

Barry Island: Understanding Urban Character



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Front cover, clockwise from main picture:

Barry Island (from the collections of the National Monuments Record of Wales: © Crown copyright: Ministry of Defence), Amherst Crescent (© Civic Trust Cymru), Merrie Friars (© Crown Copyright (2016) Welsh Government, Cadw), Fairground fun (© Vale of Glamorgan Council).

Back cover, from top: Housing on Nell's Point (© Civic Trust Cymru), beach huts (© Vale of Glamorgan Council), Redbrink Crescent (© Civic Trust Cymru).



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Mr Gwyn Morris kindly granted permission for the extract from Idris Davies's poem: 'Let's go to Barry Island Maggie Fach'.

The Royal Commission on the Ancient and Historical Monuments of Wales kindly provided new aerial photographs of Barry Island in August 2016.

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Introduction

Aims of the Study

Historic character lies at the heart of local distinctiveness and sense of place. No two places share a history, so every place has a unique historic character, which is a powerful asset in regeneration. Responding to local character is an important objective of good design; sustaining it can bring social, economic and environmental benefits.

Urban characterization is a tool that can help us use historic character to create sustainable and distinctive places for the future. It aims to describe and explain the historic character of towns, to give a focus to local distinctiveness and help realize the full value of the historic environment. It seeks to inform and support positive planning, regeneration and conservation programmes, help improve the quality of planning advice and contribute to local interpretation and education strategies.

Urban characterization defines the unique historic character of individual towns and identifies the variety of character within them. It looks at the history of a town and identifies its expression in patterns of space and connection, and in traditions of building, which are the fundamental ingredients of historic character.

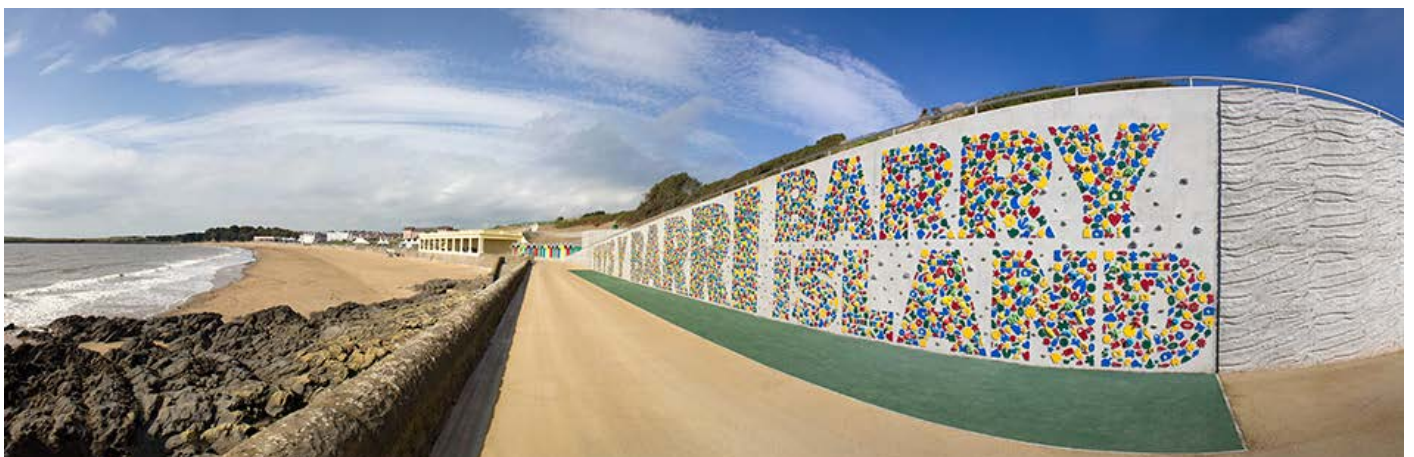
The immediate context is the ongoing regeneration work that the Vale of Glamorgan Council and its partners are carrying out in



Barry. This has generated enhancements to the historic eastern promenade and, at the time of writing, major redevelopment of the quays at Dock No. 1 is underway. However, it has broader intentions. Recognition of the significance of the landscape and townscape features that contribute to a distinctive sense of place and an associated feeling of community may influence the way Barry Island is looked after, enhanced and developed, now and in the future, in a sustainable manner. The report could inform dialogue about what is significant in the historic environment of the island, as further initiatives and opportunities arise — whether at the seaside or in residential areas. The opportunity also exists for the study to inform supplementary planning guidance and serve as a practical tool for development management.

The eastern promenade following completion of the 2013–15 regeneration project (© Crown Copyright (2016) Welsh Government, Cadw).

The new climbing wall at Barry Island is a striking interactive feature that takes its inspiration from the seaside and the history of the resort (© Gordon Young).





A panoramic view of Barry Island from the mainland in about 1884 (Gerald Beaudette Collection).

Historical Background

Barry is a Victorian 'new' town. Much of its interest lies in its development as a town that grew up immediately after the 1875 Public Health Act and which sought to build both a modern working-class resort and decent homes and streets for its heroes in the aftermath of the First World War. But, before 1884, the area was entirely rural, with a small population settled in the villages and farms of the separate parishes of Barry, Merthyr Dyfan and Cadoxton. By an accident of medieval (or earlier) history, Barry Island, despite its name, belonged to the parish of Sully and the history of landownership relates to Sully rather than the mainland parishes which came to be incorporated within the modern town. This rich past of both the mainland and Barry Island has been well documented by historians and archaeologists. The historical

background draws on this work but not in detail because its focus is on the character of the historic built environment rather than on its archaeological potential.¹

Early History

The archaeology and early settlement of Barry Island begins with evidence of Bronze Age activity on Friars Point and traces of Roman occupation dating from the first century AD.² The Barry coast was significant enough for Cold Knap to be the site of a substantial later third-century structure that was possibly a Roman military guest house. The island may have a connection, through St Baruc, with the history of pre-Norman Christianity in the area.³



The remains of St Baruc's Chapel, parts of which date from the twelfth-century (© Crown Copyright (2016) Welsh Government, Cadw).

However, there is no certain evidence that the ruins of St Baruc's Chapel are on an early medieval site, though it is a likely candidate.⁴ The surviving remains of the chapel, which probably represent a free chapel and pilgrimage site, date from the twelfth century. They are part of a complex that included a cemetery and priest's house, as well as a possible habitation site.⁵ The chapel was abandoned in the early sixteenth century and gradually covered by blown sand.⁶ A votive well, for which there is post-medieval evidence, was presumably connected with the chapel and lay 270m (885 feet) to its south.⁷ As late as 1700, it was prized for its medicinal properties.

Additional signs of significant medieval and later occupation, dating from the twelfth to seventeenth centuries, have been found at the western end of Station Approach.⁸ A pillow

mound and medieval ridge and furrow have been identified on Friars Point.⁹ Edward Lhuyd's report at the end of the seventeenth century refers to 'plenty of rabbits' and 'very good cattle and sheep', 'good fowling' and 'plaice and soles and mullets and bass'.¹⁰

The island was associated with local piracy and smuggling in the later eighteenth century, but, by 1804, the single farmhouse was taking in paying guests who enjoyed the fashion for sea bathing as well as fishing. In the absence of bathing machines, entering the sea was problematic for 'delicate females'.¹¹ Eighteenth-century estate maps and the 1846 Sully tithe map show that the farm had a handful of fields on the hilly north side of the island. Rabbits were now the island's main product and sold in quantity at Bristol.¹²

*Prehistoric and medieval earthwork remains on Friars Point
(© Crown Copyright (2016) Welsh Government, Cadw).*





A sketch of Barry Island in 1884 by John Stuart Corbett (1845–1921) (supplied by Llyfrgell Genedlaethol Cymru National Library Wales).

Prelude to Modern Times

'We cross the fine stretch of sand in Whitmore Bay, and, undressing under the shelter of the rocks, plunge exuberantly into the limpid blue water which comes rolling gently in from the channel... Whitmore Bay is unrivalled on this part of the coast as a bathing ground.'

'Saturday at Barry Island', Western Mail, 17 July 1876

On a Saturday afternoon in July 1876, with the thermometer touching 32 degrees Celsius (90°F) in the shade, a *Western Mail* correspondent joined 'two or three hundred excursionists' on a short sea trip to Barry Island. He boarded the paddle steamer *Marie Joseph* at Cardiff's Pier Head. The steamer thrashed its way through a shimmering heat haze and a drowsy sea, while the passengers bore up bravely and appeared to be enjoying themselves. 'Matronly ladies and eligible misses read novels' under the awning covering the afterdeck, while the foredeck crowd — 'typical working men, in some cases

with their wives or sweethearts' — drank beer or porter (or, if they were teetotal, soft drinks). After three-quarters of an hour, Barry Island came into view. From the steamer's deck it looked barren, with 'scarcely a tree or a shrub to be seen higher than a hawthorn hedge'; the grass was parched and brown.

The ship failed to berth alongside a pier at Friars Point. Instead, it ran aground 11 metres out (36 feet) so the passengers had to disembark in small boats, or cross a plank from the bows to the pier. From there, the newcomers trooped up to a hotel with its smoke room and bar where the 'thirsty throng' refreshed themselves, looked after by the 'hard-working' manager, Captain Atkins, and his staff. Thereafter, the visitors dispersed to enjoy the island. The men 'unencumbered by the restraint imposed by society on the gentler sex', crossed the sands of Whitmore Bay¹³ to the rocks below Nell's Point to strip and swim in the 'limpid blue water' rolling in from the Bristol Channel. The newspaper's correspondent regarded Whitmore Bay as 'unrivalled on this coast as a bathing ground' and noted its owner's ambition



to develop the island as a seaside resort for the 'toiling masses' of Cardiff. Returning to the city across a calm, twilight sea, he further reflected that the island's charms as a watering place were currently limited, but that it had the potential to become one of Cardiff's most attractive suburban resorts.¹⁴

This little episode demonstrates that Barry Island had become a focus for small-scale tourism even in its undeveloped state. In late Victorian times, all classes of society were discovering the seaside. Where railways reached the coast, resorts were expanding with the full panoply of pier, promenade and winter garden.

Just over 40 years earlier, in 1833, Samuel Lewis's *Topographical Dictionary of Wales* had noted that the farmhouse on the island was 'fitted up in summer for the reception of persons desirous of enjoying in retirement the benefit of sea-bathing'.¹⁵ In 1856, when the island's owner, Robert Jones, put it up for auction, it was suggested that Barry Island might become a 'considerable bathing place'. The island was purchased by the Merthyr ironmaster, Francis Crawshay. Crawshay had already brought his workers here for a day at the seaside in 1845.¹⁶

Now, he built the Marine Hotel (later known as Friars Point House) and made arrangements for visitors to be ferried across from Barry's Storehouse Point at full tide. However, by 1873, when the island was sold to J. P. Treharne, coal magnate and entrepreneur, schemes were afoot not just to make a modern seaside resort, but to integrate this project with a new dock in the sound between Barry Island and the mainland. This would meet the needs of valleys' mine owners frustrated by the limited capacity of Cardiff Docks.

The true modern history of the island begins with the excavation of Barry's first dock (1884–89). But this was just the latest of several schemes to make a dock in the Barry Sound and connect it by rail to the coal mines of the eastern valleys. The first initiative was led by the Jenners of Wenvoe Castle and partners, who included the architect J. P. Seddon. They established the Barry Building Company to build houses on the island, which was to be connected by rail and road to the mainland. This project foundered from lack of support from coal barons torn between the possibilities of an expansion of the Bute family's Cardiff Docks and a scheme that would break the Bute monopoly.

Whitmore Bay attracted visitors even in its largely undeveloped state (TuckDB Postcards 7109, no date).



The rickety pier built by J. P. Treharne on Friars Point in the early 1870s (Gerald Beaudette Collection).

Treharne's was the second attempt. He was party to a dock scheme led by the trustees of the Windsor estate and was promoting the idea that the island could be developed for housing and leisure in association with a new dock and railway. This scheme crashed when a short depression hit the iron and steel industry. The island was subsequently sold in October 1877 to the Windsor estate, which wanted to protect its investment in the new dock and town of Penarth by preventing the development of a rival dock at Barry.¹⁷

By this time, however, Treharne had enlarged the Marine Hotel, built a rickety iron pier at Friars Point, encouraged visitors to come on day trips by steamer and brought visitors over by boat from The Ship Hotel at Storehouse Point. In 1876, 12,000 visitors came to the island.¹⁸

By 1881, however, circumstances had changed enough to make the development of a Barry dock attractive once more to the Rhondda coal owners (especially David Davies of the Ocean Coal Company and Archibald Hood of the Glamorgan Coal Company). There were now over 200 pits in the Rhondda, all dependent on the Bute-owned Cardiff Docks. Davies and his colleagues had failed to prevail on the marquess of Bute to enlarge Cardiff's capacity and instead persuaded Lord Windsor to negotiate with them over the use of the island. Despite massive opposition from the Bute interest, the Barry Dock and Railways Bill was passed in August 1884. On 14 November 1884, representatives of the consortium assembled at Castleland Point to witness the cutting of the first sod in the construction of the docks.

In 1881, there were no more than 500 inhabitants in the three parishes of Barry, Merthyr Dyfan and Cadoxton. Dock and railway building transformed both landscape and society, and triggered massive inward migration from all over the British Isles. By 1911, the new town had 33,763 inhabitants, climbing to 38,000 on the eve of the First World War.

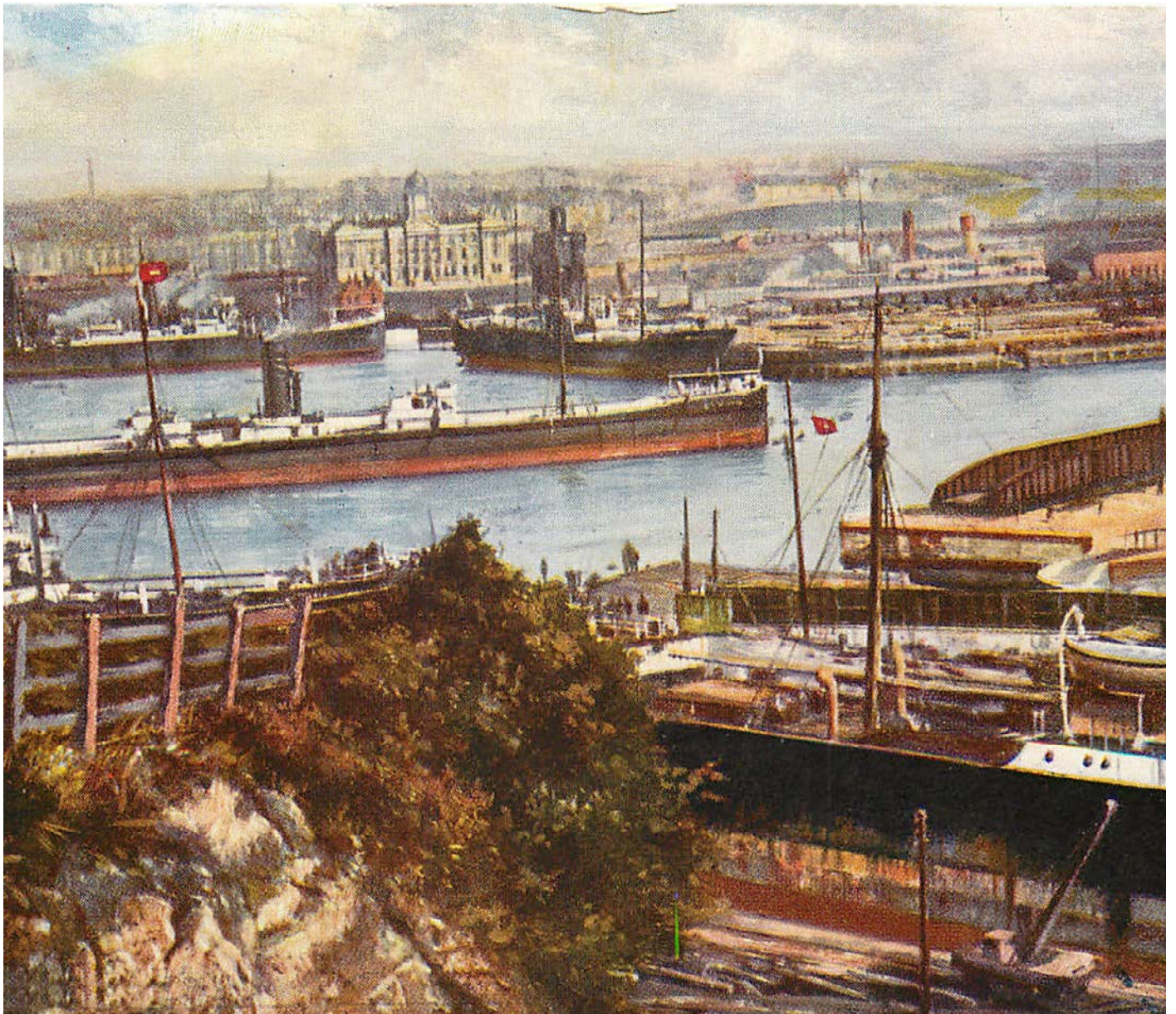
New Town

The first dock at Barry opened on 18 July 1889. By this date, a new town was developing around the entrances to the docks and railway stations at Barry, Barry Dock and Cadoxton from where the Barry Railway Company's lines

swept north, via Wenvoe to Trehafod and the Rhondda. By 1890, the town was linked by rail to Cardiff via Penarth and Cogan. Barry Island was joined to the mainland by rail in 1896, with the line extended to the Pier Head at the docks entrance in 1899. By 1900, the town was connected to Bridgend by the Vale of Glamorgan line.

At 30 hectares (73 acres), the first dock (Dock No. 1) was the largest in Britain, but this was not sufficient capacity for the burgeoning coal trade. In 1898, a second, smaller dock (Dock No. 2) was opened, together with the new deep-water Lady Windsor Lock. In 1913, coal exports peaked at over 11 million tons; Barry had become the world's largest coal-exporting port.

Barry Docks before the First World War. Barry Docks Offices, built in 1898, are in the background (TuckDB Postcards 7109, no date, but pre-1914).





*Barry Docks in 1929
looking from the
island towards the
growing town
(© Crown Copyright:
RCAHMW:
Aerofilms Collection,
WPW029461).*



*Barry Docks in 1942
(© Crown Copyright:
RCAHMW: Aerofilms
Collection,
WAW007742).*



Left and below left: Shops in High Street, Barry, around 1900 and photographed in September 2011 (© Civic Trust Cymru).



Below: Hotels, such as The Barry Hotel in Windsor Road, Barry, and other amenities developed with the growth of the new town. This view is from a pre-1914 post card.

Bye-law Town

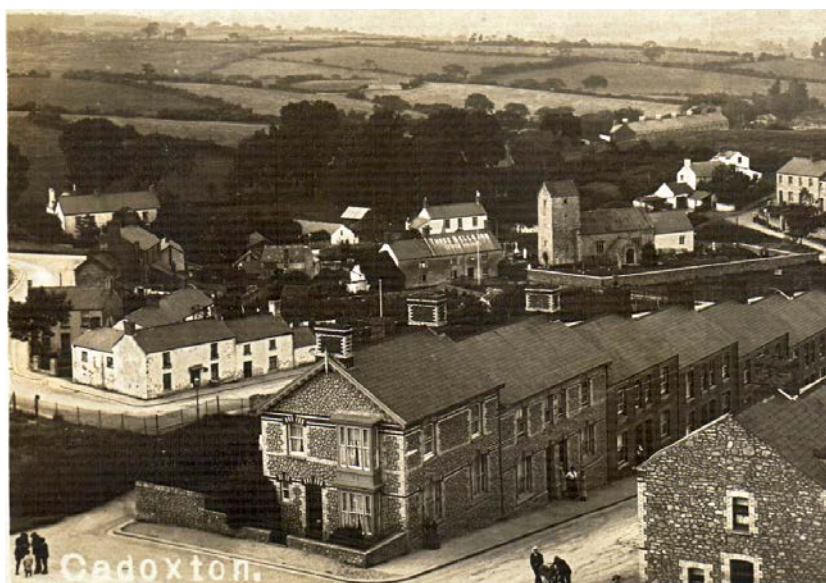
The modern history of Barry Island is of course part of the larger story of the town, a place whose distinctive character owes much to its rapid growth after 1884. In the early years, commentators spoke eloquently of the town's ad hoc nature. With its wooden buildings and unmade muddy streets, the place (still without a name) resembled an American frontier town. This changed in 1894 with the formation of the Barry Urban District Council, which provided the basis for control of public health and the imposition of proper standards, based on the 1875 Public Health Act and its model bye-laws for street layout, housing standards and drainage.



Dock View Road, immediately above the docks, offered a comprehensive range of commercial outlets and accommodation. This postcard, by J. A. Manaton, Stationer, of Barry, dates from the early years of the twentieth century.



Right and below: Terraced housing in Church Road, Cadoxton in September 2011 and before the First World War (© Civic Trust Cymru).



