the residential areas bounded by a mix of hedges, walls and railings which will help to provide clear distinction between the public and private realm whilst also creating a strong development form. Such an approach will also contribute to the legibility of the scheme and provide opportunity for a continuity of frontage as well as increased natural surveillance.



KEY	
No. 1 Dock	
Railway	
Private space with hedge to front	
Private space with wall to front	
Private space with railings to front	
Direct access from public realm	
Balustrade to change in level	
Active commercial frontage	

Figure 9: Relationship of frontages to the public realm

Legibility

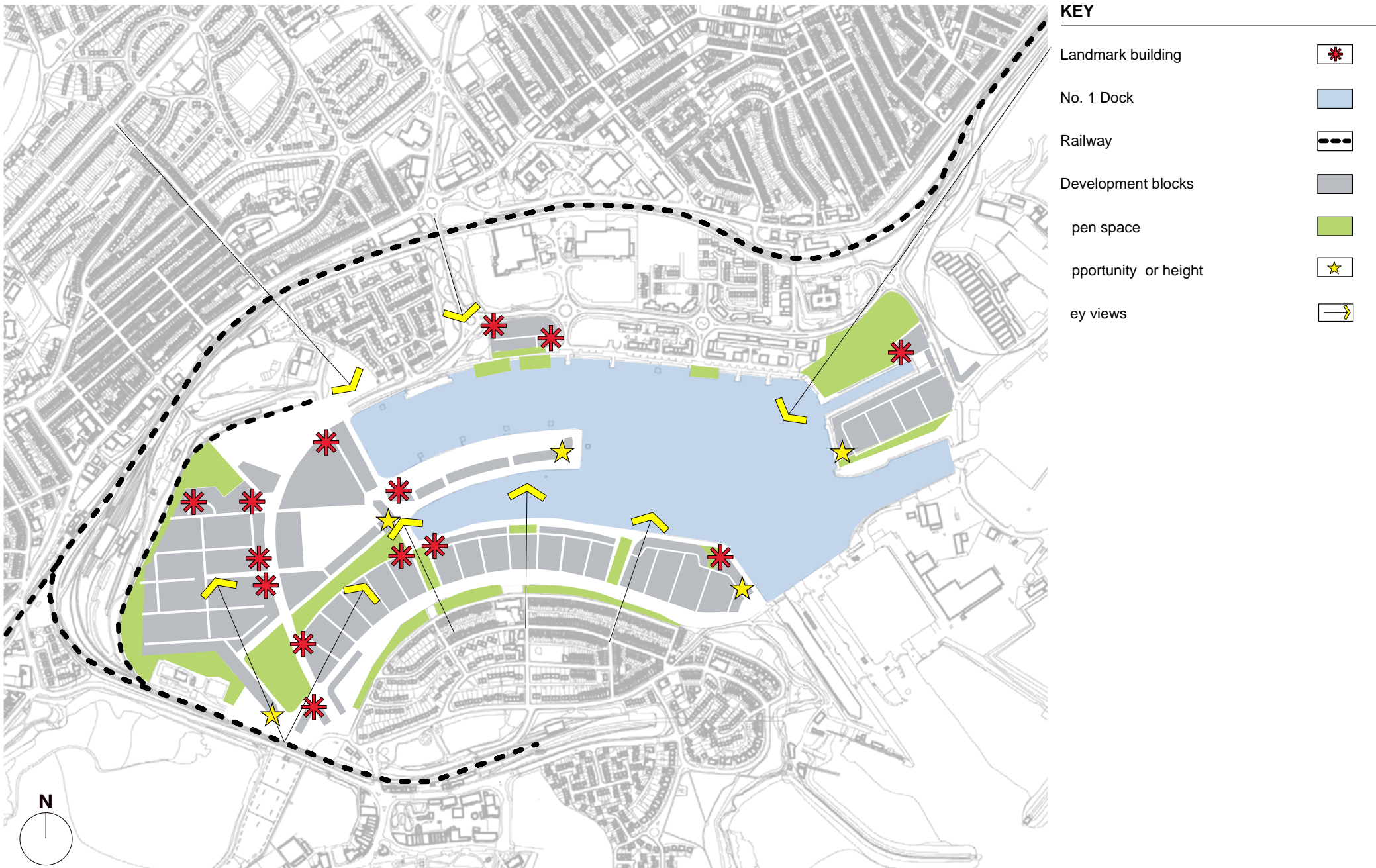
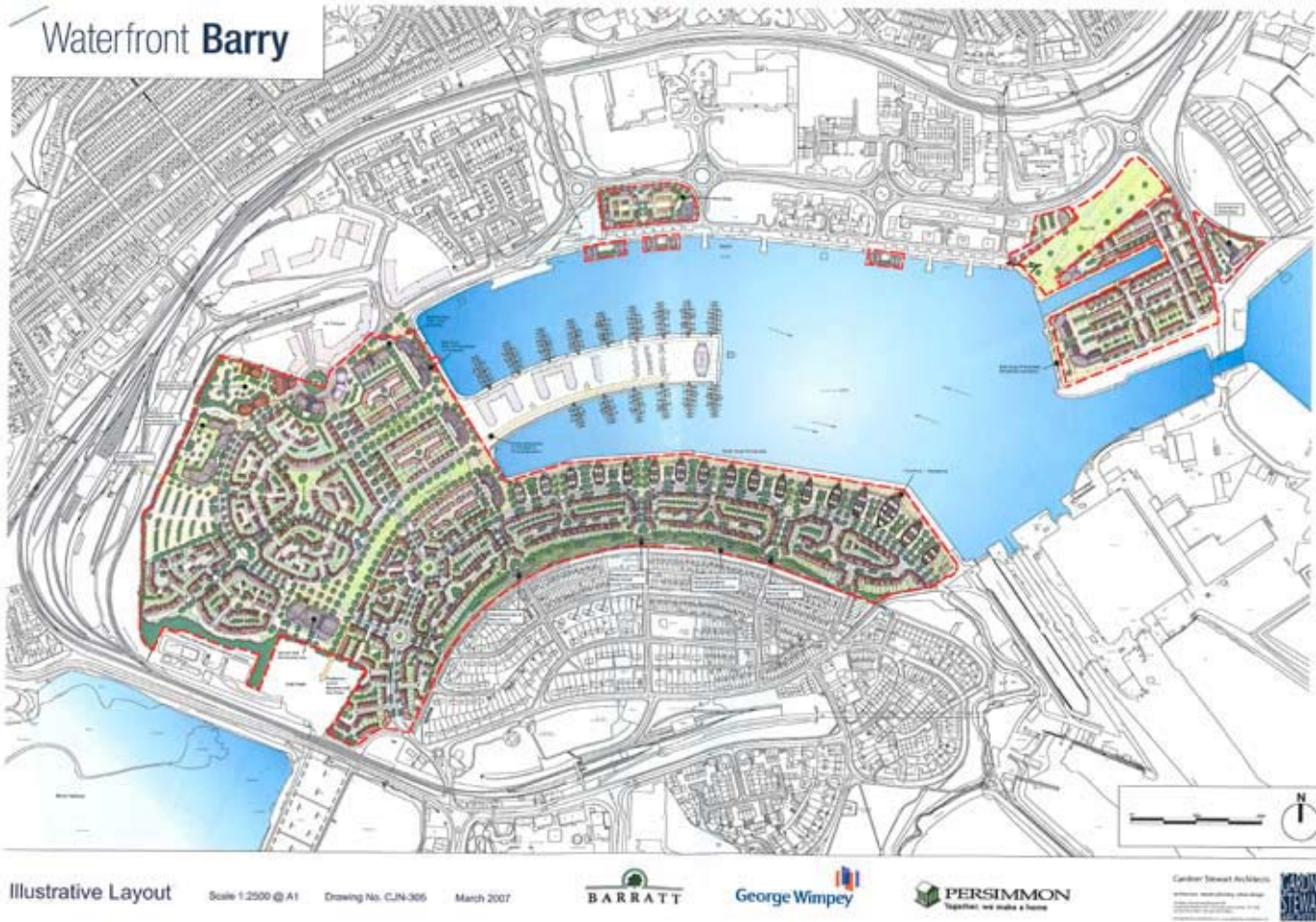
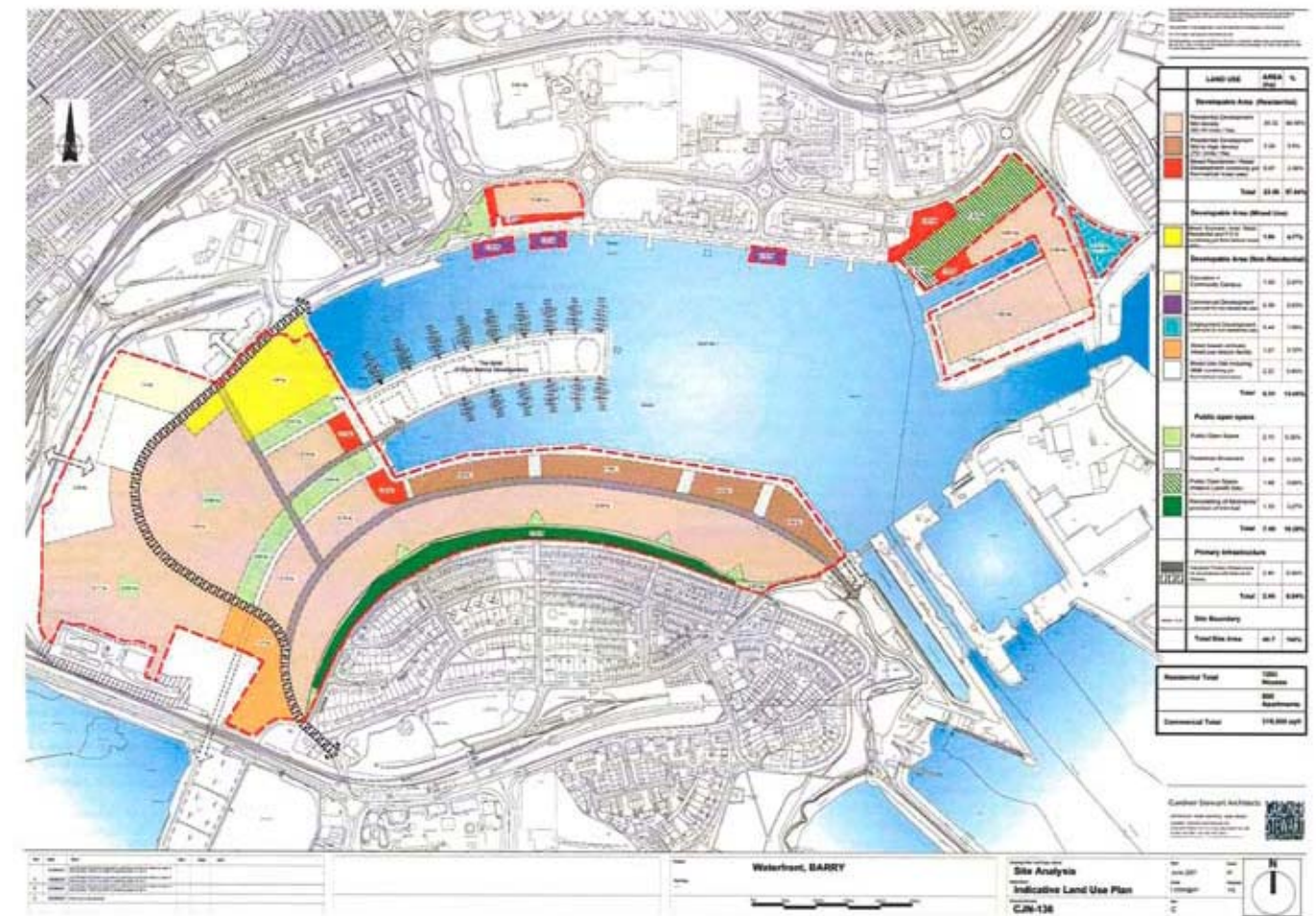


Figure 10: Legibility

- 5.40 It is important that the proposed development provides a place that can be readily understood and navigated. The scheme has therefore been designed to create and safeguard important views within the site and by adding new and distinctive landmarks. In particular the scheme seeks to capitalise on the views of the water and the listed Dock Office building.
- 5.41 As illustrated in the plan, the scheme will also create a number of new focal points in strategic locations through the provision of public squares, landmark buildings and public art. The resultant spaces and buildings will act as points of reference within the development to increase the legibility of the scheme.
- 5.42 To complement these reference points will be a clear pedestrian/cycle network which will allow direct and accessible connections between places. The waterfront public realm and creating inclusive links to Barry Town Centre, Barry Island and their respective railway stations are at the heart of this network of routes.
- 5.43 The scheme is based on a three-tiered street hierarchy with the primary streets forming the main arteries for movement, the secondary streets providing access to the main development plots and the third tier providing access to the individual building groups.



Initial submission proposal (Gardner Stewart Architects): March 2007

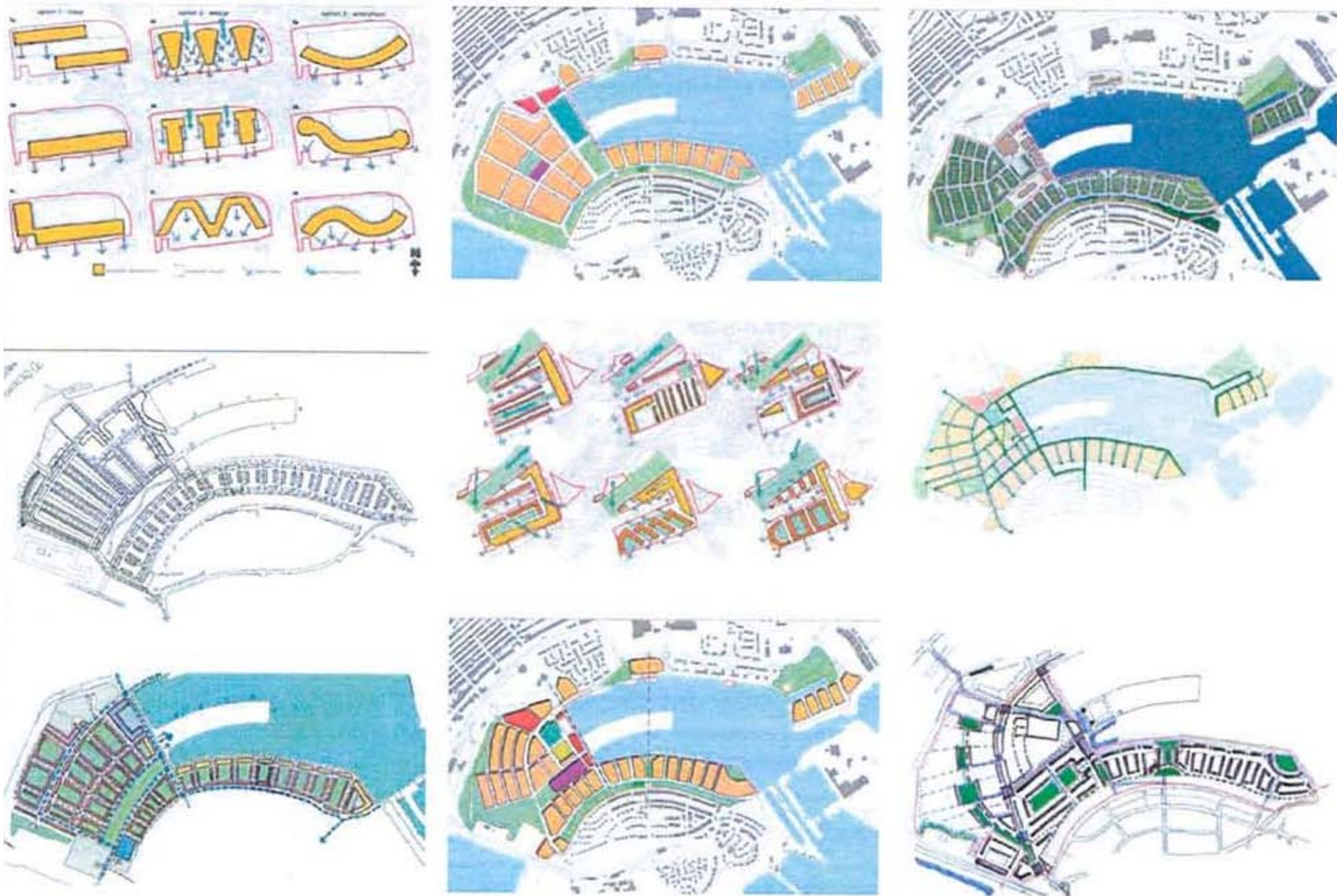


Initial Indicative Land Use Plan (Gardner Stewart Architects)

