

WEYCOCK CROSS

Barry, Vale of Glamorgan



Vision Statement

June 2025

VISION

The land south of Port Road West at Weycock Cross offers the opportunity to create a high quality, integrated residential extension to Barry of up to 376 dwellings. Able to deliver a range of high quality homes that will cater for modern life styles and flexible living, with an inclusive housing mix to help foster a sense of community, the development will follow the principles of good placemaking.

Designed to **integrate** with the existing residential area with a sensitive response to the site and its context, an attractive, compact and locally distinctive development is proposed based around a series of green spaces with glimpsed views towards Mill Wood and Porthkerry Park. A development incorporating a connected network of distinctive, low-speed streets is envisaged which – together with a dedicated foot/cycle path through the site, from Port Road West to Cwm Ciddy Lane – encourages active travel. The proposals will deliver open spaces that can be shared by the wider community, including a central open space accommodating the retained Nant Talwg watercourse, providing for local amenity and play whilst enhancing biodiversity.





Vehicular access from
A4226 Port Road West

Green edge to development
along Port Road West with the
potential to deliver section of
the Vale of Glamorgan active
travel route to Cardiff Airport

Rear gardens to adjoin
current development edge
to secure boundary and
provide a sensitive response
to existing residences

Central gateway space
with equipped play area

Vehicular loop to aid
functionality and to
incorporate planted
swales as part of a
Sustainable Drainage
System

Green corridor including
existing watercourse,
retained planting an
active travel link

Wetland park with
play opportunities
and sustainable
drainage features

Planted
boundary to soften
development

Retained and enhanced
landscape area with
public amenity benefits
including the potential
for nature play,
exercise, wellbeing and
opportunities to engage
with wildlife



PREFACE

This Vision Statement has been prepared for Persimmon Homes East Wales by Pad Design; in collaboration with ArbTS, Asbri Planning, Asbri Transport, EDP, Quad Consult and Soltys Brewster.

The Vision Statement sets out the potential for residential development of the site, and has been updated to include revised proposals which reflect discussions with the Vale of Glamorgan Council since the document was first submitted in 2022. The Statement includes an overview of the site and its context, together with an initial design concept for a sensitive and sustainable, landscape-led development.



Creu Lleoeedd Cymru
Placemaking Wales

Llofnodydd y Siarter

Charter Signatory



Persimmon

Together, we make your home

| Issue record | | | |
|--------------|----------|----------|--|
| Date | 12/09/22 | 10/06/25 | |
| Document | Final | Final | |
| Revision | A | B | |
| Author | MD | MD | |
| Checked | BM | JE | |
| Authorised | MD | MD | |

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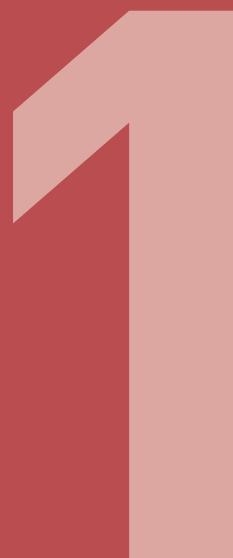
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The site adjoins the north-west edge of Barry, including housing within Nant Talwg Way

INTRODUCTION



1.1 INTRODUCTION

The land to the south of the A4226 Port Road West, Weycock Cross has the potential to deliver a high-quality, integrated extension to Barry. With the principles of good placemaking and sustainability at its heart, the site can deliver circa 376 new homes. This Statement, part of a Candidate Site submission to the Vale of Glamorgan Council, sets out an exciting vision for development.