Terraced housing was built above the docks, with nodes at Barry, Barry Dock and Cadoxton. Each node had its own shopping and business district, schools, churches and chapels. Most of the new town was built by 1900 when the population had reached 27,000. The years before the First World War saw the building of a town hall, Carnegie library and women's teacher training college. There was talk of a university and an opera house.

Much house building was speculative with small building companies leasing blocks of land that often reflected field boundaries and a road system that grew organically out of the earlier network of rural lanes and hedgerows. Despite this, bye-law standards meant that roads had



*This photograph of 1929 shows Barry municipal buildings and library, completed in 1906, surrounded by terraced housing and the shopping area of Holton Road
(© Crown Copyright: RCAHMW: Aerofilms Collection, WPW029394).*

Below: The area around All Saints' Church, Barry, in 1929. Note the large areas of allotments and mixed housing in this mainly residential area (© Crown Copyright: RCAHMW: Aerofilms Collection, WAW029462).



a minimum width of 11 metres (36 feet), each house had at least 14 square metres (150 feet²) of open area and back lanes serviced the rows of terraced houses. Fragmented land ownership and the character of the local building syndicates combined with the hilly nature of the mainland terrain to produce a townscape of considerable interest.¹⁹

Bye-law terraces can often be monotonous, but in Barry there are many variations on the theme, which reflect both social gradation and the underlying hilly topography. Streets were strung along and across the slope of a natural amphitheatre that overlooked the docks. The new town was gifted with dramatic views southward to the island and Bristol Channel, and to the Somerset and Devon coast beyond.

Between 1918 and 1939, the docks were in decline. However, house building and recreational development continued because of investment from government and Barry Urban District Council. One response was the remodelling of the small seaside resort, which had grown up on the island, in parallel with public works at Cold Knap and the Parade, where an ornamental lake, gardens, promenade and lido were constructed. This was a direct response to the slump in the coal trade and consequent unemployment on the docks.²⁰ The investment was an undoubted success, at least in terms of visitor numbers. Barry Island in particular became a mecca for day trips by train and charabanc from the valleys, while Cold Knap, with its pebble beach and promenade looking out over Porthkerry Bay, tended to attract local families.

An interwar view of the public works at Cold Knap, Barry. The scheme included the remodelling of the seaside resort on Barry Island. The lido was opened in 1926. The Glanymor YMCA conference and holiday centre in the background was built in 1931–33 and demolished in 1980 (TuckDB Postcards, BRY 3, not dated).



The promenade gardens on the seafront at Barry Island, probably taken in the early 1950s, with the charabanc shelter in the distance (TuckDB Postcards, BRY 83 not dated).



Post-war

After the Second World War, development took place on the periphery as Barry became a commuter town. Much pre-war housing had been put up by private builders; now, the local council put in place a major public housing programme in response to the housing crisis of the late 1940s and early 1950s. This supplemented the well-designed interwar schemes at Jenner Road and the Colcot. Further public housing was built in the 1960s and early 1970s, particularly in the Gibbonsdown area. The four decades after 1960 also saw significant private housing estates fill in the farmland between the town's radial roads and extend over the ridge to the north-west of the interwar town and to the west of Barry Docks Link Road (opened in November 1981²¹). The mid-1990s saw the beginning of house building and retail development on the north side of Dock No. 1. The most recent large-scale infill scheme is that at White Farm, Merthyr Dyfan.²²

By the 1960s, the town was in severe industrial decline with the contraction of the docks and railways. Woodham's Yard at Dock No. 1 achieved fame as the place where British Railways' steam engines were scrapped. It was evident, too, that new leisure habits were eroding the island's trade.

Although Barry still has a working port based around Dock No. 2, it is not as it was in 1913. There remains some traffic, perhaps helped by Barry Docks Link Road, which allows direct road access to the M4 motorway. Socially, this is a community dependent on the service sector, some light industry and distribution and a chemical park on Cadoxton Moors. Parts of the town, especially in areas of post-war public housing, are marked by unemployment and deprivation. Industrial decline has left its mark on the town centre in particular and this has failed to compete with the growth of out-of-town retailing.

The key regeneration initiatives of the past quarter century have been focused on the town centre, Barry Island and Dock No. 1. Dockland regeneration has been housing-led, associated with a small retail park and two large supermarkets. However, the second phase of the programme, which includes 2,000 houses, also includes leisure and retail elements.²³ A superstore opened in spring 2015 and the Quays housing development was underway at the time of this study. A second access road to Barry Island has been created through the dock (2016) and the grade II listed hydraulic pump house has been renovated for leisure, living and business uses.²⁴



Dockland regeneration under way in August 2016 (© Crown Copyright (2016) Welsh Government, Cadw).

On the island, there is the regeneration of the eastern promenade at Whitmore Bay (see pp. 58–60), but also significant change with the conversion of the Marine Hotel to housing, prominent at the junction of Friars Road with Plymouth Road, and the development of its curtilage for social housing as Ger y Môr.²⁵

Despite extensive infill and urban extension over the past century and the gradual regeneration of the dockland, local character and a distinctive sense of place are still largely determined by the town's Victorian and Edwardian beginnings and the dramatic siting of many of its early streets on the hillside overlooking the docks and island. Barry Island itself, as an essentially pre-1914 residential community with an interwar seafront, makes its own contribution to the town's identity.

Barry Island

The Marine Hotel before 1914 (TuckDB Postcards, 7109).

The development of Barry Island can be seen as a microcosm of the town's history. Early residential development produced a range of

streets and house types that creates a sense of homogeneity with the mainland town even though the street layout and urban form were controlled by a single landowner, with standards regulated by Barry Urban District Council. Development on the island was shaped by a street layout laid down in the mid-1890s. This was determined by the division between seafront and residential streets imposed by the terrain, which was reinforced by the construction of the road and rail links from mainland to the island and Pier Head.

Map and census evidence shows that much of the pre-First World War housing on the island had been constructed by 1900. This ranged from workers' housing in flat-fronted terraces to more generous semi-detached villas overlooking Jackson's Bay and the Bristol Channel. To serve the growing community, a new Marine Hotel was built at the top of Plymouth Road in 1893. The Triangle, opposite, grew up as a small shopping centre for the island. Further development took place along Friars Road in the first decade of the twentieth century.



This building campaign primarily reflected the development of a community related to the docks, railways and local services. In parallel, however, a seaside resort was developed around Whitmore Bay, the rapid expansion of which was triggered by the arrival of the railway in 1896. Bathing machines had appeared on the sands in 1891 and, in the same year, refreshment rooms were opened overlooking the beach below the entrance to Friars Point House. Harbour Road (the causeway) was completed in 1897, which meant that road access to the island was no longer across the docks. With good links to the mainland and the valleys in place, tourism developed rapidly in the 1890s.

The causeway also set in stone the modern, familiar shape of Barry Harbour — better known locally as the Old Harbour — and linked Cold Knap and its nearby residential streets with the island. Until the West Pond was filled in after the Second World War, these areas of water maintained a powerful sense of separation between the island and the western part of Barry.

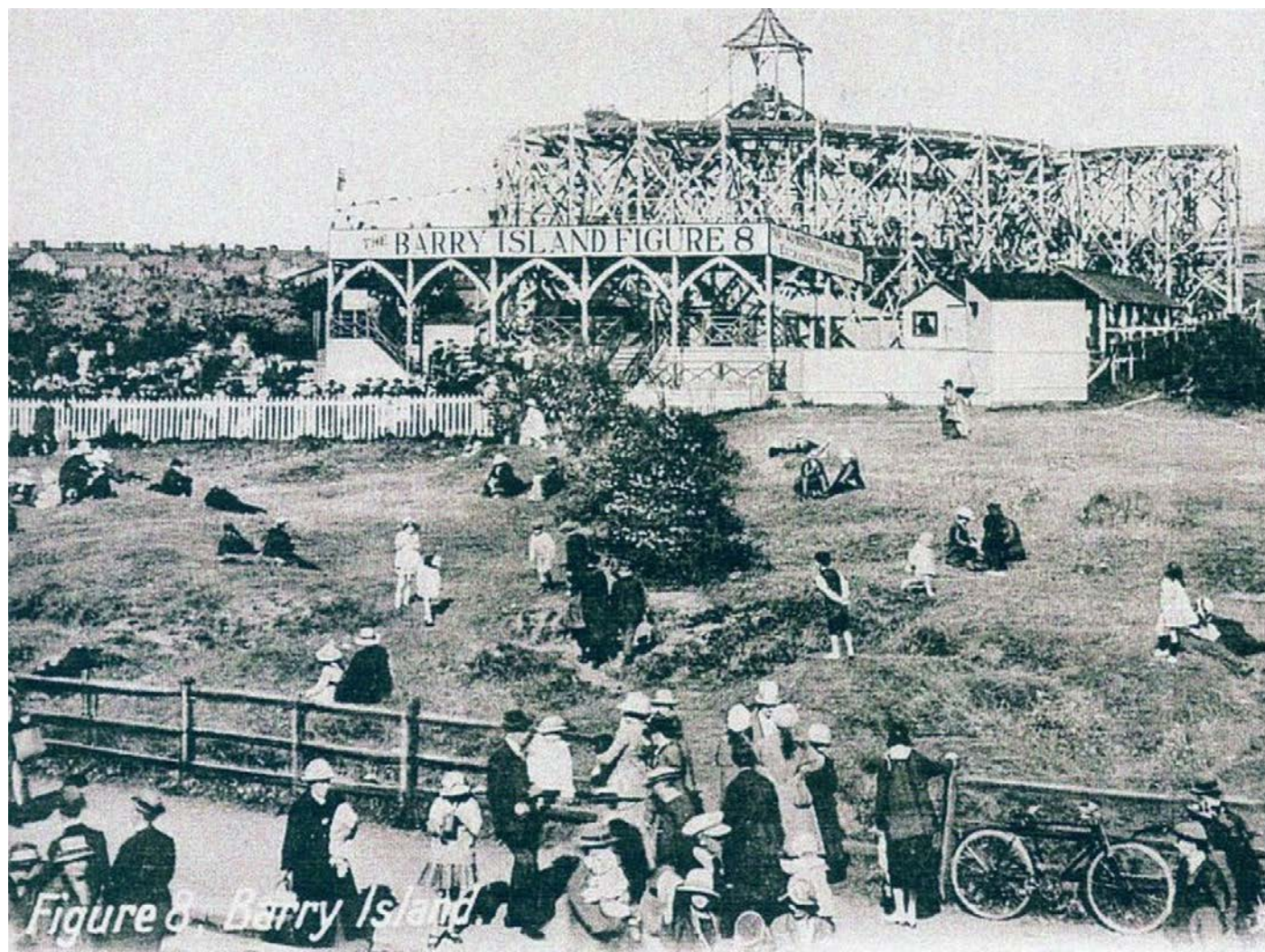
With the arrival of the railway, the pace of investment quickened. In 1897, the Switchback Railway was opened between the beach and

the site of the cricket ground (1904). It was designed by the American roller coaster engineer LaMarcus Thompson for the 1896 Cardiff Empire Exhibition and brought to Barry by Sydney White. Also in 1897, the Windsor estate created an embankment above the foreshore, between Friars Road and the beach, to hold back the dunes. In 1899, the railway was extended to the Pier Head via a tunnel, which enabled the growth of the pleasure steamer trade.

In 1900, the Windsor estate, which masterminded the early development of the island, sold land at Paget Road to Barry Urban District Council for cloakrooms and toilets (demolished in the 1980s). Next, between 1903 and 1905, a 'halfpenny promenade' was developed along the embankment between Paget Road and Nell's Point, and a tidal bathing pool was constructed below Friars Point. 'Bathing houses' or changing rooms were built for women above the tidal pool and for men at the Nell's Point end of the beach. Ideally, men and women bathed separately. A beach inspector's hut (later the Dinky cafe) was built at the top of the ramp and steps, which gave access from the beach to Friars Point. The hut was supported by stilts, traces of which can still be seen on the rocks.

The tidal bathing pool, Ladies' Bathing House and cafe, and the beach inspector's hut on stilts in the foreground at Friars Point (Valentines postcard, 1905–14. Matthew Griffiths Collection).





The Figure 8, erected by the Whites on the modern fairground site in 1912.

Wooden bridges carried the promenade over gaps in the dunes at the eastern and western ends of the beach. At Nell's Point, a ramp was built from the beach just before the Men's Bathing House. Both bathing house and ramp were integrated into the promenade development of the early 1920s and have survived to be incorporated within the Eastern Promenade Regeneration Scheme completed in 2015. Unfortunately, the Ladies' Bathing House (and the Gwalia tea room above it) was more exposed to wind, tide and slippage. This, together with the Dinky cafe, had been removed by 1977.²⁶ The remains of the tidal bathing pool survive below.

In 1909, Barry Urban District Council took control of Whitmore Bay. Aware of the resort's potential for further growth, councillors approved a scheme for a new sea wall and promenade; war, however, interrupted the project. In 1912, the White family installed the Figure 8 on the present fairground

site, prior to dismantling the Switchback Railway in 1914.

Interwar

Construction of the main features of the present-day resort began in 1922 as part of a larger scheme to provide modern seaside attractions at both Barry Island and Cold Knap. This began with the development of the sea wall and promenade. The Western and Eastern shelters, designed in a distinctively Palladian style with Tuscan columns and entablature, were open by 1925. A decade later, the approach might have been Art Deco, all light and air, but this was a scheme conceived in Edwardian times. Public gardens were planted between the promenade and Friars Road. Parts of the landscaping and associated features, in particular the Dingle and its pedestrian bridge, were destroyed with the construction of Butlin's holiday camp after 1964, but the remainder survives.



The distinctive balustrading and one of the kiosks in the promenade gardens, around 1929. Note the new Esplanade Buildings.

In 1924, the White brothers opened the fairground on its present site, with the Figure 8 its star attraction. A feud between the Whites and their rivals, the Collins family, led to Pat Collins taking over the site in 1930. The Whites moved across the road to plant competing attractions on Cosy Corner.

The Merrie Friars cafe and the Esplanade Buildings (shops, flats and a dance hall) — two of the most prominent structures of the resort — were built in 1925 and 1928

respectively. In 1929, the Great Western Railway extended the station in response to the burgeoning numbers of day trippers. Barry Urban District Council acquired land at Nell's Point in 1931, which enabled it to complete the development of the resort's infrastructure with the erection of a charabanc shelter at Forrest Drive. Here, until the mid-1960s, there was a miniature golf course (above the charabanc shelter) and tennis courts. 1933 saw the council promote the first Barry Island illuminations.



At the beginning of the 1930s, the Whites moved their fairground operation from the modern site, across the road, to Cosy Corner. This 1950s view shows two arches; only that on the far right of the photograph survives (© Glamorgan Archives, DX53/2).



Above: The resort from the air in 1933 showing all of the main features built between the wars. The charabanc shelter is the prominent white structure on Nell's Point (© Crown Copyright: RCAHMW: Aerofilms Collection, WPW041251).



Barry Island beach and promenade (TuckDB Postcards, BRY 14, no date, possibly 1948).

Even in the early 1890s, Barry Island had attracted 100,000 visitors in a season. When the railway opened in the summer of 1896, between 30,000 and 40,000 visitors arrived on the first day. By 1934, 400,000 trippers packed the island in August bank holiday week. The resort served the mining communities of the south Wales valleys, as well as the people of nearby Cardiff. There were guest houses, but the day trip was the mainstay of the economy serviced by long excursion trains from the Rhondda and Taff valleys, and by processions of coaches and charabancs. Barry Island was central to the culture of industrial south Wales and to the clubs, chapels and Sunday schools that were the focus of community life.

Let's go to Barry Island, Maggie Fach,
And give all the kids one day by the sea,
And sherbet and buns and paper hats,
And a rattling ride on the Figure Eight;
We'll have tea on the sands and rides on
the donkeys,
And sit in the evening with the folk of
Cwm Rhondda.

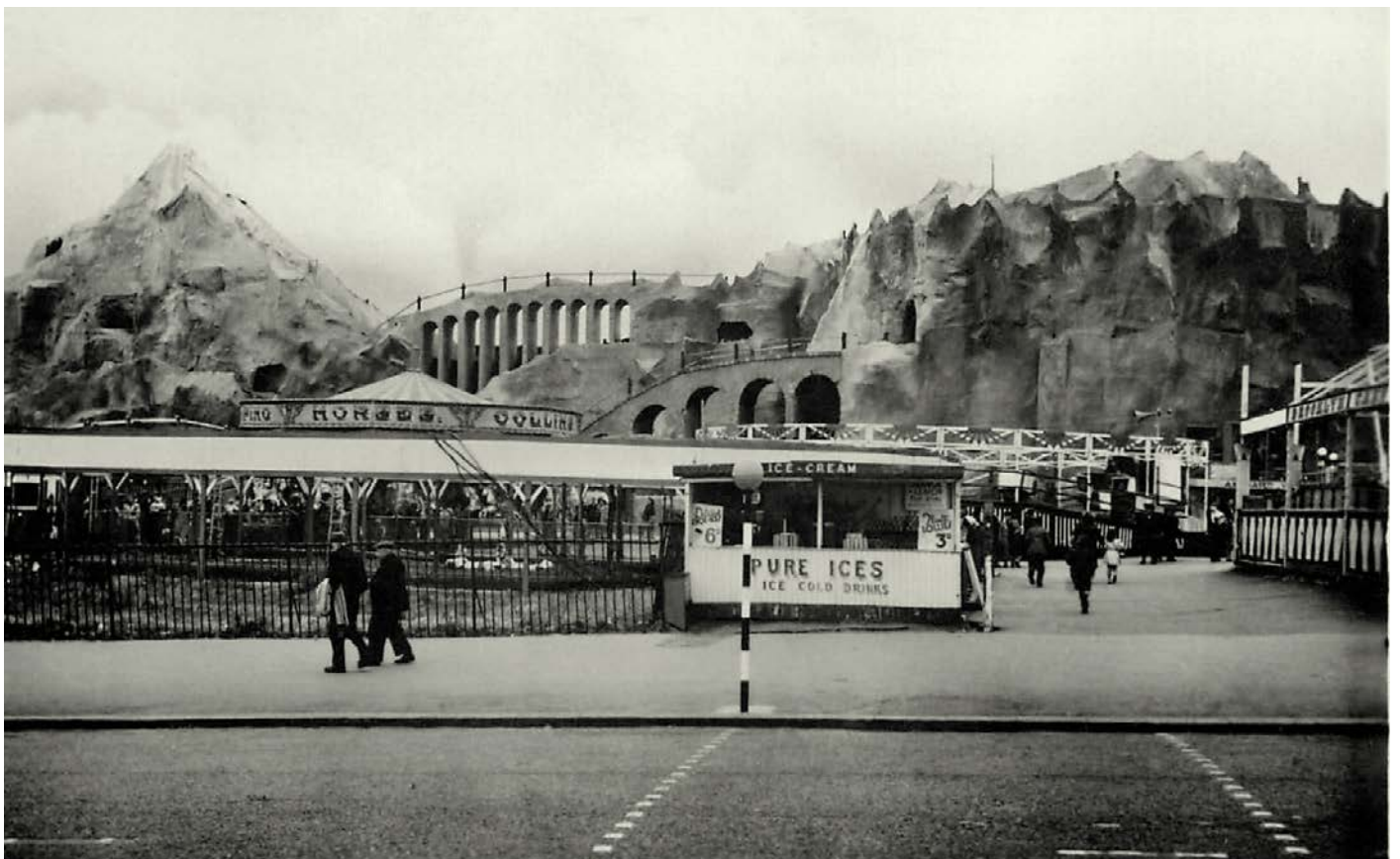
Idris Davies (1926)

Oddly, the first impact of the Second World War was to provide the island with the most

prominent feature of the post-war fairground. The Scenic Railway was a huge wooden structure that occupied half the area of the fairground. It was installed in the autumn of 1939. A copy of John Collins's Great Yarmouth Scenic Railway (1932), it had been built for the 1938 Empire Exhibition in Glasgow at cost of £150,000 and subsequently taken to Liège for the International Water Exhibition of 1939. On the outbreak of war, it was dismantled, evacuated and erected on the island. The wooden superstructure was covered with (essentially purple) scenery to simulate a mountainous landscape. It had a drop of 22 metres (72 feet) and gave visitors a ride that was a mile long. The Scenic Railway was partly damaged in 1963 and fatally destabilized in 1973 by a great storm, which led to its demolition. Parts of the structure were incorporated in the Wacky Goldmine and the Log Flume, which were the dominant features of the fairground until the clearance of the old rides in early 2015 before the site reopened under a new operator.

After 1945, the holiday trade recovered. The major physical development was the construction of public housing on the allotments above Maslin Park along the streets marked out by the Windsor estate in the last decade of the

The Scenic Railway, an icon of Barry Island from 1939 until its demolition more than 40 years later (TuckDB Postcards, BRY 42, no date, before 1952).



nineteenth century. This was part of the effort to address the town's serious housing shortage. Nell's Point, with its Victorian coastguard station and battery, became the site of a squatters' camp that was shut down in 1954. Further public housing was built in the 1960s to the rear of Redbrink Crescent.