6.0 Design Evolution

Design Evolution

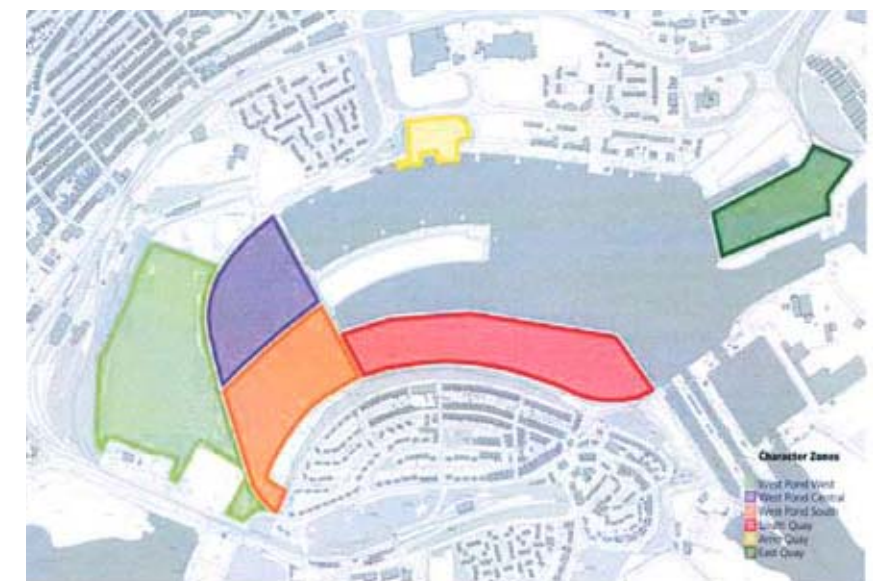
- 6.10 The master plan for Waterfront Barry has evolved over a two-year period involving continuous consultation and review with Consortium members, the Vale of Glamorgan, the Welsh Assembly Government, Associated British Ports and the Design Commission for Wales. Initial thoughts and reactions to the given site, its context and the brief from the Consortium, provided the basis on which to consider options for the appropriate location of both residential and commercial uses together with alternative configurations for the infra-structure intended to serve it. Analysis of the physical constraints posed by the site in relation to its various boundary conditions and potential for connectivity, promoted a range of options that considered the form and character that the development might take, with suggestions for block layout, open space, a hierarchy of road, cycleway and footpath networks, adjacency and access and egress.
- 6.11 A hub of commercial development, for instance, was considered, in the form of a new food store, either as a contributing element to suggested key area(s) of public open space, or as a remote destination specific to its established standard typological requirements. In a similar way, various types of residential development were tested in relation to creating different living environments for different site situations, such as waterfront locations or street frontages. Different public open space networks were also tested in relation to both existing and potential site connectivity, and a key aspiration of the stakeholders to establish a sustainable basis for design was evolved. As such, the initial responses to block layouts were driven by appropriate orientation, and form and mix of development.
- 6.12 Monthly design progress meetings and workshops with the stakeholders provided the forum for the evolution of various block plans and master plan layout responses, all culminating in an initial workshop and formal presentation to the Design Commission for Wales in April and May 2008. At this stage, only land in direct control of the Consortium and the relationship between specific site components was considered.
- 6.13 Suggestions made by the Design Commission for Wales in tandem with a thorough internal design team and stakeholder review of the master plan and the timescales for the submission of a planning application, provided the opportunity to re-considerer the conceptual approach to the evolution of the proposals. Critical to this re-appraisal were considerations of connectivity and movement, transportation, an appropriate location for the commercial hub in relation to destination public open space, education and community uses, the influence of the Mole, urban design, residential block forms and character areas, a strategy for landscape and key areas of public realm, and the pattern and hierarchy of roads.
- 6.14 Following this review, the design team prepared a revised approach to the conceptual direction of the master plan. Alternative locations for the food store in particular were investigated in relation to visual and physical impact, contribution to the street scene and highways access, egress and servicing. The orientation of the residential block form and the development grain for areas in south quay and west pond were also considered in relation to the morphology of the site, such as the Barry Island cliff face and the existing urban grain of Barry Town. The dynamics of the site were investigated in relation to key movement corridors and areas of connectivity, both existing and proposed, such as a direct route to Barry Town Railway Station, a route to the Knapp, access to and around Barry Island, a direct route to Barry Town High Street, and the inclusion of the Mole within the master plan. Site setting out and inter-geometric relationships were established providing a rigorous, legible and hierarchical network of streets, cycleways and footpaths, and, key junctures, frontages, vistas, areas of enclosure, and confluence were given definition and status. The revised conceptual direction that the master plan was now taking was presented to and endorsed by the Design Commission in December 2008.
- 6.15 Continuing monthly stakeholder and design team meetings together with further formal presentations and workshops with the Design Commission for Wales, resulted in minor modifications and clarifications to the master plan, all consistent with the revised conceptual direction established at the December 2008 review.



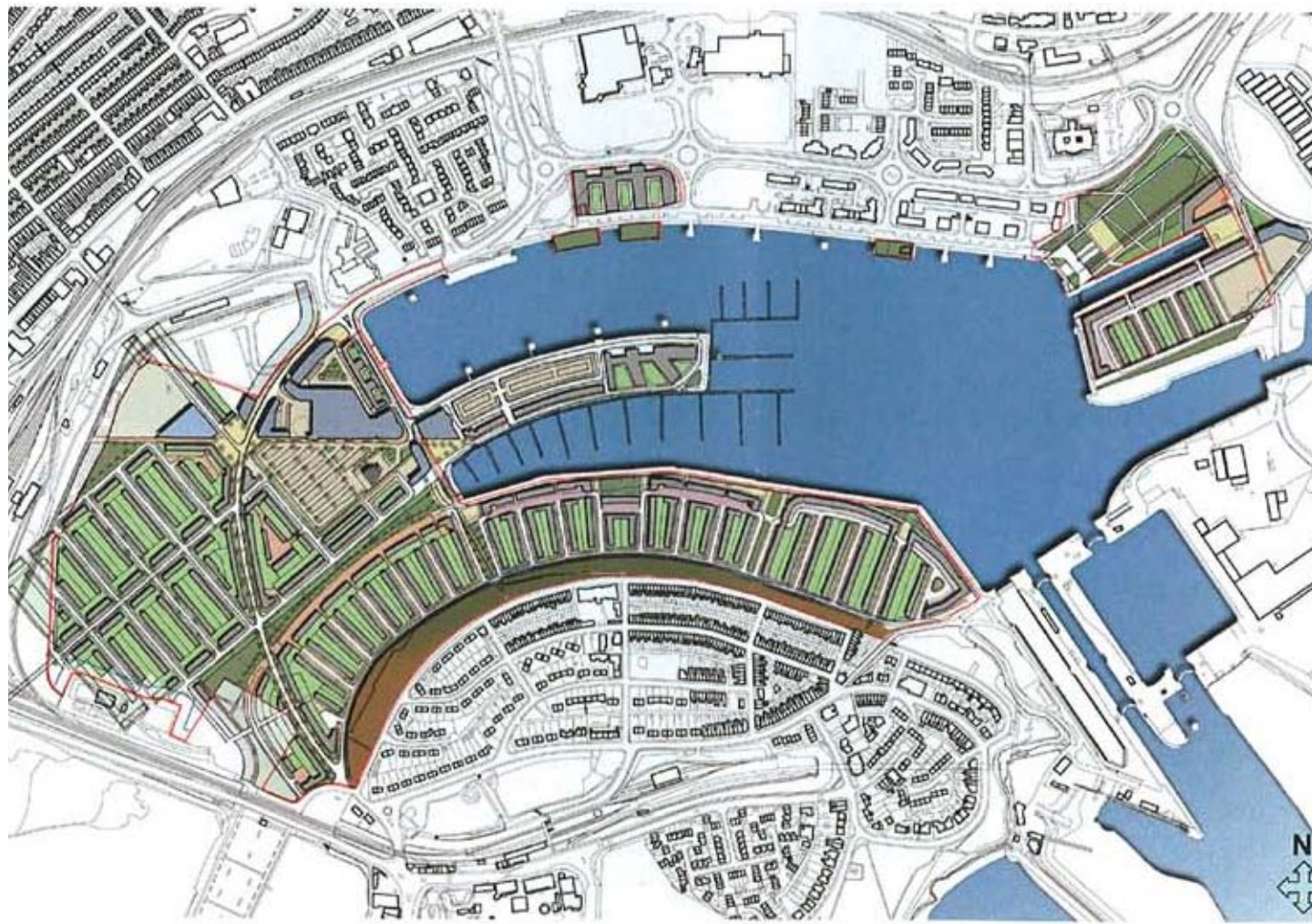
Initial Ideas (source: Waterfront Barry DCfW Background Information: 28 April 2008)



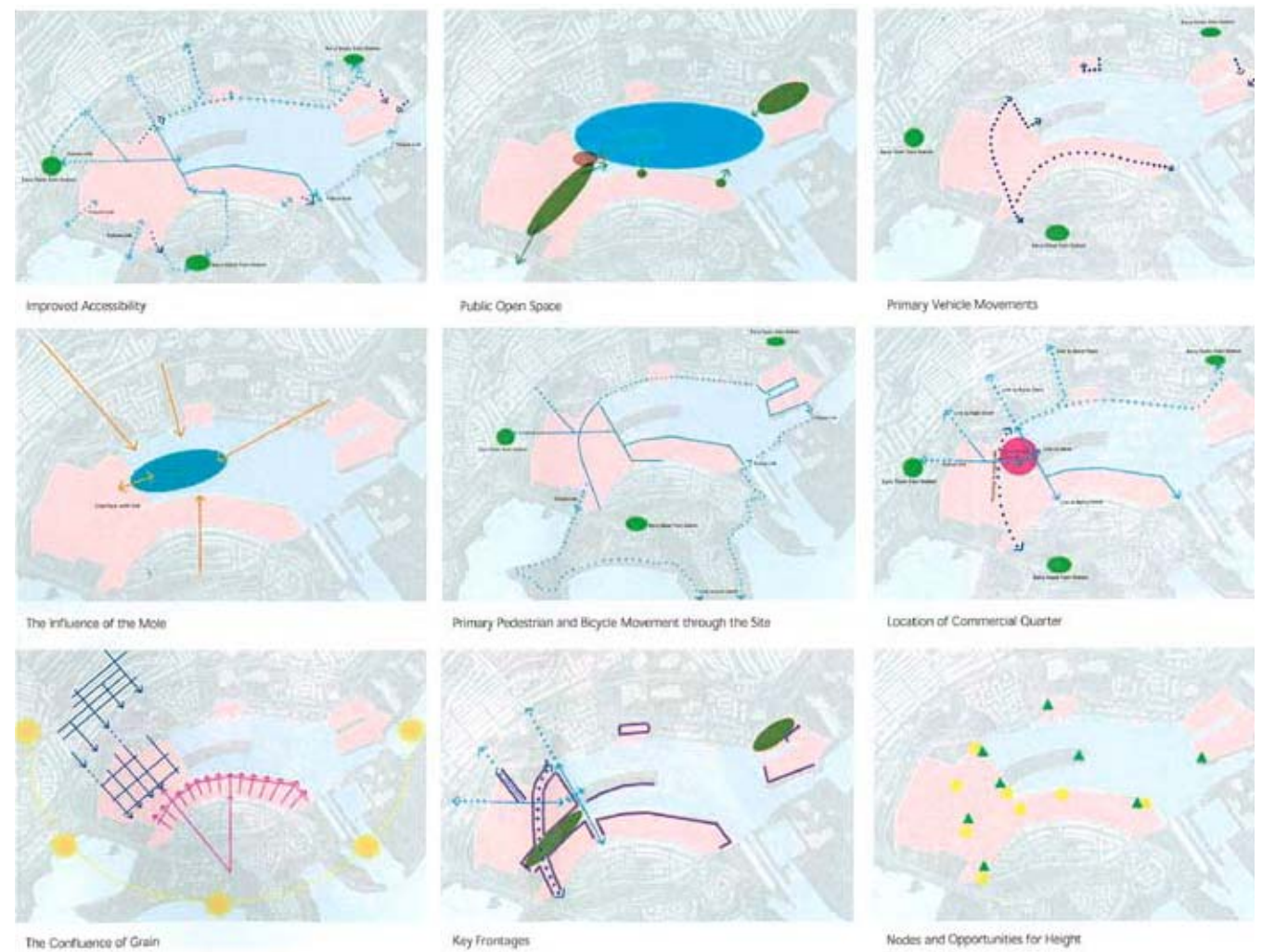
Outline Masterplan April 2008 (source: Waterfront Barry DCfW Background Information: May 2009)



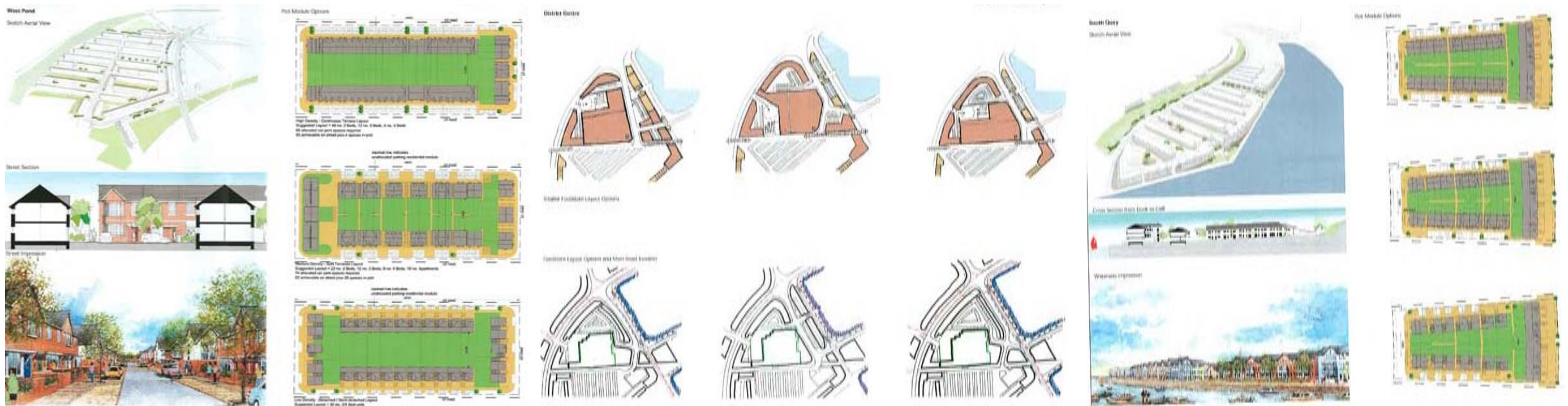
Character Zones (source: Waterfront Barry Development Brief V4.4 31 July 2008)



Outline Masterplan (source: Waterfront Barry DCfW Background Information:May 2009)



Masterplan Principles (source: Waterfront Barry DCfW Background Information:May 2009)



Design responses/ investigation (source: Waterfront Barry DCfW Background Information: 28 April 2008)

7.0 Character Areas

Introduction

7.1 The Masterplan has been sub-divided into the following seven character areas:

- ▶ District Centre (1)
- ▶ West Pond (2)
- ▶ South Quay Parkside (3)
- ▶ South Quay Waterside (4)
- ▶ Arno Quay and Quays (5)
- ▶ East Quay (6)
- ▶ The Mole (7)

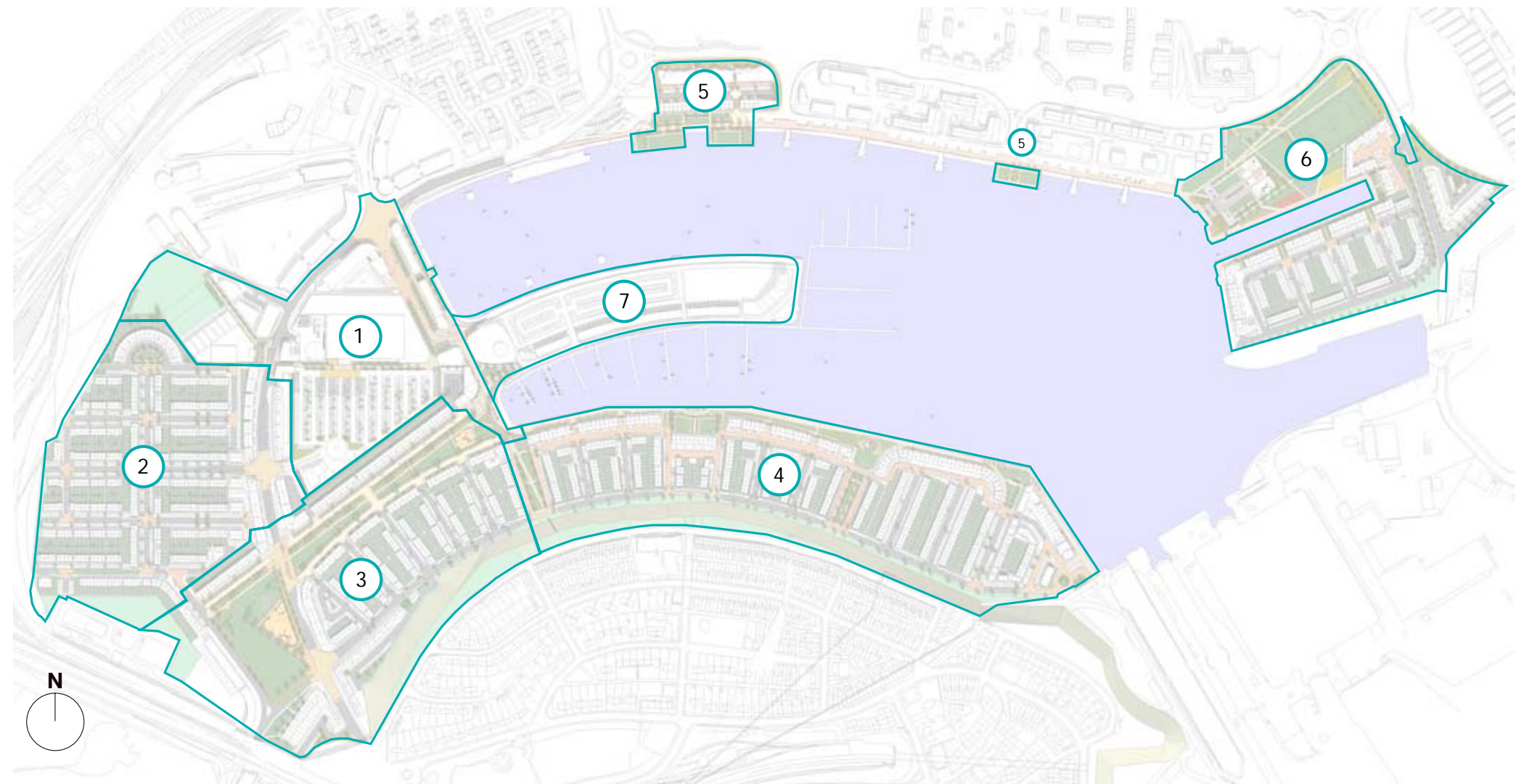
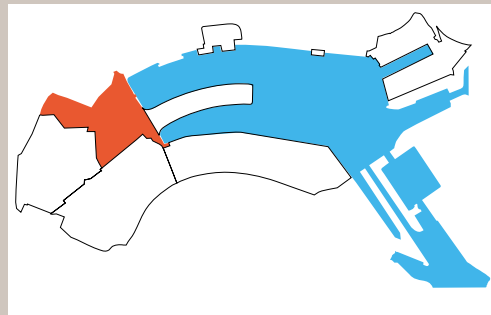


