

# Draft Barry Waterfront



## Development Principles



## **CONTENTS PAGE**

1. Introduction	4
2. The Site and its Surroundings	9
3. Key Planning and Transportation Requirements for the Waterfront	16
4. Planning Obligation Requirements	24
5. Planning Submission Requirements	25
6. Useful Contacts	26

### **Appendices:**

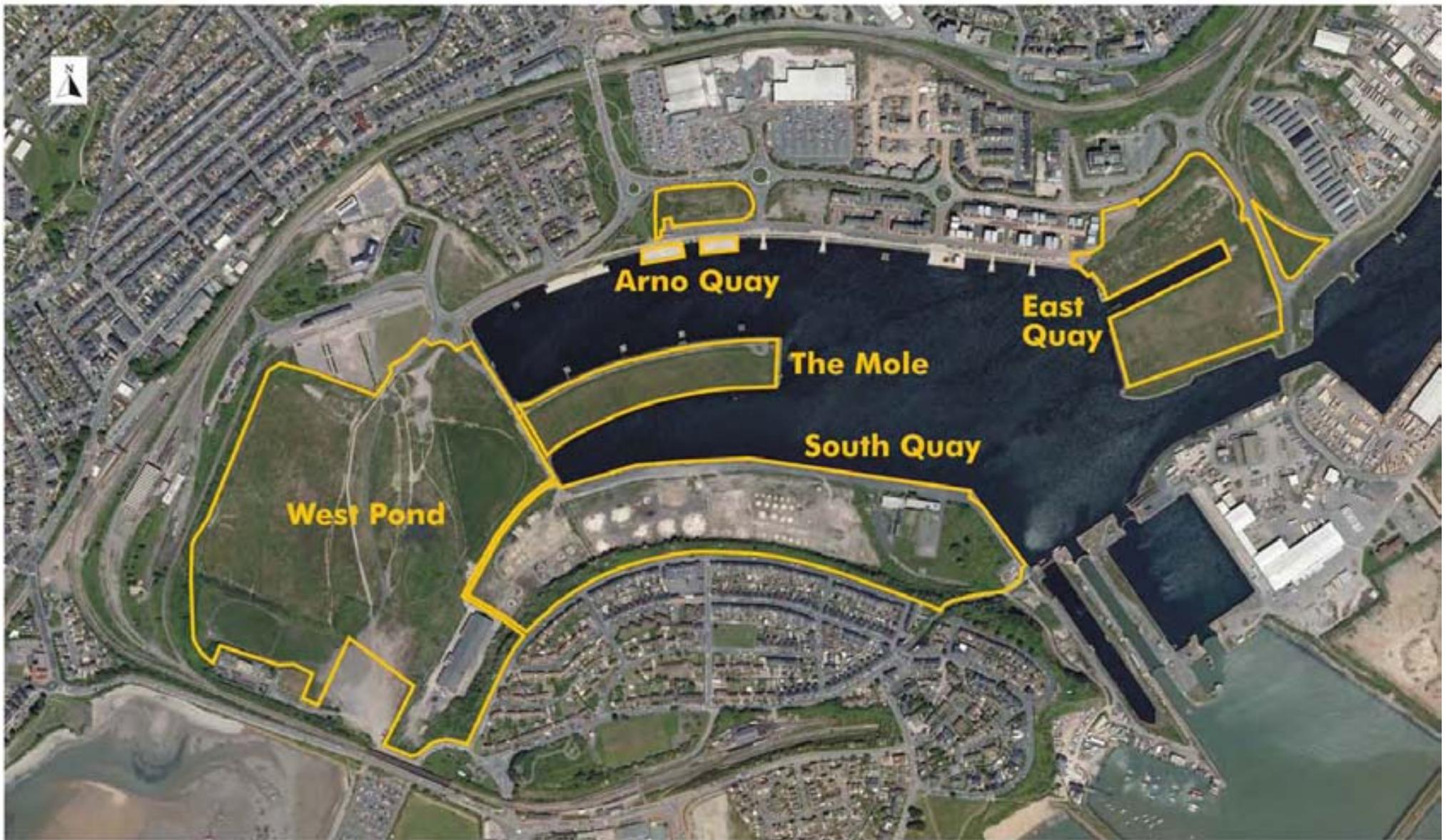
Appendix 1 – Barry Waterfront Planning History	28
Appendix 2 – Planning Obligation Requirements	30