By the mid-1950s there were signs that all was not well with the seaside economy. This anxiety triggered a 1956 report by the distinguished planner and landscape architect, (Sir) George Jellicoe (1900–96), which proposed an ambitious remodelling of the entire waterfront, from Nell's Point to Porthkerry Bay. A model of the scheme was exhibited on the seafront for many years, but its proposals were never practical and it became more and more curious as time wore on.²⁷

The Last Resort

With the docks and railways in decline, tourism was promoted as the saviour of the local economy. In 1964, Barry Borough Council reached an agreement to lease Nell's Point and adjacent land to Butlin's. The construction of the

holiday camp meant the redevelopment of the entire headland and Spion Kop to its north. Spion Kop was an area of sand and scrub that had been used as an ammunition dump in wartime and later as a car and coach park. Forrest Drive and its associated features were swept away; Friars Road was cut in two, but Breaksea Drive was constructed as a continuation of Station Approach to maintain the connection between the resort and the east of the island.

With the growth in package holidays to the Mediterranean, the contraction in the day tripper market meant a decline mirrored in seaside resorts throughout Britain. With the decline of the Bristol Channel steamers, the Pier Head station was closed in 1971. Butlin's shut their operation in 1986 after only twenty years to be succeeded by another operator who closed the centre in 1996.

At the end of the 1980s, the decline in visitor numbers prompted an attempt to rebrand the island through investment in lighting, floorscape, signage and street furniture as part of the Barry Island Resort Action Programme.²⁸

Butlin's holiday camp under construction on Nell's Point. Building began in late 1965 and the camp opened on 18 June 1966 (Gerald Beaudette Collection).





*Modern housing on Nell's Point in 2015
(© Civic Trust Cymru).*

Closure of the holiday camp in 1996 enabled Nell's Point to be used for housing and open space. The housing was developed in two phases: off Breaksea Drive in 1998–2000 and on Nell's Point itself in 2000–04. The last remains of the holiday camp were removed in 2005. The western part of the site awaits redevelopment, but is in temporary use as a car park in 2016.

Outline planning permission was given in March 2012 for the redevelopment of the fairground site. At the time of writing, the proposed scheme includes both housing and a new fairground. The site was partially cleared

in early 2015 before it was leased to a new fairground operator.

The most significant initiative to date has been the investment in the improvement of the public realm, which is part of a wider programme of regeneration. Extensive works to the eastern promenade were completed in 2015. These included the refurbishment of the Eastern Shelter, new floorscape, gardens and walkways with links to the temporary car park above. Conservation and reuse of the Men's Bathing House and the construction of colourful new bathing huts completed the scheme.



*Brightly coloured beach huts are a key feature of the 2013–15 Eastern Promenade Regeneration Scheme. Photographed in February 2015
(© Civic Trust Cymru).*

Historical Topography

Before the building of Barry's first dock, the island was barely settled. The convergence of two economies shaped the course of development: the coal export trade, with its docks and railways, and the beginnings of mass seaside tourism, its expansion made possible by the railway.

The physical characteristics of Barry Island and the way it became connected to the mainland with the construction of Dock No. 1, allied to the pattern of landownership and the ambitions of municipal government, combined to shape the island's modern development and character.

Whitmore Bay, enclosed by Nell's Point to the left and Friar's Point to the right, in 1981. The holiday camp covers Nell's Point almost completely (Welsh Government 8101 J. A. Story & Partners 2181 frames 88 & 89, 30 July 1981, © copyright Vale of Glamorgan Council).

Austry Bay²⁹ and Whitmore Bay to the body of the island. Redbrink Point gives the fish a somewhat unconvincing head.

Map and photographic evidence reveals that before industrialization the cliffscape, which overlooks the docks on the north side of the island, sloped more gently down to the foreshore. The highest points on the island (over 40 metres/130 feet) are at Austry Hill, overlooking the Old Harbour, and above Battery Hill (Dock Road) and Redbrink Point. Seen in profile from the town, the northern side of the island rises, dips and rises again. Southwards, the land dips steeply towards the former marshy ground of Leech Pool (Maslin Park). From the plateau to the west of Redbrink Point and the eminence of Spion Kop, another slope led to Whitmore Bay and the dunes and heath behind.

Physical Characteristics

In shape, Barry Island resembles a flat fish, its tail represented by Little Island and Friars Point, joined by a narrow neck of land between

The sands of Whitmore Bay are sheltered by the headlands of Friars Point — low and narrow



overlooking Cold Knap — and the higher and bulbous Nell's Point, with its views over the Bristol Channel, Bendrick Rock and Sully Island. Before the docks, Nell's Point was mainly open headland and it was not fully developed until the building of the holiday camp in the 1960s. Before this, its elevated position made it ideal for a coastguard station, signal station and garrison.

Before 1884, the island was separated from the mainland by Barry Sound, which formed the estuary of the Cadoxton River and entered the Bristol Channel between the headlands of Cold Knap and Friars Point. There seem to have been two points of access at low tide: between Storehouse Point at Barry and Austray Bay, and from Sully. The route from Sully seems to have involved an intrepid walk across sand and mud to an old limekiln on the shore of the north side of the island, from whence a trackway led uphill, along a hedgerow, to Barry Island Farm.

Several fields were enclosed on the better-drained hillsides on the north and east of the island. Between the farmland and the heath and dunes that bounded Whitmore Bay lay the low-lying freshwater Leech Pool. A track to the south of the pool ran from Austray Bay to the farm, parallel with the modern Plymouth Road. It was destroyed by the development of the railway in 1896. Plymouth Road was marked out after 1894 to the north of the pool.

When drained, much of this land would ultimately become Maslin Park.

This historic contrast between farmland and associated rough grazing to the north and the heath, scrub and dune on the south side of the island is largely echoed by the contrast between the older residential streets and the area of the seaside resort.

The farm was one of two pre-industrial buildings on the island. Its site, near the Marine Hotel (built 1893 and now Ger y Môr), was lost when the railway was driven through the hillside to reach the Pier Head in 1899. The other was the first Marine Hotel, built in 1858 for Francis Crawshay. Now known as Friars Point House, this served visitors who crossed at low tide from The Ship Hotel at Storehouse Point, or, after 1876, came by sea in pleasure craft that moored at Trehame's Pier (see p. 10).

Reshaping Barry Island

The making of Dock No. 1 (1884–89) involved significant changes to the island's topography. Between Austray Bay and the high ground to the north of the farm, a dramatic new cliffscape was created when the original shoreline was cut back to make space for the southern quayside of the new dock.



Looking from the north side of the dock towards the island's cliffs, created when the hillside was cut back to make room for the southern quay of the new docks. Photographed in September 2011 (© Civic Trust Cymru).

Austry Bay was reclaimed from the sea to provide space for railway sidings, thereby widening the neck between Little Island and the beach. This also created flat land that later provided the new Barry town with a cricket ground and tennis club. The former shoreline is fossilized in the rear boundary of the plots of Paget Road, which echoes the curved edge of the lost bay.

To the east, Redbrink Point was trimmed back to make room for the dock entrance and Jackson's Bay was created by the construction of the western breakwater at the dock entrance.

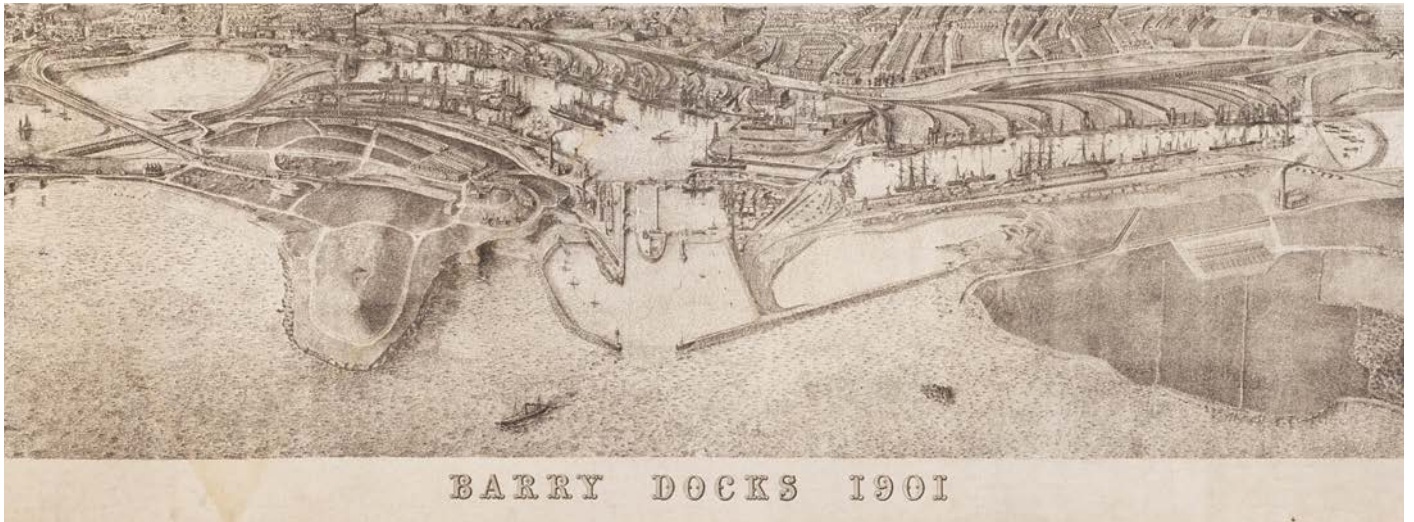
Island Road was temporarily the primary access from the mainland to the island. Until 1905, it ran from Broad Street through the tunnel and below the new western cliff to arrive at the east end of the former Austry Bay. The construction of the railway (1896) and the causeway (Harbour Road 1897) provided better access and, at the same time, enclosed the new West Pond. In the process, the Old Harbour assumed its modern shape. The pond remained open water until after the Second World War, which maintained the sense of separation between the mainland and Barry Island.

Right: The causeway built in 1897 from the mainland to Barry Island carries the main road access alongside the railway built a year earlier in 1896. Photographed in December 2011 (© Civic Trust Cymru).



Below: West Pond, shown here above the causeway, remained open water until after the Second World War (© Crown Copyright: RCAHMW: Aerofilms Collection, WPW029395).





Streetscape

In the mid-1890s, the Windsor estate laid out a pattern of streets to support the island's development. Urbanization was rapid and its first phase was largely complete by 1900. The layout was designed to exploit the rise and fall of the island's hills, and to create a tight linkage between land intended for housing and the seafront. Landform strongly shaped urban form. However, in contrast to the mainland, there seems to be little relationship between the island's rudimentary field pattern and the way its streets were set out.

A loosely circular shape was adopted for the island's street pattern. An outer circuit of streets connected the seafront and the island's new housing, defined by Paget Road, Clive Road, Redbrink Crescent and Friars Road. This layout was bisected by Plymouth Road and the railway, which, from 1896, marked the basic land-use division between homes built on the rising ground to the north and east of the island and the seafront, guarded by the twin headlands and overlooked by sandy Spion Kop, east of the station.³⁰ Railway construction therefore reinforced the separation of landscapes and land uses, and a sense of divide between the island community and the many thousands who came to visit each summer. It opened up the island for mass tourism and gave the impetus to the development of the pre-First World War seaside resort around Whitmore Bay. Paget Road, lower Friars Road and Station Approach enclosed an oval within which the fairground developed.

Working-class housing was laid out along the ridge and northern slope of the whaleback-shaped hill overlooking the docks. In contrast, Plymouth Road was set along the rise eastwards from Leech Pool, with its houses positioned to benefit from better views towards Friars Point and the Old Harbour. Redbrink Crescent and Friars Road look away from the docks and over the Bristol Channel. It seems reasonable to suppose that Forrest Drive, circumnavigating Nell's Point, was also intended for the development of good quality housing. This was quickly precluded, however, by the sale of land on the top of the headland for a garrison and battery to protect the docks (1897).³¹

On the northern side of the island, Bromfield Road, Archer Road and Ivor Street were laid out as cross streets, which created a simple grid. The roads have views to the north and south but, from the mainland, they show as gaps in the building line.

The early layout of Clive Road, Phyllis Street and Amherst Crescent provided the basis not just for the early terraced housing on these streets, but also for post-war public housing on Austrey Hill. This land originally supported allotments accessed by paths that were reflected by the street layout. On development in the early 1950s, the layout was largely retained, though both Clive Road and Phyllis Street kinked southwards beyond Bromfield Road to accommodate the plots of new semi-detached houses. McQuade Place was inserted along the line of the lane separating Phyllis Street and Amherst Crescent.

This panorama, drawn in 1901 for the Barry Railway Company, shows the docks and railways, as well as the street pattern laid out by the Windsor estate by 1900 (Supplied by Llyfrgell Genedlaethol Cymru/National Library of Wales).

The construction of the holiday camp in 1964–66 broke the original outer circuit of streets, cutting Friars Road in two as it crossed the neck of Nell's Point.

Landscape Features

Despite the urbanization of the Barry coastline and the island itself, the coastal landscape retains dramatic natural and artificial features that influence local character. They provide an impressive setting for residential and resort development. There are also semi-natural features — for example, the restored open space on the headland of Nell's Point — which have significant visual and amenity value as well as contributing to biodiversity.

Headlands

Nell's Point and Friars Point are prominent headlands composed predominantly of Carboniferous Limestone. Together, they enclose the sands of Whitmore Bay. Friars Point looks across the Old Harbour to Cold Knap Point, another limestone headland, and the eastern face of Nell's Point overlooks Jackson's Bay and the dock entrance, with longer views towards Sully.

Friars Point is largely open grassland. It is notable for its archaeological features and geological formation, and it is part of the Barry Island Site of Special Scientific Interest (SSSI). Nell's Point is higher and retained a largely open appearance until the development of the holiday camp in 1964–66. The closure of the camp in 1996 enabled the clearance of the site; open land was restored and given over to community use in association with recent housing development.

The Old Harbour

The area of the Old Harbour, between Cold Knap and the island, originally formed the mouth of the Cadoxton River. A dam between the mainland and the island created the first dock; Island Road connected the two. The former estuary remained open until the construction of the causeway and the enclosure of the West Pond (1897). Boats are still moored in the harbour and, occasionally, a larger vessel ties up at the late nineteenth-century York Breakwater, but the area of intertidal salt marsh is growing. The northern side of the harbour is defined by cliffs and the Parade Gardens. A watchtower and rocket station built in the 1860s face York Breakwater across the harbour and a small beach lies below Cold Knap Point. The great range of tides means that extensive sands are revealed between the island and Cold Knap by the falling tide.



*Friars Point
looking towards
Cold Knap Point.
Photographed in
November 2011
(© Civic Trust Cymru).*



Left: The Old Harbour looking towards York Breakwater and Cold Knap Point. Photographed in December 2011 (© Civic Trust Cymru).

Below: The watchtower and small pebble beach below Cold Knap Point, looking towards the island in December 2011 (© Civic Trust Cymru).



Beyond the little beach at Cold Knap Point, there is a boating lake and gardens. The former lido, opened in 1927 as part of the wider development of the seaside resort that included the creation of the island promenade, has been filled in and grassed over.

Before the docks were built, there was a small port at Storehouse Point adjacent to The Ship Hotel. Records of coastal shipping survive from the late sixteenth century onwards. The conserved remains of a pre-industrial warehouse at the junction of the causeway with the Parade Gardens are a reminder of this earlier landscape.

The docks development reclaimed land at Austry Bay, which defined the narrow neck of Little Island on its landward side. This area was filled in for railway sidings. Woodland grew up as a backdrop for Friars Point House, which now forms a strong visual feature of Little Island seen from the mainland in contrast with the bareness of Friars Point. The cricket ground and tennis courts, established here after 1905, also make up significant green space.

West Pond and South Quay

West Pond was open water until after 1945 and enhanced a sense of separation of Barry Island from the mainland. Drained and used for sidings and light industrial activity, the area is under development (September 2016) for housing, retail

and leisure, and new road access to the island. South Quay lies below the cliffs created out of the northern slopes of the island in the 1880s. Originally a coal wharf, it was used after the Second World War for chemical storage tanks. These have been cleared for the South Quay and East Quay housing scheme, which extends from Austry Hill to Battery Hill (Dock Road).

Clive Road Cliffs

The northern profile of the island, as seen from the town, is defined by the cliffs below Clive Road. These were created in the 1880s to make room for the southern quayside and the mole in Dock No. 1. The cliffs are topped by terraces to the east and centre, and by post-war public housing on the eminence of Austry Hill. Limestone quarried from here is likely to have been used in the construction of the docks and the early industrial housing built by the Barry Estate Company north of Broad Street on the mainland.³² The cliffs are now largely overgrown.

Redbrink Point and Jackson's Bay

Redbrink Point was also reshaped as part of the first phase of dock development. It remains a dominant feature in views of the island from the north, the east and the sea, because of its surviving natural qualities and its prominent late Victorian and Edwardian housing. Some of



Jackson's Bay overlooked by prominent houses on Redbrink Crescent. Photographed in November 2011 (© Civic Trust Cymru).

the island's grandest houses were built here. Jackson's Bay was created when the breakwater that forms the south-eastern boundary of the dock entrance was constructed. The greenery to clifftop and overlooking Nell's Point consists of a mixture of overgrowth and surviving allotments — a reminder of the times when most open land on the island was cultivated in this way.

The sheltered sandy beach at Jackson's Bay contrasts with the open expanse of Whitmore Bay.

Whitmore Bay

Whitmore Bay, 750 metres (almost half a mile) from headland to headland, attracted Victorian bathers before the building of the docks and is the reason for the development of mass tourism in and after the 1890s. Shallow and sandy, offering safe — if chilly — paddling and swimming, the bay's appeal was enhanced by the high tidal range of the Bristol Channel and its openness to sea and sky. Formerly backed by dunes, an Edwardian halfpenny promenade was replaced by a sea wall, promenade and shelters built in the 1920s. Views from the beach are



dominated by these features and their associated gardens against a backdrop of keynote buildings — Merrie Friars, Paget Road and Esplanade Buildings — with glimpses of the fairground beyond.

The bay is enclosed by undeveloped and grassy Friars Point to the west. To the east, it is dominated by Nell's Point, which is higher and semi-open towards the sea and beach following clearance of the holiday camp.

Allotments overlooking Barry Harbour are a reminder that most open land used to be cultivated this way. Photographed in November 2011 (© Civic Trust Cymru).



Friars Point looking towards Whitmore Bay (© Crown Copyright (2016) Welsh Government, Cadw).



The promenade gardens on Barry Island, built as part of the interwar development of the resort (© Crown Copyright (2016) Welsh Government, Cadw).

Promenade Gardens

The promenade gardens were laid out in the 1920s as a key feature of the resort. They replaced the halfpenny promenade that had been built above the beach by the Windsor estate. Previously, the beach was backed by dunes and heath. A substantial area of the promenade gardens, which incorporated the Dingle, its cafe and a network of steps and paths linking the eastern end of the promenade and Forrest Drive, was lost with the construction of the holiday camp.

Spion Kop

Spion Kop (named after the South African War battle of 1900) is a partially surviving feature of the pre-industrial landscape. It was a sandy heathland above the fairground and prominent in views from the mainland. Partly used as a car park before 1964, it was included within the holiday camp and covered with chalets. It was partly redeveloped for housing after 1996. The western part of the site was marketed in July 2015 as suitable for a hotel, leisure centre, or entertainment park.

Maslin Park

The modern Maslin Park occupies the area once known as Leech Pool, which was set in low-lying, ill-drained land to the east of Austry Bay. Once drained, the eastern part became the park, primarily used as a football pitch. Closer to Paget Road, the land was used as a caravan park and car park. Several buildings fronted the road, including an ice cream factory and the former Old Harbour Club. This site has now been cleared and landscaped as part of the park.

Barry Island Site of Special Scientific Interest

The geological features, which led to the designation of the SSSI, have strong visual interest as well as unique scientific significance. The site covers Friars Point and Little Island, together with the cliffs and rocks that surrounds Nell's Point and extend into Jackson's Bay. It is important because it preserves Triassic rocks that were formed 205–290 million years ago as a lake, desert basin and beach. These sit on top of Carboniferous Limestone strata which are 350 million years



The steeply sloping strata of the Carboniferous Limestone overlain by horizontal Triassic deposits on Friars Point (© Crown Copyright (2016) Welsh Government, Cadw).

old. The intervening deposits from the Upper Carboniferous, Permian and Lower and Middle Triassic have been eroded away. The site enables geologists to plot the location of the Triassic coastline. The existence of an angular unconformity — a break in the deposition record — shows Triassic deposits in a 'unique relationship' with the limestone. The limestone strata slope steeply southwards. The overlying horizontal rocks represent terraces that were cut into the shore of the lake that overlay the limestone. This is 'a classic area for geological studies' and its designation as an SSSI should ensure careful protection and management.³³

Views and Panoramas

Seen from the tidal sands of the Old Harbour, Cold Knap Point or the beaches at Whitmore Bay and Jackson's Bay, the geological formation enriches the views of the island's twin headlands. Views towards the island contribute to character, just as much as views and vistas from different points on the island itself.