Figure 11: Character Areas

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District Centre

Introduction

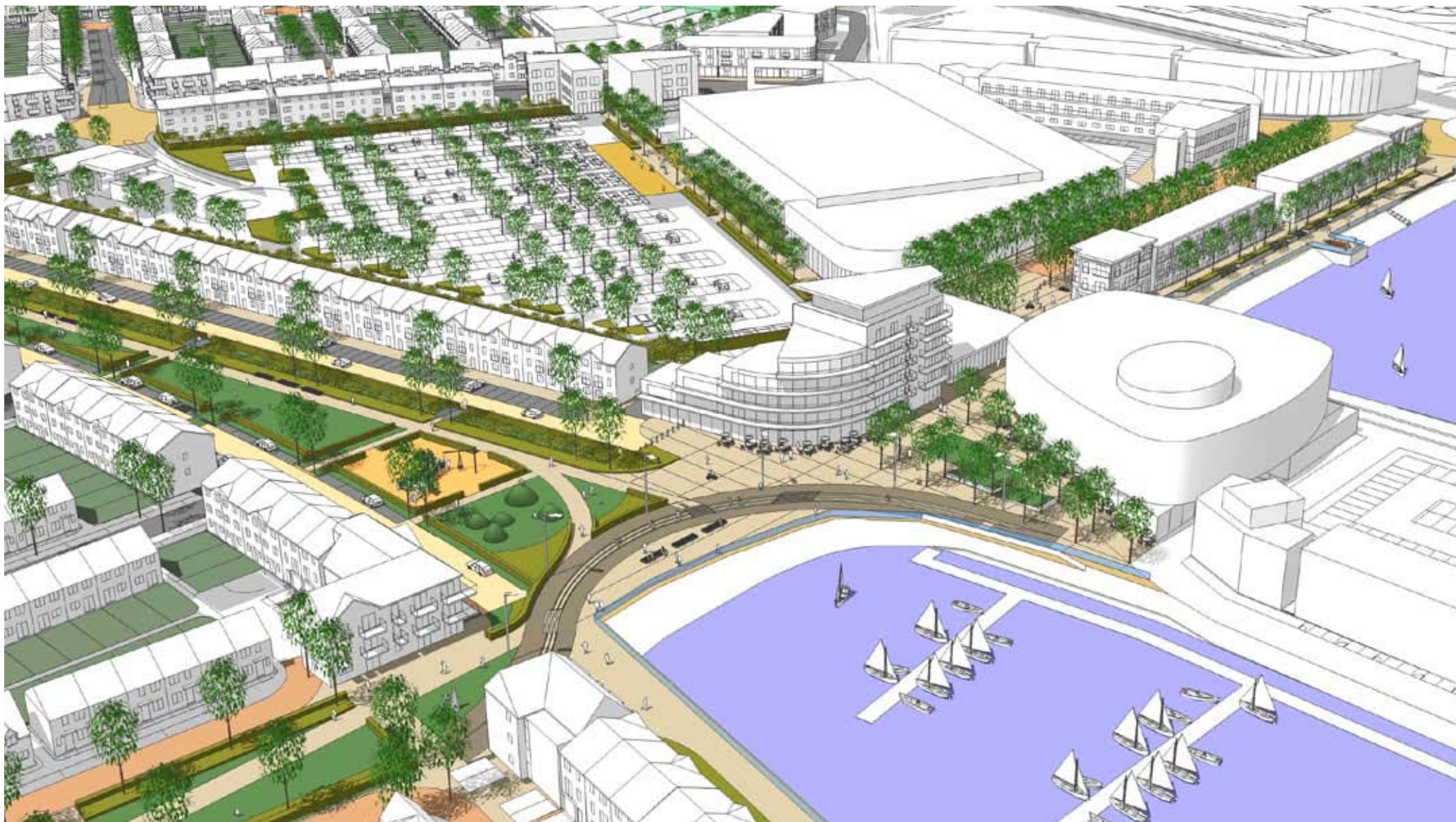


- 7.2 The District Centre forms the mixed use heart of the Waterfront Barry development. It provides connections to the existing commercial areas along Holton Road and Broad Street, and maximises the opportunities presented by its location in relation to the Waterfront and provides an extension to the leisure focus of Barry Island.
- 7.3 The District Centre will form the northern gateway into the Barry Waterfront Phase II development.
- 7.4 Consideration will need to be given to the relationship between the District Centre and the Council owned sites to the north, adjacent to the Innovation Centre.

Aims and Objectives

- ▶ To create a vibrant and attractive destination and hub for both the new and existing communities through a mixture of, retail, leisure, residential, employment and education uses.
- ▶ To provide active frontages, wherever possible, to key routes and areas of public realm / open space.
- ▶ To provide opportunities for “spill out” from the ground floor onto the public realm, promoting vitality, particularly on south facing frontages.
- ▶ To promote development that will play a signature role in setting the tone for the whole area. The standard of design is to be of a high quality with a contextually bespoke response to: its location; its inherent urban scale, and the creation of good street scape.
- ▶ To create inclusive and legible circulation routes and connections.
- ▶ To provide a framework for development that protects and respects the key routes.
- ▶ To promote Waterside Square as the civic heart of the scheme, with the potential to be used as an event(s) space that takes advantage of its proximity to the water.
- ▶ To provide a clear vehicular link to the Mole.
- ▶ To create a new direct link towards Broad Street by introducing a pedestrian priority level-crossing situation over the Steam Railway line.
- ▶ To retain the potential for a pedestrian link to Barry Station.





Illustrative aerial view of District Centre

Uses and Mix

- 7.5 A mix of A3 (cafe), B1 (business) and C3 residential uses are proposed along the waterfront to create activity throughout the day and evening. Consideration should be given to the vertical mix of uses to create active frontages at key locations along the waterfront.
- 7.6 Opportunities exist for business and A3 uses along the Main Street and adjacent to the education site.
- 7.7 An integral component of the District Centre is the food store. Potential exists for circa 6,525sq m of gross area with a further adjacent 2,300sq m of non-food retail. With a car park of up to 600 spaces and a petrol filling station, the food store component accounts for the largest single land use within the District Centre.
- 7.8 The 1.0 hectare of land dedicated for education use, directly to the west of the District Centre, is anticipated as having a dual role within the development.



KEY

Boundary of character area	
B1 Office ground/C Residential above	
D1 Education	
C1 Office/B1 Office	
1 Retail	
Petrol filling station	
Retail/C Residential	
Ballustrade to change in level	
Active frontage	
Primary pedestrian route	
Key views	
Landmark building	
Opportunity for height	
vehicular access	
External education space	
Line of illustrative section	
Landscape screen	
Waterfront Square	
Pedestrian Corridor	
School Square	
Incidental Open Space	
District Centre Waterside	

Layout and Urban Form

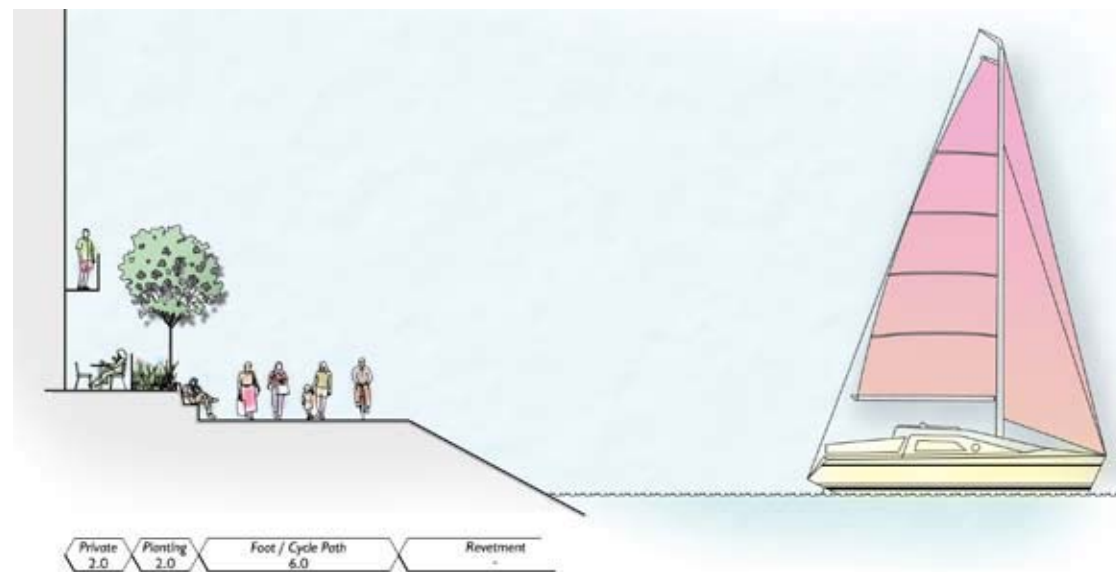
- 7.9 The District Centre will become part of a new commercial 'quarter' within Barry, and the public spaces that flow from it, in particular the eastern side of the food store and Waterside Square will be key elements in the perception and quality of this new 'place'. The inter-relationship of the public realm with the new buildings will be important in creating a sense of enclosure, and a safe, comfort and attractiveness environment for the residents of the new development as well as its neighbours and visitors.
- 7.10 Waterside Square forms the central public realm 'place', at the confluence of four principal character areas (The District Centre, South Quay Parkside, South Quay Waterside and The Mole) at the heart of the development. Within the District Centre, Waterside Square is edged with active retail and leisure use frontage and provides a sheltered south facing public realm space with views towards the future marina moorings. The space will be an active pedestrian route at a convergence of pedestrian routes from the north, north west, south and west.
- 7.11 The mix of residential, cafe, retail and office uses along the waterfront will capitalise on the waterside setting and potential future marina promoting activity during the day and evening.
- 7.12 The location of a supermarket and associated retail uses provides a strong anchor for the district centre generating high levels of activity. Excellent level and direct pedestrian access will encourage use of district centre facilities by foot or cycle.

Illustrative layout of District Centre

- 7.13 Principal entrance points to the food store, and any uses associated with it, such as a café, are to be located on its southern and eastern frontages thereby providing opportunities to enliven the incidental public open spaces between it and the other buildings that comprise the District Centre. Provision of independent ground floor retail/commercial units within single (and up to seven) storey scale development between the food store and the leisure building on the Mole should be encouraged with a view each time to providing positive active frontages adjacent to all areas of public realm.
- 7.14 Access and servicing for the food store will be from the main street. The car park is to be contained behind built frontages restricting views from the immediate locality.
- 7.15 Access to the Mole is to be provided to the rear of the waterfront residential properties.
- 7.16 Opposite the education land, a small gateway development of commercial uses is proposed with active ground floor frontages to add a further sense of enclosure to education square and a focus along the route.



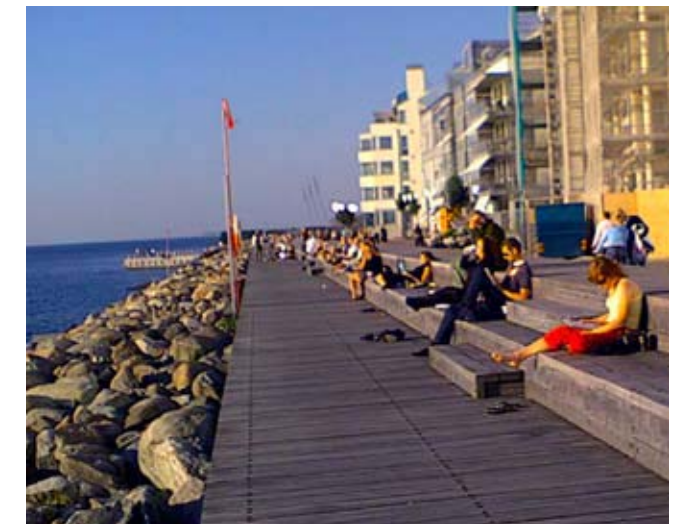
Illustrative view south-east along dock-side



Indicative section through dock-side

Scale Height and Massing

- 7.17 The food store represents the element with the greatest visual and physical massing within the development. Adjacent buildings will provide continuity of scale and frontage in relation to the enclosure of public realm and will vary in height to create a sense of distinction and legibility, particularly in relation to Waterside Square, School Square and the Northern Gateway.
- 7.18 Buildings will generally range from three to five storeys, however, there is scope for single storey pavilion structures and a landmark building of up to seven storeys. High quality contemporary design solutions are to positively address the key routes and spaces. Facades should contain appropriate levels of fenestration to promote interaction between internal uses and the external environment, possibly with balconies where appropriate.



Appearance, Materials and Design Features

7.19 Buildings will be of a high quality contemporary design, using high quality materials and details, with particular emphasis on public frontages. An appropriate palette of materials would include:

- Render
- High proportion of glazing
- Cladding



7.20 Residential development addressing the dock should allude to similar detailing and materials as being used at South Quay Waterside, introducing the use of features such as protruding balconies to create interest to the waterfront elevations.

7.21 Roofscapes will be carefully considered in relation to the views from the higher buildings within the development as well as from Barry Town and Barry Island.

7.22 The external spaces within the District Centre will be finished using high quality concrete paving with structural street trees and complementary low level planting and street furniture. Circulation routes within the District Centre will be finished using high quality clay and concrete paving and hard landscape products with geometric structured tree planting and areas of complimentary soft landscape and contemporary street furniture. Circulation routes within the food store car park for pedestrians and vehicles shall be differentiated in surface finishes and constructed with appropriate paving.

7.23 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.

Public Realm and Public Open Space

7.24 As well as the Waterside Square, there are three significant areas of public realm within the District Centre:

- Waterside Square
- Pedestrian Public Realm Corridor
- School Square

Waterside Square

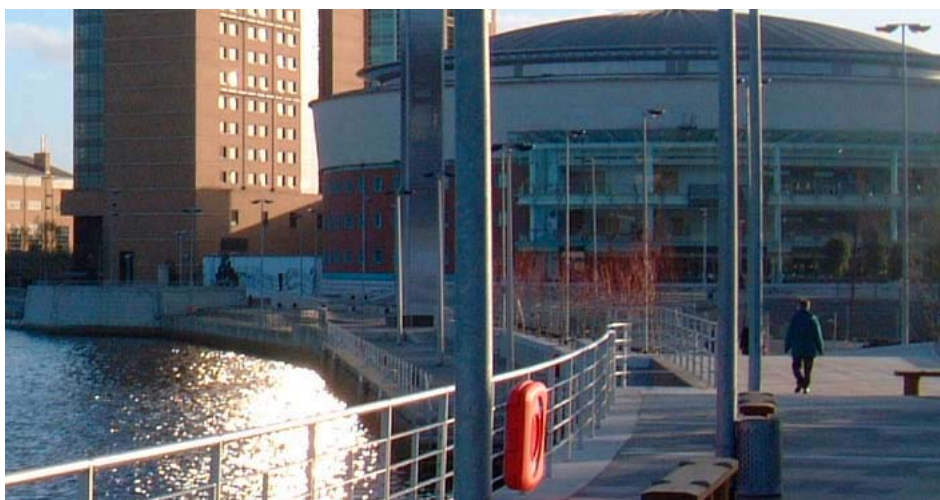
7.25 Waterside Square will form a major leisure destination for the residents, neighbours and visitors. It is a triangular, predominantly south-facing, semi-open, waterside space, at the head of the route from the west, and will be fronted by the leisure building with its associated ground floor commercial 'offers' on the one side and the landmark residential building with associated ground floor commercial uses on the other. The Waterside Square itself should support high quality structured landscape with plenty of external seating and opportunities for the public to enjoy the space.



Illustrative view north-west across Waterside Square



Illustrative view south-east across Waterside Square



Pedestrian Public Realm Corridor from the Broad Street Underpass to Waterfront Square

- 7.26 This pedestrian corridor represents a key route from Barry town centre to the waterfront, linking with the school and supermarket. As such, it is important to ensure that it is designed in a fully integrated way, whereby each 'piece' of development or open space situation along its length can be clearly identified and bounded in relation to land ownership and control.
- 7.27 The route should be principally high quality paving with one predominant material type and banding, and should be tree lined with a single species, providing a continuity in finish and appearance as the building uses, scale and type change to match their needs. A series of artworks should provide a sequence of focal points along its length, with waterfront related themes and topics
- 7.28 Where adjacent to the supermarket, associate supermarket storage of materials, including trolleys, is to be excluded from the corridor.