SITE LOCATION

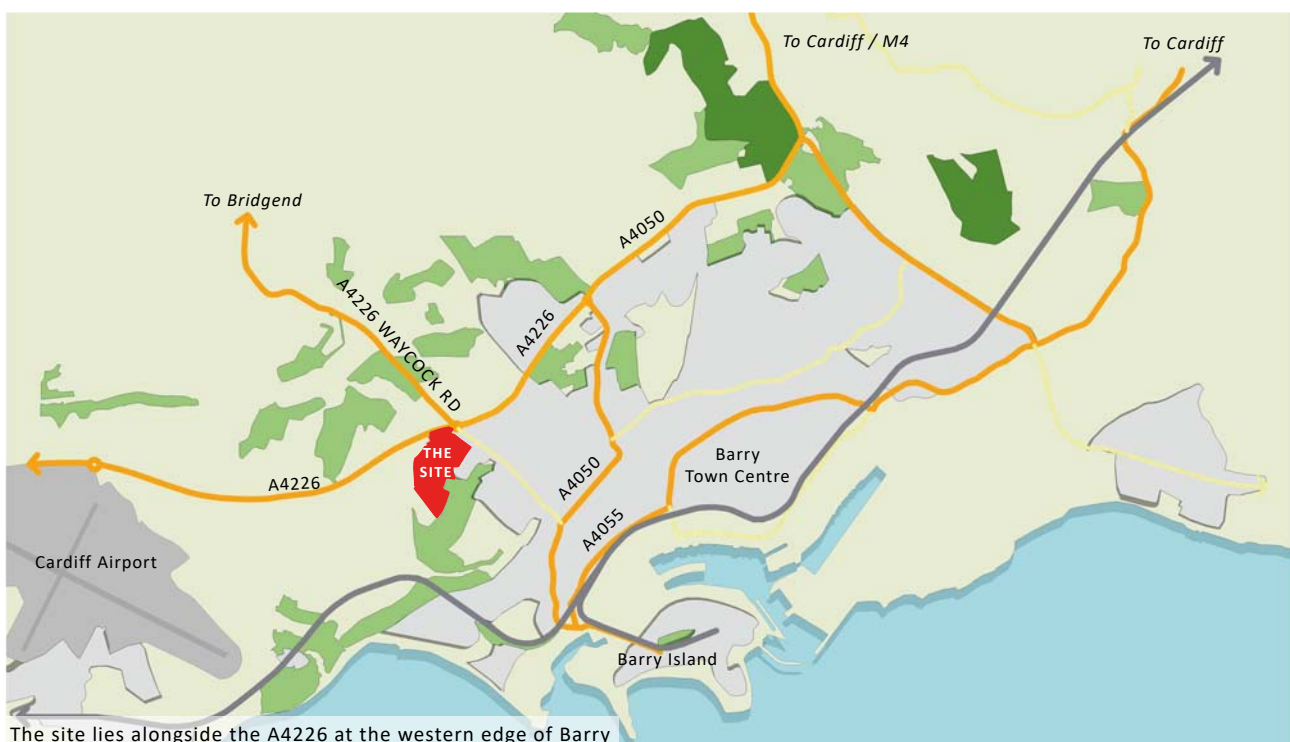
With a population of around 55 000 Barry lies on the northern banks of the Bristol Channel, approximately 11 kilometres (km) south-west of Cardiff and 24km south east of Bridgend.

The site lies on the western fringes of the town, immediately south-west of the four-arm Weycock Cross roundabout. This junction links the A4226 Port Road West (between Cardiff Airport in the west and running north-east towards Cardiff) with the A4226 Waycock (Road (towards the A48 at Bonvilston) and the B4266 Pontypridd Road, which runs south-east towards the waterfront and central Barry.

The site adjoins existing residential properties to the east and south-east, with agricultural land to the

south-west and west. An extensive area of woodland linking with Porthkerry Country Park lies further to the south and the single-carriageway Cwm Ciddy Lane further to the west. The lane joins the A4226 to the north-west of the site, alongside which lies a group of buildings including Cwm Ciddy public house and hotel complex, a pair of semi-detached dwellings and Ty-Newydd Farm.

Future Wales sets out at Section 4 that “Our strategy is to build on existing strengths and advantages”. The Candidate Site is sustainably located within easy walking and cycling distance of existing employment; public transport; and services/facilities. It is therefore well-placed to build upon the “existing strengths and advantages” in accordance with the urban growth strategy advocated by Future Wales.



In light of the site's positioning directly adjacent to the designated 'Key Settlement' of Barry, and being closely related to the existing built form and with opportunities to significantly enhance permeability and connectivity to the surrounding area, the **Candidate Site at Weycock Cross** is considered to represent the most logical location for housing expansion over the replacement plan period directly adjoining the Key Settlement of Barry.



0 10 25 50 100 200m

A4226
A4226 PORT RD WEST
CWM CIDDY LANE

Coop Food/
Petrol Station

B4266 PONTYPRIDD ROAD
ST HAMES

SEVERN WAY

Cwm Talwg
Local Centre

All Saints
Church in Wales
Primary School

THE SITE

NANT TALWG WAY

Millwood
Bowling Club

Nant Talwg

Mill Wood

Porthkerry Country Park

Aerial photo showing the site and its context

1.2 PLACEMAKING OVERVIEW

‘Placemaking’ forms a key concept upon which many national and local planning policies are based, including both the Future Wales and Planning Policy Wales documents. The vision for development at Weycock Cross is based on the principles of good placemaking, with indicative proposals included within this Vision Statement reflecting discussion to date with the Vale of Glamorgan and aimed at informing future design work.

FUTURE WALES

The ‘National Development Framework Future Wales – The National Plan 2040’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system. It states (on page 65) that “Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”.

Policy 2 (right) of Future Wales sets out that urban growth and regeneration should be based on a series of strategic placemaking principles (which are central to the indicative proposals at Weycock Cross.

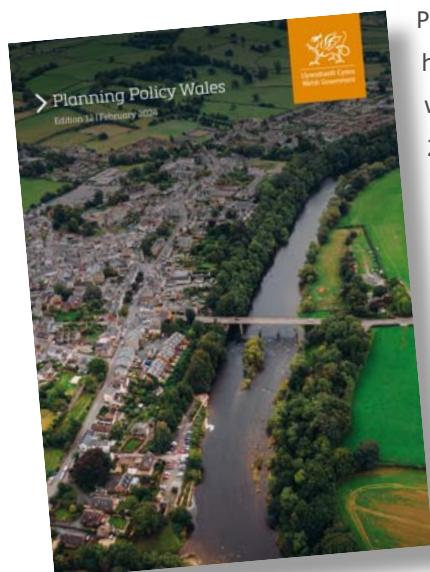


POLICY 2–SHAPING URBAN GROWTH AND REGENERATION–STRATEGIC PLACEMAKING

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- creating a rich mix of uses;
- providing a variety of housing types and tenures;
- building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
- increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;
- promoting a plot based approach to development, which provides opportunities for the development of small plots, including for custom and self builders; and
- integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.