Towards Barry Island

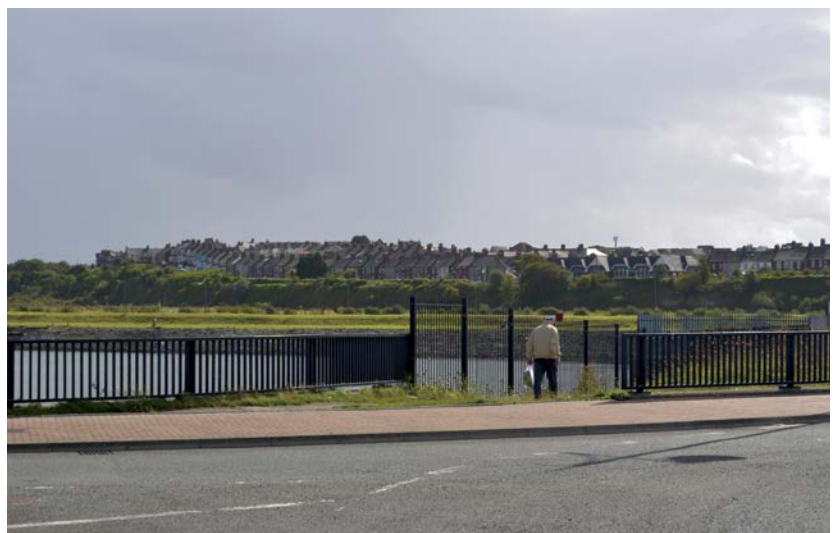
Views towards the island are important aspects of Barry's townscape. Even more dramatic is the appearance of the island and its surroundings as seen from the air — commonplace nowadays from the Cardiff Airport glide path, which sweeps over Porthkerry Bay and offers a panorama of the island, docks and town from the west.

Because much of the town is built on a hill, there are impressive views of the island from a number of vantage points. From the best of these, not only is the northern profile of the island clear, but there are also views to Nell's Point, Friars Point and the sea beyond.

The island dominates the Barry waterfront. The artificial cliffscape rising to Clive Road and Redbrink Point is a key feature of views southward from the redeveloped area of Dock No. 1.

Views from the Parade and Cold Knap look over the tidal sands and marsh of the Old Harbour towards Little Island and Friars Point. From the Parade (and from the causeway approach to the island), the views include car park, woodland and the rears of the properties along Paget Road and Friars Road.

The distinctive view of the cliffscape below Clive Road from the docks. Photographed in September 2011 (© Civic Trust Cymru).





Above: The archway to White's Cosy Corner remains a gateway feature on arrival to the island, though the name has since been overpainted. Photographed in November 2011 (© Civic Trust Cymru).



Right: The 1990s gateway feature (© Crown Copyright (2016) Welsh Government, Cadw).

Gateways

The railway (1896) and Harbour Road causeway (1897) link Barry Island with the mainland. Whether on foot, or arriving by car, bus or train, visitors have views across the Old Harbour and Dock No. 1. There is a distinct sense of arrival travelling towards the island. To the east, Austry Hill overlooks the railway. To the west, the southern shore of the island leads the eye towards York Breakwater and the harbour mouth, and the car park backed by dense woodland.

The cricket ground softens the rear of Paget Road, which blocks views towards the beach. There is a jolly mid-1990s 'gateway feature' at the end of the causeway and the remnants of White's fairground (Cosy Corner) survive in a 'triumphal' archway and five obelisks marking the boundary of the site, which date from the end of the 1920s and reflect the rivalry between fairground owners. Approaching the modern fairground, the clearance of the Log Flume means that the dominant structure is the impressive rear of Esplanade Buildings. In the middle distance, the housing off Breaksea Drive and on Nell's Point forms a backdrop for the resort. Formerly, the dunes and



The view from Dyfrig Street towards the docks. The Rank Hovis Atlantic Mills site, in the distance, has since been demolished. Photographed in September 2011 (© Civic Trust Cymru).

heath of Spion Kop provided a context for the fairground, but these were replaced by the front pavilions of the holiday camp. These too have now been cleared and in 2016 the site awaits redevelopment.

A pedestrian route from the mainland to the island runs from Clive Road across the dock. Steps and a metal footbridge lead across South Quay and the path skirts the mole to join Ffordd y Mileniwm. Leaving the island, users have views over the docks and towards the town; arriving, there is a view of the northern profile of the island and the overgrown cliffs, cut back to accommodate the docks, as they rise towards Clive Road.

From Barry Island

The discussion of each character area illustrates this aspect of character in more depth. In brief, however, the island's relief and the layout of its streets mean that there are good viewpoints outward towards the mainland, harbour and coast from various east, west and northward looking vantage points. Some new houses on Nell's Point have views across the Bristol Channel

towards Sully and over Whitmore Bay. Others, however, have their views over the resort or towards the town blocked either by the design of cul-de-sacs or by fencing. The earlier streetscape is more naturally related to the island's relief, providing views of the surrounding townscape and seascape.

Fencing around housing on Nell's Point blocks some of the outward views. Photographed in November 2011 (© Civic Trust Cymru).



Building History

Early Residential Development

The first revision of Ordnance Survey mapping published in 1900, but surveyed in 1898, shows that all the major elements of the island's urban form had been established by this date — though

not all the streets laid out by the Windsor estate were built up until after the Second World War. The estate underlined its presence by making sure that most street names had connections with the Windsor-Clive family.

North of the railway, all the modern streets were in place. The 1890s had seen houses of different standards provided for a community whose livelihoods, in different ways, reflected the economy of coal, dock and railway.

Clive Road had been built up as far as its junction with Bromfield Road, complete in length apart from a gap in the building line between 3 and 12. Houses had been built on the north and south sides of Amherst Crescent, and Phyllis Street had been developed to its fullest pre-1939 extent. The west side of Ivor Street was partly complete and the substantial bayed terrace of Plymouth Road was in place. A start had been made on Dyfrig Street and Redbrink Crescent. The former Marine Hotel (now Ger y Môr), close to the shops at The Triangle and to Battery Hill (Dock Road), dates from 1893.



Above: Part of the terraced housing in Phyllis Street built by 1900. Photographed in September 2011 (© Civic Trust Cymru).



Right: Plymouth Road and the Marine Hotel, built in 1893, in 1900 (Frith postcard in Matthew Griffiths Collection).

Clive Road was completed between 1900 and 1914 with the building of 4–11 and 86–87 (its only early extension on the west side of the junction with Bromfield Road). A schoolhouse was added to the north side of Amherst Crescent and substantial semi-detached villas were built along Redbrink Crescent and Friars Road. Correlation with the census returns of 1911 shows this additional housing to be already present. There were two houses in 'Other Road',³⁴ adjacent to a new Presbyterian church, and Clive Place had been completed. Four semi-detached houses had been built in Dyfrig Street (and a borough surveyor's drawing of 1907 shows that more were planned).³⁵ Ivor Street remained incomplete with gaps on either side that were filled in the 1920s.



Above: Houses in Dyfrig Street, which was largely complete before the First World War. Photographed in September 2011 (© Civic Trust Cymru).

Analysis of the census data for 1901 and 1911 shows how house type reflected social stratification in this new community. Social divisions were mirrored in the segregation of the classes, in the character of streets and in the design and detailing of properties.

In Clive Road and Phyllis Street, the majority of households were working class. Occupations were related chiefly to jobs on the docks, the railways or at sea. Examples of male occupations include coal tipper, dock labourer, boatman, packer, stoker and engine driver. Several households were large, with up to 13 people present on census night 1901. Families often took in lodgers.

The larger terraced housing on Plymouth Road was built for people whose occupations included a ship's pilot, preacher and shipping agent. Shops included a butcher's, draper's and a coffee house.

Social status rose as streets turned away from the docks to face the sea. The western end of Redbrink Crescent can be differentiated from the grander houses overlooking the dock entrance. Closer to the Marine Hotel, occupations included a boiler maker, coal tipper and laundry man. In 1901, the big houses from 20 on were the homes of pilots and ships' masters, a builder and a works manager. A colliery proprietor lived at 62 with his wife who was an accountant.



20–30 Redbrink Crescent in 1907 (Matthew Griffiths Collection)

By 1911, modern land uses had taken shape. Visitor amenities were located close to the beach, with the exception of the Marine Hotel, which must have had many commercial and docks-related guests. The north and north-east of the island were residential in character and there were shops which provided local services on Plymouth Road, Ivor Street and The Triangle. The development of Paget Road is reflected in the four households headed by 'restaurant keepers', one of whom kept the Dorothy restaurant.

The new community needed educational facilities and places of worship. Buildings surviving from this period include Barry Island Primary School, Presbyterian and Methodist chapels, and the present Anglican St Baruc's Church, a daughter of the mainland church of All Saints.

Modern Residential Development

By 1914, the first phase of residential development was effectively complete. Although the Windsor estate had designed the street pattern in the

1890s as part of a planned urban and resort development scheme, much land remained undeveloped until after the Second World War. In particular, the western portion of Austrey Hill, which was used for allotments, was developed for public housing after 1945. This was a time when the town had a serious housing problem and squatters had taken over army camps at Nell's Point and the Buttrills on the mainland. This development was the first major addition to the pre-First World War housing stock.

The late 1960s saw the building of private semi-detached housing on the south side of Redbrink Crescent. A decade later, in the 1970s, the allotment land to the rear of Redbrink Crescent was filled in with further public housing at Earl Crescent and Marquis Close,

The final elements in the modern residential townscape are very recent and followed the closure of the holiday camp. Between 1996 and 2003, there was substantial private development off Breaksea Drive and Friars Road on land that had been cleared of holiday camp structures. A large part of Nell's Point was landscaped and restored as open headland.

This 1929 aerial view of the island shows the early residential layout substantially complete (© Crown Copyright: RCAHMW: Aerofilms Collection, WPW029457).



Building the Resort

The building history of the resort has several phases. Although there was an early attempt by the Windsor estate (later Plymouth), and subsequently Barry Urban District Council, to exploit the island's potential to attract rail-borne trippers, the key periods for development were the 1920s, which saw the creation of the promenade and its associated structures, and the 1960s, with the building of the holiday camp on Nell's Point. A major programme to restore and upgrade the eastern promenade and reunite it with Nell's Point was completed in 2015.

The history of the early resort (pp. 18–20) provides the context for the physical development of the island's seafront. Before the railway and causeway (1896 and 1897), development was minimal. A Francis Frith postcard image of 1899, for example, shows the decaying Treharne's Pier and a ramped access from beach level to the north-western edge of Friars Point — the latter

still in place today — but otherwise suggests an atmosphere little altered since before 1884.

However, by 1891, Whitmore Bay was studded with bathing machines and, in the same year, refreshment rooms were built at the west end of Friars Road.³⁶ Men's and women's changing rooms were built at opposite ends of the beach by 1905. A pre-1914 postcard shows the ramped access from the beach to Nell's Point above the men's facility and the cafe on top of it. This ramp, which replaced a zig-zag path laid out in 1897, was integrated into the 1920s promenade scheme and survives today within the recent redesign of the eastern promenade.

Barry Island station opened in 1896. The line was driven under Redbrink Point to the Pier Head in 1899. Development after the arrival of the railway was rapid. Formerly Windsor, the Plymouth estate provided the initial infrastructure for the pre-1914 resort before it sold the foreshore and associated land to Barry Urban District Council in 1909.

An 1899 postcard showing Treharne's Pier and the ramp from the beach to Friars Point (Copyright: The Francis Frith Collection).



The Halfpenny Promenade, about 1910. The dune and beach of Spion Kop can be seen in the distance (Gerald Beaudette Collection)



The Ladies' Bathing House and tidal pool at the western end of the beach (TuckDB Postcard (BRY 77, this edition published post 1952).



A pre-1914 postcard showing the Dorothy Restaurant on Paget Road (Matthew Griffiths Collection).





Above: The Merrie Friars cafe on Paget Road, built in 1925.



Left: Distinctive cast-concrete balustrading survives in a number of places on the seafront and at Cold Knap. This stretch is behind the Western Shelter. Photographed in November 2011 (© Civic Trust Cymru).

Before 1900, work had also started on Paget Road, which was completed before the First World War; its shops and cafes still reflect this historic character. The redevelopment of the seafront in the 1920s was part of an ambitious municipal scheme to maximize the tourism potential of Barry's beaches. In the process,

jobs were created in public works for the growing ranks of the unemployed. The works at the island and Cold Knap, together with Alexandra Gardens, Gladstone Gardens and the gardens at Church Road, Cadoxton, have design features in common, particularly the distinctive cast-concrete balustrading.

The two classical shelters provide a setting for the promenade gardens and their ancillary structures. Subsequent landscaping included part of Nell's Point above the Eastern Shelter and Men's Bathing House, and paths through the Dingle and across the hillside to connect with Forrest Drive.

Municipal development provided the impetus for private initiatives as the seafront began to take on

its familiar appearance. The Merrie Friars cafe was built at the corner of Paget Road and Friars Road in 1925, the Esplanade Buildings were erected in 1928 and fairground developments by the rival Whites and Collins families culminated with the installation of the Scenic Railway in 1939. The final jewel in the municipal crown of the interwar resort was the prominent charabanc shelter erected above the tennis courts on Forrest Drive and a nine-hole golf course above.

A 1929 aerial view of the resort. The tennis courts on Forrest Drive are in the foreground (© Crown Copyright: RCAHMW: Aerofilms Collection, WPW029390).



A 1930s postcard showing the municipal development substantially complete, including the promenade gardens, shelters and charabanc shelter on Nell's Point (Gerald Beaudette Collection).





*The principal interwar structures as they are today
(© Crown Copyright (2016) Welsh Government, Cadw).*



In 1967, the Dinky cafe and Gwalia tea room were still in use; just 10 years later, they had been lost (Gerald Beaudette Collection).

The extension of the gardens on to Nell's Point, with a popular walk (and roller-skating opportunities through the Dingle³⁷) was lost in the 1960s. However, the entrance to the former holiday camp west of the fairground preserves the original line of Friars Road. Until recently, demolition debris and landfill lay on top of the earlier structures above the promenade. Photographs taken during the construction of the holiday camp show this debris beginning to cover the steps and walkway linking the eastern end of the promenade with Friars Road. At the same time, the small shops on top of the Men's Bathing House were removed and the remaining masonry made safe. The recent Eastern Promenade Regeneration Scheme, however, incorporated the ramp and Men's Bathing House, and reconnected the promenade with the end of Nell's Point.

By 1977, the Ladies' Bathing House, with its Gwalia tea room, and the beach inspector's hut (the Dinky cafe) had been lost.

In the late 1980s, consultants' reports led to the implementation of the Barry Island Resort Action Programme through which some £2.5m was spent by 1993. Much of the present-day appearance of the central and western sections of the promenade, highways works, street furniture and floorscape dates from this initiative. Additionally, there was investment in a gateway feature and signage intended to brand the resort as a place with a distinct image in the leisure market.

Development of the remainder of the holiday camp site is being promoted (September 2015)³⁸ and a use is being sought for the 1920s grade II listed conveniences.

Building Character and Character Areas



Barry Island, looking across Whitmore Bay towards Nell's Point, from Friars Point. Friars Point is undeveloped compared with the modern housing on Nell's Point and the earlier housing to the north and north-east of the island. Photographed in August 2016 (from the collections of the National Monuments Record of Wales: © Crown Copyright: Ministry of Defence).

Barry Island's development is characterized by a separation between residential and resort areas. This distinction is a reflection of the topography, the location of the railway — which separates the north and south of the island — and development decisions by the Windsor estate and Barry Urban District Council.

Friars Point has remained undeveloped (with the exception of the Victorian Friars Point House and its grounds) and much of the southern area of Little Island retains an open character. Former railway sidings on reclaimed land have given way to parking on the northern foreshore; the athletic club separates this from Paget Road. Nell's Point, which had been partly incorporated in the interwar resort and was used by the coastguard and the military into the mid-twentieth century, was covered by a holiday camp from 1964 to 1996. It is now partly open headland and partly developed with recent housing.

There is a substantial area of public housing on Austry Hill and to the rear of Redbrink Crescent. Austry Hill is distinctively post-war and reflects the recommendations of the Dudley Report and the 1949 *Housing Manual*.³⁹ House style and type, plot size and road layouts, allied to the provision of open space, give this part of the island its own integrity and identity.

The early community of the island, as it developed on the northern and north-eastern ridge, has a coherence of time, place and building character, shared with the streets of the mainland town as it developed before the First World War. With its focal point at The Triangle, working-class streets overlooking the docks give way to better quality homes that look out to sea. Bye-law terraces of flat-fronted houses overlook the dock; domestic revival semi-detached villas at Friars Road look out across Redbrink Point and over the Bristol Channel. Continuity is reflected



in the predominance of red brick, slate and Bath Stone, with bay fronts typical of all but the most modest streets. The range of house types and patterns of architectural detailing are shared with the terraced streets to the north of the docks. The effect of relief and variations of detail within a street mean that variety rather than monotony is characteristic of this Victorian and Edwardian community. The intrusion of relatively recent public housing at Earl Crescent and Marquis Close, in the vaguely Scandinavian style typical of 1960s and 70s design, does not detract from the overall unity and coherence.

Paget Road is characteristically late Victorian; its key properties have Dutch gables as well as red brick and Bath Stone. It is of a period with the pre-First World War community, but its architecture is essentially that of a resort rather than a residential street. Interwar elements add variety, particularly the Art Deco Merrie Friars and the remnants of White's fairground, with its classical archway a distinctive gateway feature.

The formal classical Western and Eastern shelters, both listed grade II, give the island's seafront a special distinction and identity that transcends the local. The classical feel is reinforced by Esplanade Buildings, which dominates the centre of Whitmore Bay. All this has been a context for the fairground, consistent in land use since the 1920s, despite the temporary nature of its structures.

Before 1970, the docks entrance and Pier Head were connected to the resort by rail; pleasure steamers were part of the resort economy. Closure of the rail line in 1971 led to a transformation of this area and it is now more connected with the working port than with the island. Nearby, Jackson's Bay, which historically has been a 'local' rather than a tourist beach, is considered as a landscape feature associated with Redbrink Crescent from where it is accessed by a path and steps.

Finally, there is South Quay, below the island's northern cliffs, which has been cleared for development.

The western edge of Barry Island with the causeway in the foreground. The housing on Austrey Hill (to the right) overlooks the South Quay which has been cleared for redevelopment. Photographed in August 2016 (from the collections of the National Monuments Record of Wales: © Crown Copyright: Ministry of Defence).

The Resort

Definition and Outline of Development

When the railway reached Barry Island in 1896, its construction separated the seafront and beach at Whitmore Bay from the dockland community that was developing on the higher ground to the north and east. Roads laid out by the Windsor estate and subsequently adopted by Barry Urban District Council determined the layout of the resort, which was reinforced by the setting out of the promenade and gardens in the 1920s. Land use is almost wholly associated with the island's leisure economy. Friars Point and Nell's Point enclose the wide, sandy beach of Whitmore Bay — traditionally the focus of visiting trippers.

The relationship between the resort and Nell's Point has changed over time. Originally, Nell's Point was probably marked by the Windsor estate for high-quality housing. However, the acquisition of much of the headland for military purposes meant that only its western skirt was

properly part of the resort until the mid-1960s. Development of the holiday camp altered this relationship and the recent redevelopment of much of the site for housing has created a distinctive character area, which is treated separately (p. 89).

In 2016, the frontage of the camp site awaits redevelopment and the future relationship between this zone and the resort remains to be determined.

Character Analysis

Arriving

Approaching Barry Island by road or rail, structures associated with the resort are dominant. The semi-natural character of the Old Harbour and Little Island has a backdrop of the rear elevations of the buildings on Paget Road. To the east, the causeway is overlooked by the post-war public housing on Austry Hill. With the removal of the Log Flume, the rear of Esplanade Buildings is prominent to the south of the fairground.

Whitmore Bay with the promenade and fairground behind in 2016 (from the collections of the National Monuments Record of Wales: © Crown Copyright: Ministry of Defence).





- | | | |
|-------------------|--|---|
| 1 Bathing Pool | 8 Esplanade Buildings | 14 Merrie Friars |
| 2 Bridge and Cafe | 9 Figure 8 | 15 Pedestrian Bridge |
| 3 Charabanc Park | 10 Kiosks | 16 Ramp and Kiosk |
| 4 Conveniences | 11 Ladies' Bathing House and Gwalia Tea Room | 17 Ramp to Point and Beach Inspector's Hut (Dinky Cafe) |
| 5 Cosy Corner | 12 Lily Pond | 18 Spion Kop |
| 6 The Dingle | 13 Men's Bathing House | 19 Western Shelter |
| 7 Eastern Shelter | | |

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A map showing the key features of Barry Island resort in 1936.

Before the holiday camp was built in the 1960s, the sand and scrub of Spion Kop was visible above the fairground. Now this view is dominated by the estate off Breaksea Drive. The Barry Island Resort Action Programme implemented after the closure of the holiday camp has left a modest gateway feature at the entrance from the causeway. More prominent is the archway to the former White's fairground on Cosy Corner, which now serves as a historic gateway feature.

Pre-First World War Features

The central feature of today's resort is still the fairground. Although its shape was determined by the geometry of the Windsor estate's road system, it was not developed as a fairground until the 1920s.