Key pedestrian route to front of supermarket

School Square

- 7.29 Approximately half way along its length, the east-west pedestrian route intersects with the Main Street, and the route from Broad Street. School Square will be enclosed by a variety of residential, community and commercial buildings. The principally paved square will provide good access to the school frontage, pedestrian corridor and accommodate waiting parents. Simple materials and detailing retaining a grid of flowering trees of a single species will define the principal landscape character of the square.
- 7.30 It will be important to provide a degree of continuity of high quality street furniture, paving and landscape along the waterfront, along key pedestrian routes and through Waterside Square with a view to promoting legible public realm and a strong sense of place.



School Square viewed from south-east



Illustrative view westwards across Waterside Square

7.31 A series of other public areas will accommodate access and create incidental external spaces. These include:

Incidental Green Space

7.32 A simply detailed green open space with a hedge boundary to the west will create a defensible seating space capitalising on the easterly waterfront views.

District Centre Waterside

7.33 A feature wall with integral seating along the level change between the upper and lower paths. The wall will incorporate regular integrated seating, whilst shrub planting to the top of the wall should be a typically 500mm high structural planting with seasonal effect, including scented and flowering species.

Mole Gateway Square

7.34 An avenue of trees, with opportunities for seating and artwork on a shared surface urban square with vehicle access routes defined by bollards. The shared surface design should reinforce the single identity of the square and respond to cross square pedestrian desire line between the corner of the supermarket and the corner of the waterfront apartments.

Seating Corner

7.35 The seating steps should be stone, complementing the split level promenade wall and providing a comfortable informal seating opportunity with views over the dock boating area. The paved area containing the artwork focal point should be a combination of high quality concrete paving and stone, highlighting this as a key marker point.



Incidental Green Space

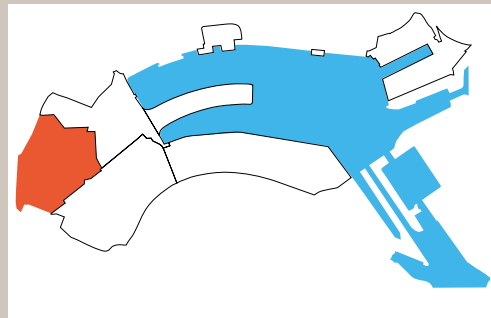


Seating Corner

intentionally blank

West Pond

Introduction



7.36 Taking its cue from the adjacent grain of residential development to the north of the site the terraced housing of West Pond will be recognisable as an extension of Barry Town. The railway and causeway to the Island form the boundaries to the north, south and west of the area while the new Main Street defines its eastern extent.

7.37 The proposed Main Street through the site from Barry Town to Barry Island will divide the West Pond residential neighbourhood from the District Centre and waterfront areas. As such, it is important to create a strong sense of place and community for the new neighbourhood with its own identity. Equally, it is important to facilitate clear connections to other neighbourhood areas both within and outside the site.

Aims and Objectives

- ▶ To create a traditional residential neighbourhood that echoes the character of Barry Town.
- ▶ To provide clearly defined and safe links from the area to the rest of the Waterfront site, Barry Town and Barry Island.
- ▶ To provide a hierarchy of streets and pedestrian routes through variation in width, visual character and materials.
- ▶ To provide a dense urban grain with on-street activity, safe and secure residential environments and adequate private amenity.
- ▶ To address the intersecting geometries of the new main street, the east-west pedestrian route and the boundaries with the railway line and waste treatment works.
- ▶ To create open space overlooked by residents, encouraging a sense of ownership and responsible neighbourhood use by all.





Illustrative aerial view of West Pond

Uses and Mix

- 7.38 West Pond is primarily a residential area, comprising a mix of two, three and four bed houses and a limited number of apartments.
- 7.39 Although the area will offer predominantly two-storey terraced housing, there may be opportunities to introduce larger detached and semi-detached properties within the development parcels.

Layout and Urban Form



KEY

Boundary of character area	
Private space with hedge to front boundary	
Private space with wall to front boundary	
Direct access from public realm	
Key views	
Landmark building	
Vehicular access	
Line of illustrative section	
Private space	
Secure lane access	
Proposed ecological mitigation area	
West Pond Crescent	

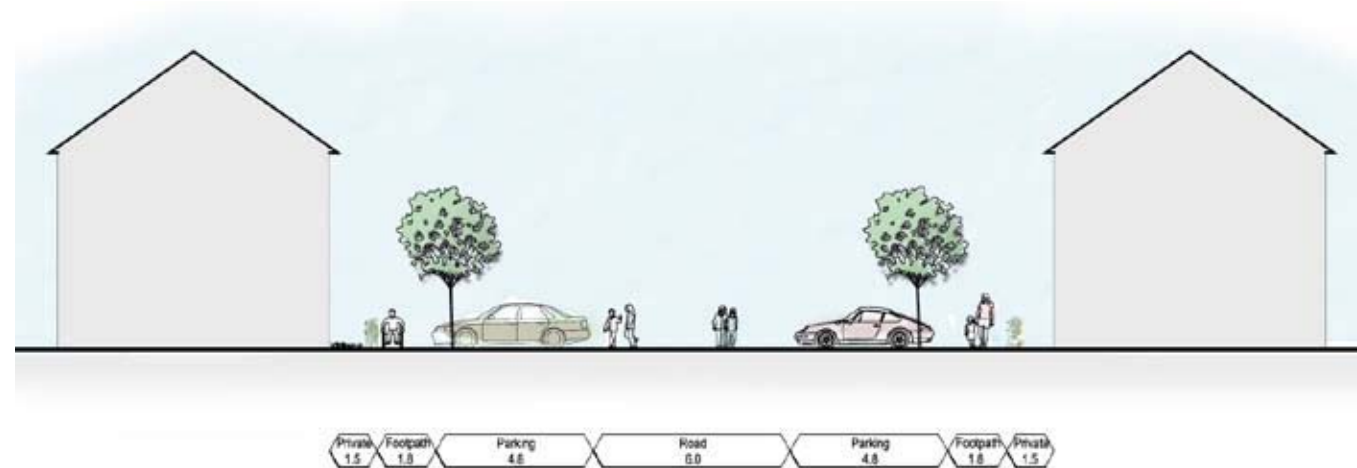
Illustrative layout of West Pond

- 7.40 The character of the area is based upon the existing urban grain of the residential areas of Barry Town. The rows of terraced houses to either side of the street with features to the end-of-terrace and corner properties will help to distinguish the area and provide a legible development framework.
- 7.41 A 'gridded' street layout is proposed which will be accessed from the primary distributor 'Main Street'. The grid will be orientated to reflect sustainability objectives, most notably the opportunity to maximise passive solar gain. In response the primary residential street will run north/south with east/west routes accommodating local play streets and accessing mews development.
- 7.42 Open space provision within West Pond will be limited to peripheral areas such as the linear park and ecological corridor, whilst the opportunity for a more formal area of public open space to the northern end of the character area could provide a focus for the north/south axis.
- 7.43 Pedestrian access to the school site will be accommodated within the West Pond residential area via a strong, linear route leading from School Square. However, in order to limit traffic movements, there is to be no vehicular access to the school site from within West Pond.
- 7.44 Properties addressing the Main Street will need to provide a continuous frontage which provides enclosure to this key thoroughfare.

7.45 Development within the core of the residential area will be of a more intimate scale, with frontages creating enclosure of the street. Properties will enjoy the benefit of a private front garden or forecourt space, with active street frontages and on-street car parking, encouraging the creation of vibrant and safe streets with natural surveillance.



Illustrative view east-wards within West Pond



Indicative section through West Pond

Scale, Height and Massing

7.46 Development addressing the Main Street will need to be of an appropriate scale to be able to provide an adequate form of enclosure to the wide avenue and highlight its importance as a key route into and through the site. Terraced development blocks of 2 – 4 storeys adjacent to the sweeping curve of the road will create a sufficient mass to provide a ‘crescent’ of significant magnitude to achieve this objective.

7.47 The streets to the west of the Main Street will be developed on a grid, and be predominantly two-storey traditional terraced properties with differentiation at key locations such as junctions and at the end of terraces. Taller 3 storey elements will be used at key junctures within the West Pond area.

Appearance, Materials and Design Features

- 7.48 The character of West Pond will reflect the town's traditional streetscape and terraced building forms. This will be achieved through the use of the following palette for both the Main Street and residential core:
- Render (to main street)
 - Red brick
 - Grey slate appearance to roofs
 - Stone detailing to key buildings
- 7.49 A contemporary interpretation of Barry's traditional Victorian streets will be employed offering continuity of street scene and urban character. The integration of the following architectural features will help to achieve this aspiration:
- Pitched roofs running parallel to the street
 - Bay windows on key buildings
 - Oriel windows on key buildings
 - Dormer windows on key buildings
 - Overhanging eaves
 - Railings, gates and hedges to front garden boundary
- 7.50 Development addressing the main street should endeavour to provide visual interest through the inclusion of features such as:
- Entrance porches
 - Canopies
- 7.51 The importance of key corners and significant elevations, such as those addressing the Main Street may be accentuated through incorporating:
- Increased building heights
 - Contrasting materials
- 7.52 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.



Illustrative view southwards along the main street



Public Realm and Public Open Space

7.53 West Pond's development boundary presents a number of issues, including its relationship with a number of key features including:

- Railway line
- Water treatment works
- Proposed landscape corridor
- Proposed ecological corridor

7.54 The West Pond area abuts a future landscape corridor which runs between the Treatment Works to the south, along side the railway line to the west and primary access from the High Street to the north. Within this corridor, an area adjacent to the education land makes allowance for the possible introduction of a footbridge across the railway linking the entire site to Barry Town station.

7.55 One 'park' is provided within the West Pond character area:

West Pond Crescent

7.56 West Pond Crescent is a small neighbourhood green open space enclosed by a crescent of residential properties, to the north and the main north-south access street to the south. Enclosed by railings, boundary hedge and trees this small green open space is provided as an area for play and informal recreation.

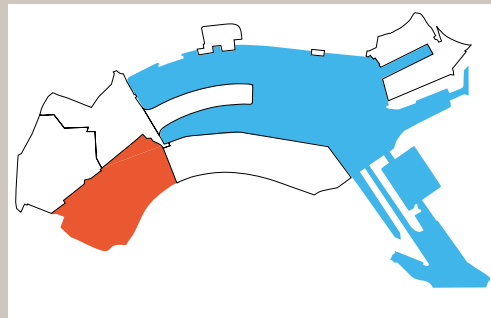


7.57 Street trees will play a major role in the introduction of greenery to the West Pond residential area. Differing street tree patterns, frequency and species choice will reinforce the street hierarchy from principal access road, to secondary residential roads to mews, consistent with the site wide street tree proposals as described within Section 4: Public Open Space & Public Realm Design Principles.



S Q Parkside

Introduction



7.58 South Quay Parkside is situated to the west of South Quay Waterfront and to the south of the District Centre, and is split into two primary components. This residential area will create a distinct neighbourhood, with a hierarchy of streets creating private residential areas enclosed by the cliff and the new linear park.

7.59 Consistent with Barry's recognised 'green' open spaces such as the Parade and the Linear Park will form a landscape open space corridor that connects the site to both its immediate and wider contexts. The park will provide a sense of place for residents and visitors and sub-divide the overall area into two smaller residential areas.

Aims and Objectives

- ▶ To create a distinct and attractive residential quarter that capitalises on its park side setting whilst also taking account of the constraints created by the Island cliff.
- ▶ To create discrete character areas within the Parkside area that contribute to neighbourhood legibility and street identity.
- ▶ To capitalise on the setting of the buildings fronting the linear park together with their visibility from the waterfront.
- ▶ To create a variety of landscape and activity centres within the linear park overlooked by residents, encouraging a sense of ownership and responsible neighbourhood use by all.
- ▶ To create a significant piece of public open space, appropriate in scale, profile and proportion to the urban characteristics of the re-development of Barry Waterfront.
- ▶ To provide strong connectivity with: Dock No.1; Barry Harbour and Barry Island



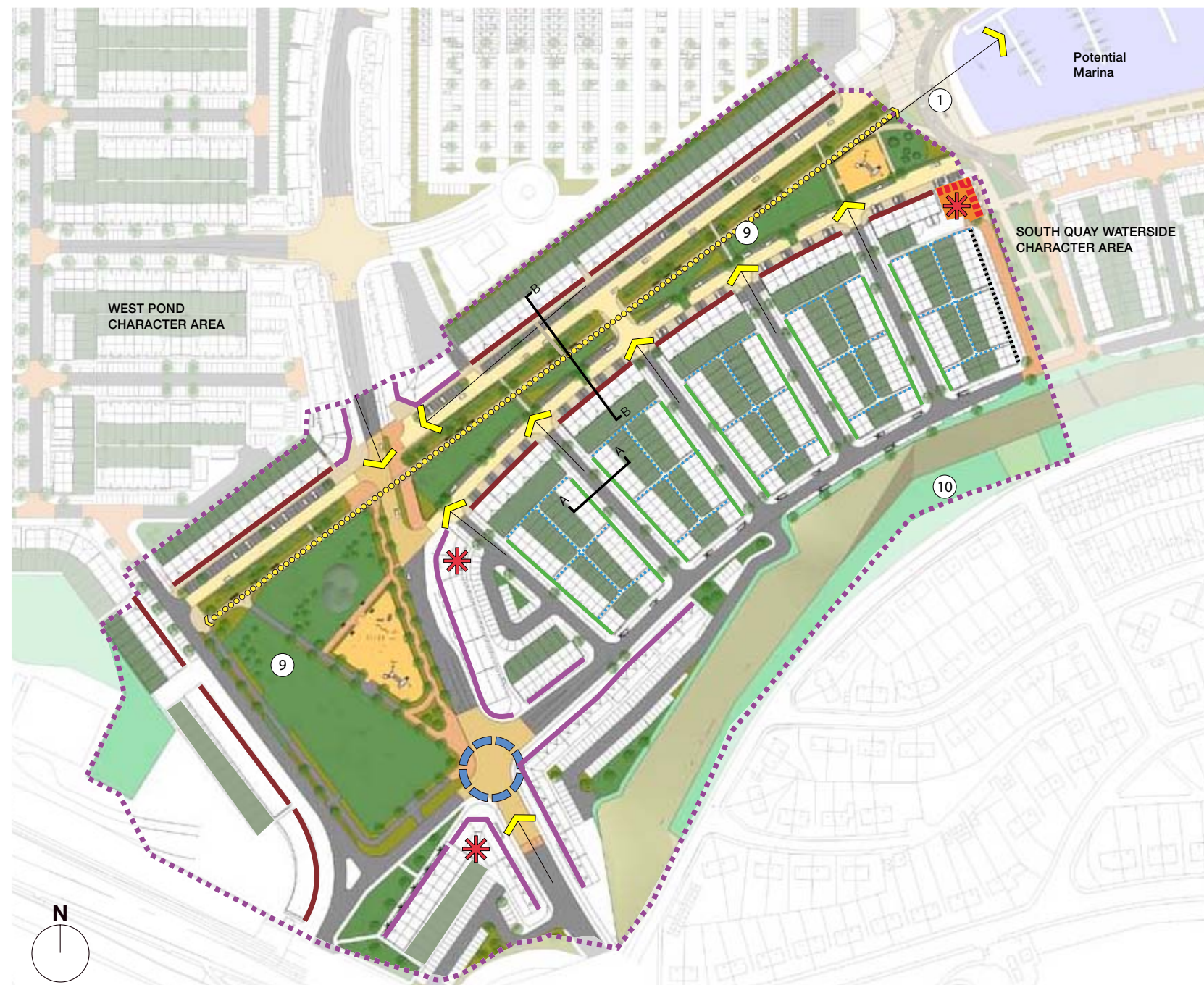


Illustrative aerial view of South Quay Parkside

Uses and Mix

- 7.60 Predominantly residential, there will be a mix of house and apartment types, ranging from the largest three and four bedroom houses fronting both sides of the linear park, to the smaller two, three and four bedroom houses to the rear, interspersed with 1 and 2 bedroom apartments.
- 7.61 The proposed Linear Park will cover 1.1 ha with an integral ecological corridor and a variety of usable, structured landscape, open spaces. The width of the Park ranges from approximately 55m to 18m at its narrowest, and 430m from the south-west end to Dock No.1.

Layout and Urban Form



KEY

Boundary of character area	
Active frontage	
Private space with hedge to front boundary	
Private space with wall to front boundary	
Direct access from public realm	
Private space with railing to front	
Primary pedestrian route	
Retail/C Residential gateway	
Key views	
Landmark building	
Circular access	
Private space	
Secure lane access	
Line of illustrative section	
Waterside Square within district centre	
Linear Park Water front	
Climate open Space	

7.62 South Quay Parkside addresses the development site's key public open space, the Linear Park, which links the western most part of the development area to the waterside. The northern side of the park will be contained by a near continuous straight edged terrace of residential properties, with the only significant break being provided by the alignment of the curved Main Street as it sweeps through the site. This boundary will form a screen to the district centre and highlight the change point in geometry between South Quay Parkside and West Pond to the north west.