PLANNING POLICY WALES



Placemaking is also at the heart of PPW 12, which was published in February 2024.

Placemaking is defined at Page 14 of PPW as follows: *“Placemaking” is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s*

potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well-being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings.’



Persimmon Homes has delivered new homes alongside green infrastructure at the former Llanwern steelworks in Newport



At St Edeyrn’s Village, Cardiff, Persimmon Homes is creating a community around an eye-catching local centre with school



In one of its most ambitious projects to date, Persimmon Homes has delivered 1,600 new homes over the last 14 years at the Parc Derwen development at Bridgend, as part of a vibrant new community including a school, shops and a public house



The largely open site adjoins the rear of existing housing along its eastern boundary



THE SITE & CONTEXT

2

2.1 SITE OVERVIEW

The site comprises 18.5 hectares (ha) / 45.7 acres (ac) of agricultural land on the edge of Barry. A thorough appraisal of the site has been undertaken which has identifies existing constraints as well as opportunities for a successful development.

SITE SURROUNDINGS

The site lies to the south of the A4226 Port Road West and east of Cwm Ciddy Lane. Much of its eastern boundary adjoins the back of existing residential properties, with a further cluster of buildings to the north-west. To the south-east the site adjoins Mill Wood; with agricultural land, occasional dwellings and farms to the west and south-west.

Development of the site will carefully consider the amenity of existing residents and incorporate a sensitive approach to these boundaries, as well as to Mill Wood and the surrounding countryside – including along Cwm Ciddy Lane.

TOPOGRAPHY

The site falls from the northern and southern areas towards the Nant Talwg watercourse which flows to the east through the central part of the site. While much of the north and western/central areas are relatively level, the land is more steeply sloping around the eastern part of the watercourse and rising towards the southern area

HYDROLOGY

The watercourse, flowing within a hedgerow from west to east across the central part of the site will be protected and enhanced

Surface water drainage of the site will be via a series of attenuation ponds, either side of the watercourse within a central landscape area.





GI, LANDSCAPE & VISUAL

The site comprises six arable field parcels of varied sizes, separated by field hedgerows. Most of the established hedgerows running through the site are to be retained, and offer the opportunity to provide attractive structuring green elements within the development. These include the mature hedgerow running north–south through the northern part of the site and the central west–east hedgerow with watercourse.

Vegetation around the site boundaries, includes several individual trees along the western edge and Cwm Ciddy Lane, and a group of trees within the central–eastern area. To the east of the site the boundary treatment is generally weak being formed of disparate back garden fence treatments, scattered scrub and / or gappy hedgerows. The site provides opportunities to create an improved settlement edge to Barry.

Mill Wood, within Porthkerry Country Park, lies on high land to the south-east and the site benefits from views to this. The levels of the site, together with the opportunity for new planting, can be used to positive effect to integrate development into the landscape.

ECOLOGY

A Preliminary Ecological Appraisal has been undertaken to establish the baseline ecological conditions on the site, with recommendations provided as to further detailed survey to help refine the design proposals.

The Candidate Site is relatively unconstrained by ecological issues. The arable field parcels are considered to be of limited ecological importance, while a number of the hedgerows, stream and parcel of dense scrub are of the greatest importance in a local context. Mature hedgerows are to be retained where appropriate for dormice and bat habitats, while a dark corridor for bats may be necessary.



5. Looking east from Cwm Ciddy Lane towards the residential edge of Barry, with oak tree in boundary hedgerow



6. Looking across the centre of the site from Cwm Ciddy Lane, with land rising towards Mill Wood to the south-east (right)

ACCESS & MOVEMENT

There are no PRoW on the site but the adjacent Cwm-Ciddy lane is part of a PRoW trail around Barry. Within Mill Wood, to the south of the site, lies the Valeways Millennium Heritage Trail running along the Nant Talwg watercourse. Currently gated agricultural access points to the site are found at the northern end, off the A4226 Port Road West, and along Cwm-Ciddy Lane at a central point close to the hedgerow and watercourse.

The site is within close proximity of several bus routes, with services running along both the A4226 and B4266. The closest bus stops lie on either side of both highways to the north-west and north-east along Port Road West and to the east along Pontypridd Road.

A toucan crossing provides a safe crossing of Port Road West to the north-east of the site, and links with existing cycle routes. The site has the potential to deliver an active travel corridor along its northern edge, as part of a route planned by Vale of Glamorgan Council towards Cardiff Airport.

It is proposed to take the vehicular access to the site from a broadly central location off the A4226. There is an opportunity to provide additional pedestrian/cycle access points to the site's north-west and north-east corners and via the existing agricultural access point of Cwm-Ciddy Lane to deliver convenient active travel connections to the local area.

UTILITIES

The north-eastern area of the site is crossed by an overhead electric cable.