Several beach-related features survive from the very early years of the resort. The ramp to Friars Point at the western end of the beach is visible in a Frith image of 1899 (p. 41). Steps were added during the construction of the Ladies' Bathing House and beach inspector's hut in 1903–05. Fragmentary masonry of the bathing house survives above the remains of the contemporary tidal bathing pool. Below the ramp, there are concrete and iron footings for the beach inspector's hut, which was built on stilts and entered through a doorway at the top of the ramp. A blocked door and window can be seen in the surviving masonry.

The Men's Bathing House was at the eastern end of Whitmore Bay adjacent to a ramp to Nell's Point. Early postcards show that the line of the ramp predates the bathing house. Both were subsequently integrated with the promenade when it was constructed in the 1920s. The Men's Bathing House was a larger version of the Ladies' Bathing House; cafes were eventually built on top of both. Construction of the holiday camp ended this use and blocked the associated route from the seafront to Nell's Point and Forrest Drive. Connections have been restored as a result of the Eastern Promenade Regeneration Scheme and the Men's Bathing House has been conserved and given a new use (see p. 60).

The steps which gave access to the roof of the Men's Bathing House. Photographed in November 2011 (© Civic Trust Cymru).



The access from the beach to Friars Point via steps and a ramp (© Crown Copyright (2016) Welsh Government, Cadw).



The pre-First World War resort featured the Switchback Railway, refreshment rooms and conveniences at the western end of Friars Road. The conveniences stood at the corner of New Road until the 1980s; the site was remodelled as a fitness area in 2012. The most prominent buildings are to the west of the Merrie Friars and on Paget Road. Those on Paget Road in particular were central to the infrastructure of the early resort and served as cafes and lodging houses. Ground-floor uses today include eateries and amusement arcades. Two properties to the west of New Road date from just before 1900 and have been refurbished. The former Rowe's cafe has Dutch gables that complement contemporary

development on Paget Road. The balustrade detail at first-floor level is in keeping with the cast-concrete balustrading employed on the seafront and more widely in Barry in the 1920s.

The gable end of the former Dorothy restaurant is a prominent feature in pre-First World War postcards. Seen from the beach it was, together with the Switchback Railway, the most prominent built structure. The historic character of this crescent of buildings is a key element within the island's townscape and architecturally of considerable interest and value. This recognition contributed to the recommendation to extend the Barry Marine Conservation Area.⁴⁰

The Dutch gables of what used to be Rowe's cafe. The first-floor level cast-concrete balustrades reflect contemporary development elsewhere on the seafront (© Crown Copyright (2016) Welsh Government, Cadw).



The former Dorothy restaurant on Paget Road retains its ironwork canopy (© Crown Copyright (2016) Welsh Government, Cadw).



Below: A detail of the ironwork canopy. Photographed in November 2011 (© Civic Trust Cymru).



Development of this crescent of buildings was in two phases, which began before 1900 with the Dorothy restaurant. This was constructed in red brick, with canted Bath Stone bays to the first and second floors. The bays at each end of the range are crenellated and there are Dutch gables to the attics. An ornate ironwork canopy adds to the distinction of the facade and is mirrored in the frontage to the slightly later 8–9 Paget Road, which terminates the crescent.

The Dutch theme, allied to red-brick facades and Bath Stone bays, was continued in the adjacent development. This forms a long symmetrical composition, with gabled attics featuring blind oculi at each end and a more modest gable over a smaller, shared projecting bay to the centre of the group. The group is terminated by a more classical range that lacks the Dutch element, but whose ironwork canopy matches that of the Dorothy restaurant.



The use of red brick and Bath Stone relates this group architecturally to the domestic architecture of Plymouth Road and Redbrink Crescent. The Marine Hotel of 1893 likewise incorporates a Dutch element within a heterogeneously classical composition. In this way, the early resort architecture harmonizes thematically with design elements favoured in the island's early residential streets. A further visual cue, which is a feature of the pre-1914 streets both on the island and in mainland Barry, is the Paget Road street nameplate in a blue and white design. The red-brick theme is also mirrored in the interwar Esplanade Buildings, which dominate the central section of the sea front.

Left: One of the distinctive pre-1914 blue-and-white street nameplates which are characteristic of Barry Island and the mainland town. Photographed in November 2011 (© Civic Trust Cymru)

Together with the stone-faced Jacobean Gothic-style station of 1896, the crescent of Paget Road is an important survival from before the First World War.

Between the Wars: Remodelling the Seafront

The interwar remodelling of Whitmore Bay was part of a wider programme of public works

Below: Jacobean Gothic-style Barry Island station, built in 1896 (© Crown Copyright (2016) Welsh Government, Cadw).





in Barry aimed at providing employment and strengthening the town's tourism potential in the aftermath of the First World War. There is a similar classical theme at Cold Knap, where the council laid out a promenade, ornamental lake and lido. The lakeside shelters, with their Tuscan columns, are of a piece with the shelters at Whitmore Bay and classical balustrades provide a shared design element in the wider composition in both locations. The balustrades at the island's seafront are important features to survive in the light of the erosion of the interwar character that has occurred as a result of changes in and after the 1960s.



The 2009 conservation area appraisal highlighted these common design elements and the adoption of a classical style, which exploited the ease of building in concrete.⁴¹ Thus, the conveniences at Cold Knap and the island share a reinforced concrete/brown-brick build, decorative pilasters, cornices and parapets.

Begun in 1922, the construction of a sea wall, promenade and associated structures were central to the redesign of the 1920s. The Eastern and Western shelters, at each end of the promenade, are the most distinctive elements of the island's seafront, but they are supported

Top: The lakeside shelters at Cold Knap share their design with those on the promenade on the island (© Crown Copyright (2016) Welsh Government, Cadw).

Above: The surviving balustrades on the island are important features of the interwar character. This stretch, outside the public conveniences, is adjacent to the former entrance to the holiday camp. Photographed in November 2011 (© Civic Trust Cymru).

Right: The public conveniences on the island share design features with those at Cold Knap (© Crown Copyright (2016) Welsh Government, Cadw).



by ancillary structures. In particular, there are two simple octagonal kiosks on Friars Road, the pedestrian bridge over the ramp to the eastern promenade, rectangular kiosks on the sea wall and the public conveniences at the end of the promenade gardens. All are integral to the composition. The special architectural and historic interest of the shelters, conveniences, bridge and sea wall has been recognized by

listing. The Western Shelter has shops and cafes. Old photographs show the Eastern Shelter, which lacked shops, to be a popular viewpoint. In the early 1960s, its roof was the site of a commercial roller-skating rink.

What survives today is only part of the municipal seafront as it was developed in the 1920s. During and after the 1960s, some of the original

*The Western Shelter with the sea wall in the foreground
(© Crown Copyright (2016) Welsh Government, Cadw).*



*One of the kiosks and balustrading that are part of the 1920s redesign of the resort
(© Crown Copyright (2016) Welsh Government, Cadw).*

Nell's Point in 1942. Forrest Drive circumnavigates the point and the charabanc shelter is in the foreground (Welsh Government 4201, RAF Medmenham 261 frame 1 Ac43, 27 April 1942).

elements were lost or eroded. In particular, the landscaped gardens behind the promenade originally extended along Friars Road to Forrest Drive and were integrated with the pre-1914 features beyond the Eastern Shelter. Steps from the shelter and behind the Men's Bathing House provided access to the flanks of Nell's Point and to the Dingle, with its cafe and second pedestrian bridge. They also provided access to tennis courts at the top of the slope. A small concrete classical shelter was built halfway up the ramp from the

promenade. There was a tin-roofed cafe and shop (the 'Toy Factory') on top of the Men's Bathing House, which imitated the Gwalia tea room on top of the Ladies' Bathing House at Friars Point. Barry Urban District Council completed its development of the resort with the construction of a white concrete charabanc shelter along Forrest Drive. This was a prominent landmark until the 1960s when it was cleared to make way for the holiday camp, which changed the historic character of this area.





The promenade gardens and Nell's Point charabanc shelter in 1949 (Gerald Beaudette Collection).

The redevelopment of the headland meant the loss of most of the seafront features above the Eastern Shelter and beyond the public conveniences. The Dingle was filled in to provide a flat construction site. Paths from the promenade and Eastern Shelter were cut off. The shops on top of the Men's Bathing House

were demolished. The construction of the holiday camp thus destroyed the eastern extension of the seafront gardens and the promenade structures went into decline. At the same time, the holiday camp cut Friars Road in two, which severed the connection between the seafront and Redbrink Crescent.

Below: Nell's Point in 1997: the holiday camp has truncated the promenade gardens and broken the connection between Redbrink Crescent and the seafront (Welsh Government WDA A970005 frame 1725, 6 March 1997, © copyright Welsh Government).



The pedestrian bridge that originally connected the promenade gardens with the gardens and the Dingle below Nell's Point. Photographed in November 2011 (© Civic Trust Cymru).



Below: Modern red pavers which do not relate to the historic character of the interwar features. Photographed in November 2011 (© Civic Trust Cymru).

A quieter erosion of character affected the surviving element of the promenade gardens and their surroundings. Some elements in the design of the surviving gardens have been lost; in particular, the lily pond with its decorative lighting, though its outline remains. The original boundary walls to the gardens have gone and

stretches of cast-concrete balustrade associated with the pedestrian bridge and beach access are in decay. Modern floorscape initiatives, particularly associated with the post-holiday camp action plan, generated red-brick walling, planters and pavers which do not relate to the historic character of the interwar design elements.



The Eastern Promenade Regeneration Scheme, 2013–15

Completed in spring 2015, the Eastern Promenade Regeneration Scheme was shortlisted for a national award for excellence in planning and design for the public realm.⁴² Its main features are the restoration and upgrade of the Eastern Shelter, repointing and repair of original Blue Lias walling, the reuse of the Men's Bathing House, the reconnection of the promenade and Nell's Point via a new network of paths and gardens, the installation of public art and the construction of new beach huts. In the process, elements of the historic character of the early and interwar seafront have been retained and new features introduced which respect the older components.⁴³



The top of the Eastern Shelter with the remains of the ramp leading to Nell's Point before the 2013–15 regeneration scheme. Photographed in November 2011 (© Civic Trust Cymru).



The new beach huts and restored ramp. Photographed in February 2015 (© Civic Trust Cymru).

A ramp was in place after 1905 leading from the beach to Nell's Point above the Men's Bathing House, which superseded the 1897 path. In the 1920s, the ramp was incorporated in the promenade scheme. Faced in concrete, it was one of two key connections between the promenade and the point. It also connected with Forrest Drive and the tennis courts. Halfway up the ramp was a small classical shelter that served as a small shop as well as a viewpoint. Steps also

ran down from the junction of the network of cliff-top paths to the cafe and shop on top of the Men's Bathing House. The other route ran from the top of the Eastern Shelter either through the Dingle to the corner of Friars Road and Forrest Drive, or to the paths and gardens to the rear of the conveniences. At promenade level, there was a short flight of steps to the west of the shelter with two ornamental lighting columns at the top. The bases of these have been retained.

Right: The Men's Bathing House with the new amphitheatre above
(© Crown Copyright (2016) Welsh Government, Cadw).



The ramp has been retained within a new revetment (or traversing wall), 1.5 metres (5 feet) higher than the earlier parapet, which takes the visitor through to an amphitheatre above the bathing house and to the (temporary) cliff-top car park linked to the promenade. The steps to the west of the shelter now lead to the new seafront garden and the shelter roof, with links to the ramp and to the cliff-top. The stonework of the bathing house has been repaired and its formerly blocked doorways have been reopened to give access to toilets and a supervisor's facility. A bright primary colour scheme of paintwork for the doorways provides a visual link with the painted doors of 24 beach huts to the east of the bathing house. At promenade level, surfacing has been renewed and an improved access provided to the beach.



Public art is a keynote feature of the design scheme. A lighting feature has been installed within the coffered ceiling of the shelter, each cell capable of individual animation.⁴⁴ The new face of the ramp now features a 40m (130 feet) typographic climbing wall, designed by Gordon Young and Part-Two Creative. The letters consist of over 4,000 seaside-themed novelty shapes providing climbing holds (including dinosaurs, fruit, and words and shapes significant to Barry Island). The intention was to make a concrete wall into an interactive landmark visible from aircraft landing at Cardiff Airport.⁴⁵ Nearby is an 'ammonite mist feature' — a decorative formal

Above: The climbing wall made up of letters consisting of over 4,000 seaside-themed novelty shapes providing hand and footholds
(© Gordon Young).



The stone ammonite feature with misting jets
(© Crown Copyright (2016) Welsh Government, Cadw).

feature designed to encourage play. The Vale of Glamorgan Council designed the polished block stone 'ammonites' with misting jets and colour-changing LEDs.⁴⁶

If the beach huts connect visually with ideas of an earlier seaside and the traversing wall reinterprets a long-established feature of the island seafront, a dramatic modern element is provided by the installation of seven tensile fabric canopies. The most prominent of these is a tall asymmetric cone, which is angled seaward and reaches to the sky above the bathing house and shelters the amphitheatre. In longer views from the beach, the whiteness of this canopy contrasts with the greenery of the cliff behind. There are six smaller canopies, standard single-post 'umbrella' structures, on the promenade to the west of the Eastern Shelter.⁴⁷

Interwar Buildings

The seafront infrastructure developed by Barry Urban District Council in the 1920s and after is historically significant. It is central to the social history, not just of the town, but of south Wales. It was in the 1920s and 1930s that modern attitudes to the seaside, sunshine and sunbathing emerged, symbolized by new fashions in bathing costumes and by the mixing of the sexes. Barry Island was *the* destination above all for the people of the mining valleys. Its current economy remains focused on the day trip, the cafe, the penny arcade and the

fairground. However, the physical legacy of the 1920s and 1930s survives and has begun to demonstrate the potential for historic character to underpin the physical and economic revival of Barry Island.

In the 1920s, private investment went hand in hand with public works. The Merrie Friars and Esplanade Buildings make a highly visible contribution to the character of the resort. They are physically prominent, whether seen from the beach/promenade or in longer views from the headlands. They are visible from the mainland and from approaches to the island.

Below: Small canopies or umbrellas provide shelter along the eastern promenade (© Crown Copyright (2016) Welsh Government, Cadw).



The promenade gardens looking westwards, with the pedestrian bridge in the foreground (© Crown Copyright (2016) Welsh Government, Cadw).



Top: The red-brick Esplanade Buildings is a prominent feature of the seafront today (© Crown Copyright (2016) Welsh Government, Cadw).

Esplanade Buildings is a tall red-brick structure in the sort of stripped classical architecture that appealed between the wars. Its central structure, in eight well-lit bays, was intended as a dance hall and cinema. Flanking pavilions, each of three bays with a hipped slate roof provided seafront accommodation and are now flats.

The Merrie Friars is equally impressive. Built in the 1920s, the building has a modern classical-cum-Art Deco spirit, which is expressed in visually prominent ashlar masonry. The three-storey structure has seven bays with a plain cornice and parapet. The central and terminal bays are slightly proud of the main build. Overall, its robust period character is integral to that of Whitmore Bay.



Right: The Merrie Friars remains an impressive building, which dominates the western end of the promenade (© Crown Copyright (2016) Welsh Government, Cadw).



Left: The Stardust amusement arcade occupies part of what was White's Cosy Corner (© Crown Copyright (2016) Welsh Government, Cadw).

The Stardust Amusement Arcade points to one of the issues facing future attempts to 'improve' the resort. How far should regeneration try to hide the fish and chips and penny arcade tradition of the island — Gwyn Thomas's 'kingdom of the chip' — to which much of the signage and frontages associated with the island's cafes and arcades bears witness? Cosy Corner and the classical remains of White's fairground are next door. The triumphal arch serves as a historic gateway feature that makes the corner a genuine landmark, as well as a reminder of past times and past rivalries between the island's fairgrounds.

On the opposite corner, the Log Flume went with the clearance of the site in early 2015. In 2016, the site is being redeveloped as a fairground. A group of recent structures borders the approach to the Jacobean Gothic-style station of 1896.



Above: One of the two arches and five pillars of White's Cosy Corner survive and provide a prominent gateway to the island. Photographed in 2011 (© Civic Trust Cymru).



Left: The modern brick buildings which border the approach to the station. Photographed in November 2011 (© Civic Trust Cymru).

2. The Pre-1914 Community

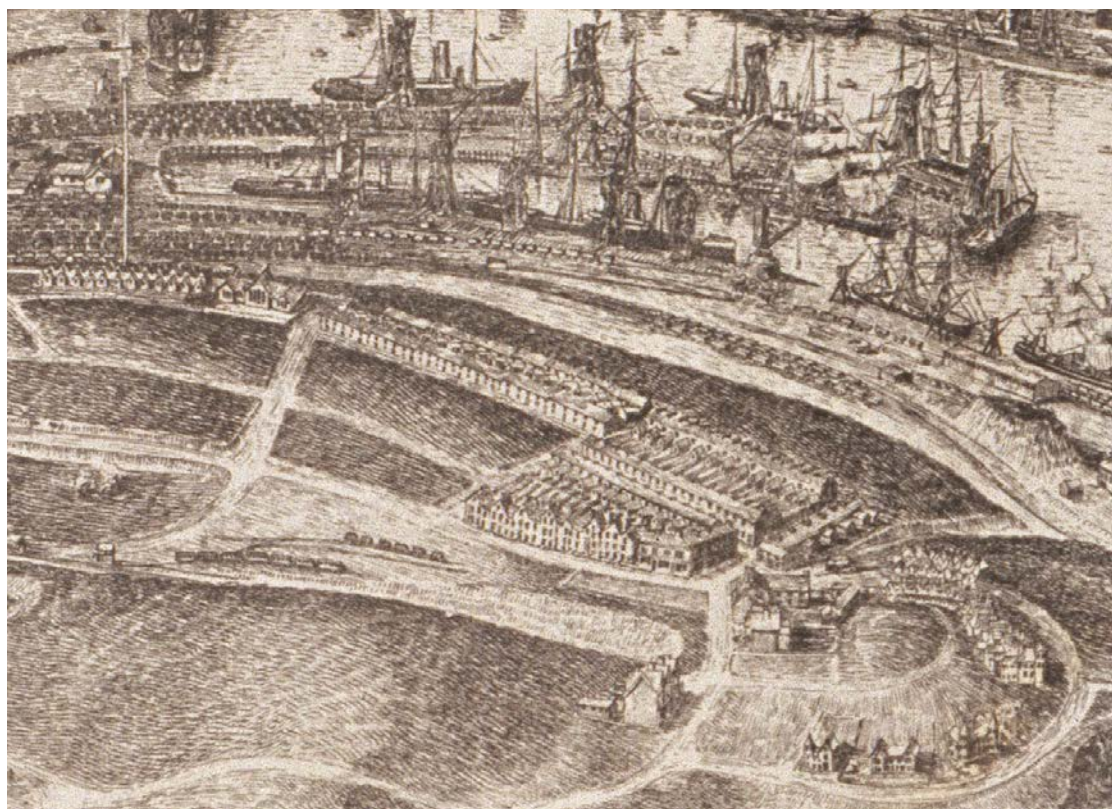
Definition and Outline of Development

This character area unites the residential streets that were developed between the mid-1890s and the First World War with their ancillary

social and retail infrastructure. Unity of time and place is reflected in building designs that are largely variations of the red-brick terrace. The area possesses a hierarchy of house types, ranging from simple flat-fronted terraced houses, with the entries directly on to the street, to some grand examples of semi-detached villas. The terrace predominates with social gradation visible from west to south-east; from Clive Road,



Gable detail with date stone in Friars Road (© Civic Trust Cymru).



This detail from the panorama, drawn in 1901 for the Barry Railway Company, shows the street pattern laid out by the Windsor estate by 1900 (Supplied by Llyfrgell Genedlaethol Cymru/National Library of Wales).



with its views over dockland and the mainland town, to the western end of Redbrink Crescent, where much grander houses look out to sea.

Allied with this progression in house type, the status of blocks of housing is denoted by a progressive enrichment of architectural features, particularly the presence of single- and two-storey bays, the use of gables and dormers, and by the choice of materials. The most basic working-class terraced house features simple brick detail; larger terraced houses exploit the qualities of Bath Stone. The grandest houses on Redbrink Crescent and Friars Road are characterized by a range of decorative features in stone, timber and ironwork, and occupy larger plots. The better working-class houses (on Amherst Crescent, for instance) have a small forecourt, divided by a brick wall from the street. Along Redbrink Crescent, forecourts expand into front gardens, with steps emphasizing the front entry. At the western end of Redbrink Crescent, dense privet

hedges overtop brick walls to provide privacy and enclosure.

It is possible to divide the character area into two main parts — working-class housing to the north and west of Plymouth Road, and more polite housing to the south — which meet at The Triangle. Here, Plymouth Road, Battery Hill (Dock Road) and Redbrink Crescent come together to form a nodal point in the island's road network. This junction, from which Battery Hill leads to the dock entrance and Plymouth Road looks westward to connect with the causeway, was the natural location for the Marine Hotel (now Ger y Môr) and the island's local shops. West of this junction, Friars Road leads off towards Nell's Point, which used to connect with Forrest Drive and the seafront. Redbrink Crescent curves around the highest point of the island to join Friars Road close to Nell's Point. Below Redbrink Crescent, Dyfrig Street sits above the dock entrance.