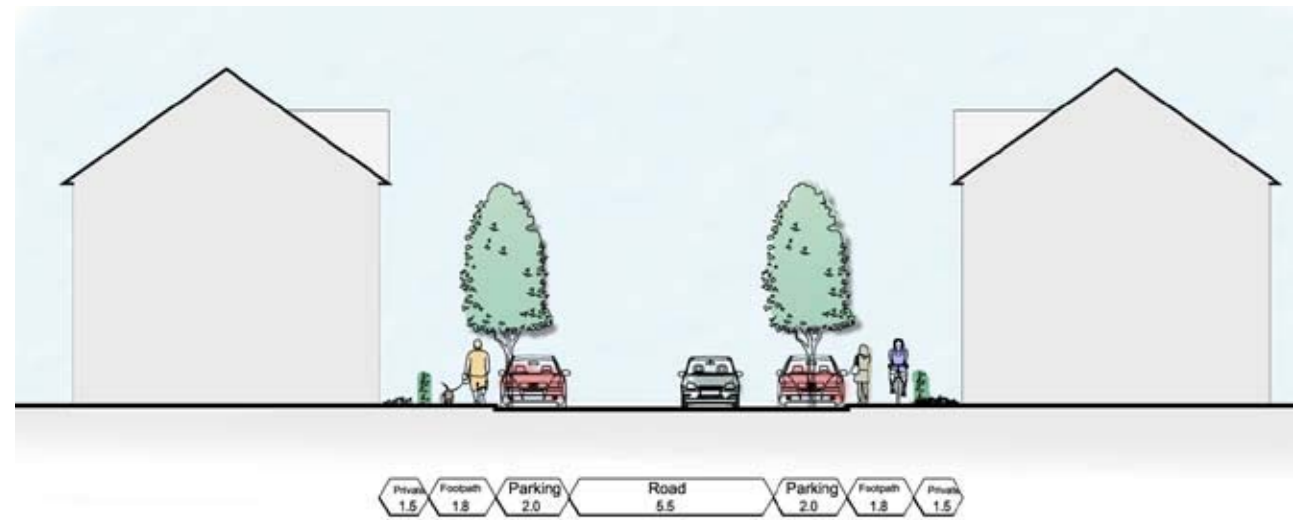
7.63 The southern boundary to the park will be formed by the continuation of the gently sweeping arc of the dock, as followed by the key frontage of the adjacent South Quay Waterside development area. Ultimately wrapping around to the southern most site access. Parallel pairs of terraced streets will run perpendicular to this curved frontage, providing both physical and visual links to the park from the southern side of the site.

7.64 The park will create an attractive and stimulating setting for both visitors and residents. In order to encourage good levels of natural surveillance of the park and foster a sense of ownership for those living alongside it there will be limited scope for private space to the front of those properties. Rather the movement corridors which run along its perimeter will be laid out as shared surface areas, minimising the separation between the park's edge and the development, and encouraging pedestrian priority over vehicles using the space.

Illustrative layout of South Quay Parkside

7.65 As with the adjacent South Quay Waterside, development to the rear of the main park frontage will require a different approach. Dwellings will need to adhere to appropriate separation distances so as not to impact upon privacy, whilst still encouraging a compact urban form and associated intimacy. Private defensible space in the form of small front garden forecourt areas will provide a degree of separation and privacy between the main property frontages, their front doors and the footpaths within the street.

7.66 Vehicular access to the southern area of South Quay Parkside will be provided by a 5.5m wide road that runs eastwards along the base of the cliff. Access to the northern area of South Quay Parkside is provided from the southern side of the park.



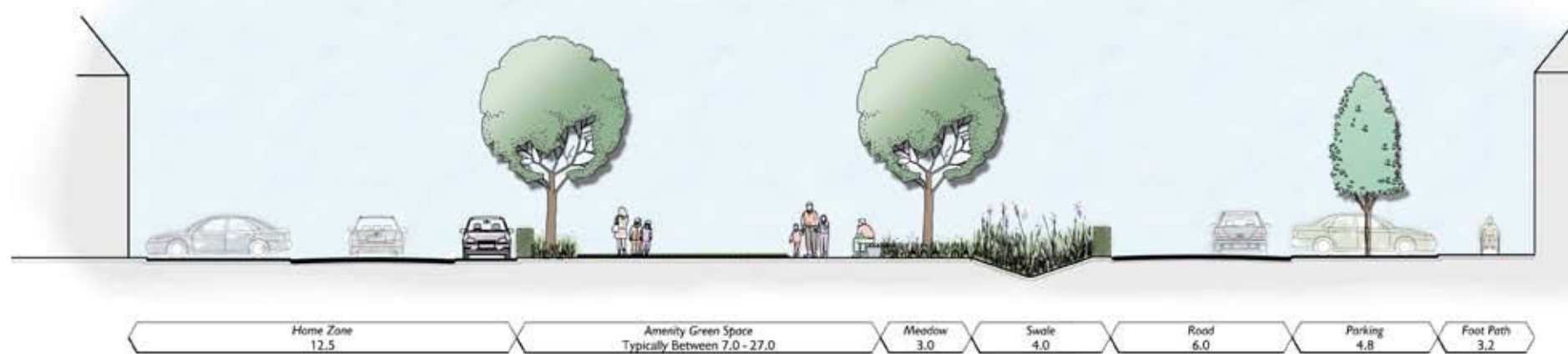
Indicative section through Parkside street

Scale, Height and Massing

7.67 The varying width of the Linear Park provides the opportunity to include development of at least three storeys to the length of the frontage addressing this key open space. Heights of up to seven storeys at strategic junctures will provide landmarks within the development site, whilst the overall increase in height will create a sense of containment proportional to the scale of the park.

7.68 The eastern end of the linear park frontage provides the opportunity for a mid-rise apartment building with ground floor commercial use(s) that will face towards both the linear park and the waterside. Similarly, at the western ends of the linear park there should be quality frontages to highlight the junctions between the park and Main Street.

7.69 The streets behind the park side properties to the south will be developed as predominantly two storey terraced houses with consideration for increased heights at corner or end of terrace units.



Indicative section through the Linear Park

Appearance, Materials and Design Features

7.70 South Quay Parkside will present a clear legible urban form through the simple rhythm of its streets and perimeter blocks and provides an extension to the South Quay Waterside character area. Opportunities exist through the use of specific building design features, changes of material, street furniture and colour to differentiate these streets and blocks from one another.

7.71 The area's buildings will draw from a palette of materials which will reflect a modern interpretation of its parkland setting, and will include:

- Warm brick
- Pastel coloured render panels
- Grey slate appearance to roofs
- Stone detailing on key buildings

7.72 As with the adjacent South Quay Waterside character area, facades should exhibit a strong sense of continuity, with rhythm introduced through the use of features such as:

- Balconies (to key buildings addressing Linear Park)
- Pitched roofs running parallel to the street
- Projecting bays – single and double storey
- Oriel windows – particularly to gable ends
- Entrance porches and canopies

7.73 The importance of key elements within the development will be accentuated through the use of modelling techniques such as:

- Increased building heights
- Increased storey heights to provide punctuation
- Incorporation of contrasting roof forms

7.74 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.



Illustrative view north-east through South Quay Parkside



South Quay Parkside's relationship with Waterside Square



Public Realm and Public Open Space

- 7.75 The linear park will be lined by trees on both its southern and northern sides, to include a wetland swale which will run along the northern side of the park bringing an ecological corridor through the green heart of the site. This 7m wide ecological feature will comprise of marginal wetland planting and meadow grass swards and be traversed by simple crossing points at regular points that correspond to the radial geometry of the South Quay residential module. The swale will not act as a drainage route.
- 7.76 Park boundaries should be hedges, typically 1.2 to 1.4 metres high, defining the edges of the green space and reducing the visual dominance of adjacent residential parking, whilst allowing surveillance from adjacent residential properties. Hedges should also be used to traverse the park, dividing it into a series of gardens of differing character and promoting different recreational uses.



Linear Park

- 7.77 The eastern extent of the Linear Park abuts Waterside Square. Within South Quay Parkside, this space represents the principal Waterside Square open space, at the confluence of four principal character areas. This sculpted shallow amphitheatre style seating area, overlooking the future marina moorings, sets up a dynamic relationship between, public realm, park and water. The space will be an active pedestrian route, at a convergence of pedestrian routes from the north, south, east and west, with access to residential, leisure, retail and green open space uses.



Illustrative view into SQ Parkside from West Pond main street



- 7.78 The eastern portion of the Linear Park, abutting Waterside Square, incorporates artwork and earth sculpture mounding provides landscape focal points and local area for play (LAP). The subsequent park sections provide for different uses including, small scale informal ball games and play, a Local Equipped Area for Play (LEAP), garden areas of horticultural interest with the opportunity for seasonal floral displays for more passive recreational pursuits and further artwork focal point defining the edge of the Linear Park adjacent to the main street, as part of a grass area for medium scale informal ball games and play.

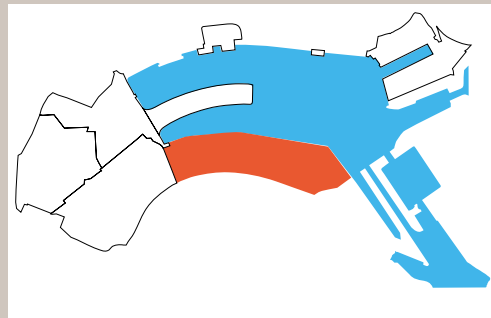


Illustrative view of play area to north-eastern end of SQ Parkside

- 7.79 The furthest western portion of the park is separated from the rest by the main street. The building enclosure widens creating a larger more usable open space more akin to a green square, allowing the open space to link off-site to Barry Harbour car park. This portion of the park allows a large area for informal ball games and play, interactive sculpture mounding (LAP), planting of horticultural interest and a large LEAP.
- 7.80 The linear path, swale, meadow strip and associated trees retain a vista and access to the waterfront, providing a significant promenading opportunity.

S Q Waterside

Introduction



7.81 The South Quay Waterside area is contained to the south by the Barry Island cliff face and to the north by the dock. Its western boundary edge meets the strong linear north-south pedestrian route leading from the district centre to the existing cliff steps, and its eastern edge interfaces with the existing lock gates and the route through to the yacht club.

7.82 The area will create a distinct neighbourhood, with a hierarchy of streets creating a private residential area enclosed by the existing features of the dock and cliff. The dock edge will constitute public realm to provide a sense of place for the residents and visitors and sub-divide the overall area into three, smaller residential sub-areas.

Aims and Objectives

- ▶ To create a distinct and attractive residential quarter that relates to its waterfront setting and acknowledges the context of the Island cliff and the local urban form in Barry Island.
- ▶ Capitalise upon the setting with buildings fronting the promenade acknowledging their visibility from the town and cliff top.
- ▶ Create a pedestrian promenade along the waterfront, linking residential areas with the main public realm, open space and district centre.
- ▶ Create a series of public realm focal and viewing points, incorporating artwork and coinciding with public open space, to create a vibrant and interesting public realm for residents and visitors.





Illustrative aerial view of South Quay Waterside

Uses and Mix

- 7.83 A mix of house and apartment types, ranging from the largest three and four-bed houses along the waterfront to the smaller two, three and four bed housing to the rear, interspersed with one and two bed apartments. The proposed density for South Quay is 75 - 85 units / ha. Occasional ground floor commercial uses may be introduced at key pedestrian junctures.
- 7.84 The Promenade is a key public realm route for pedestrians and cyclists, incorporating green open space as local areas for play (LAPs), with vehicular access restricted to maintenance and emergency use only. There will be public and private areas between the dock edge and the frontages. Public realm and open space will be overlooked by active residential frontages.

Layout and Urban Form



Illustrative layout of South Quay Waterside

KEY

- Boundary of character area
- Active frontage
- Ballustrade to change in level
- Private space with railings to front
- A3 Retail/C3 Residential
- Opportunity for height ★
- Private gardens
- Landmark building ✱
- Key views
- Line of illustrative section
- Vehicular access ➔
- Cliff-side pedestrian route
- Primary pedestrian route
- Cliff-top Open Space 10
- Waterfront Gardens 11
- South Quay Green 12
- South Quay Gardens 13
- Beacon Point 14

7.85 The linear nature of the Waterside development site has resulted in an urban form which has to address the physical constraints of both the dock to the north and the cliff face to the south. The evolution of the masterplan has resulted in a layout which turns its back on the cliff and focuses upon the opportunities presented by the waters edge.

7.86 The waterfront promenade will be addressed by curved terraces, reflecting the gentle arc of the southern side of the No.1 Dock, whilst 'lanes' to the rear of these properties will allow for residents' parking and mews accommodation. A series of streets, running north/south, will create axial routes linking through to the waterfront, accessing residential terraces evocative of the traditional Barry streetscape.

7.87 Neighbourhood gardens will divide the residential neighbourhoods within the Waterside development area creating pockets of open space, providing principal pedestrian links to the promenade and allowing glimpsed views through to the water from those properties not immediately addressing the dockside. Additional areas of public open space will also be provided at regular intervals along the waterfront, linking through to the remainder of the Waterside development area via primary neighbourhood streets.

7.88 Waterfront properties should exhibit active frontages at ground floor level. Access constraints impose a 10m 'no-build' zone adjacent to the dock edge. In order to address this restriction and accommodate the change in level between development floor levels and the waterside promenade, it is proposed that a:

- 6m width be retained adjacent to dock edge as promenade
- 4m width be raised by 1.0m to create private amenity areas for development overlooking the promenade

7.89 Development to the rear of the waterside will require a more intimate scale of development. Dwellings will need to have appropriate separation distances so as not to impact upon privacy, whilst allowing this sense of intimacy. Small private gardens will help to foster a sense of community and provide for any necessary external storage requirements.

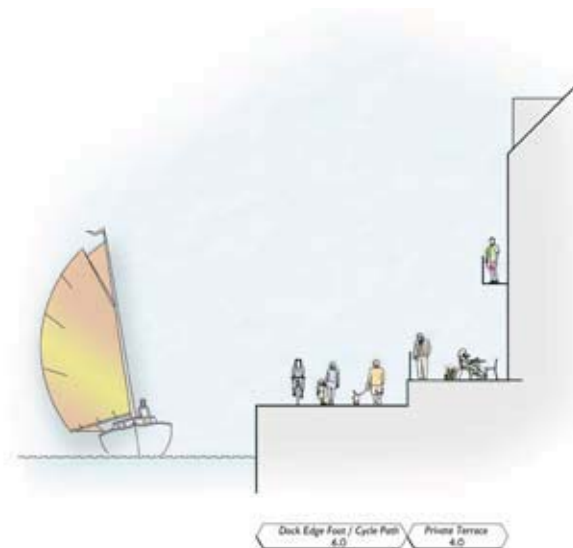


Illustrative view westwards along South Quay promenade

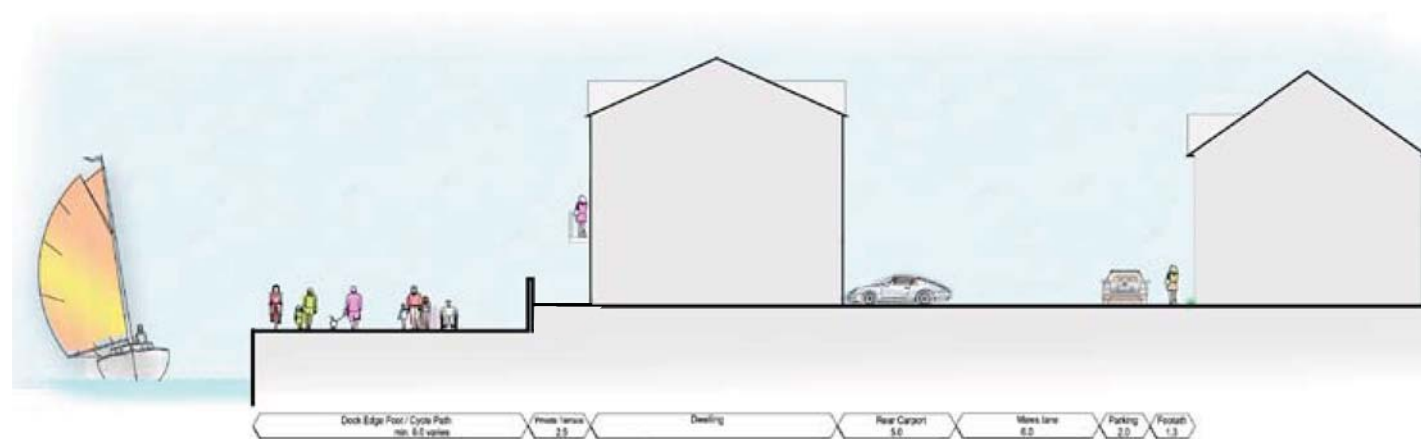
Scale, Height and Massing

7.90 Given the scale of the South Quay Promenade an appropriate sense of containment can only be achieved with buildings of at least three-stories facing the promenade. Opportunities exist for the introduction of higher blocks (up to five-stories) located at strategic junctures along the frontage. This is particularly the case at the eastern end of South Quay as a way of marking the entrance to the Dock.

7.91 The streets behind the waterfront properties will be developed as predominantly two-storey traditional terraced properties with differentiation at key locations such as junctions and at the end of terrace units. Properties enclosing the public open spaces will need to respond proportionally and should be a minimum of three storeys in height.



Indicative section AA' through South Quay Waterside



Indicative section BB' through South Quay Waterside



Appearance, materials and design features

7.92 The character of South Quay Waterfront will reflect its maritime setting and dockland heritage through a contemporary interpretation of waterside living. This will be achieved through the use of the following palette in both the waterside and residential areas:

- Pastel coloured render
- Generous amounts of glazing to waterside
- Grey slate appearance to roofs
- Thematic architectural detailing of timber and metalwork

7.93 Facades should incorporate features which create visual interest within the street and encourage natural surveillance of the public realm, whilst clearly defining the boundary between public and private space. The integration of the following architectural features will help to promote an interesting and varied streetscape:

- Balconies (to key properties addressing waterside and key public open spaces)
- Projecting bays – single and double storey on key buildings
- Oriel windows – particularly to gable ends on key buildings
- Entrance porches and canopies on key buildings
- Dwarf walls; railings and shrub planting to front gardens/ defensible spaces

7.94 The importance of key corners and landmarks will be articulated through a number of architectural features including:

- Increased building heights
- Increased storey heights to create 'bookend'
- Differing/contrasting roof forms

7.95 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.