HERITAGE

The site is relatively unconstrained by archaeological issues with the exception of historic hedgerow alignments which will be retained where possible.

Along the adjoining Cwm-Ciddy Lane lie four Grade II listed buildings at Cwm Cidy Farm. A part of the Site to the north-east of the building's forms part of their setting, which the development will respect through boundary planting and a green buffer. As such the presence of these listed buildings does not represent a constraint to the site's development.

Two houses are identified as non-designated historic assets by the Heneb Historic Environment Record to the immediate north-east of the site. Whilst the site forms part of their setting the contribution to their significance is limited and any impact would not constrain the site's development.

NOISE & AIR QUALITY

The only part of the site sensitive to increased noise levels is the northern boundary adjacent to the A4226 Port Road West. Although within a reasonable proximity to Cardiff airport, there are no flight paths over the site and it does not prove to be of any significant impact to development.



2.2 SITE CONSTRAINTS & OPPORTUNITIES

A summary of the site constraints and opportunities is provided here. Standalone reports are provided as part of the Candidate Site submission.



Circa 376 new modern and sustainable homes



Affordable homes provision in line with emerging planning policy



Biodiversity Net Gain delivered on-site, including retention of key habitats and creation of significant new habitat opportunities with public amenity benefits for new and existing residents



Sustainable location, close to new and existing amenities and transport network



An opportunity to create high quality Public Open Spaces for use by new and existing residents of Barry for social interaction, play and amenity



New amenity spaces and green corridors to facilitate the creation of interconnected green infrastructure and Biodiversity Net Gain



Encourage active travel and public transport by enhancing current infrastructure and establishing new routes



Provision of a vehicular access to the site from the A4226



There is the opportunity to deliver a distinctive street hierarchy, with attractive tree-lined primary street including swales

Key

| | |
|--|-------------------------------|
| | Redline Boundary |
| | Proposed Access |
| | Primary Roads |
| | Secondary Roads |
| | Bus Route |
| | Existing Bus Stops |
| | Public Right of Way |
| | Existing Buildings |
| | Listed Buildings |
| | Toucan Crossing |
| | Local Pub |
| | Hotel |
| | Petrol Station |
| | Hedgerow |
| | Fence Line |
| | Tree |
| | Ancient Woodland |
| | Ancient Woodland Offset (15m) |
| | Watercourse |
| | Surface Water Attenuation |
| | Views Into/Out |
| | Overhead Electric Cable |
| | Contours |



Constraints and Opportunities Plan

2.3 TRANSPORT LINKS

The site benefits from access to strategic transport links and occupies a sustainable development location, being close to existing facilities as well as established residential and employment areas.

ACTIVE TRAVEL

The site is not crossed by any Public Rights of Way (PROWs), although the Millennium Heritage Trail runs to the south. There is footway provision along the majority of local highways, while shared foot/cyclepaths run along Port Road West and the northern section of the B4266.

The Vale of Glamorgan is drafting proposals for a new cycle link to Cardiff Airport, to run along the A4226. The site offers the potential to deliver an active travel corridor along its northern edge as part of this route.

PUBLIC TRANSPORT

North West Barry is considered to be in a sustainable location. The area is well served by public transport lying within 400m of several bus stops (including to the west and east along the A4226 and on the B4266 Pontypridd Road) with regular services to Barry centre, the airport and the wider area.

The site is within 2km north-west of Barry Rail Station, which has services including to Cardiff and Bridgend. Maps have been prepared by Transport for Wales (TFW) which show journey times from key stations in Barry (Barry, Barry Docks, Cadoxton) by both walking and cycling. These isochrone maps demonstrate that

the site at North West Barry is just beyond a 20 minute walking distance from Barry station, or a 5–10 minute cycle. There is sheltered cycle parking at Barry station with CCTV coverage.

HIGHWAY NETWORK

The main A4226 Port Road West forms the northern boundary of the site and is a district distributor road. Adjoining the site to the north-west Port Road is subject to a 40mph speed limit, slowing to 30mph in the north-east.

The A4226 connects to the east at Colcot with the A4050, which in turn links with A4231 Barry Docks Link Road to the east of the town. To the west, the A4226 runs to Cardiff International Airport (around 3km from the site) – a route which then continues west as the B4265 to Llantwit Major and ultimately Bridgend.