This aerial view of Barry Island in 1943 shows the extent of housing much as it was before 1914 (Welsh Government RAF Memenham Oblique frame 17836, 20 September 1943).

Later building has filled in gaps in the street frontage, particularly along the east side of Redbrink Crescent and near its junction with Friars Road and Breaksea Drive. Most obvious is a group of red-brick semi-detached houses built as coastguard houses. There is also a small 1970s public housing estate on the former allotment land to the rear of Rebrink Crescent. A 1930s modern movement villa stands close to the former junction of Forrest Drive and Friars Road, alongside the recent housing development on the former holiday camp site. It is one of a very few examples of this style in Barry and is included in the Vale of Glamorgan County Treasures.⁴⁸ However, pre-1914 streets and houses predominate in shaping local character.

Simple, flat-fronted terraced houses in Phyllis Street. Photographed in 2011 (© Civic Trust Cymru).



Character Analysis

Phyllis Street and Clive Road

Phyllis Street is the more uniform of these two terraced streets. Its houses are simple flat-fronted terraces in red brick, with minimal detailing. Sometimes, the detailing has been picked out with recent paintwork, for example, on windowsills, or the stone springers and voussoirs of lintels. Most brickwork is well preserved, as are slate roofs and chimneys, and several houses have been rendered. Windows are now typically UPVC replacements and doors are modern designs.

East of Ivor Street, rear extensions are full height. Yellow brick provides interest to door and window surrounds, and to the brickwork above upper-floor windows. Dentillated brickwork provides a cornice.

Beyond Archer Road, the north side of Phyllis Street was developed only as far as Bromfield Road before 1914. The street as a whole has strong visual interest as it curves downhill from Clive Place, following the underlying landform, to rise again from Archer Road. The roofs and red-brick boundary walls and outbuildings of the primary school (1899) are a focal point at the junction of Phyllis Street with Archer Road, together with the simple red-brick St Baruc's Church (pre-1897).



Modern door designs in Phyllis Street. Photographed in 2011 (© Civic Trust Cymru).



Left: The Archer Road elevation of Barry Island Primary School. Photographed in 2011 (© Civic Trust Cymru).

Below: St Baruc's Church, at the junction of Phyllis Street and Archer Road (© Crown Copyright (2016) Welsh Government, Cadw).





Above: The first houses in Clive Road were built in 1897 and resemble their neighbours in Phyllis Street. Note the date stone and the yellow brick detailing. Photographed in September 2011 (© Civic Trust Cymru).

Below: Houses in Clive Road with single-storey canted bays. Photographed in September 2011 (© Civic Trust Cymru).

By 1900, Phyllis Street was complete along with most of Clive Road, which had been built up as far as Bromfield Road with a gap in the building line between 3 and 12. Clive Road was probably completed shortly after with the building of 4–11, and, beyond Bromfield Road, numbers 86–87. These newer houses, together with 14–23, have single-storey canted bays in Bath Stone, with Bath Stone lintels to paired doorways. The lintels, quoins and sills of windows and bays are also in Bath Stone. Small forecourts separate the entry

from the street, with steps to the front door. The rendering of facades and the use of paint on stone has eroded the historic character of numbers 4–11. As built, there were small variations to the simple classical doorway treatment: the presence or absence of drip moulds, for example. Variety was possible within a block developed by the same builder, which was a key factor in preventing monotony in the street frontage.

The remaining houses in Clive Road resemble their neighbours in Phyllis Street. 1 to 3, built in 1897, exploit yellow brick to add interest to entries and windows, and to the side elevations. These houses are similar to the easternmost block of Phyllis Street, whereas those from the corner of Ivor Street westwards are of a piece with the parallel section of Phyllis Street, suggesting contemporary development by the same building company. Beyond Bromfield Road, 86 and 87 is a simple semi-detached unit, with single-storey bays and forecourts. It lacks the stonework detailing of the bayed houses at the eastern end of the street, but possesses dentillated brickwork detail to the eaves.





Clive Road dips away to the west as it follows the contour towards Austry Hill (© Crown Copyright (2016) Welsh Government, Cadw).



The front facade of Barry Island Primary School on Clive Road. Photographed in September 2011 (© Civic Trust Cymru).

Clive Road matches Phyllis Street in its response to the contour. The street is punctuated by the school opened in 1899. As extended, this became a single-storey structure in seven bays with the pavilions and central bay projecting forward of the building line. The projecting bays have gables;

the recessed bays have hipped roofs. There is Bath Stone detailing to window openings and brackets. Through the combination of brick, stone and a domestic feel, the school, in common with contemporary examples in the mainland town, is of a piece with its surrounding streets.

Right: Yellow brick detailing around doorways in Amherst Crescent. Photographed in September 2011 (© Civic Trust Cymru).



Below: The pre-1914 houses in Amherst Crescent have small forecourts as well as bays. The house to the left is the schoolhouse, built for the school's first head teacher. Photographed in September 2011 (© Civic Trust Cymru).

Amherst Crescent

Amherst Crescent was laid out parallel to the central section of Phyllis Street. Only a short run of two facing terraces was built before 1914; its completion as a crescent had to await the development of post-1945 public housing. At the eastern ends, both terraces terminate in a gabled pavilion with a double-height bay, otherwise the houses have a single-storey bay. Bays are in stone, with brick aprons; yellow brick adds interest to the facades. Small forecourts are bounded by brick walling; recessed entries appear to retain good examples of original floor and dado tilework. These details distinguish the street socially from Phyllis Street to the north. Appropriately, the north row terminates with the schoolhouse built for the first head teacher of the island's school. Distinctive in design, the use of red and yellow brick and the continuation of the building line of the terrace ensured that the house is in keeping with its neighbours.





Plymouth Road was the focal point of the new community. Built before 1914, these large two-storey bayed houses take advantage of the contour of the road. Photographed in September 2011 (© Civic Trust Cymru).



Left and below: Paired doorways, with polychrome tiling, on Plymouth Road. Photographed in September 2011 (© Civic Trust Cymru).

Plymouth Road

Plymouth Road follows the rise from the foot of Austry Hill to The Triangle, which was the focal point of the pre-1914 community. The street is architecturally distinctive and, when built, it was socially a notch above its neighbours, Amherst Road and Ivor Street. It looks away from the dock towards Nell's Point, with views westward along the street to Little Island, the Old Harbour and Cold Knap. Two-storey bays and attics exploit the street's rising and open aspect. Bays are in Bath Stone, with panelled aprons, and were originally topped by balustrades. Paired doorways have classical detail and polychrome tiling. Attic dormers are characterized by decorated bargeboards. Much of the original detail survives in contrast with the shops that complete this terrace at The Triangle.



Ivor Street

Ivor Street runs across the contour from Plymouth Road to Clive Road. Its development was discontinuous and not completed on the west side until the 1920s. Here, stone-built facades contrast with the red brick otherwise typical of the character area. The double-height bays and classical

treatment of entries link the houses socially with Plymouth Road. The opposite side of the street was laid out as a terrace of shops, one of which survives; its neighbours have been converted to houses. Although their original frontages have been lost and their brick facades have been heavily altered, residual stonework detail remains.

The stone-built houses on the west side of Ivor Street contrast with the red brick seen elsewhere (© Crown Copyright (2016) Welsh Government, Cadw).



The east side of Ivor Street, which was originally laid out as a terrace of shops (© Crown Copyright (2016) Welsh Government, Cadw).





*Clive Place leads to The Triangle, which was originally the main commercial centre of the island
(© Crown Copyright (2016) Welsh Government, Cadw).*

The Triangle

The community's principle shops were at the top of Plymouth Road, facing the Marine Hotel (now Ger y Môr). The Triangle was formed by the meeting of Clive Place, Battery Hill (Dock Road), Plymouth Road and Redbrink Crescent. Forty years ago, the shops here were thriving and included a newsagent, butcher, grocer, confectioner and cafe. Now there is a convenience store/post office. The ground-floor elevations to former shops have been heavily altered and filled in. Nonetheless, the brick and stone details of upper levels remain and attic dormers add interest to the corner facing the Marine Hotel (now Ger y Môr).

Built in 1893, at the very start of the growth of the island community, the Marine Hotel lost most of its extensive Friars Road frontage when it was modernized. It has recently been incorporated in the Ger y Môr social housing development. The former hotel block has been converted to eight apartments. Apartment blocks sited along Redbrink Crescent and to the rear of the plot provide a further twelve units.

The original building is still an imposing structure and a key element in the townscape. In brick and Bath Stone, its materials set the tone for its surroundings. It dominates views eastward and upward along Plymouth Road, and closes

*Below left: The side entrance to the Marine Hotel with its distinctive Bath Stone surround.
Photographed in September 2011
(© Civic Trust Cymru).*

*Below: The one remaining shop in The Triangle with a much altered ground-floor elevation
(© Crown Copyright (2016) Welsh Government, Cadw).*



the view along Clive Place. Its architectural treatment is heterogeneous, but generally classical. The remaining frontage to Friars Road features a pedimented porch and two-storey bay, which emphasizes the importance of the first-floor function room and echoes those houses in Plymouth Road with a cornice and pediment.

Before redevelopment, a gabled oriel to the facade of the east wing provided

a counterpoint to the Dutch gables of the three-storey main block. The characteristic glass to the long bay on the north facade has been replaced by clear glass in UPVC frames. Otherwise, stonework has been restored. The new blocks are in a simple modern style, with domestic proportions, in red brick with two-storey squared bays rendered in keeping with the stonework of the Victorian structure.⁴⁹

The Marine Hotel, built in 1893, before modernization. Photographed in September 2011 (© Civic Trust Cymru).



The Marine Hotel following redevelopment for social housing. The new block, to the right, built using red brick with rendered square bays respects the historic character of the former hotel. The fine pedimented oriel window to the side elevation was removed. Photographed in August 2015 (© Civic Trust Cymru).





The early houses at the north end of Dyfrig Street are locally distinctive; they are reached by steep stone steps and adorned with mock-Tudor gables. Photographed in September 2011 (© Civic Trust Cymru).

Dyfrig Street

The northern streets of the original island community were predominantly working class in character. Variations in the terraces reflected variations in status and income. The streets to the south of Battery Hill demonstrate a progressive rise in status within the community. The more pleasant the view, the grander and larger the houses, so that eventually terraces give way to large Edwardian villas at the southern end of Redbrink Crescent and on Friars Road.

Dyfrig Street has impressive views over the eastern arm of the docks and the Basin (Dock No. 3), but in 1901, it was socially mixed in character. Its householders included labourers, a joiner, a 'railway dock construction time-keeper' and a boatman. The widow at 9 had a son who was an accountant. The earlier houses here are locally distinctive in design, with their entries reached by steep steps up from street level. 1–10 are double fronted, with flat facades and mock-Tudor gables over the main bedroom windows. High coursed limestone walls capped with red brick provide the boundaries to small front gardens. The original sash windows have mostly been replaced by UPVC, but four retain timber-bracketed canopies (instead of modernized porches) sheltering the front doorways. Several slate roofs have been replaced by tile, but, despite this erosion of historic detail, the street maintains its character.

Before the First World War, the street was completed with the construction of a pair of double-bay-fronted semi-detached houses. They have ornate ironwork balconies over each entry and mock-Tudor gables over the bays. White rendering throws brickwork detail into relief. This shift in status exhibits in miniature the pattern of development along Redbrink Crescent as bye-law terrace mutates into domestic revival.

Larger and more ornate houses completed the pre-First World War development of Dyfrig Street. Photographed in September 2011 (© Civic Trust Cymru).



Redbrink Crescent

1, 3 and 5 at the Battery Hill end of Redbrink Crescent form a short brick terrace of three houses. 1 has a side entry, but the slate roof over its bay connects it with 3. The opposite side of the street was developed to take advantage of the outward views. Several building blocks can be identified.

2–16 are built of red brick and have bay fronts. They are distinguished by idiosyncratic classical lintels to their paired front doors; each pair has a broken pediment with scrollwork decoration. Brick bays have stone detail. 2 and 16 have terminal pavilions sharing the detail but with two-storey bays and plain gables with attic lights.

This theme is continued in 20–30, separated from 16 by 18, 18a and 18b (a short infill link development on a former allotment). Again, terminal pavilions, Bath Stone lintels to the bays, stone string courses and stone corbels to the eaves of roofs and bays enrich the detail of the facades, which subtly distinguish this terrace from 2–16.

As the street rises and curves towards the island's highest point, the next terrace marks another shift in style and social status. 32–42 have double-height bays with heavy stone detailing to windows, stone string courses and aprons. Gables are part-hung with terracotta tilework and supported by wooden brackets. Stone steps from street to entry increase in height as the ground rises, which progressively accentuates the modest grandeur of the entrances.

Marking its prominent position at the hilltop, with a view over the dock entrance and the Bristol Channel, 42 has rather special treatment. Its side elevation has a two-storey bay similar to the front elevation, but here it is topped by a tower room (whose original detail is lost). Additional prestige is conferred on the front entry by a balcony with decorative ironwork and a timber-framed porch. Privet hedges over the brick boundary walls convey a sense of privacy and separation. In 1901, the house was the home of a dock pilot.

The houses in Redbrink Crescent display a change in scale and ambition as the road rises from The Triangle towards the sea. 2–16 is a bay-fronted red-brick terrace, which adjoins The Triangle. Photographed in September 2011 (© Civic Trust Cymru).





32 to 42 Redbrink Crescent have double-height bays with heavy stone detailing. Photographed in September 2011 (© Civic Trust Cymru).



42 Redbrink Crescent has rather special treatment with a tower room, balcony and timber porch. Marquis Close, to the left, is a 1970s development. Photographed in September 2011 (© Civic Trust Cymru).

In other words, within what superficially might seem to be a uniform street frontage, builders exploited the slope and geometry of Redbrink Crescent. They offered a progressive enrichment of design and detail so that subtle architectural gradations mirrored the changes in status of

the householders. This is clearly perceptible in pre-1914 censuses. In 1911, 20–30 housed a pier master, master mariner, engineering manager, port and channel pilots. Beyond, there were pilots, engineers and a colliery proprietor at 62.

44–54 is the last terrace in Redbrink Crescent. 44 is distinguished by its double front and balcony. Photographed in September 2011 (© Civic Trust Cymru).



56–58 Rebrink Crescent is an impressive pair of semi-detached houses, with heavy mock-Tudor gables. Photographed in September 2011 (© Civic Trust Cymru).



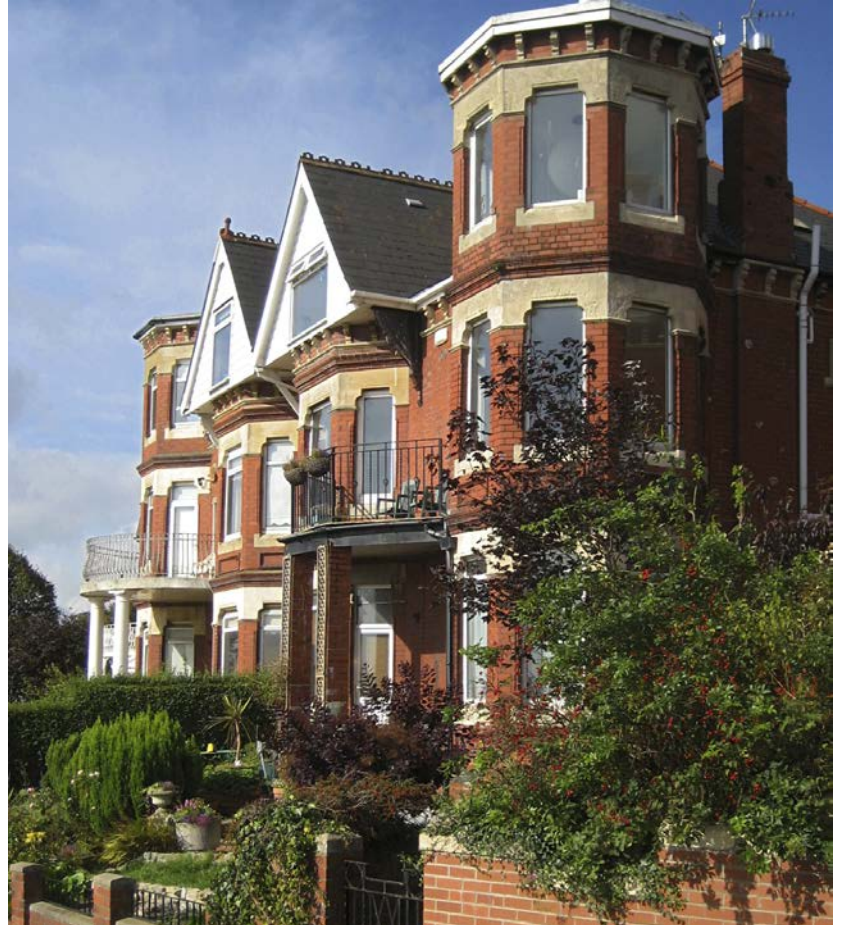
44–54 is the last terrace in Redbrink Crescent. The houses are in pairs except 44 and 54, which are double-fronted with simple balconies over the entry and attic storeys with windows in the gable. Two of the simpler houses between 44 and 54 have been altered with roof extensions. Full-height stone bays contrast with red-brick facades.

Next (56–58), there is an impressive pair of semi-detached houses, which demonstrate yet another variation of red brick and Bath Stone. They have side entries and proper front gardens take the place of stepped entries and forecourts. Balconies uniting the bays may be additions to the original build. Heavy mock-Tudor gables with ornate brackets and stone corbels accentuate the composition.

Another semi-detached pair (60, 62) is also distinctive. The basic design is similar, but these houses have turreted bays to their corners, which emphasize the drama of their site and the importance of looking out to sea. The next semi-detached pair (64 and 66) has a similar design but lacks the turrets. The bays are all in stone rather than brick and stone, and the pitch of the gables is steeper. The front garden is enlarged and the building line set further back from the road. High hedges promote enclosure and privacy suggesting a social distancing which is at variance with the neighbourliness of the terrace.

68 is a large detached villa, which is distinguished both by a gabled bay to the east side of the elevation and by a projecting tower with conical turret to the west. 69 and beyond are modern infill, including the coastguard station and associated house built in the mid-1960s.

Allotment gardens survive on the south-facing hillside of Redbrink Crescent, overlooking the docks entrance. These are a reminder that much of the undeveloped land on the island used to be allotments.



Above: 60 and 62 is another semi-detached pair of similar design, but with turreted bays to their corners. Photographed in September 2011 (© Civic Trust Cymru).



Left: 68 is a large detached villa and marks the end of the early development. 69, to the left, is modern infill. Photographed in September 2011 (© Civic Trust Cymru).

Friars Road

The progression of styles along Redbrink Crescent climaxes with domestic revival villas in red brick with mass-produced stone detail. Friars Road, between Nell's Point and its junction with Redbrink Crescent, is the home of the grand Edwardian semi-detached house. These houses share views southward over Nell's Point and the Bristol Channel with the grander houses of Redbrink Crescent. From their back gardens, they have views of Plymouth Road and western Barry beyond.

Before the holiday camp, Friars Road continued westwards across the neck of Nell's Point and Spion Kop to the seafront. This connection continues to be severed by recent housing development. The eastern flank of Nell's Point was open ground with access to Jackson's Bay below — a quiet, sheltered beach contrasting with the bustling expanse of Whitmore Bay.

The allotment gardens were removed when the holiday camp was built, but the redevelopment of the headland has restored green space between the street and cliffs, and enabled access to the walks around Nell's Point. The low ruins of medieval St Baruc's Chapel have been conserved amidst a prominent grove of trees.

The quality of the original housing along Friars Road has not been compromised by later twentieth-century infill; but there is a marked contrast with the mass-market architecture of the homes on Nell's Point.

6–24 Friars Road exhibit variations of the large pre-First World War semi-detached house. The street ends with something different. 26 Friars Road is a large, well-preserved modern movement villa dating from the 1930s — now a County Treasure⁵⁰ and one of only three examples of the style in Barry.

26 Friars Road is a rare example in Barry of a 1930s' modern movement villa. Photographed in September 2011 (© Civic Trust Cymru).





Friars Road is the home of the grand Edwardian house on Barry Island. 22-24 is the plainest pair. Photographed in September 2011 (© Civic Trust Cymru).

22 and 24 are the plainest pair. They are built of red brick and rendered above the string course, with heavy gables projecting over full-height bays, carved bargeboards, attic windows and deeply recessed doorways within round-headed entries. 10 and 12, 14 and 16, and 18 and 20 were built by the same

builder to the same broad design in 1909 and 1910 (as date stones in the gables witness). Projecting gabled bays in brick and Bath Stone rise above the roofs of the recessed halls and entry units. Ornate ironwork balconies run from bay to bay and act as canopies above the entries and the first parlour windows. At balcony level,



18 and 20 are more ornate with decorative ironwork balconies. Photographed in September 2011 (© Civic Trust Cymru).