### **Illustrations:**

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

## Barry Waterfront

## Remaining Sites to be developed



**Illustration 1.**

## 1. Introduction

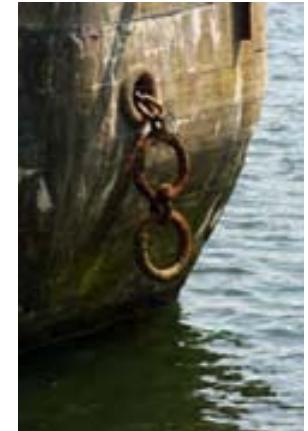
### Purpose of the Document

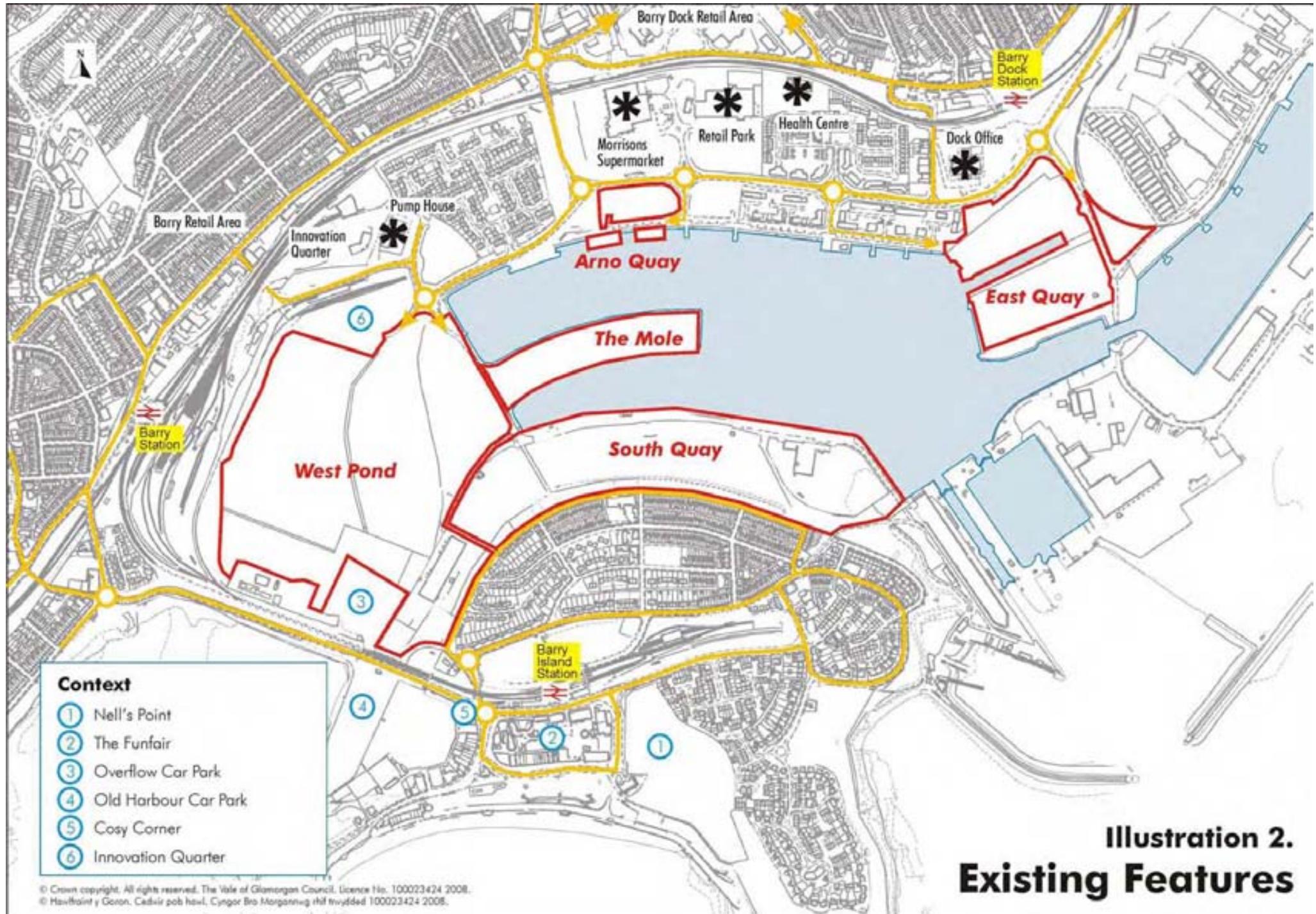
This Document has been prepared by the Council and provides development principles for the remaining Barry Waterfront site areas as shown on the aerial photograph illustration reference 1.

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

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

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



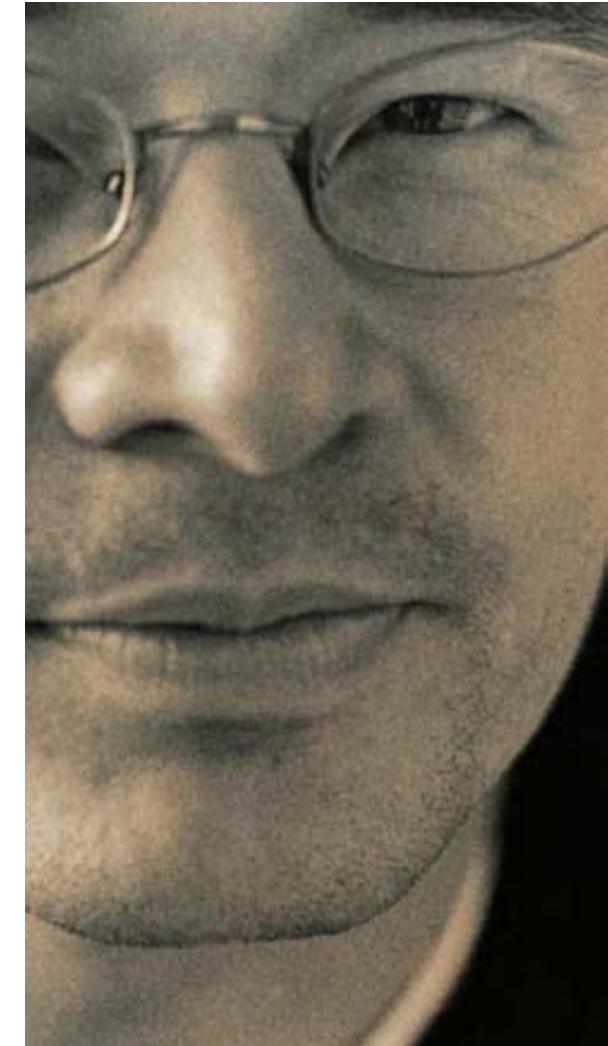


**The Objectives of this Document are to:**

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

**The Vision**

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



## **Status of the Document**

In accordance with the Vale of Glamorgan Council's protocol for preparing development briefs, this Development Principles document will need to be formally considered by the Council's Cabinet in consultation with relevant Committees. Following Cabinet's approval of the document a public consultation exercise will need to be undertaken, the results of which will be reported back to the Council's Cabinet and relevant Committees. Once finally approved the document and associated supporting information will be adopted and as a consequence will form a significant material consideration in the determination of any future application (s) for the sites.