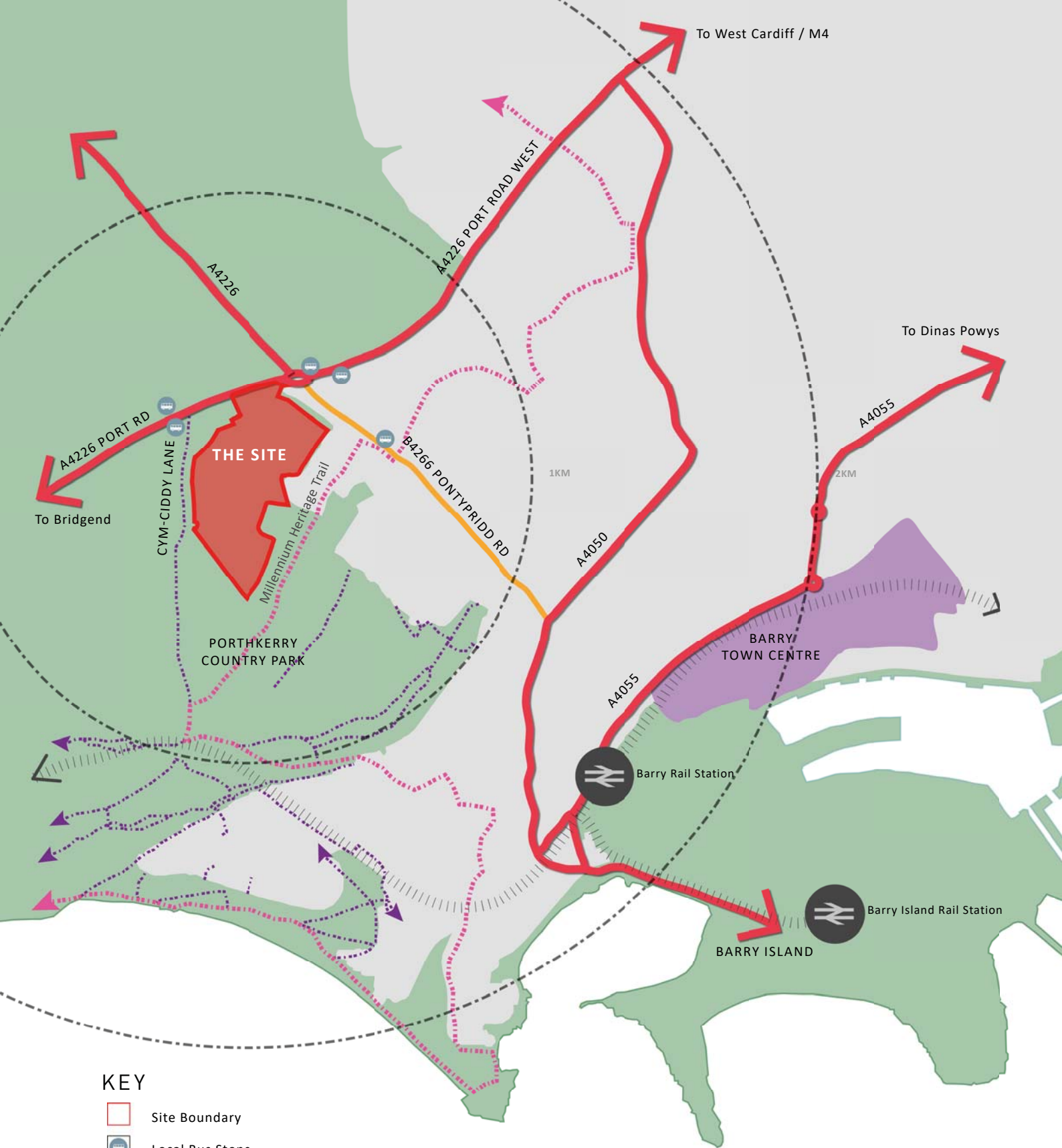
The B4266 Pontypridd Road which runs parallel to the eastern boundary of the site provides a link between the Weycock Cross roundabout and Barry town centre. Historically part of the A4226 Waycock Road (Five mile lane), this generally tree-lined route is subject to a 30mph speed limit and accommodates significant levels of on-street parking.



There are local bus stops on both the A4226 Port Road West and the B4266 Pontypridd Road



The surrounding highways include provision for active travel, including shared foot/cyclepaths along part of the B4266



Transport Links Plan

2.4 SOCIAL & ECONOMIC

The site is well served by a range of local facilities which are accessible by sustainable modes of transport. Links are also available to a wider range of facilities within Barry and further afield.

LOCAL FACILITIES

A small convenience store is accommodated within the petrol filling station of Weycock Cross to the north-east of the site. To the west of the site lies a Toby Carvery pub/restaurant, adjoining the Cwm Talwg hotel complex.

A superstore is found further along the A4226 to the north-east at Colcot. There are smaller scale facilities at Cwm Talwg, and local centres at Park Crescent and Broad Street/High Street both around 1.5km from the site. Larger, main brand retail lies around 2km south-east within the town centre.

EDUCATION

The site is in close proximity to primary and secondary schools, including All Saints Church in Wales Primary School at around 1km to the east. Secondary education is available at Barry Comprehensive School and Ysgol Gyfun Bro Morgannwg within 1.5km to the east. There are additional schools further towards the town centre, while the site is within 1.5km of Barry College campus.

PUBLIC OPEN SPACE/LEISURE

While the development is proposed to deliver Public Open Space including a play area, there are a range of existing recreational areas and facilities within the vicinity of the site. These include bowling greens and tennis courts at Ffordd Cwm Cidi to the east, and Porthkerry Country Park to the south (which is accessible on foot via Cwm Ciddy Lane). The site is within a reasonable walk from allotments and a community centre at CwmTalwg.

Barry has several leisure centres, the closest to the site being Colcot Sports Centre along the A4050, which includes floodlit pitches. The centrally located Barry Leisure Centre includes a swimming pool.