Left: 6 and 8, with their steeply pitched mock-Tudor gables, terminate the row. Photographed in September 2011 (© Civic Trust Cymru).



Below right: The little Arts and Crafts Methodist chapel of Saint John. Photographed in September 2011 (© Civic Trust Cymru).

the brickwork is rendered. 6 and 8 terminate the row, but are now joined to 10 and 12 by a later extension. Its facade to the street has two brick-and-stone bays with tile-hung roofs below extremely ornate, steeply pitched mock-Tudor gables. There is a half-timbered effect over the brickwork at one-and-a-half storey height and a decorative balcony connects the bays.

street and overshadowed by the recent housing off Breaksea Drive, it is an interesting example of its type and integral to the character area.

Below: A detail of the ironwork balcony in 10–12. Photographed in September 2011 (© Civic Trust Cymru).

Behind Friars Road lies the little Arts and Crafts Methodist chapel of 1905. Hidden from the

Friars Road continues to the intersection with Plymouth Road, marked by the former Marine Hotel. Three modern detached houses separate 8 from Breaksea Court, which dominates the corner with Breaksea Drive. This is a prominent plain, white-rendered block of flats.





Earl Crescent and the English Presbyterian church built in 1902. Photographed in September 2011 (© Civic Trust Cymru).

On the eastern side of the road, Earl Crescent was originally 'Other Road' named after Other Archer Windsor, sixth earl of Plymouth (d. 1833). The early community is represented by the Presbyterian church, which was built in 1902 in a simple Gothic and Lombardic style, and 1 and 2 Earl Crescent built in 1906. This semi-detached pair is unusual for their stone rather than brick construction, which is in keeping with the church.

Beyond Breaksea Drive and the 1960s community centre, 1 and 3 Friars Road complete the roster of pre-1914 development. This is a semi-detached pair in plain red brick — perhaps deliberately plain as a contrast with the (formerly) flamboyant Marine Hotel next door. In 1901, these were the homes of deputy dock masters and their families.



1 and 3 Friars Road, alongside the former Marine Hotel, were also built before 1914 in plain red brick. Photographed in September 2011 (© Civic Trust Cymru).

The bare headland of Friars Point, looking south towards the sea. Photographed in November 2011 (© Civic Trust Cymru).



3. Little Island

Definition and Character Analysis

Historically, Little Island was joined to the rest of Barry Island by a narrow neck of sand and dune between Austry Bay and Whitmore Bay. With industrialization, the bay was filled in to provide room for railway sidings. The old shoreline is fossilized in the rear boundary to plots on Paget Road. As a result, this neck of land is now wider than it once was, but Little Island retains its historic character. The bare headland of Friars Point means that its largely undeveloped aspect towards Cold Knap retains its pre-1884

Far right: The remains of the small stone and concrete structure of uncertain origin and use on the west side of Friars Point. Photographed in July 2016 (© Civic Trust Cymru).



Right: Friars Point House (© Crown Copyright (2016) Welsh Government, Cadw).

appearance. Only scant traces of prehistoric and medieval archaeological features remain, plus the stone and concrete foundations of a structure of unknown origin and use.⁵¹ Friars Point House, built as the Marine Hotel in the 1850s, and the late nineteenth-century York Breakwater⁵² contribute to the picturesque character of Cold Knap and the Old Harbour.



The woodland backdrop of Friars Point House grew up after 1884. Its existence reinforces a sense of separation between the resort, Friars Point and the Old Harbour. This is emphasized further by impressive limestone cliffs and the breakwater, which shelters a small beach at low tide. The scenic and scientific importance of the headland, and its relationship to the Old Harbour, Cold Knap and the limestone scenery of Porthkerry Bay, were recognized in 1991 by inclusion in the Barry Marine Conservation Area.⁵³

On the eastern side of Friars Point, where the character area blurs with the seafront, the early history of the resort is reflected in the fragmentary remains of the tidal bathing pool and the beach inspector's hut. To the east of the breakwater, in place of the railway sidings, there is a car park which dominates the shoreline between the breakwater and causeway. A pedestrian link enables easy access to Friars Road. This area not only connects with the resort, but

also looks across the Old Harbour to Parade Gardens. Between the car park and Paget Road, the cricket and tennis clubs represent green space and a land use related more to the local community than the resort. There is a strong edge between the cricket ground and the rear of Paget Road.



Above: The wooded backdrop to Friars Point House provides a distinctive screen which separates Friars Point from the Old Harbour. Photographed in November 2011 (© Civic Trust Cymru).



Left: The steeply sloping limestone cliff on the west side of Friars Point looking towards Cold Knap Point. Both headlands are included in the Barry Marine Conservation Area. Photographed in November 2011 (© Civic Trust Cymru).



The cricket ground, which occupies land reclaimed from Austury Bay, provides a strong edge with the rear of Paget Road. Photographed in December 2011 (© Civic Trust Cymru).



Austry Hill from the Old Harbour
 (© Crown Copyright (2016) Welsh Government, Cadw).

4. Austry Hill

Definition and Outline of Development

The north-western area of the island was given its modern shape during the construction of the docks, when the northern slope of Austry Hill was cut back and a new cliff created overlooking the Old Harbour, causeway and railway. From the highest point of Clive Road, streets dip eastwards and south towards Plymouth Road and Maslin Park on the site of the former Leech Pool. Below Austry Hill, the curve of Paget Road recalls the old shoreline of Austry Bay.

The Windsor estate laid out the whole of the island for development in the 1890s, but it was not until after the Second World War that this area was built up. Until then, it was used for allotments. Clive Road, Phyllis Street, Amherst Crescent and Plymouth Road defined the basic layout for an estate of post-war public housing, but there was a subtle alteration of the original plan to accommodate McQuade Place. The street

name is a departure from the usual associations with the Windsor estate. Mrs McQuade had organized free school meals for Barry Island children during the Depression and the McQuade family were for many years licensees of the Marine Hotel.

The majority of the housing in this area is typical of post-war public developments in the UK, which reflect the intentions of the Dudley Report and the 1949 *Housing Manual*.⁵⁴ Streets were laid out mainly with solid two-storey semi-detached brick-and-render houses with generous front and back gardens. This layout contrasts sharply with that of the pre-1914 housing associated with the docks. The tight urban grain of the terraces along the eastern sections of Clive Road, Phyllis Street and Amherst Crescent gives way to a much more open layout of semi-detached houses. There are two short terraces at Amherst Crescent. The main architectural unit is the street.⁵⁵ Between Phyllis Street and Amherst Crescent, Archer Court is a later development of sheltered housing, with flats in small blocks of four units set at an angle to each other and to the street.

Character Analysis

The roads built by the Windsor estate were wide. However, from one end of Amherst Crescent to the other there is a distinct change from the tight urban grain of the earlier terraces to the spacious feel of the post-war estate. This form of housing filled an obvious need and provided residents with private garden space and, for some, their first experience of running hot water, private indoor toilets and private bathrooms.

On the whole, this post-war estate respects the new urban design principles introduced in 1949. The street grid is legible. Most homes face the street and back gardens are adjacent, which creates active frontages and natural surveillance, as well as emphasizing privacy and security. There are departures from this standard, however. Some back gardens do face the main street and there are flat blocks positioned sideways on to the road. At Amherst Crescent, frontages are orientated towards the lane that divides it from Plymouth Road. In this way, the post-war development differs from



the existing front and back layout of the earlier terraces.

McQuade Place fits awkwardly into the earlier grid, but it does create small areas of informal green space, which complement a larger play area, between Amherst Crescent and the rear of Phyllis Street, and Maslin Park. The western

Post-war houses built on terraces at right angles to Archer Road. Photographed in December 2011 (© Civic Trust Cymru).



Maslin Park, on the site of the old Leech Pool, is an important green space which separates the housing from the railway embankment and the resort. Photographed in December 2011 (© Civic Trust Cymru).



end of Maslin Park, fronting Island Road, was partially built up (including the Old Harbour Club) and used for car and caravan parking. It has now been landscaped to integrate with the original park, which is used as a football pitch. The park is an important green space, which separates housing from the railway embankment and the resort. The railway bridge at the junction of Station Approach and the causeway function as a gateway to this character area.



It is notable how well this area of housing fits both the underlying relief and the street layout planned in the 1890s. At the western end of Plymouth Road and on the lower part of Amherst Crescent, for example, steepness of slope is exploited to create sloping front gardens and to give each house an open view across the island towards the fairground and Nell's Point. Further north up Amherst Crescent or Bromfield Road, the hillslope creates a close skyline that discloses a view outward across the docks to the town beyond. Houses at the far western end of Clive Road have views across the Old Harbour to Cold Knap and the cliffs beyond.

As Plymouth Road rises to the east from its corner with Archer Road, the roofs of the newer houses gradually step upward as the road curves and rises to meet with the pre-1914 terrace which crowns the ridge.

Top: Houses positioned on Amherst Crescent to take advantage of an open view towards the fairground. Photographed in December 2011 (© Civic Trust Cymru).

Above: Houses at the west end of Clive Road are positioned to enjoy views across the Old Harbour. Photographed in December 2011 (© Civic Trust Cymru).

Right: Rising roofs of the post-war housing on Plymouth Road as they step upward to meet with the pre-1914 housing that crowns the ridge. Photographed in December 2011 (© Civic Trust Cymru).





5. Nell's Point

Definition and Outline of Development

The present-day character of Nell's Point is shaped by the recent redevelopment of the former holiday camp. The site destroyed the

open nature of the headland and disrupted a layout that connected the seafront with the pre-1914 housing along Friars Road. The charabanc shelter, golf course and tennis courts were removed together with part of the formal seaside gardens that were developed during the interwar period (in particular, the Dingle, with its cafe and pedestrian bridge). It also severed links with the promenade.

Modern housing on Nell's Point is visually dominant from both close and distant viewpoints
(© Crown Copyright (2016) Welsh Government, Cadw).



Nell's Point from the air in August 2016 (from the collections of the National Monuments Record of Wales: © Crown Copyright: Ministry of Defence).

The National Coastwatch Institution centre on Nell's Point occupies the former site of a signal station. The modern grassed open space occupies land formerly part of the holiday camp. Photographed in November 2011 (© Civic Trust Cymru).



The buildings and structures on Nell's Point — the coastguard and signal station, together with the military features — were also demolished.⁵⁶ A fragment of one searchlight position remains in the National Coastwatch Institution centre, together with the remnants of another on the south-west corner of the point.

As the site of the holiday camp was cleared after 1996, a private housing estate was built off Breaksea Drive and Friars Road, which now dominates Nell's Point. This housing is very different in character and form compared with Redbrink Crescent and Friars Road, or the resort and promenade. Visually, it is dominant from both close and distant viewpoints within and beyond the island.

Peripheral land overlooking Jackson's Bay and Whitmore Bay was landscaped to regain an open appearance. In 2016, the western area of the former holiday camp has been cleared, but remains to be developed. The southern area is a temporary car park, which is linked through new paths and landscaping to the seafront as part of the Eastern Promenade Regeneration Scheme.

Early in the island's development, house building along Forrest Drive was forestalled by the use of the headland for a garrison

and coastguard station. The southern and eastern periphery of Nell's Point became part of the formal infrastructure of the resort until 1965–66 when the holiday camp was built.

Since 1996, reclamation has enabled the improvement of Clements Colley Walk around the headland and additional paths and seating areas have been laid out. The former coastguard station has been extended and restored as an educational resource and the stonework of a former searchlight position conserved. An extensive area of former allotment land that had provided car parking at the rear of the holiday camp site has been restored to grassland. This reclamation of open space has led to the re-emergence of a semi-natural habitat bordered by sea and cliffs, accessed via pedestrian linkages between the resort, Friars Road/Redbrink Crescent and Jackson's Bay.

Character Analysis

The post-1996 development is characterized by a series of cul-de-sacs accessed off Breaksea Drive and from the eastern end of Friars Road. There is no circumferential route around the development for pedestrians or vehicles.

The layout and street names do not refer back to the island's historic character. In contrast to other areas, many houses are sited with their backs or sides to the sea. Street names have been chosen with a sea and wildlife theme.

The groups of streets off Breaksea Drive are connected with those off Friars Road only by a footpath around the western edge of the development between Heol Eyr Môr and Gwennol y Môr. Fencing blocks views outwards to the resort and beyond.

The development off Breaksea Drive is more tightly packed than that off Friars Road. Small detached homes linked by garages are interspersed with short link units. Three-storey dwellings are placed at corners and entrance nodes; facades are either of cream render with brick detail, or of red brick but with similar detail to quoins and openings. Road widths are narrow, which restricts roadside parking. Garages and large areas of tarmac dominate the end of each cul-de-sac. These also block views outward between gaps in the building frontage.

The modern housing development on and around Nell's Point offers no easy circulation or access to the beach. Photographed in November 2011 (© Civic Trust Cymru).



Far left: Fencing blocks outwards views to the resort and beyond. Photographed in November 2011 (© Civic Trust Cymru).



Left: Cul-de-sacs predominate in the new housing developments. Photographed in November 2011 (© Civic Trust Cymru).

Some houses along Gwennol y Graig enjoy spectacular sea views but their gables — and turrets — ensure their visibility from a great distance. Photographed in November 2011 (© Civic Trust Cymru).



The entrance to the housing on the point itself is from a roundabout at the end of the eastern section of Friars Road. Its context is provided by the substantial Edwardian houses on Friars Road and their counterparts on Redbrink Crescent. Some houses on Clos yr Wylan and Gwennol y Craig refer back to the older properties to some degree — through the presence of wooden bargeboards for example, or bay windows. Front gardens are also defined by railings or brick walls. However, plot size is smaller, roads are narrow and tarmac, and garages are dominant.

Houses on the outer face of the development, along Pioden For and Gwennol y Graig, enjoy spectacular views to the beach and out to sea. Their gables (and occasional turrets) ensure their visibility on the skyline from a great distance — from Friars Point, Cold Knap, or Marine Drive.

6. South Quay

Definition and Character Issues

South Quay occupies the area of the former West Pond and the wharfs on the south side of Dock No. 1. The wharfs were dominated by coal hoists and sidings until after the Second

World War. These were replaced by chemical storage tanks, which have been cleared in advance of redevelopment. West Pond was filled in after 1945. The sidings and industrial sheds that occupied part of this site have also been removed. Hard standing towards Paget Road has been used as a temporary fairground and for overspill resort parking. Visually, the area is dominated by the overgrown cliffs on the north face of the island, the extensive open water of Dock No. 1, the redevelopment along the northern quay and by the rising ground of the old town beyond.

The views over this area from elevated positions on Clive Road, including Barry Island Primary School and its landscaped garden area, are striking.

A pedestrian route leads by means of steps and a footbridge (erected in 1899 by the Barry Dock and Railway Company) from Clive Road to the north side of the dock.

This area is now part of the Quays development, underway in 2015 with a ten-year horizon. As of 2016, construction has not started on the quayside below Clive Road, but a new access road to the island will make 'landfall' below Austray Point and connect with Paget Road. The pedestrian access across the footbridge will be integrated into the redevelopment.



Above: Looking from the mainland, across the docks, towards the island in 2016: the area below Austrey Hill on South Quay is cleared ready for redevelopment (from the collections of the National Monuments Record of Wales; © Crown Copyright: Ministry of Defence).

Left: South Quay below Austrey Hill — what happens here could impact on views to and from the island as well as the sense of separation from the mainland (© Crown Copyright (2016) Welsh Government, Cadw).

Statement of Significance

Historical and Social Significance

Barry Island has a key place in the social history of south Wales. This is because from the 1890s until the recent development of mass foreign tourism it was the focus of day trips to the seaside from the communities of the coalfield, and beyond. But the island is more than this. It is a distinctive part of a dock and railway town that grew up rapidly from 1884. Dock and town were designed to break the monopoly of Cardiff Docks over coal exports from south Wales. By 1913, Barry was the world's premier coal exporting port. It was, of necessity, a new community, which attracted migrants from across the British Isles, and its cosmopolitan dockland reflected its global reach.

The island is thus part of a Victorian and Edwardian new town whose industrial and residential townscape overlay an entirely rural settlement pattern. Developed by Victorian entrepreneurs in partnership with aristocratic landowners, the new town was laid out according to the principles of the 1875 Public Health Act. It soon acquired a proud and paternalistic urban district council, keen to give Barry the cultural institutions it deserved at the same time as it had an eye to the potential for resort development. The island shares a coherence of time, place and character with the mainland town.

However, the island also possesses a strong sense of separation — a product of the Old Harbour, docks, cliffs and causeway, and of its development as a seaside resort. The causeway carries road and rail from the mainland; the cliffscape formed during the excavation of Dock No. 1 is prominent from views from the north, while the terraced streets that run along the contour line look outward to the hillside housing of the main town, which rises above the dock.

The spatial development of the island reflects the natural topography. Street layout exploited the rise and fall of the landform, with housing on the hillier ground to the north and east. In contrast,

the resort grew up on the flatter land of sand and scrub behind the former dune system at Whitmore Bay. The Windsor estate laid out the island's streets to connect the residential streets with the seafront. At the same time, the railway, running across the centre of the island under Redbrink Point to the Pier Head, reinforced the separation of uses.

The houses and streets of the dockland community that grew up on the island before 1914 are a microcosm of the building and social history of the early town. There is homogeneity in building type, materials and decorative styles, notwithstanding a progression in terms of house type and social class, so that simple terraces overlook the dock, and substantial detached and semi-detached dwellings look out to sea.

Post-Second World War public housing on the north-west of the island is a model of the approach advocated in the Dudley Report and the 1949 *Housing Manual*.⁵⁷ Its open layout contrasts with the tighter grain of the pre-1914 terraces. These are well-designed homes, well sited on streets that follow the urban framework laid down by the Windsor estate in the 1890s.

Taken together, both building periods have produced streets of high townscape value. The permeability and legibility of the urban form provides a good model for future residential development. Attractive architecture contributes to a strong and individual sense of place that is a feature of the social identity of the local community.

The island's wider fame is as a working-class resort that developed in the 1890s and after to serve Cardiff and the communities of the coalfield, building on the smaller scale tourism that had developed before the docks were built. The seafront retains elements from the pre-1914 resort, embedded within the infrastructure developed when Barry Urban District Council substantively remodelled Whitmore Bay in the 1920s, albeit on the lines envisaged before the First World War intervened.

The island's seafront therefore has significance as a reflection of mass seaside tourism. This is reinforced by the close relationship in design terms between the planned seafront at Whitmore Bay and the contemporary development at Cold Knap and Lakeside, which has similar stylistic elements. For example, both the Cold Knap and Barry Island schemes incorporated classical detail. This is seen in larger structures and in unifying features, particularly the use of cast-concrete balustrading. This stylistic choice gives Barry a distinction that marks it out from the more typical Art Deco character of many interwar resorts, such as Bexhill, Margate and Brighton.

Iconic features include the Eastern and Western shelters, sea wall and associated structures, the parade of shops and cafes at Paget Road, and the Merrie Friars and Esplanade Buildings. The integrity of the design is reinforced by the ornamental promenade gardens and the whole composition is enclosed by the headlands of Friars Point and Nell's Point. Friars Point, in particular, retains its natural character, which links the island's coastline with the Old Harbour, headland, bay and cliffs to the west.

Key Design Elements

The built development of the island has high townscape value, determined by its siting, layout, land uses and build development. This is accompanied by dramatic natural features: the sweep of Whitmore Bay, the open character of Friars Point (which retains traces of prehistoric and medieval activity) and Nell's Point (where an attempt has been made to restore a natural headland), and the woodland fringing the Old Harbour.

The Seafront

The seafront at Whitmore Bay contains relict features from the pre-1914 resort and the infrastructure developed in the interwar period, as well as the twenty-first century remodelling of the eastern promenade. It is significant that in the 1920s, the remodelling of Whitmore Bay was part of a larger programme of public works that included the seafront, lake, lido, shelters and gardens at Cold Knap, and parks at Gladstone Gardens, Alexandra Gardens and Church Road.

Key design elements are:

- steps and associated walling from the beach to Friars Point of around 1903–05, which includes remains of the Dinky cafe
- the Men's Bathing House (pre-1914), recently remodelled to provide toilets and support facilities
- the promenade, shelters and associated structures developed in the 1920s, including the grade II listed public conveniences, sea wall, bridge and Eastern and Western shelters
- the surviving element of the promenade gardens, including the cast-concrete balustrading that is a key design feature of other parks and gardens in Barry
- interwar kiosks on Friars Road
- the remodelled ramp and gardens above the Eastern Shelter, which connect with Nell's Point, together with the beach huts and climbing wall
- pre-1914 development at Paget Road, which incorporates key period features including brickwork and stonework, fenestration, gables, ornamental balustrading, and ornamental ironwork canopies (original and replacement)
- keynote buildings from the interwar period. The Merrie Friars and Esplanade Buildings both have a formal character that harmonizes with the classical treatment of the Eastern and Western shelters and the public conveniences
- triumphal arch and obelisks at White's Cosy Corner
- the Jacobean Gothic-style station building (1896)
- fairground/leisure use of the oval site bounded by Paget Road, Friars Road and Station Approach
- late nineteenth-century breakwater at York Point
- Friars Point House, garden and woodland, including lodge and gate feature

- street name signage — metal name plates with blue lettering on white field — a common element of older streets on Barry Island and the mainland
- views towards the island from the mainland, with a particular focus on the island cliffscape above the docks
- railway and causeway

Residential Development

Housing from the period 1890–1914 has a uniformity of general character and exhibits a progression in status from the terraces facing the docks through to the large detached and semi-detached dwellings overlooking the Bristol Channel.