### Illustration 3

#### Topography of the Waterfront



View to the East



View towards Barry



View to the West

## **2. The Site and its Surroundings**

### **Location**

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

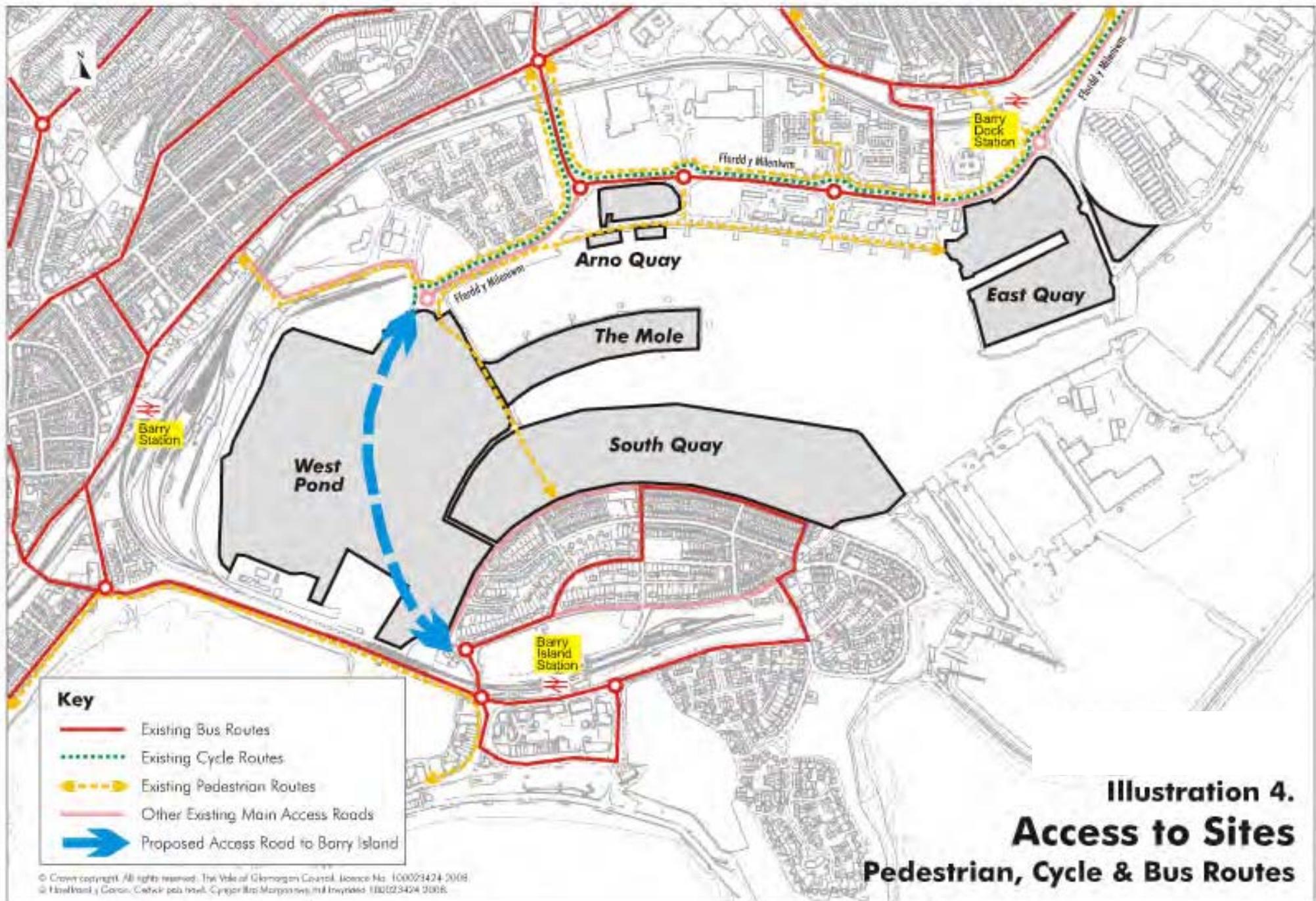
### **Topography**

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

### **Road and Public Transport Access**

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





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

### **Pedestrian Access**

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

### **Existing Important Features**

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

### **The Sites**

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

### **West Pond**

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



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

### **South Quay**

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

### **Arno Quay**

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

### **East Quay**

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



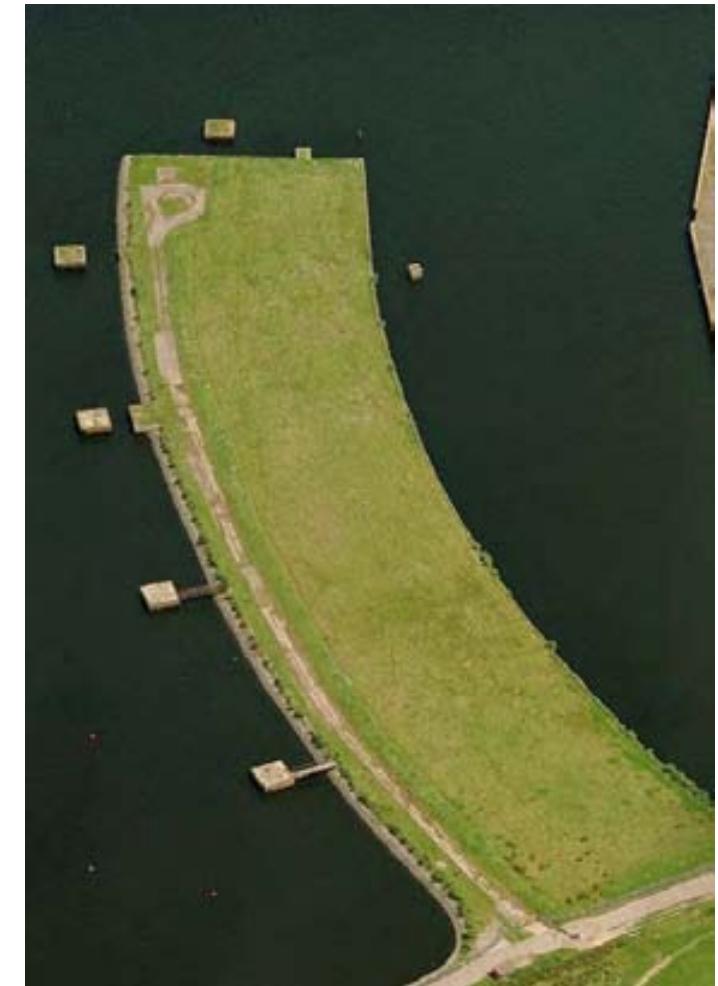
## **The Mole**

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

## **Site History**

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

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



## **Local Policy Context**

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

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

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

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

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

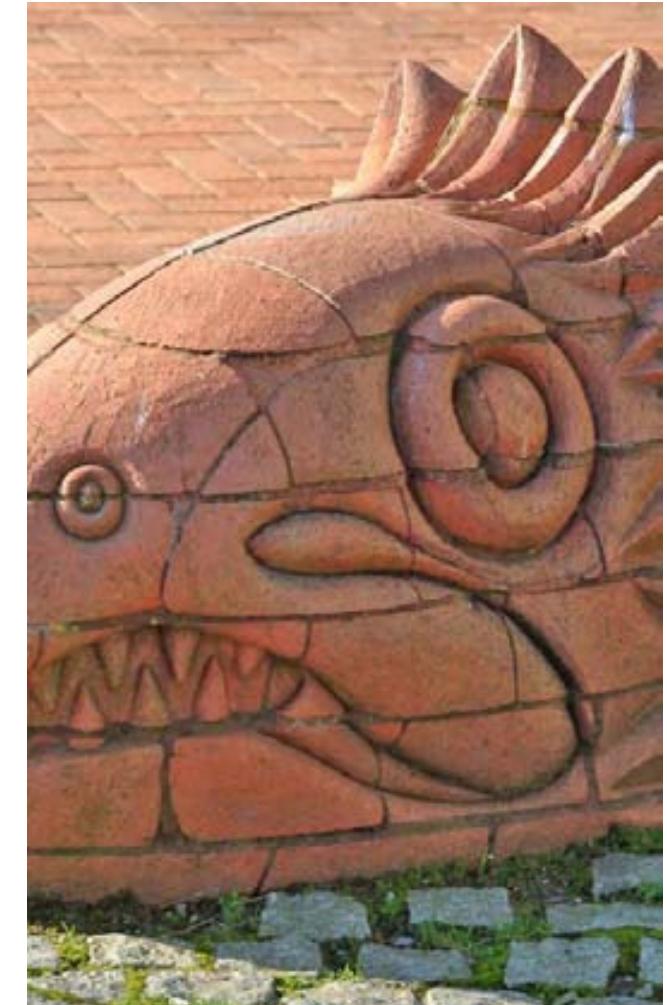


the Brief will be to ensure that the development of this site makes an effective and positive contribution to the social, economic and environmental wellbeing of the community”.

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