EMPLOYMENT

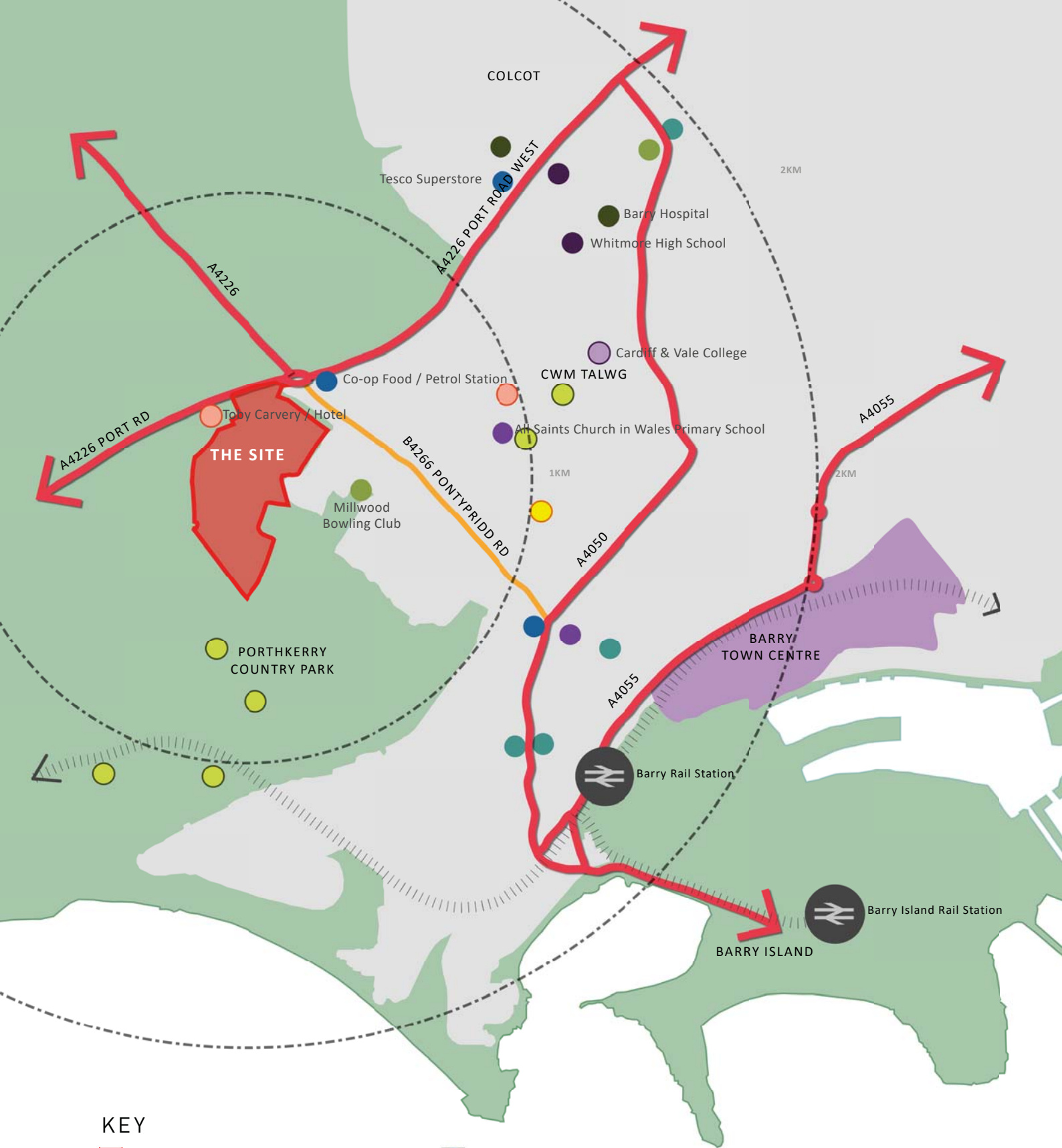
Employment is found within local businesses including the hotel complex and adjoining public house to the west, Barry Hospital to the north-east and Cardiff Airport to the west. Further opportunities lie within the town centre, and the wider area including Cardiff.



Local facilities include a pub/restaurant and adjacent hotel to the north-west of the site (close to the existing bus stops)



Recreation opportunities within the vicinity of the site include Porthkerry Country Park



KEY

- Site Boundary
- Outdoor Space
- Retail Store
- Hospitality / Public House
- Leisure Facility

- Allotments
- Place of Worship
- Medical Facilities
- Primary School
- Secondary School
- College

Local Facilities Plan



The tree-lined central street at Persimmon Homes's St Edeyrn's Village, Cardiff



THE VISION

3

3.1 THE VISION

The evaluation of information obtained during the assessment of the site and its context, together with a previous consultation with stakeholders and the public, has helped shape a clear and robust vision and a series of development objectives following the five principles of good design identified within Planning Policy Wales.

The land south of Port Road West at Weycock Cross offers the opportunity to create a high quality, integrated residential extension to Barry of up to 375 dwellings. Able to deliver a range of high quality homes that will cater for modern life styles and flexible living, with an inclusive housing mix to help foster a sense of community, the development will follow the principles of good placemaking.