Illustrative view north-east along South Quay Gardens

Public Realm and Open Spaces

7.96 The dock edge and adjacent public realm will be used by pedestrians and cyclists only. No vehicles will be permitted to use these areas. The waterfront route will consist of a footpath and cycleway, all at the same level as the existing dock edge. The dockside location will be reflected in the palette of materials used, with existing features retained wherever possible and incorporated into the public realm.

7.97 There will be a change in level between this promenade and the development addressing the dock. Within the green open spaces, the level differences will be accounted for as an integral part of the landscape and boundary proposals.

7.98 Key spaces will incorporate grass and planting to create attractive and comfortable green spaces for relaxation and play for residents and visitors. Planting schemes are to be designed to fit the dock side environment, provide good seasonal effect and to collectively contribute to biodiversity and create good micro-climate.

7.99 South Quay Waterside will contain four major types of Open Space / Public Realm which are as follows:

- Waterside Gardens
- Neighbourhood Gardens
- Cliff top allotments
- Waterside Public Realm

Waterside Gardens

7.100 There are 4 key waterside public gardens:

- **“Beacon Point”** at the north eastern corner of the site overlooking the main dock and dock entrance. A raised mound and artwork focal point will allow panoramic views across the dock with views toward East Quay Park and the Dock Offices.
- **“South Quay Gardens”** centrally positions along the waterfront and linking to residential green space to the south, includes landform sculpture, artwork focal point and seating steps linked to linear gardens running along the water edge, fronting adjacent residences.
- **“South Quay Green”** to the west of the waterfront, enclosed by residential development on 3 sides, is a more formally layout green open space raised above the promenade level with views overlooking the future mole development and marine moorings.



Beacon Point

- **“Waterfront Garden”**, at the western extent of the South Quay Waterside provides the setting for the primary pedestrian route which runs north/ south through the site, creating a visual and physical corridor linking to the cliff steps.

Neighbourhood Gardens

7.101 These aim to provide both recreational and visual amenity whilst providing the main pedestrian access corridor to the waterfront. They are to be typically grassed areas enclosed by low hedges with shrubs to the inside and lined by trees. Paths will provide access to these informal recreation areas.



South Quay Green

Clifftop

7.102 Along the clifftop, a strip of former allotments, is now mostly overgrown and underutilised. Some existing allotments, in use and School Gardens would be retained and incorporated into a series of Wildlife Gardens and new allotments, (subject to demand), to create a sequence of green spaces for the local resident and public use. The overgrown nature of the vegetation along the immediate clifftop and some of the large scrub and tree areas would be retained where this is of existing wildlife value. Some new paths, seating, meadow and cut grass areas would be provided as part of this revised use.



South Quay Gardens

Waterside Public Realm

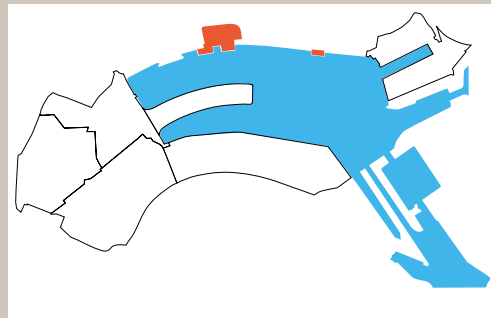
7.103 Changes in colours, textures and paving patterns will demarcate the main pedestrian and cycle paths running along the edge of the dockside, whilst different paving bonds will be employed to support the uses and direction of pedestrian and cycle traffic. The retained dock edge cap stones, rail lines and mooring rings, will provide a physical link to the site’s history.

7.103 Open squares will be created along the promenade, changing the character of the paving and increasing the level of detail, including street furniture grouping and lighting. Street furniture is to be selected from contemporary ranges. Public/private boundaries may be reinforced by railings, gates, low walls and hedges.



Arno Quay

Introduction



7.104 Arno Quay is located between the existing Waterfront housing to the west and apartment blocks to the east. It offers a gateway opportunity to Barry Waterfront in relation to Barry town centre across Gladstone Road Bridge, and a strong visual termination of the main street through the development from Barry Island.

7.105 The Arno Quay residential area will respond to the topographic characteristics of the site and its relationship to both the waterfront to the south and to Ffordd Y Mileniwm to the north. Townhouses facing the waterfront, an internal parking area, and apartment blocks stepping-up behind create private residential areas enclosed by the natural features of the site.

Aims and Objectives

- ▶ To create a distinct and attractive residential quarter that relates to its waterfront setting and responds to its topography and contextual situation.
- ▶ To conclude the development of Waterfront 1.
- ▶ To acknowledge the site's inherent prominence and north-south orientation.
- ▶ To re-develop the three projecting platforms of Enterprise Quay, Enterprise Quay East and Castleland Quay into landscape public open spaces over-looked by residents, to encourage a sense of ownership.
- ▶ Provide an appropriate development on the approach from the Barry town centre across Gladstone Road Bridge.
- ▶ To provide flexibility within the framework to allow for different dwelling types and tenures.



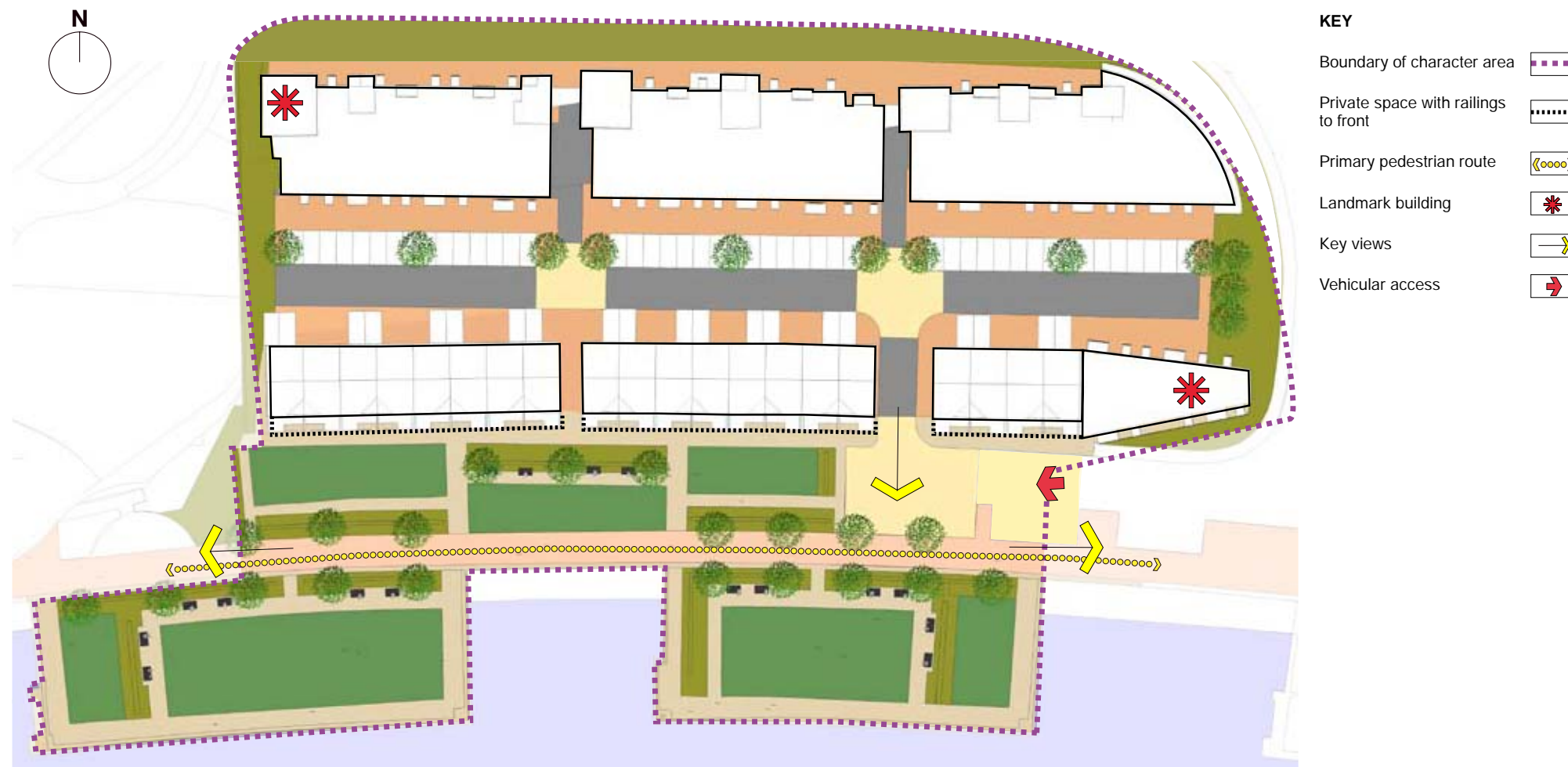


Illustrative aerial view of Arno Quay

Uses and Mix

- 7.106 Arno Quay will be a residential area, comprising primarily three and four bedroom town houses to the front of the site facing No.1 Dock, and one and two bedroom apartment blocks to the rear of the site facing Ffordd Y Mileniwm.
- 7.107 Ground floor A3 commercial use could be acceptable to provide additional active frontages facing the dock, but must not undermine those in the District Centre.
- 7.108 The waterside pontoons will form part of the public open space offer within the development. The potential exists for the construction of lightweight structures on the pontoons to accommodate water based recreational uses or small A3 kiosks.

Layout and Urban Form



Illustrative layout of Arno Quay

- 7.109 The layout follows the general grain of development within Waterfront 1 - perimeter blocks providing well defined edges to the waterfront and Fford Y Millennium frontages.
- 7.110 Within the site, the development will be arranged as a series of simple linear blocks with a defined building line that optimises the depth offered by the plot, and maximises the opportunity for south facing waterfront aspect.
- 7.111 Principle entrances and balconies on key buildings will address waterside frontages. Similarly, the blocks facing Fford Y Millennium should provide for access and entrance ways directly off the pavement.
- 7.112 It is proposed that the existing public highway along the waterfront be 'stopped-up' and reduced in length to provide an attractive public realm in front of the properties and adjacent to the landscape projecting platforms. In order to provide a car free waterfront space, parking is to be accommodated at ground level within the site.

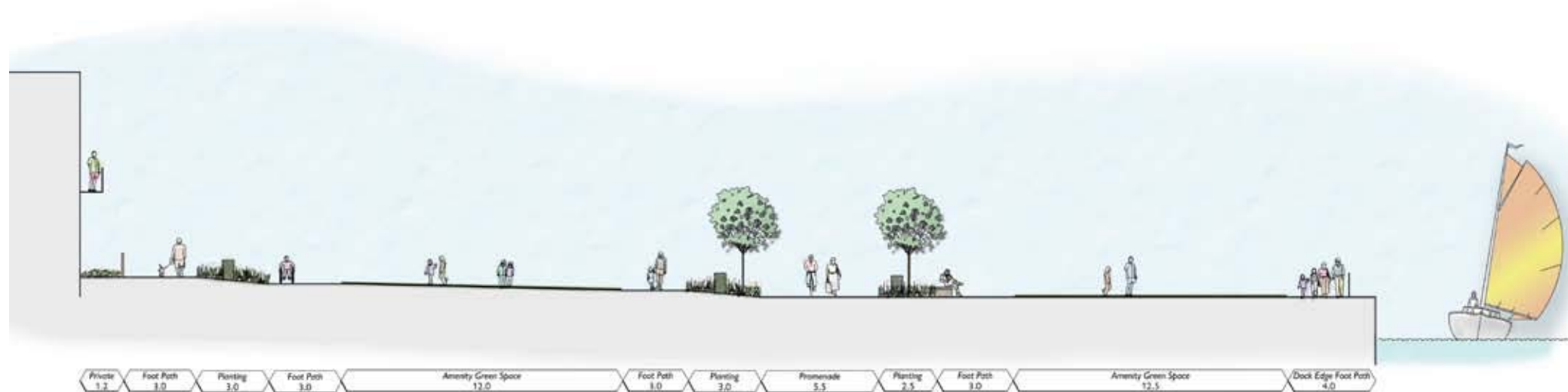
Scale, Height and Massing

- 7.113 To complement the existing Waterfront 1 development, and to accommodate the difference in level between the Ffordd y Mileniwm through road at the rear of the site the apartments should be at least four-storeys.
- 7.114 A taller element could be included on the north-western corner to acknowledge the gateway situation presented from Gladstone Road Bridge, and to announce the arrival at the waterfront from Barry town centre. Moreover, to provide a strong waterfront edge and to acknowledge the visual prominence of Arno Quay from across the dock and the Mole, the south facing properties will be 3 or 4 storeys above existing ground level.



Appearance, Materials and Design Features

- 7.115 Given the contemporary characteristics of the Waterfront 1 development, a complimentary design approach for Arno Quay should be adopted. Reference to certain features of the South Quay Waterfront residences will provide a degree of visual and architectural consistency across the dock, and whilst creating its own character.
- 7.116 An appropriate palette of materials that will reflect the maritime setting of Arno Quay and be sympathetic to the proposed adjacent Jacksons Quay scheme would include:
- White or pastel rendered walls
 - Grey slate appearance to roofs
 - Feature panels of alternative materials
- 7.117 The properties facing the waterfront should appear active and incorporate details which will encourage visual interest. The integration of the following features will help to achieve this aspiration and help to enrich the overall character of the development.:
- Mix of balconies and terraces
 - Use of metalwork
 - Highly glazed openings
 - Parapets



Indicative section through Arno Quay dock-side

Public Realm and Public Open Space

7.118 The surface treatments of the street, parking and footpath areas will vary from the relatively standard finishes in the areas adjacent to the public open spaces. This differentiation will exhibit a natural hierarchy between areas of public open space and private residential space, and contribute to the individual character of the development.

7.119 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.

7.120 Arno Quay could be considered as the missing site within the Waterfront 1 development, and as such, should follow the regime of public realm and public open space treatments already adopted for this area. The adherence to the building line generated from its waterfront properties creates an area of promenade, parking and neighbourhood road derived to provide full public access to the quay side. Arno Quay will adopt this arrangement as far as the access to the rear parking area of the development, thereafter, a widening of the promenade in relation to the two adjacent structured landscape projecting platforms will create a south facing plaza area.

7.121 The creation of waterside 'pocket parks' on the three pontoons will provide green open spaces of differing layout and character for informal recreation with path access along the waters edge. Each green space is to respond to the desirable south facing aspect and open views over the dock. Some shelter from the prevailing south westerly winds should be created by hedge and shrub planting, improving the microclimate and desirability of the spaces. Hedge and shrub planting, should be typically 1.4 metre high, along the northern boundary with the promenade, allowing good visibility by pedestrians whilst providing a sense of division and shelter for seated users. High quality concrete paving will allow universal access.

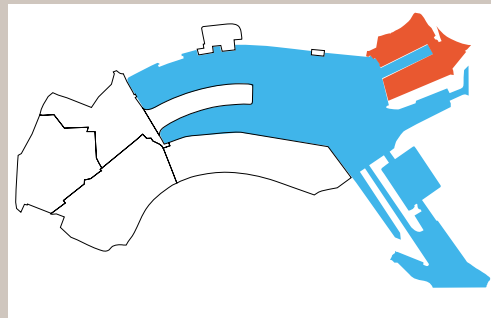
7.122 A series of small feature artworks should be considered, one in each park, promoting an intimate character and providing a frame of reference and association between each of the parks.



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East Quay

Introduction



7.123 East Quay occupies a significant site adjacent to the Local Authority's Dock Offices with strong visual connections to the main development area across Dock No. 1.

7.124 East Quay will be a peninsula residential development linked by Cory Way and the extended dockside promenade. It will incorporate a major public open space for use by the wider community.

Aims and Objectives

- ▶ To create a distinct and attractive residential neighbourhood to the south of the graving dock that takes advantage of its peninsular waterside setting.
- ▶ The provision of a significant new urban park.
- ▶ To provide clearly defined and safe links from the area to the rest of the site.
- ▶ Positively embrace the site constraints provided by the existing dock edge and the no build zone to provide an integrated development compatible with its boundary conditions.
- ▶ To provide a dense urban grain with on-street activity, safe and secure residential environments and appropriate private amenity.
- ▶ Provide flexibility within the framework to allow for different dwelling types and tenures.
- ▶ Acknowledge the proximity of the listed Dock Offices.
- ▶ Provide an appropriate vehicular entrance gateway to Barry from the east, framing the dock and the wider waterfront setting(s).





Illustrative aerial view of East Quay

Uses and Mix

- 7.125 Predominantly residential, comprising primarily two, three and four bedroom housing and a selection of one and two bedroom apartments, with an allowance for provision of commercial employment uses to the east of Cory Way.
- 7.126 An area of some 2.2ha will provide public open space, comprising a sports pitch, piazzas and public art.

Layout and Urban Form



7.127 The layout of East Quay will be dictated by the site's peninsula location, physical constraints and ground conditions. This development area contains two key elements; the residential neighbourhood, and East Quay Park.

7.128 Layout within the residential neighbourhood will follow the perimeter of the dock providing a strong frontage to the public realm of the dockside walk. Within this perimeter, the housing is to be arranged as a series of simple terraces that are aligned perpendicularly to the main frontage. The building form and frontage adjacent to the park should respond to key vistas and axis terminating views.