In addition to the relevant Local policies, any masterplanning of the site and subsequent planning submissions, the developer will have to incorporate the requirements of national policy and guidance. In particular, consideration must be given to the aims of the Wales Spatial Plan, Planning Policy Wales (March 2002), relevant Technical Advice Notes and recent Ministerial Interim Planning policy Statements on topics such as Affordable Housing, Climate Change, Sustainability and Design and Access.

At the regional level, consideration needs to be given to regional statements and guidance on land use planning, transportation and waste.



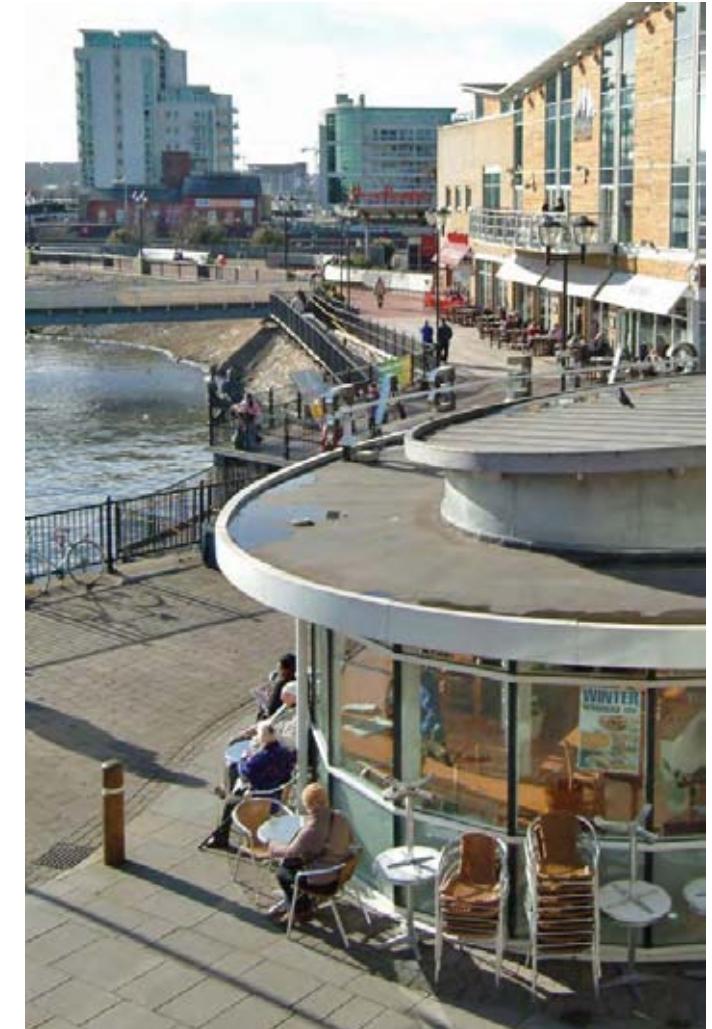
### **3. Key Planning and Transportation Requirements for the Waterfront**

#### **Introduction**

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

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

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



## **A Mix of Uses**

Whilst it is acknowledged that the developer consortium has successfully bid for the site on the basis of an anticipated quantum and range of development, it is critical that the development of the Waterfront delivers a varied range of uses to serve the needs of the development and area as a whole, in an appropriately phased manner. It is expected that the development will deliver a high quality, high density development with a minimum of 2000 new residential units, a range of appropriate A3 and related uses (public houses, cafes and restaurants), leisure based uses with particular emphasis on the effective use of the water for activities, tourist facilities, attractions and accommodation. In addition, the development must deliver community based facilities for the planned new population as well as the existing population at the Waterfront and beyond. This is of particular importance to ensure that the development is integrated with the existing Waterfront and adjoining areas of Barry and the Island.