Designed to **integrate** with the existing residential area with a sensitive response to the site and its context, an attractive, compact and locally distinctive development is proposed based around a series of green spaces with glimpsed views towards Mill Wood and Porthkerry Park. A development incorporating a connected network of distinctive, low-speed streets is envisaged which – together with a dedicated foot/cycle path through the site, from Port Road West to Cwm Ciddy Lane – encourages active travel. The proposals will deliver open spaces that can be shared by the wider community, including a central open space accommodating the retained Nant Talwg watercourse, providing for local amenity and play whilst enhancing biodiversity.



The objectives of good design (PPW Edition 12)



CHARACTER

- Create a distinctive new neighbourhood for Barry, drawing on the established local character
- Provide a variety of housing types and tenures to encourage a mixed and socially inclusive community
- Maximise the site's distinctive qualities such as the watercourse and planted backdrop to assist with creating a sense of place
- Use lower density development on the more sensitive boundaries, and medium density within the body of the site
- Intersperse affordable housing across the site, to be indistinguishable from market homes
- Engender economic integration by creating a place where people want to settle
- Use massing to reflect the hierarchy of streets and spaces, for example increasing scale along the primary street

ACCESS

- Maximise connections to the existing community
- Provide local play areas and focal spaces within walking distance of each resident
- Create a low speed environment
- Design streets as attractive places in their own right, including the use of shared surfaces

MOVEMENT

- Create a legible development, with a clear street hierarchy, to assist with way-finding and encourage walking and cycling
- Facilitate an active travel corridor alongside the A4226 Port Road West, to accommodate a route towards Cardiff Airport

COMMUNITY SAFETY

- Create an attractive and desirable public realm for all ages
- Provide overlooked and accessible areas for play
- Seek to design out crime through the creation of active and overlooked spaces and secure residential boundaries

ENVIRONMENTAL SUSTAINABILITY

- Create connected green and blue infrastructure to provide environmental, landscape and ecological benefits
- Provide a network of usable, local open spaces to encourage 'green activity' and give health benefits to all ages
- Design and construct buildings of good quality and durability
- Consider orientation of the dwellings to achieve solar gain and reduce the energy demand within the detail design, alongside the need to create strong frontage along key routes
- Use sustainable drainage techniques where possible to best manage surface water across the development

3.2 CONCEPT MASTERPLAN

The Concept Masterplan (opposite) has been designed to promote good placemaking. The plan shows how a legible development may be delivered within a landscape framework including new and retained planting, to respond sensitively to its setting.

The masterplan proposes a legible structure, with an appropriate level of permeability. Accessed from Port Road West (6), and retaining a corridor which can facilitate a future active travel route to Cardiff Airport, the development is envisaged to be based around a connected network of low speed streets (7). Utilising a distinctive hierarchy, these streets function as attractive elements of the public realm, with much of the primary routes proposed as being lined by planted swales as part of a Sustainable Drainage System.

The masterplan incorporates a series of green spaces, including a village green towards the north (9) which will form part of an attractive gateway when entering the development from the A4226 Port Road to the development. This will form an important focal point and aid legibility, sitting alongside a key retained hedgerow, which is to be enhanced with new tree planting.

Helping to soften the development skyline, the green corridor (12) linking with the village green will also provide a direct green connection to a significant and more naturalistic open space, a wetland park, which runs through the centre of the site (11). This multi-functional facility will accommodate further retained hedgerow and trees, as well as the watercourse. Much of the site's surface water attenuation will also be located within this area, as well as a variety of play areas and opportunities for informal recreation and a continuation of the foot/cycle route to Cwm Ciddy Lane, which in-turn links with Porthkerry Park.

Informal open space and community woodland (14) will be provided within the southern part of the site, providing an attractive interface with Mill Wood.

DEVELOPMENT

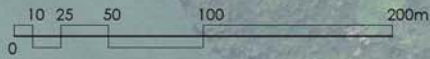
- 1: Dwellings to front Port Road West across a landscape edge
- 2: Key buildings to aid legibility
- 3: Medium to high density residential development to body of the site
- 4: Lower residential density towards the western residential area

ACCESS

- 5: Active travel accesses from the A4226 Port Road West
- 6: Active travel and vehicular access from A4226 Port Road West
- 7: A distinctive street hierarchy, including an internal vehicular loop, designed to adoptable gradients will encourage active travel and swales alongside the primary streets

LANDSCAPE & ECOLOGY

- 8: Landscape edge to soften the interface with Port Road West, with tree-lined entrance
- 9: Focal open spaces with equipped play areas
- 10: Central open space sitting along foot/cyclepath from Port Road West to Cwm Ciddy Lane
- 11: Wide west-east landscape corridor, with play trail, drainage features and foot/cyclepath
- 12: Green corridor accommodating retained hedgerow and tree planting to soften roofline
- 13: Multi-functional landscape edge along the western boundary
- 14: Extensive landscape edge alongside Knock Man Down Wood Site of Importance for Nature Conservation (SINC) including new community woodland



3.3 DEVELOPMENT STRATEGIES

Further explanation of the principles which underpin the emerging proposals is included here. This provides a starting point for discussion with the Vale of Glamorgan Council to ensure a successful and sustainable development can be delivered at Weycock Cross.