7.129 The layout and configuration of East Quay proposes a defined waterside edge of apartment blocks to the north-east and north-west waterside frontages. The south-east frontage, while also proposing a defined waterside frontage is significantly set back from the edge of the dock due to take into account the adjacent ABP operational land and associated easement. The north-west facing blocks will also benefit from a direct view across the graving dock to East Quay Park.

Illustrative layout of East Quay

7.130 Access constraints impose a 10m 'no-build' zone to the dock edge. In order to address this restriction and to accommodate the change in level between development floor levels and the dockside it is proposed that:

- 6m width to be retained to the dock edge to be utilised as public realm
- 4m width to be graded up to the residential level

7.131 Development within the main perimeter will be in the form of terraces. The terraced nature of these street blocks will provide a dense urban form and compact community environment. Limited, private external areas will be provided to the front of properties in order to provide defensible space and structured storage provision for bins/bicycles etc.

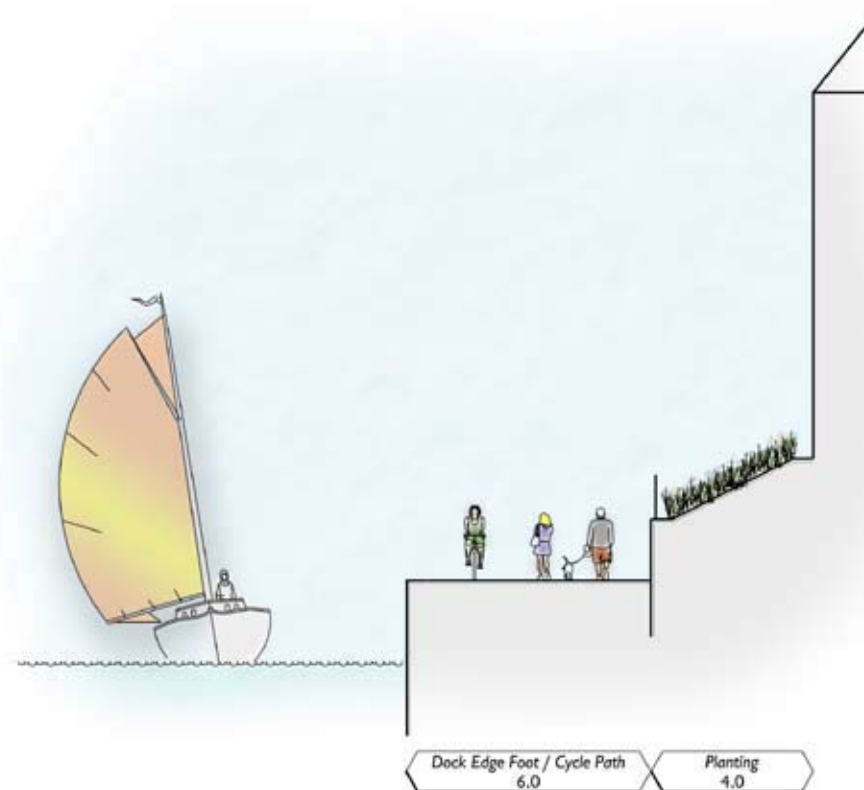
7.132 Vehicular access will be provided from Cory Way.



View south-west along Arno Quay



View north-west across graving dock to East Quay Park



Indicative section through East Quay dockside

Scale, Height and Massing

7.133 To provide a strong visual edge and prominence to East Quay, the perimeter blocks will be predominantly three-storey with an element of four-storey to the north-west and south-west corners. The terraced housing within the body of the area will be two-storey to create neighbourhood streets of a recognisable scale, with consideration for differentiation to be given to corner or end of terrace properties.

7.134 Due to the significant change in level of some 3m between the dock edge and the developable site required to alleviate the risk of flooding, careful consideration will need to be given to the interface in terms of the potential physical and visual impact of the retaining structures between them. These boundary conditions will be expressed as either retaining walls or grassed embankments.

Appearance, Materials and Design Features

7.135 The character of East Quay will reflect aspects of South Quay, due to its waterfront setting, its street pattern and the scale and appearance of its buildings. The area will display a strong marine aesthetic to reflect its peninsular location. It is envisaged that the following palette of materials and finishes will be employed to encourage visual unity:

- Coloured render
- Grey slate appearance to roofs

7.136 Building designs will reflect a contemporary interpretation of the maritime setting and docklands heritage of the area. As such the key frontage buildings will be enhanced through the incorporation of details such as balconies.

7.137 As with elsewhere within the development key corners/landmarks will be expressed through the use of architectural features including:

- Increased building heights
- Increased storey heights – creating ‘bookends’
- Differing/ contrasting roof forms

7.138 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.



Public Realm and Public Open Space

7.139 The East Quay filled graving dock and adjacent areas are constrained by major below ground services and technical ground constraints, however where possible the following aims, objective and components should be achieved.

7.140 East Quay Park is to provide a significant area for open space recreation, play and civic park facilities. The area should be designed as a single contemporary park with a clear identity. The parks layout and structure should positively respond to;

- The Dock Offices as a landmark listed building
- The adjacent phase 1 dock promenade pedestrian axis
- Dock No. 1 and graving dock water edge
- Key views from the higher road level across the park
- The form and scale of the infilled graving dock
- Prevailing south westerly winds, and
- Key views to the south and west



7.141 The site is exposed to the prevailing south westerly winds and should aim to maximise the good views to the west and south, creating an accessible and interactive public realm waters edge, with potential for use during water events, whilst providing some shelter from prevailing winds within the main civic heart of the park. This can be achieved by the incorporation of feature seating steps and a planted bank at the waters edge and bands of shelterbelt style scrub planting along the western and eastern boundaries of the recreational meadow.

7.142 The Park will incorporate;

- Universal access, where practicable.
- A recreational pitch, typically to Sport England Senior Pitch standards, where achievable.
- A Neighbourhood Equipped Areas for Play
- A formal civic space with a direct visual link with the Dock Offices.



View north eastwards along East Quay Park promenade

7.143 A large central focal point artwork on the axis of the Dock Office path and phase 1 water edge promenade path, of sufficient scale to be visible from a distance along the dock promenade. The artwork, adjacent to a central planting bed of horticultural interest, should provide a positive and uplifting focal point within the civic square core of the park, promoting civic pride and community values. Create a vibrant and interesting park for residents and visitors, each sequential open space should have a unique character, contributing to the collective richness of the open space and the sequence of events as well as individual identity. The park should incorporate contemporary horticultural displays, including a central focal point adjacent to the main civic space and a series of gardens along the south eastern dock edge promenade path. Extensive seating should allow widespread use of the park for relaxing and informal recreation.

Materials

7.144 A simple hierarchy of paving materials on paths, material focused around the artwork focal point and main civic park space and gardens. Bench seats should be DDA compliant.

Soft Landscape

7.145 Key spaces will incorporate open grass and planting to create attractive and comfortable green spaces for relaxation and play for residents and visitors. Trees, shrubs, herbaceous and bulb species are to be chosen to fit the dockside environment, provide good seasonal effect and to collectively contribute to biodiversity. A selection of extra heavy standards and semi-mature tree sizes are appropriate. Tree lines and avenues should use a constant tree species in each, principally to provide green structure, but also seasonal displays.

7.146 Trees, shrub and herbaceous planting should provide structure, form, shelter and an intricate matrix of complementary colours, textures, floral and fruiting displays and scents, providing seasonal interest throughout the year and contribute towards biodiversity. Micro-climate should be reinforced and strengthened by soft landscape elements, capitalising on sunny aspects in particular. Areas of horticultural interest should accommodate bedding plants, shrubs and herbaceous plants, providing suitable displays at all time of the year, but focussing on the key summer months.

Pedestrian Crossings

7.147 Off-site pedestrian road crossings should coincide with the main pedestrian desire lines responding to the park's path structure and adjacent street structure, to create sensitive and responsive design solutions, promoting pedestrian permeability, and legibility of routes

Park boundaries

7.148 Tree and shrub planting should provide some enclosure along the parks north western and western boundaries with the roads, reducing the perceived dominance of vehicle traffic, whilst retaining important vistas at key park entrances and along path routes.



7.149 The western boundary with adjacent residential properties, should provide some privacy to adjacent properties whilst retaining some views into the park.

7.150 The western boundary, with the waterfront of Dock No. 1, should provide water edge promenade access with feature seating steps, mound and shrub planting providing an elevated seating and viewing platform over both the water and the park.

7.151 The southern edge, adjacent to the existing graving dock, should allow open views of the adjacent residential development and the floral displays of horticulturist interest on the banks grading down towards the docks edge. The south eastern boundary with the residential area should encourage surveillance from residential properties with active frontages into the park, where practical.

7.152 Two further landscape areas will complete the public open space provision for East Quay, including:

East Quay Gardens

7.153 A small residential green open space at the end of the retained graving dock, providing a green setting and passive recreation space for adjacent residents with a limited seating opportunity.

East Quay Meadow

7.154 Along the southern edge of the East Quay residential area, adjacent to a strip of retained grassland, an additional meadow grassland is to be provided, as part of ecological mitigation proposals.

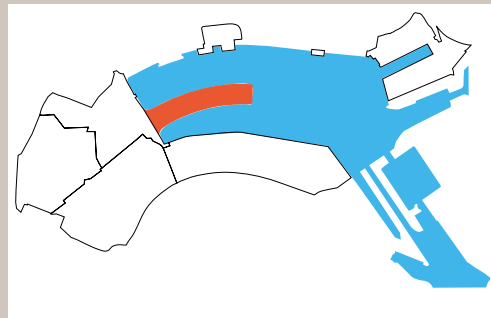


View towards Arno Quay

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The Mole

Introduction



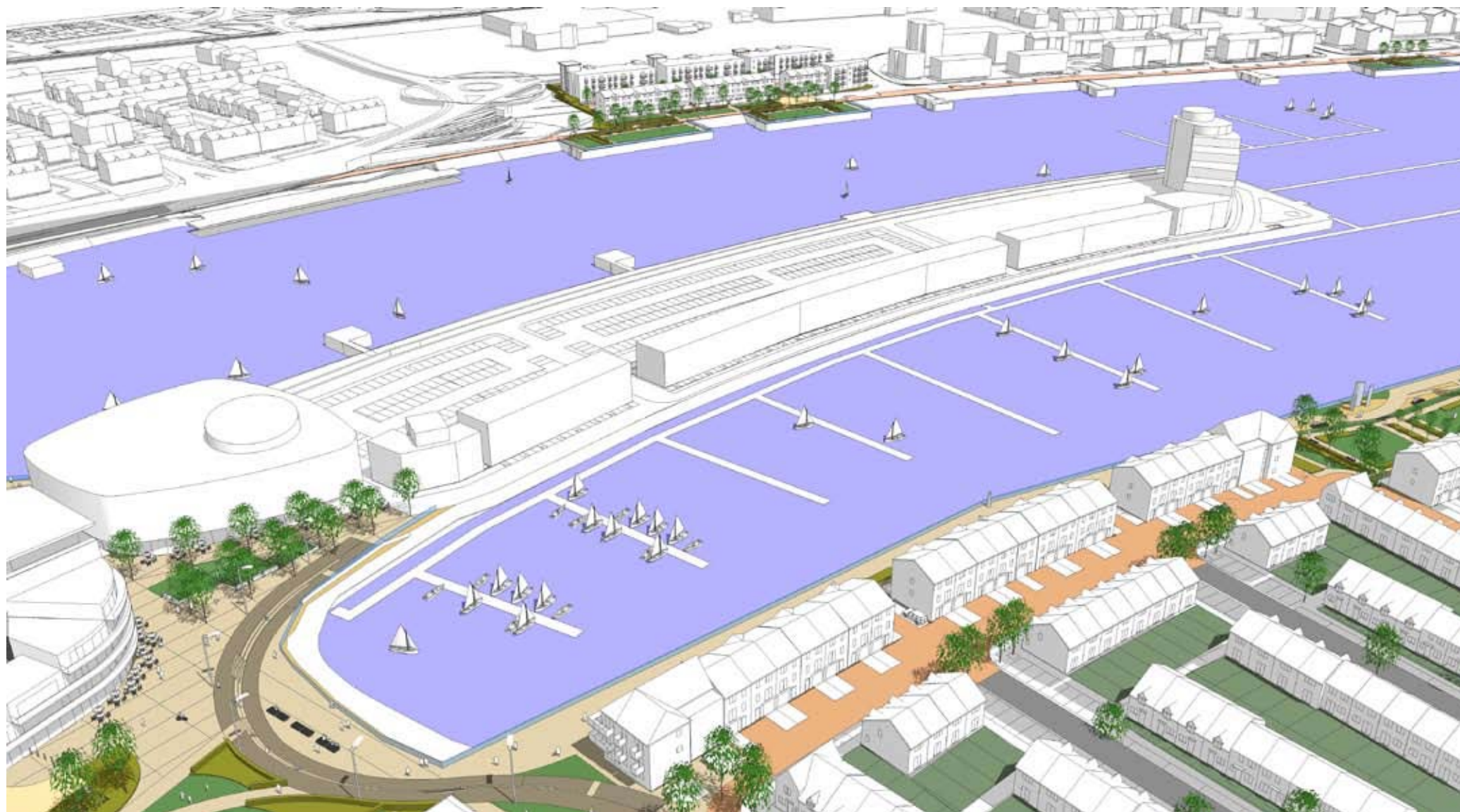
7.155 The Mole is a 'finger' of land that projects into No.1 Dock from the north-south quay side axis to form a prominent landmark peninsular. Its situation, in the context of the regeneration of the waterfront, provides an opportunity to create a natural focal point for the development as a whole. The Mole is highly visible from all areas of the waterfront, as well as from Barry Town and Barry Island, and as such, could be considered as a pivotal 'stage set' to the development.

7.156 The land is outside the ownership of the Consortium, but nonetheless recognised as a key component of the development's illustrative master plan. Its relationship to the development and the District Centre in particular is critical in terms of the integrated commercial, leisure and public realm opportunities offered at this juncture. It is also considered as being able to play a key role in the long term aspirations of ABP, the Local Authority, WAG and the Consortium for the creation of a marina and associated facilities.

Aims and Objectives

- ▶ To create a distinct and attractive leisure-led, mixed-use area that relates to its various waterfront settings and peninsular situation in relation to No.1 Dock.
- ▶ To provide an attractive public space that takes advantage of the south facing waterfront and that connects to a car free promenade environment.
- ▶ To acknowledge the site's inherent prominence and north-south orientation.
- ▶ To recognise the importance of the junction between the Mole and the rest of the development in relation to the confluence of key axial routes and areas of public realm.
- ▶ To acknowledge the landmark potential of the eastern peninsular.
- ▶ To acknowledge the role of The Mole in relation to Stakeholder aspirations for a marina.
- ▶ The creation of pedestrian public realm space, as part of an extended Waterside Square, capitalising on sheltered south facing aspect, active frontage to the south of the proposed leisure use, contributing to the collective richness of the public realm at this central water edge location.
- ▶ To create a south facing public realm promenade along the southern waterfront of the Mole, creating a continuous pedestrian corridor to the south eastern point of the Mole with active frontage.





Illustrative aerial view of The Mole

Uses and Mix

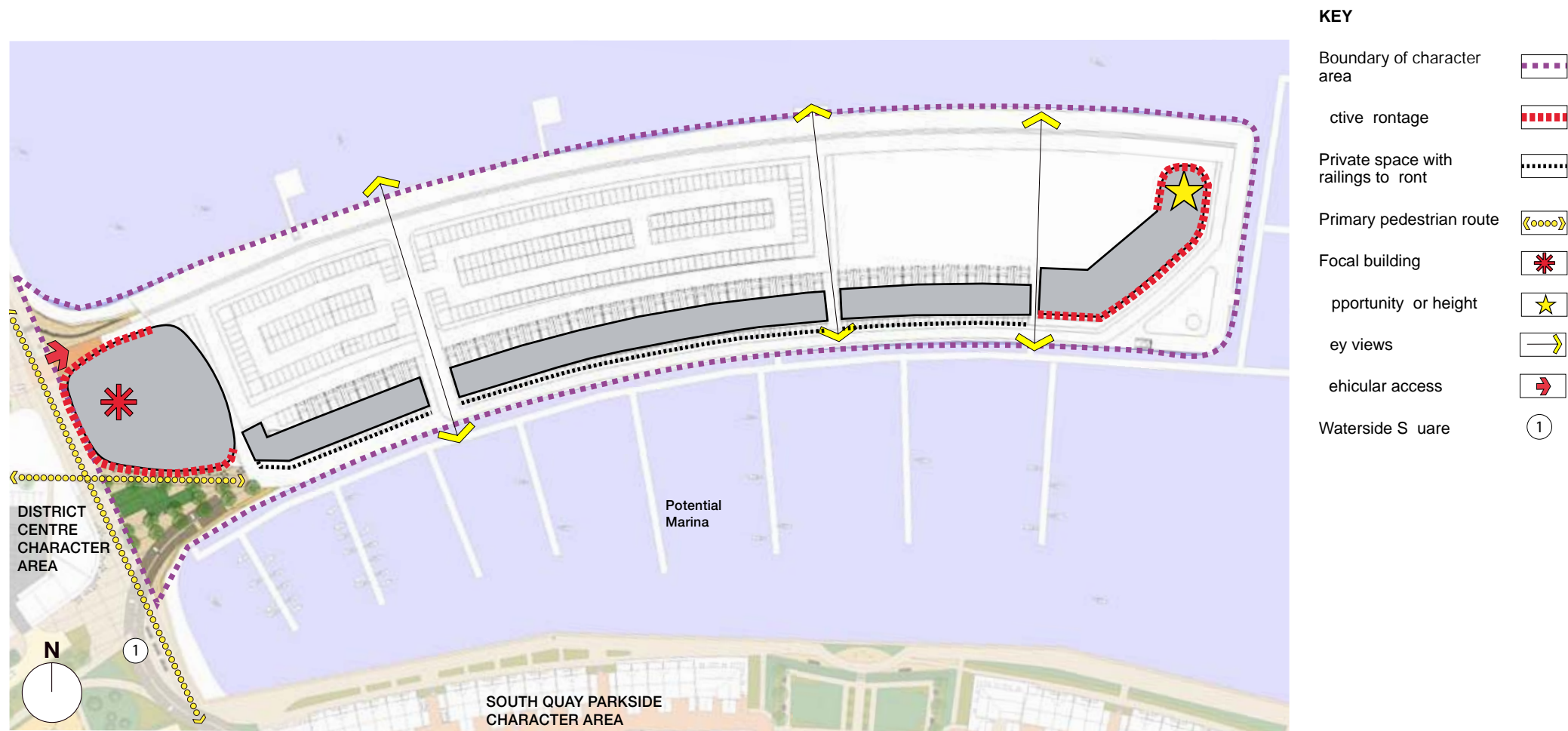
7.157 The Mole should be considered as a leisure-led mixed-use, destination site with the potential for:

- larger three and four bedroom townhouses along the waterfront;
- one and two bedroom apartment blocks (potential exists for a landmark building at the far eastern peninsular with a ground floor commercial leisure offer) and
- a significant component of leisure to include bars, restaurants and cafes over larger volume uses such as a cinema.