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

## **Use of the Water**

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



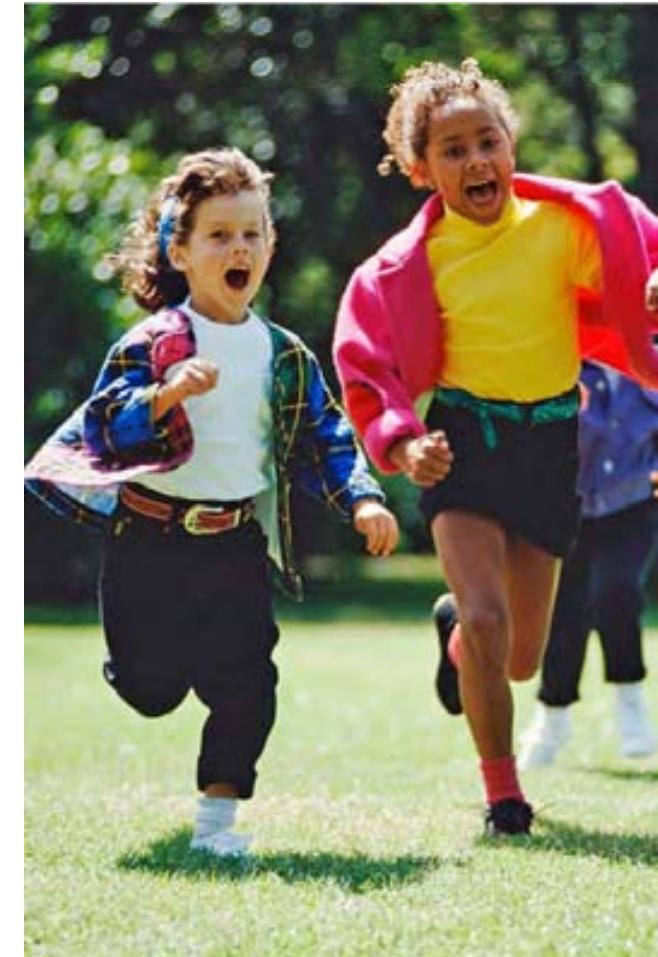
that the development of the waterfront must encompass this important water based opportunity. The Council will, therefore, expect the masterplanning process to address the opportunities for the Mole. Consideration should also be given to the use of water as a potential method of transport.

### **A Phased development**

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

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

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



## Integration

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

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

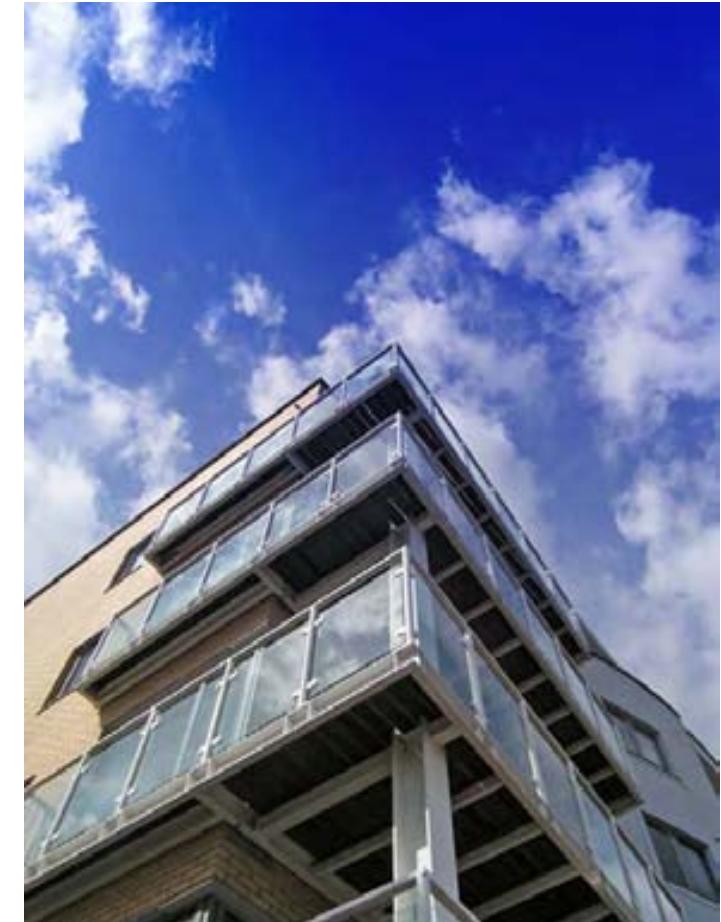


### **A Sense of Place**

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

### **Community Pride**

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



## **Sustainability**

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

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

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

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

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



## **Design Quality**

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

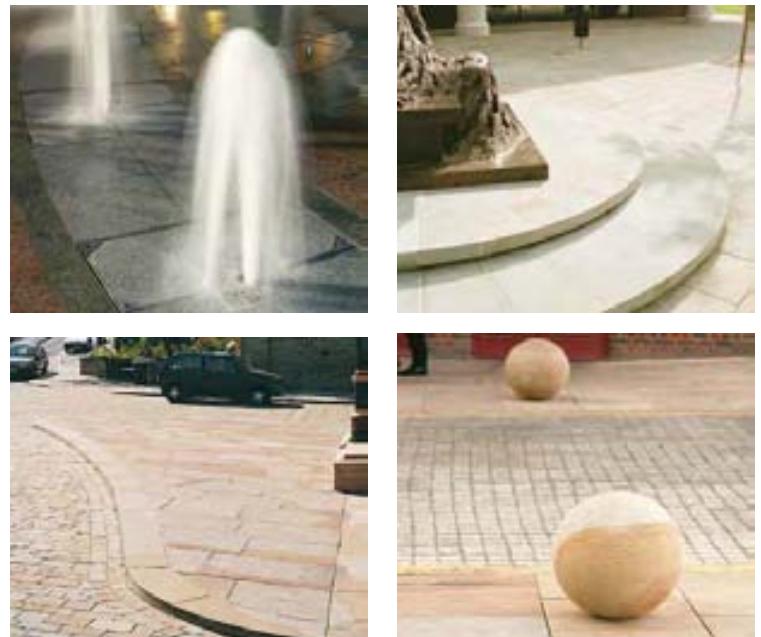
The development should respond to the context of the existing development and opportunities at Barry Island and Barry Town as well as existing spaces, landscape and the water.