ACCESS & MOVEMENT

Active Travel will be encouraged via convenient foot/cycle connections to the A4226 Port Road West and Cwm Ciddy Lane, with a designated active travel route through the site and linking green spaces and play areas. This will enable pedestrians and cyclists to easily and safely access the existing local facilities and to enjoy an active lifestyle and provide access to Porthkerry Park via Cwm Ciddy Lane.



The development's design will encourage active travel, and will safeguard a corridor for a future link towards the airport

The Concept Masterplan safeguards an active travel corridor to the north of the site alongside Port Road West, which will future-proof the provision of this section of the Vale of Glamorgan's proposed high quality foot/cycle route towards Cardiff Airport.

Vehicular access will be taken from the A4226 Port Road West, serving a low speed environment with a clear and legible street hierarchy to further support walking and cycling.



Sustainable drainage will be integrated into the development, as part of a range of new blue and green infrastructure

GREEN INFRASTRUCTURE

Green infrastructure (GI) is a central element in framing and informing the layout of the new development. Early advice has been taken in respect of both the ecological and landscape baseline positions and the associated constraints and opportunities have informed the scheme design from the outset.

The objective of the landscape strategy is to protect and enhance the site's existing GI functionality while creating a distinctive and legible sense of place for the development. This will allow it to sit well within the landscape context including retention and enhancement of key existing on-site vegetation where appropriate.

The northern hedgerow boundary will largely be retained and enhanced to ensure an attractive approach and access to the new development. This area has the potential to accommodate a new active travel route to Cardiff Airport in the future.

The site's western boundary is currently in poorer condition and will be enhanced with new hedgerow and hedgerow tree planting to create a strong settlement edge to Barry. This will round off development in this area. This will also act to provide an enhanced treed green infrastructure corridor connection between woodlands north and south of the site.

Creation of a green spine through the centre of the site will link areas of open space centrally within the site to a larger area of open space to the south that combines enhancements to landscape, ecology and amenity value whilst also providing a buffer to Porthkerry Country Park and wider landscape context. The proximity of the site to the Country Park, and the accessibility of this feature on foot, rather than by vehicular means, is a significant opportunity for future residents of this site. The scheme proposals also incorporate an opportunity to expand the adjacent woodland habitats of the park into the site, potentially with enhanced amenity value or play uses such as woodland cycle or nature-play trails.

SUSTAINABLE DRAINAGE

The development will benefit from at source capture with a multi-phase treatment trail in the form of swales, rain gardens, tree pits, permeable paving and detention basins.

The design will allow full compliance in relation to Standards 1 to 6 as set out in the national standards for sustainable drainage. The drainage solution will also offer improved water quality discharging from site.

An holistic design approach, working with landscape architects and ecologists will further ensure that the SuDS scheme provides both amenity and biodiversity enhancements within the central wetland park corridor. Here marginal and ephemeral habitats will be created for wildlife benefits and the landscape will be designed to sensitively engage the public with these features, harnessing them as an educational resource and enhancing public understanding of the area's wildlife and the water cycle. Information boards and features such as simple hides and dipping platforms may be included.

BIODIVERSITY

The proposals will protect ecological connectivity across the site, ensuring that connectedness to the contextual habitats is preserved and, wherever possible, enhanced. This will be achieved through a series of green spaces and corridors as shown on the illustrative masterplan. The boundary hedgerows and stream, features of ecological importance in a local context, are to be retained where appropriate. New and retained planting will mitigate for vegetation which will be removed to facilitate development.

Overall, the scheme will ensure the delivery of a Net Benefit for Biodiversity, in line with national policy set out in Planning Policy Wales.



A mix of generally two storey homes is envisaged at Weycock Cross (St Edeyrn's Village)

CONCLUSION

4



4.1 CONCLUSION

This Vision Statement outlines a vision for a sustainable residential development at Weycock Cross, Barry and forms part of a Candidate Site submission to the Vale of Glamorgan Council.

The Statement envisages an integrated, landscaped development, with initial design work showing that the site is capable of accommodating an inclusive mix of circa 376 new, high quality dwellings with associated green and blue infrastructure. It sets a vision for future design to create a logical extension to the town, to be delivered at a density and urban grain that is appropriate to the site's context, with the potential to facilitate an active travel corridor alongside the A4226 Port Road West.

The indicative proposals will allow for a housing allocation which delivers upon the key national policy objectives relating to:

- Placemaking;
- Sustainable Transport and Active Travel;
- Green and Blue Infrastructure; and
- Climate Change.

The accessible and well-contained site at Weycock Cross is considered to represent the most logical location for housing expansion over the replacement plan period directly adjoining the Key Settlement of Barry. Persimmon Homes look forward to continuing to work with the Vale of Glamorgan Council to deliver our vision for a high quality, integrated residential extension to Barry of circa 376 dwellings.



Artist's impression along the tree-lined primary street and some of the principles helping to ensure good design