7.158 Should The Mole facilitate marina activities, a large proportion of the site will need to be given over to car parking.

7.159 Appropriate uses should be provided adjacent to the key public open spaces, such as Waterfront Square and the small area in the far south east corner of the peninsular adjacent to the landmark building, that promote a degree of spilling-out. There should be A3 leisure, cafes, bars and restaurants. The leisure building has one primary and two secondary frontages.

Layout and Urban Form



Illustrative layout of The Mole

- 7.160 The character of the Mole will be quite diverse, with a mix of uses, building typologies and hierarchies, configured in such a way as to create a strong waterside urban 'edge' with dynamic, south facing spatial incidents and landmark structures.
- 7.161 The residential elements will create a distinct neighbourhood, with a hierarchy of access roads and public realm creating semi-private defensible areas and the commercial leisure elements will create vibrant places with responsive structured landscape settings.
- 7.162 Waterfront Square will serve to provide a sense of place and identity for the Mole, and the landmark building at the far eastern end will serve as 'beacon' for the regeneration of Barry Waterfront as a whole.
- 7.163 A key driver behind the layout of The Mole will be the form of enclosure for Waterfront Square and an appropriate location for the leisure building in relation to the District Centre and the east-west pedestrian route. The building line, generated by the townhouses on the north side of the linear park, has been extrapolated to form the water side frontage to The Mole. This continuity of urban 'edge' provides a dynamic visual link between The Mole and the development, and a pause point/incident at Waterfront Square.

Scale, Height and Massing

- 7.164 At the far eastern end of The Mole, a landmark apartment building with the potential for a ground floor commercial use adjacent to a small south facing open space, will terminate this building line and urban 'edge'.
- 7.165 The buildings will generally be configured radially to directly respond to the gently curved profile of The Mole. By contrast, the siting and angled configuration of the leisure building provides a degree of enclosure to Waterfront Square and the opportunity for south facing cafes, bars and restaurants able to 'spill-out' into the waterside space.
- 7.166 Parking for the waterside properties will be located at the rear to keep the promenade vehicle free, and will be arranged as a series of mews-style (shared surface) spaces. Vehicular access to The Mole is provided by a 5.5m wide loop road that runs from the north-west corner, along the northern edge and behind the southern edge properties. A large proportion of the Mole is given over to car parking for a marina and associated facilities.
- 7.167 Semi-private defensible space in the form of small front garden forecourt areas will provide a degree of separation and privacy between the main property frontages, their front doors and the waterside public realm.

- 7.168 Given the scale of The Mole promenade in terms of linear length of public realm in relation to the open aspect of the dock across to South Quay, an appropriate sense of containment will only be achieved with buildings of least three storeys.
- 7.169 Opportunities exist for the introduction of higher, landmark blocks at strategic junctures along the frontage, with a view to adding a degree of visual definition, variation, emphasis and vista. This is particularly the case at the far eastern end of The Mole as a way of marking, more or less, the centre of the dock, and its panoramic situation.
- 7.170 The leisure building should be recognisable as a public building, and its scale, height and massing should be, at least, consistent with that of the food store and the adjacent apartment building at the head of the linear park. The leisure building is likely to represent a single mass, and as such, should be articulated to express the various functions within and their specific relationship to Waterside Square and the north-south route through the site.

Appearance, Materials and Design Features

- 7.171 The buildings which constitute the development of the Mole will be of a high quality contemporary design, and represent responsive solutions to their potential status, their function and their situation, and in particular their relationship to the key areas of open space and public realm. They will use high quality materials and details, with particular emphasis on public frontages.



- 7.172 The palette of materials will reflect the maritime setting of the dock and marina, and as such will include the use of:
 - Rendered walls
 - Grey slate pitched or flat roofs
 - Areas of feature panelling
 - Thematic architectural detailing of timber and metalwork
 - The use of water and nautical motifs
- 7.173 It is envisaged that the waterside properties will exhibit a contemporary interpretation of the form of character similar to many traditional quayside development situations, through incorporating features such as:
 - Bay windows
 - Projecting balconies
- 7.174 Differing roof forms should also be used to distinguish corner and end properties. There could also be an up-lift in floor to ceiling heights on these end units to create a "bookend" effect.
- 7.175 Ground floor frontages will be highly glazed and entrances will be clearly 'marked' and adjacent to the key areas of public realm.

Public Realm and Public Open Space

7.176 Roofscape will be carefully considered in relation to the views from the higher buildings within the development as well as from Barry Town and Barry Island. Mechanical plant for the leisure building should be screened or hidden by its inherent form.

7.177 The surface treatments of the streets, parking areas and footpaths will vary from the standard finishes to be used in those areas adjacent to the public open spaces. This differentiation and hierarchy between the public open spaces and the private residential access road will help contribute to the character of those particular spaces as well as the legibility of the area as a whole.

7.178 Although the public realm open space should be a principally hard landscape space, street trees will significantly contribute to the pedestrian character and conducive micro-climate of the space and should be selected to provide good seasonal effect and contribute to the unique character of this space.

7.179 In order to encourage natural surveillance, and limit the potential for inappropriate behaviour, buildings which turn a corner should incorporate windows and/or entrances to avoid sterile, blank frontages.

7.180 Waterside Square will be the focal, centrepiece space for the whole Barry Waterfront regeneration area, and the primary destination for its residents, neighbours and visitors. Its situation at the junction between The Mole and the development site provides an opportunity for an interactive vibrant south facing square with a direct relationship to:

- The north-south quay side pedestrian route;
- The linear park and tiered open space at its head;
- The promenade along the southern side of the Mole; and
- The east-west pedestrian route toward Barry Town railway station.

Structured hard and soft landscape will link these areas and spaces together providing continuity of high quality street furniture, paving materials, edgings, kerbs, steps, ramps, tree and shrub planting, and, specific pieces of public art.

7.181 In respect to the promenade and the rear access areas and car parking, shared paving will contrast with those areas dedicated for pedestrian use only. Further contrast through threshold paving will be used to differentiate between public, semi-private and private spaces, responding to driveways, access and building entrances. The use of tactile paving to be kept to a minimum.

7.182 The Mole development area should be able to accommodate significant numbers of vehicles in response to the aspiration for a marina and associated facilities, as well as a large number of pedestrians and cyclists. Parking and servicing associated with the various building types will be accommodated either 'internally' behind perimeter building blocks, or screened in relation to views for the access roads, the pedestrian routes and key areas of public realm.

7.183 Within the Mole, a triangular public realm space represents an extension to Waterside Square, at the confluence of four principal characters, further contributing to the diversity and character of this waterside public realm heart to the development. This semi-enclosed space should capitalise on the sheltered south facing aspect and active building frontages, with potential for external café and restaurant use. The 'place' should contain a central interactive artwork feature contributing to the unique character of the space and providing both formal and informal seating opportunities focusing on views of the water and future marina moorings.

7.184 Pedestrian dominated public realm access would extend along the southern water edge of the Mole, as a pedestrian promenade, with a mix of active building frontages.



View of public realm linking The Mole to the District Centre

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8.0 Conclusions

Summary of Design Response to Local Policy Context

8.1 The Barry Waterfront proposal has taken into account sustainable development principles in accordance with national planning policy guidance such as Planning Policy Wales, relevant MIPPS and TAN12 (Design). In addition to these general design principles particular attention has been paid to the specific design policies set out in the Council's adopted Unitary Development Plan (UDP) and Barry Waterfront Development Principles Document (BWDPD) which was adopted as Supplementary Planning Guidance in July 2009.

THEME	DESIGN RESPONSE
Responding to the context of the existing development and surrounding environment (TAN12: Character, Movement; BWDPD: Sense of Place, Integration)	<p>The waterfront is the major influence on the design and layout of the scheme. A quality and active public realm area with associated A3 uses is proposed on the waterfront. The opportunity for views across water is maximised through the orientation of key routes and streets.</p> <p>The development layout has responded to physical constraints (e.g. flood risk, ground conditions, cliff, railway line) whilst drawing on the form and urban grain of neighbouring communities. Opportunities for maximising pedestrian and cycle links with the surrounding area are explored.</p>
Ensuring high standards of design and materials (TAN12 Character; UDP Policy SHOP2 and BWDPD: Design Quality)	Creation of attractive spaces with particular emphasis on quality public realm is central to the design approach in Barry Waterfront. A palette of materials is identified within the Design and Access Statement to ensure use of appropriate materials.
Ensuring the scale, form and character are sympathetic to the environs (TAN12: Community Safety; Character; UDP Policies ENV27, HOUS8 and EMP2, BWDPD: Sense of Place, Integration)	The scale, form and character of the proposals reflect traditional urban grain in Barry and Barry Island with a concentration of 2-3 storey terraced residential properties. A number of taller buildings are proposed at key intersections and in landmark locations. The character varies within the scheme drawing from both the traditional red brick terraces of older Barry and the maritime setting of the waterfront.
Meeting the Council's standards of amenity and open space (TAN12: Character; Environmental Sustainability; UDP Policies ENV27, REC 3 and Policy HOUS8)	<p>The scheme proposes to provide approximately 7 hectares of high quality public realm and public open space across the site including the provision of a children's play area and senior playing pitch.</p> <p>Although this does not meet the Council's playing field standards in full this is an urban waterfront scheme where the emphasis has been on creating an attractive waterfront destination. In consultation with the Council there has been an increased focus on creating quality public realm.</p> <p>The proposed design approach allows for appropriate amenity standards between residential properties and within mixed use areas. There is good and inclusive access to public open space and the waterside public realm across the site.</p>
Meeting the Council's standards for access, servicing and car parking (TAN12: Access; Movement; UDP Policies: ENV27, HOUS8, EMP2 and SHOP2 BWDPD Movement and Accessibility)	The proposed parking provision is below the standard set out within the appendices to the UDP. However, the sustainable location of the site, proposed mix of uses and inclusive accessibility within the site all encourage pedestrian and cycle trips as an alternative to the use of private car.
Ensuring adequacy of utility services and provision for waste management (TAN12: Environmental Sustainability; UDP Policies: ENV27, HOUS8, EMP2 and SHOP2 BWDPD Sustainability)	Adequate utility services are available or will be provided as part of the proposal. This includes investigating the potential for district heating. Provision of waste management facilities is recognised as an important issue that will need to be addressed at the detailed design stage.
Minimising the detrimental impact on neighbouring environs (noise, smell, traffic, congestion, safety, health impacts, exacerbation of parking problems, visual intrusion) (TAN12 Community Safety; Environmental Sustainability; UDP Policies ENV27, HOUS8, EMP2, SHOP2)	<p>There are no bad neighbour uses proposed as part of the development. The amenity considerations associated with the mix of residential and A3 uses will be addressed at the detailed design stage.</p> <p>Development of Barry Waterfront will lead to some increase in traffic levels but it will also lead to some redistribution of traffic away from existing routes. Whilst the link road will be a busy route, the aim will be to reduce the road hierarchy quickly away from this road to create quieter streets that encourage walking and cycling. Dedicated pedestrian/cycle routes are proposed that will assist in delivering health benefits.</p> <p>The need for active streets and spaces with high levels of surveillance is an important design consideration in promoting a safe and secure environment.</p>
Ensuring the provision of new landscaping (TAN12 Environmental Sustainability; UDP Policies ENV27 and EMP2)	A public open space and public realm strategy with associated landscaping is an integral part of the development proposals.
Making a distinction between public and private spaces (TAN12 character, UDP Policy ENV27, BWDPD sense of place)	The design approach seeks to provide a clear distinction between private and public spaces through use of boundary and surface treatments e.g. railings, hedges etc.
Ensuring high level accessibility for public transport, cyclists, pedestrians and those with impaired mobility (TAN12: Access; Movement; UDP Policies ENV27 and SHOP2 and BWDPD integration, movement & accessibility)	<p>Central to the masterplanning approach has been the need to create direct and inclusive connections within the site to proposed facilities and beyond the site to existing facilities.</p> <p>The level topography of the site and direct nature of proposed routes promotes inclusive access. The main barriers to movement are the cliff at Barry Island and railway lines. Alternative level access to Barry Island will be via the main road and Cosy Corner.</p> <p>Provision is made for diverting a bus route through the centre of the site linking between Barry town centre and Barry Island. Pedestrian / cycle connections are proposed towards the three existing railway stations around the site, beyond the site this will require joint delivery with the Council and Network Rail.</p>

THEME	DESIGN RESPONSE
Ensuring energy efficient design, layout, materials and technology (TAN12: Environmental Sustainability; UDP Policy ENV27, BWDPD sustainability)	A key aspiration is to establish a sustainable basis for design. As such, the block layouts have been influenced by appropriate orientation to reflect passive solar gain. The buildings which will be constructed on the development will attain high sustainability targets with all residential units achieving the Eco-Homes 'Excellent' rating and all leisure and retail buildings achieving BREEAM 'Excellent' rating (or equivalent standard at the current time).
Reducing risk and fear of crime (TAN12: Community Safety; UDP Policy ENV27, BWDPD community pride, design quality)	The layout and design of streets and public spaces will take account of the need for active frontages and good surveillance to reduce the risk and fear of crime.
Promote the regeneration of derelict or degraded land (TAN12: Environmental Sustainability; UDP ENV 25, BWDPD sustainability)	The proposal will transform derelict dockland into an attractive mixed use development capitalising on its waterfront setting.
A Mix of Uses (DPD) (UDP HOUS 1 (1), EMP 1 (14), SHOP 4, COMM 3 (iii) BWDPD Mix of uses)	A range of uses are proposed including residential, retail, leisure, offices and open space. Land is also safeguarded for an education site.
Use of the Water (BWDPD use of water)	Residential and A3 uses will capitalise on the waterside setting with quality public realm and open spaces. The dock is not within the control of the applicant so no formal uses of the water is proposed as part of the application however the potential for water related activities and uses could be accommodated within the scheme e.g. on the pontoons adjacent Arno Quay. This Design and Access Statement also includes a section on the Mole and the shared aspirations of ABP and the Vale of Glamorgan to deliver a Marina. The proposals and infrastructure provision within the Barry Waterfront scheme is consistent with the delivery of a marina and mixed use development on the Mole.
A phased development (BWDPD phased development)	It is proposed that the new link road to Barry Island will be in at an early stage of the development. Open space and public realm will be brought forward at the same time as the adjoining development area. Where community facilities are required these will be phased in accordance with identified need.

8.6 The design approach has evolved as a result of consultation with key stakeholders such as Welsh Assembly Government, ABP, Vale of Glamorgan and local residents. It has also taken into account the relevant national and local design policies. The proposals have been scrutinised by the Design Commission for Wales on four occasions which has led to a regular dialogue on scheme evolution leading to the final parameter plans and masterplan layout presented in this document and accompanying planning application.

8.7 It is considered that the parameter plans and masterplanning principles set out in this document provide certainty to the Council, public and future developers regarding the form, scale, mix and quality of development proposed for Barry Waterfront.

8.8 TAN12 recognises that Design and Access Statements should be living documents and is likely that there will be additions and revisions made as the scheme progresses to reflect changing policy aspirations, market conditions and building technologies. Where such changes are required this will be undertaken in consultation with the Council and key stakeholders through the planning process.

Conclusion

8.2 Barry Waterfront occupies a strategically important location between Barry Town Centre and Barry Island with a waterside location. Whilst the application site is currently derelict, contaminated land within a coastal flood risk area the development potential is obvious and this is recognised within the adopted UDP.

8.3 In addition to the UDP allocation the Consortium has worked with the Council to develop a shared vision for regeneration of this site and joint planning policy context through the Barry Waterfront Development Principles Document and emerging Barry Waterfront Development Brief.

8.4 This Design & Access Statement sets out a detailed description of:

- ▶ Site Context
- ▶ Policy Context
- ▶ Masterplanning Principles
- ▶ Design Evolution
- ▶ Design Principles for each Character Area
- ▶ Illustrative Masterplan
- ▶ Detailed Development Parameters

8.5 It has been demonstrated in this document that an attractive mixed use development can be delivered based upon inclusive design principles and consideration of national and local policy objectives. Where the proposed approach varies from the requirements set out in adopted policy documents this is identified and justified within the design and Access Statement or accompanying Planning Statement.



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