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

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

## **Movement and Accessibility**

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



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

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

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

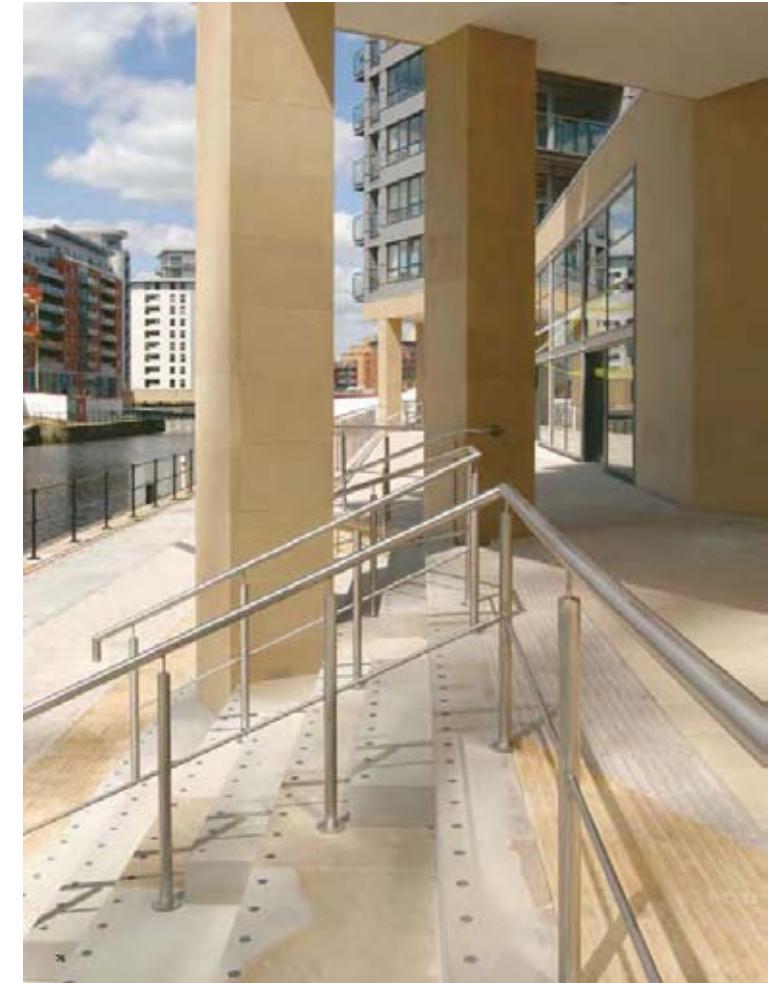


#### **4. Planning Obligation Requirements**

A development of this scale has vast implications for infrastructure, facilities and services in the Barry area and beyond. As such, the Council will seek planning obligations to seek the improvements necessary to make the development and its wider impacts acceptable in line with planning policies. Planning obligations are likely to be required in respect of the following:

- Affordable Housing
- Education Facilities
- School Transport
- Strategic Highway Improvements
- Local Highway Improvements
- Sustainable Transport Facilities
- Public Open Space
- Leisure Facilities
- Public Art
- Community Facilities
- Pollution Control
- Urban Regeneration
- Waste and Recycling Facilities
- Phasing

More detail about the likely requirements is contained at Appendix 2.



## **5. Planning Submission Requirements**

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

- Transport Assessment
- Design Statement
- Access Statement
- Sustainability Statement
- Retail Impact Assessment
- Public Realm Strategy (to include details of public art, street furniture, permeability analysis etc.)
- Environmental Impact Assessment
- Contaminated Land Remediation Methodology



## **6. Useful Contacts**

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

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

Development Control – Steve Ball 01446 704602

Planning Obligations – Victoria Abraham 01446 704662

Highway Development – Tom Bevan 02920 673055

Planning Policy – Lucy Turner 01446 704665



## Appendix 1 – Planning History

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Appendix 2 – Planning Obligation Requirements

Where figures are given to highlight likely financial contributions, these will be index linked to take account of the time lapse between the preparation of this paper and the determination of the future planning applications.

### Affordable Housing

The original Section 106 Legal Agreement for the outline planning application for Barry Waterfront (reference 94/00144/OUT) contained a clause requiring “that a minimum of 20% of the total number of housing units on the development shall take the form of affordable housing.”

Throughout the implementation of the Waterfront to date, 782 dwelling units have been approved, of which 81 are affordable units equating to 10.35%. Therefore, the remaining areas to be developed will need to satisfy this shortfall in provision.

Since the original outline planning application was approved, the Council has adopted the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011 (UDP). In accordance with UDP Policy HOUS 12, all housing developments accommodating over 50 dwellings, regardless of them being subdivided, will be expected to make provisions for affordable housing. On these sites, at least 20% of the total dwellings will be affordable. Further advice is contained within the Council’s Adopted Supplementary Planning Guidance (SPG) on Affordable Housing.

The Council is presently undertaking a review of its affordable housing needs through a jointly commissioned Local Housing Market Assessment (LHMA) with Cardiff County Council.

Initial findings indicate that there is a current need to provide 652 new affordable dwellings per year in the Vale, with the highest demand for

affordable housing being within Barry, with an identified annual shortfall of 265 units. In terms of site thresholds and in light of the overall need for affordable housing the study recommends that the Council increase its on site affordable housing requirement from 20% to 30-35%.

In light of these findings, and the under provision of affordable housing to date at the Waterfront, the Council will seek at least **30% affordable housing provision** on the remaining sites at Barry Waterfront.

Details of the tenure mix to be provided on site will be agreed at such time as a planning application is submitted in light of the latest information on housing needs in the area.

### Education

UDP Policy HOUS 8(vi) permits new housing developments within settlement boundaries provided that (inter alia) adequate community and utility services exist, are reasonably accessible or can be readily and economically provided. Planning Policy Wales (2002) states that planning policies and proposals should, inter alia, promote access to education. It notes that development control decisions should take account of social considerations relevant to land use issues, which includes education provision (paragraphs 3.3.2 and 9.2.8 refer). Paragraph 12.1.1 states “Adequate and efficient infrastructure, including services such as education [...] is crucial for the economic, social and environmental sustainability of all parts of Wales.”

The proposed residential development will generate significant numbers of school-aged children. The Council’s current formulae for calculating education contributions is outlined below. If this is superseded, the latest Council policy will be applied.

Pupil numbers derived from new housing developments are based on the following calculation:

- Pre school – No of dwellings x 0.1
- Primary – No of dwellings x 0.278
- Secondary (11 to 16 yrs) – No of dwellings x 0.208
- Secondary (Post 16 yrs) – No of dwellings x 0.04

Studio apartments, 1 bed units, or accommodation specifically provided for elderly or student communities are excluded from any calculations as it is usually agreed that these do not house school-aged children.

Where the calculated requirement cannot be met by available spare capacity within existing local schools, a contribution will be required to enable additional places to be brought into use.

Nursery and primary school pupils require 3.1m @ £1600/m = £4960/child  
Secondary pupils require 5.7m @ £1830/m = £10,431/child

**Note:** Area recommendations per pupil place as outlined in the Department for Education and Skills, Building Bulletin 99 for primary schools and Building Bulletin 98 for secondary schools. Price per square metre based on current costings and reference to Spons Architects and builders price guide recommendations. In terms of the guide for 2008, prices per square metre range between £1370 - £1830 for primary provision and £1600 - £2060 for Secondary.

In addition other costs need to be factored in such as professional and legal fees, planning applications, building regulations, etc.

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

The development will be expected to meet the entire cost of housing the new pupils. This may be through the construction of the school to a specification to be agreed by the Council, or through a financial contribution sufficient to cover the Council's costs of construction.

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

## **School Transport**

The development will generate approximately 316 secondary pupils (aged 11-16) who will require some form of school transport. Whilst there is no statutory obligation to provide free transport if the walking distance to the nearest school is within three miles there is likely to be a demand for fare paying buses to go to school. These will need to be subsidised as they are unlikely to be provided on a commercial basis and the likely cost of such a link in the Barry area would be in the region of £25K per annum. Further, should there be a demand to attend a denominational school then there is likely to be a requirement to provide additional transport - for example to the Bishop of Llandaff School in Cardiff.

The developer will be expected to meet the initial cost of this additional pressure on school transport services.

## **Transport**

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

The development consortium have appointed specialist consultants Ove Arup & Partners Ltd, to undertake the TA work. The Local Planning and Highway Authorities will liaise closely with them to ensure that the transport implications are fully considered and that any necessary off-site works are taken forward through the planning process.

In advance of the findings of the Transport Assessment, there are a number of transport schemes which the Council is aware of that are likely to be required in connection with the development at the Waterfront.

## **Strategic Highway Improvements**

Two strategic highway improvements are required.

- (1) The Barry Waterfront to Cardiff Link is a planned strategic highway identified under UDP Policy TRAN 1(ii). The Waterfront is likely to place considerable traffic pressure on the main routes between Barry and Cardiff and it is therefore reasonable that a financial contribution is made by the developers of the Waterfront towards the cost of this strategic road link.

- (2) The development of South Pond and West Quay must include a strategic road route through to Barry Island, including a Barry Island Gateway Feature.

## **Local Highway Improvements**

The following local highway improvements are likely to be necessary to provide for additional traffic along the key routes in Barry heading towards Cardiff:

- Biglis Roundabout Improvements
- Ffordd y Mileniwm / Wimborne Road Junction
- Palmerston Road /Cardiff Road Junction
- Cardiff Road/Ffordd y Mileniwm Junction and
- Any others as a result of the Transport Assessment

## **Sustainable Transport**

National planning policies contained within Planning Policy Wales (2002) and TAN 18: Transport (2007) outline the importance of encouraging sustainable transport and recognise planning obligations as a legitimate tool for the enhancement of off site sustainable transport facilities. UDP Policies 2, 7, 8, 10, and ENV 27, and the Council's adopted Sustainable Development SPG all emphasise that new developments should be served by a range of sustainable transport alternatives to the private car.

In light of this, the Council will seek a financial contribution of £1000 per residential unit and £1000 per 100sqm of commercial floor space to provide or enhance off-site sustainable transport facilities serving the new development.

Sustainable transport facilities means infrastructure or services, including information provision, which caters for pedestrians, cyclists, public transport users, motor cycles, taxis or car sharers.

This planning obligation could be implemented through the following:

- Provision or enhancement of waiting facilities for public transport users;
- Transport interchange facilities;
- 'Pump priming' local public transport services to increase frequency, improve routes or extend hours with a view to making improved services operate on a commercial basis;
- Public transport information services;
- Designated highway improvements e.g. bus lay-bys, dedicated bus lanes, cycle ways, footways etc.;
- Designated secure cycle parking at key destinations;
- Improvements on pedestrian and cycle routes to key trip generators with crossing facilities, improved lighting and signage etc; and
- Maintenance / cleaning costs for associated infrastructure.

The TA accompanying the planning application should outline a package of measures to provide improvements to sustainable transport facilities serving the site.

## **Public Open Space**

In accordance with UDP Policy REC 3, within residential developments open space will be sought at a minimum standard of 2.43 hectares per 1000

population (0.6-0.8 hectares for children's playing space and 1.6-1.8 hectares for outdoor sport). The assessment will be carried out in light of existing provision in the locality. Where it is impractical to provide open space on site or where existing open space provision is deficient in quality in the immediate locality, the Council may be willing to accept alternative provision i.e. off site contribution payments. However, a scheme of this scale will be expected to provide an adequate amount of POS provision on site.

In accordance with UDP Policy REC 6, within new developments, children's play facilities will be provided at a standard of 0.2-0.3 hectares per 1000 population (falling within the provisions set down in Policy REC 3). The term "children's play facilities" refers to children's outdoor play equipment e.g. adventure playgrounds.

The standard can be broken down to a minimum square metre requirement per person as follows:

<b>Children's play facilities</b>	<b>0.2 ha per 1000 population = 2 sq.m per person</b>
<b>Other children's play space</b>	<b>0.6 ha per 1000 population = 6 sq.m per person</b>
<b>Outdoor sport</b>	<b>1.6 ha per 1000 population = 16 sq.m per person</b>

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

Areas of public realm such as footpaths, cycleways and highways and other forms of circulation space do not contribute towards the on site public open

space area. Likewise incidental areas of landscaping or drainage basins are not considered to be useable areas of open space, which contribute to satisfying the policy requirement.

In terms of play equipment, the site should provide for at least 3 children's play areas. In addition, facilities for young persons should be made through the provision of a skateboard facility and a Multi Use Games Area (MUGA). These facilities will need to be provided at no cost to the Council and to a specification to be agreed by the Council.

These areas will need to be laid out in accordance with a scheme to be agreed by a Council. If they are to be transferred to the Council for future maintenance, they must be transferred at no cost and an appropriate commuted sum will be payable by the developer to ensure adequate maintenance for a 20 year period. If they are not to be transferred to the Council for adoption, the developer will need to satisfy the Local Planning Authority that adequate provision is made for their future maintenance.

Where it is not feasible to provide sufficient public open space on site and the Council is in agreement, a financial contribution will be sought to provide or enhance off site public open space likely to be used by future occupiers of the development. This will be calculated on the basis of £900 per person of those not catered for through on site provision.

The original section 106 agreement required the developers to 'dedicate, layout, landscape and maintain in perpetuity [...] an area of public open space to be approximately 15000sqm' on East Quay (the former filled graving dock site). This has not been delivered to date and must be incorporated into the masterplan for the development of the remaining sites. However, it is required to serve the existing 782 dwellings already built on

Phase I and does not count towards the additional requirement created by the 2000 units as part of the Waterfront Phase II.

## **Leisure**

The existing facilities at Barry Leisure Centre are in need of modernisation. The Council would favour on site provision of a new leisure centre facility. The estimated land requirement for a new facility would be 1.5 hectares and the build cost would be circa £12,000,000. The developer will be encouraged to investigate opportunities for on site provision of leisure facilities and dual use of facilities. Where this is not possible, the Council will seek financial contributions to upgrade existing facilities.

## **Public Art**

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

To calculate the % for art, the developer will need to provide a detailed written estimate of the building costs of their proposal. Where developers fail to do this the Council will calculate the contribution based on a cost of £675 per square metre (or £57 per square feet).

Preferably some or all of the Public Art should be provided on site and integrated into the development proposals. Details of this should be outlined

within the Public Realm Strategy which should be prepared to accompany the planning application.

## **Community Facilities**

UDP Policy HOUS 8(vi) permits new housing developments within settlement boundaries provided that (inter alia) adequate community and utility services exist, are reasonably accessible or can be readily and economically provided.

The development is likely to generate a population of 4720 people, who will place additional pressures on existing Community Facilities in Barry. The developers will be encouraged to investigate opportunities for dual use facilities for on site provision of community facilities. In addition, financial contributions will be sought to improve existing community facilities and services such as libraries, community halls, health care, children, young people and vulnerable adult's services, life-long learning services etc.

To calculate the community facilities contribution, the Council will apply the following formula:

Community Facility Contribution = 0.75sqm of community floor space per dwelling or £988.50\* per dwelling in lieu of on site provision.

**Note:** Build costs for Community Facility floor space = £1,318.00/sqm (according to Building Cost Information Service classification CI/SfB 532).

## **Pollution Control**

UDP Policy 2 favours proposals which encourage sustainable practices including pollution control. UDP Policy 8 states that developments will be favoured in locations which minimise traffic levels and associated unacceptable effects. UDP Policy ENV 29 (Protection of Environmental Quality) states that development will not be permitted if it would be liable to have an unacceptable effect on either people's health and safety or the environment.

In light of the above policies, it is considered reasonable to expect the developers to pay for the monitoring of the pollution effects of the development in order to mitigate against harm and protect the environment.

## **Urban Regeneration**

UDP Policy 1 seeks to protect and enhance the Vale of Glamorgan's distinctive rural, urban and coastal character. UDP Policy 9 seeks to ensure that the vitality, attractiveness and viability of existing town centres is protected and enhanced. Policy ENV 25 promotes the regeneration of urban areas. The redevelopment of the remaining sites at Barry Waterfront offers the opportunity to regenerate and boost the local economy of Barry.

## **Barry Town Centre**

The Waterfront is an 'edge of centre' site within walking and cycling distance of Barry Town Centre. In the interests of sustainability, future occupiers should be encouraged to use the Town Centre's shops, facilities and services. Therefore, the Council will seek a financial contribution to enhance the public realm within the town centre and improve access to it from the Waterfront. Opportunities to raise the profile of Barry Town Centre will be maximised.

## **Barry Island**

The Waterfront lies alongside Barry Island and the masterplanning of the development will need to take account of this relationship. Opportunities to raise the profile of Barry Island and to integrate it with the Waterfront will be welcomed. Therefore, the Council will seek a financial contribution to enhance the public realm at Barry Island and improve access to it from the Waterfront.

Further feasibility work for regeneration in Barry Town Centre and Barry Island will need to be undertaken by the Council to establish the likely financial contribution to be sought in respect of the above.



## **Waste and Recycling Facilities**

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

## **Phasing**

The Council will seek the appropriate phasing of the development to ensure that the development is delivered in a proper and planned manner and to provide certainty





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



The Vale of Glamorgan Council, Directorate of Environmental & Economic Regeneration, Dock Office, Barry Docks, Barry, CF63 4RT