Key character elements include:

- slate roofs, chimneys, yellow brick and Bath Stone detail, and other period decorative features including ironwork, porches, bargeboards, finials
- decorative tilework in entrance porches and on paths
- Barry Island Primary School and the former Marine Hotel.

Connections, Vistas and Spaces

Green spaces form a visual linkage between the seafront at Cold Knap/Parade Gardens and Little Island and Nell's Point. Maslin Park also survives as a reminder of the open space behind the island's dune system.

Key spatial elements, vistas and connections on the island are:

- natural and semi-natural open space/woodland at Friars Point, Little Island and Nell's Point
- cliffs to Friars Point, Nell's Point and Jackson's Bay
- cliffscape to the north of Friars Road
- cricket ground and car park to Old Harbour foreshore
- Maslin Park
- views from the island towards channel, harbour, dockland and mainland

- a connected road layout, which was intended to integrate the residential zone with the seafront, through movement via Paget Road, Friars Road, Plymouth Road and Redbrink Crescent. This connection was broken by the construction of the holiday camp and has been perpetuated by the recent redevelopment at Nell's Point. The line of Friars Road survives in the former entranceway to the holiday camp.

Looking Forward

Altogether, this is an important legacy of historical and design features with the potential to influence future redevelopment positively.

The recent Eastern Promenade Regeneration Scheme has reconnected the promenade with Nell's Point and introduced a modern garden scheme that goes some way to replace what was lost in the 1960s. It imaginatively incorporates the Men's Bathing House in its remodelling of the public realm.

This scheme has set a high standard for action to conserve historic structures, upgrade the public realm and attract activity within the conservation area. It is respectful of the past while injecting a new spirit into the seafront.

A critical next step will be to adopt an urban design approach to the fairground site that respects context and strengthens the island's gateway, and to reinforce this through the conservation and enhancement of the historic features at the promenade, including the surviving balustrading, gardens, kiosks and listed public conveniences.

Equally important will be the development of Spion Kop and the remaining open area of the holiday camp site. The relationship between this elevated site, the new housing to its east and on the headland, and the resort area raises design and land use challenges. The solutions should respect both the immediate context and the site's prominent position on the skyline from

mainland viewpoints, the island approach along the causeway and from the beach.

The formal entrance to the holiday camp (now the temporary car park entrance) was aligned along what had been part of Friars Road.

This forms a natural gateway to the site and redevelopment could offer the opportunity to reconnect the broken ends of Friars Road — at least for cycle and pedestrian use. This could reintegrate the road system of the island and offer a new link between the resort, Redbrink Crescent and Jackson's Bay.

Beyond the seafront, there are also opportunities to promote sensitive maintenance of older housing, improve the public realm and to protect and preserve the natural features of Little Island. In addition, it may be possible to consider enhancement opportunities to the recent development at Nell's Point and off Breaksea Drive that respect the historic character of Friars Road and Redbrink Terrace in order to better integrate this modern development with the wider townscape.

A key element of the successful layout of the earlier streets of the island is the way they exploit views outward to the mainland town, to the Bristol Channel and to the coasts eastwards and westwards. But, equally important is the significance the island has in the wider panorama of dock, town and seascape, which is characteristic of Barry's setting. This includes the views obtained from key points looking towards the hillside that falls towards the waterfront. Good urban design in the regeneration of South Quay should recognize the way that the northern clifftop of the island, and its skyline of terraces and public housing is central to the identity of island and town. It is also essential to the sense of separation that means that Barry Island remains an 'island'.

In summary, the historic character of Barry Island deserves to be preserved and enhanced through conservation and adaptation of period buildings and through redevelopment that responds sensitively to context.

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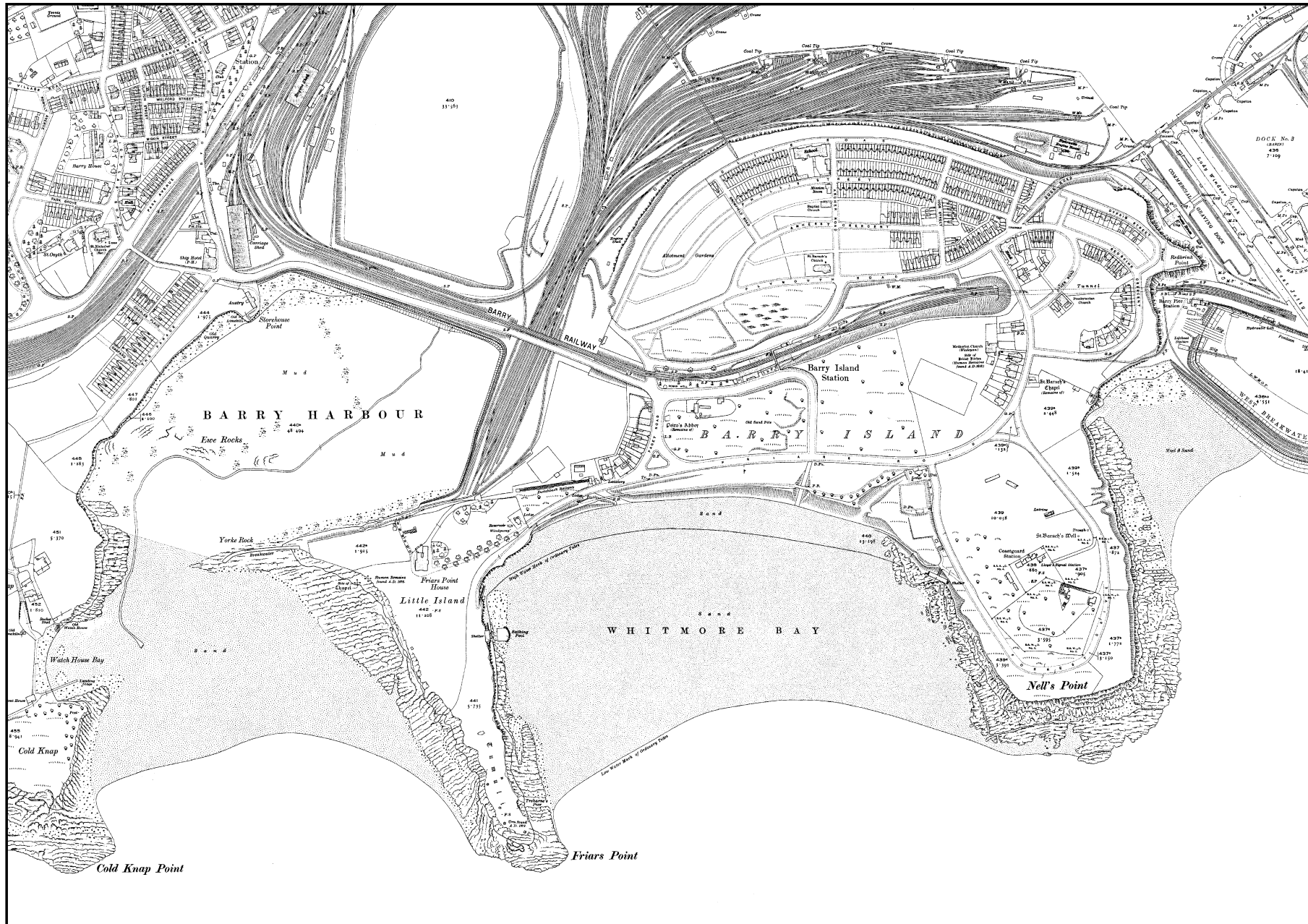
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45. The design concept originated through workshops involving the Barry Island Primary School, youth groups and the Barry Island Historical Group. The detailed design was by Gordon Young and Part-Two Creative (<http://www.designboom.com/art/gordon-young-interview/> accessed 24 September 2015).
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47. <http://www.basestructures.com/assets/PDFs/Barry%20Island.pdf> (accessed 17 September 2015 but no longer available).
48. Vale of Glamorgan Council, Vale of Glamorgan County Treasures, Addendum (July 2009), p. 17.
49. Development for Newydd Housing Association by Pendragon Design and Build to a design by Tony King Architects (Penarth). Vale of Glamorgan Council, 2013/00778/FUL.
50. Vale of Glamorgan Council, Vale of Glamorgan County Treasures, Addendum, July 2011, p. 17.
51. Perhaps associated with the construction of the Marine Hotel and later reused in the twentieth century (Gerald Beaudette, pers. comm.).
52. Vale of Glamorgan Council, Vale of Glamorgan County Treasures: Barry (2007), p. 31.
53. Vale of Glamorgan Council, Barry Marine Conservation Area: Appraisal and Management Plan (September 2009).
54. Central Housing Advisory Committee, Ministry of Health, *Design of Dwellings* ('the Dudley report') (London, 1944); Ministry of Health, *Housing Manual* (London, 1949).
55. Cf. Finn Jensen, *The English Semi-detached House* (Ellington, 2007), 204–05.
56. Glamorgan-Gwent Archaeological Trust, Historical Environment Record, PRN02714s (<http://www.cofiadurcahcymru.org.uk/arch/ggat/english/index.html> accessed 29 September 2015).
57. Central Housing Advisory Committee, Ministry of Health, *Design of Dwellings* (the 'Dudley Report') (London, 1944); Ministry of Health, *Housing Manual* (London, 1949).

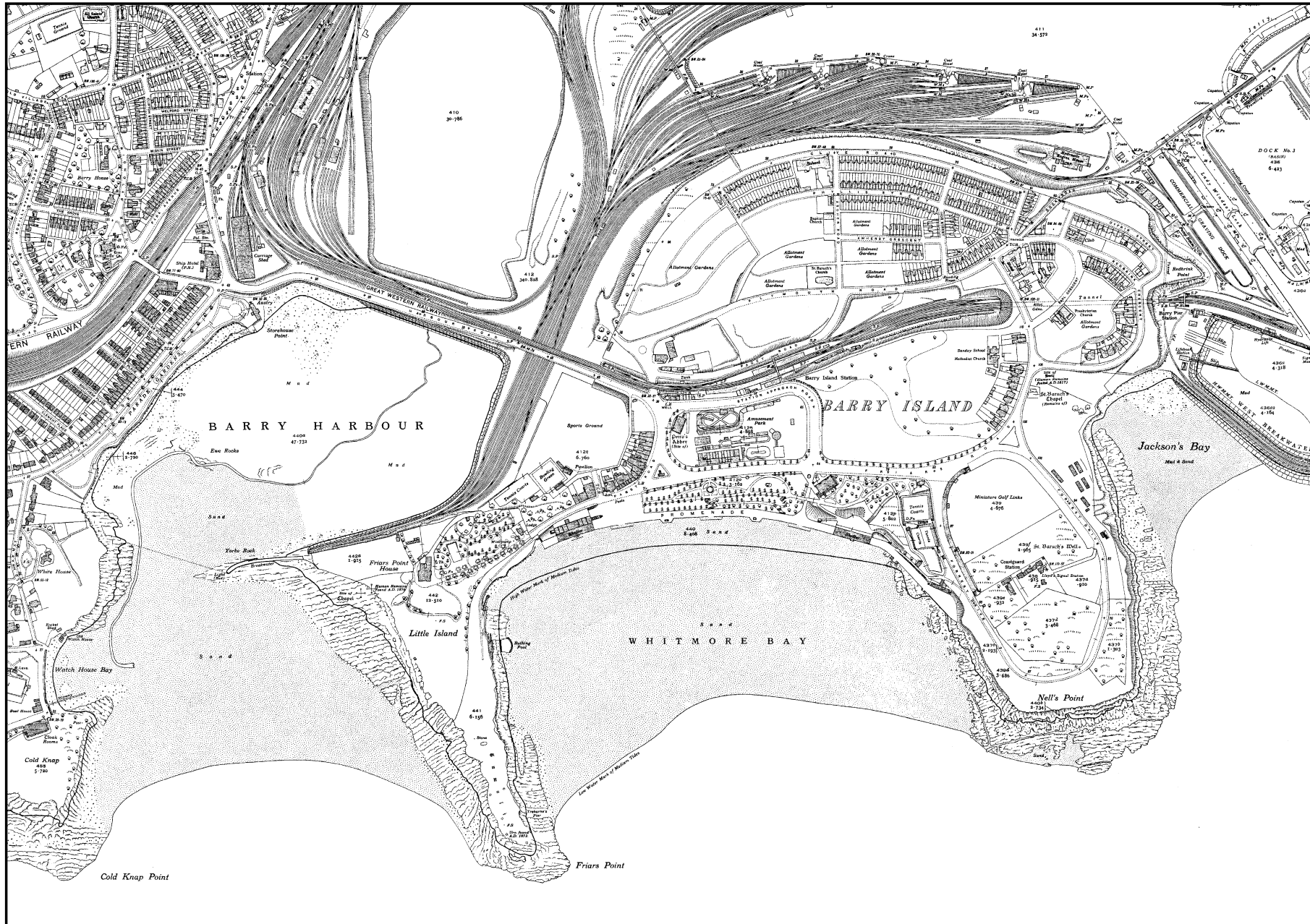
Extract from the 1879 First Edition Ordnance Survey Map (25 inch)



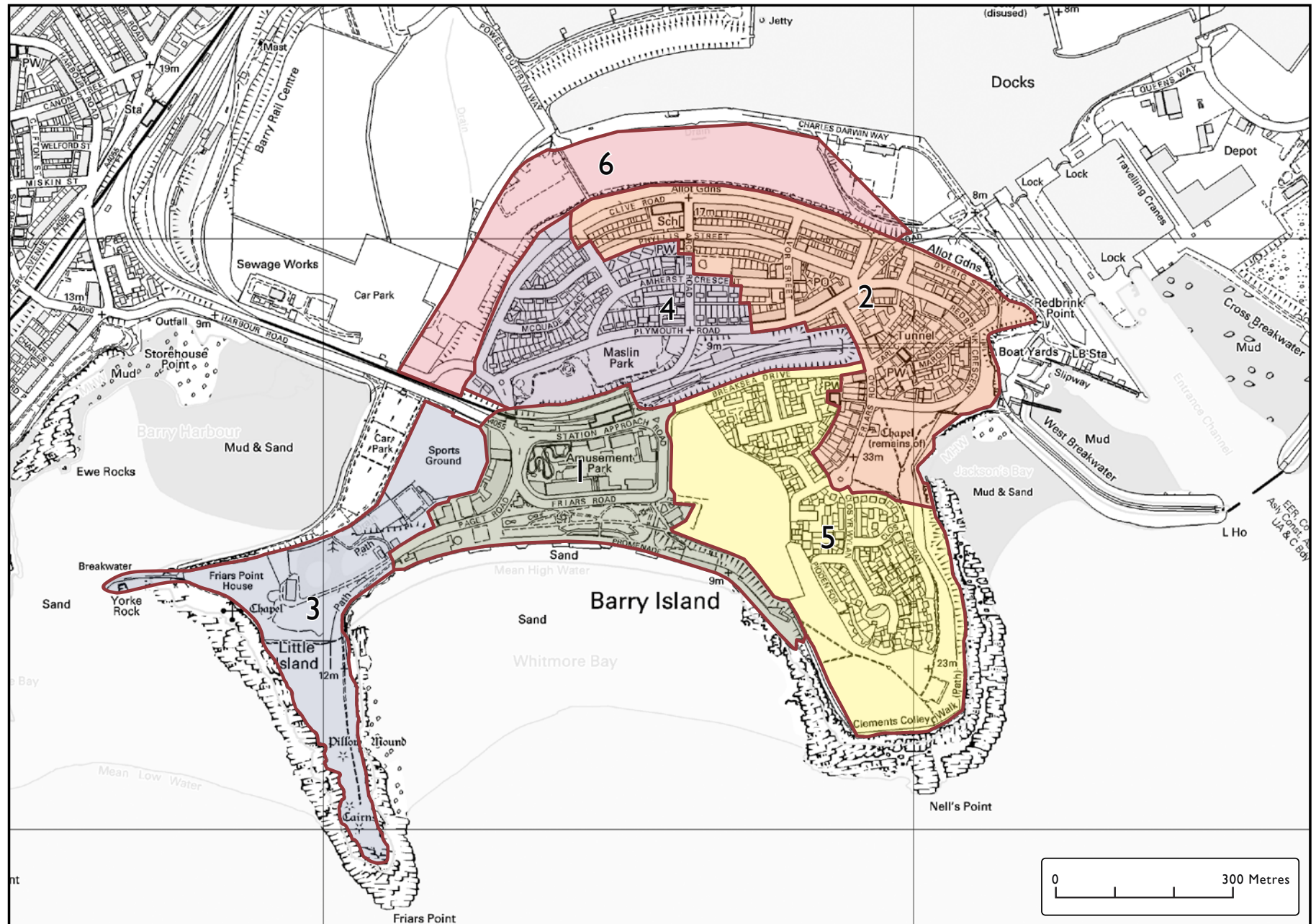
3 Extract from the 1920 Second Revision Ordnance Survey Map (25 inch)



4 Extract from the 1936 Third Edition Ordnance Survey Map (25 inch)

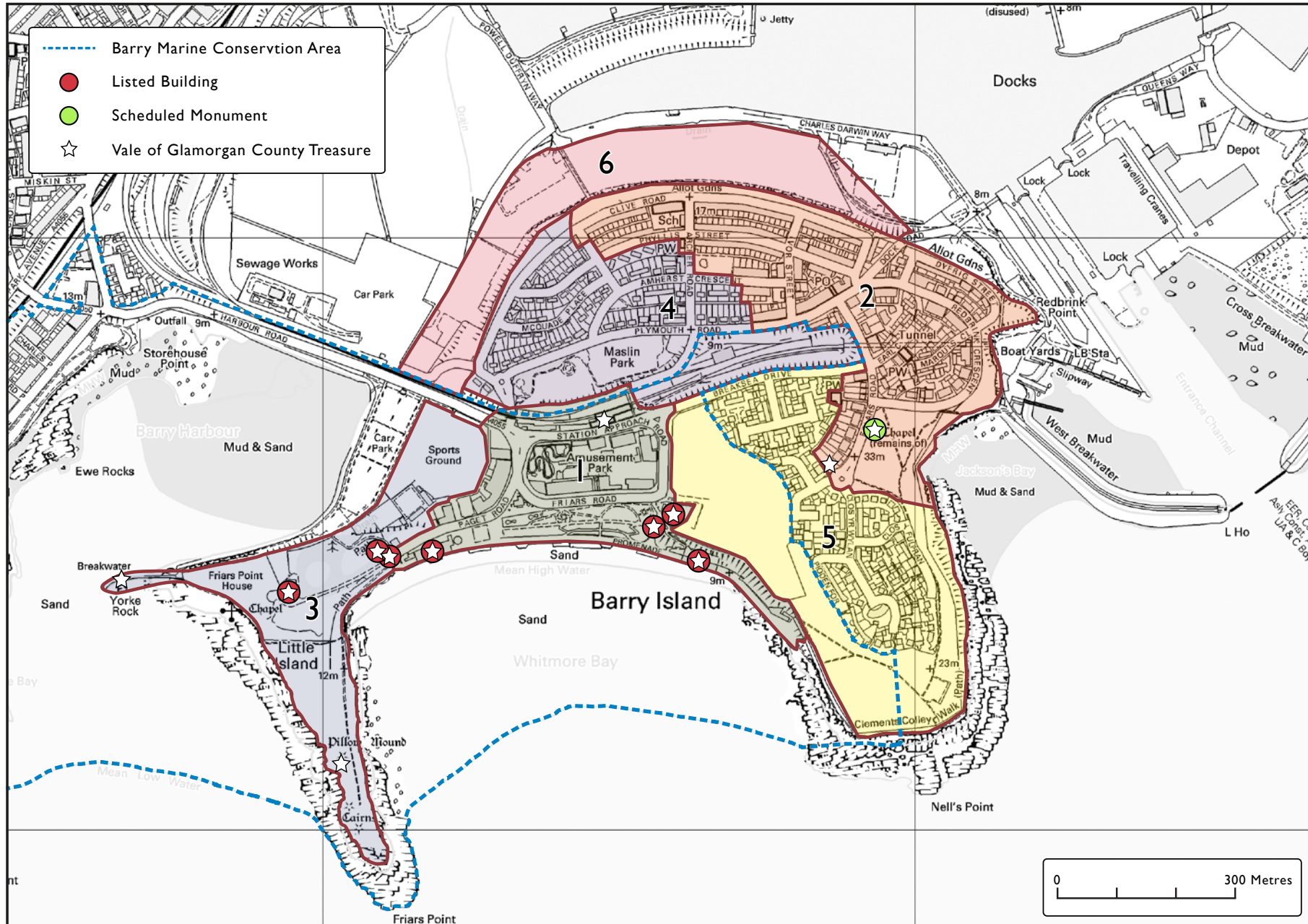


5 All Character Areas



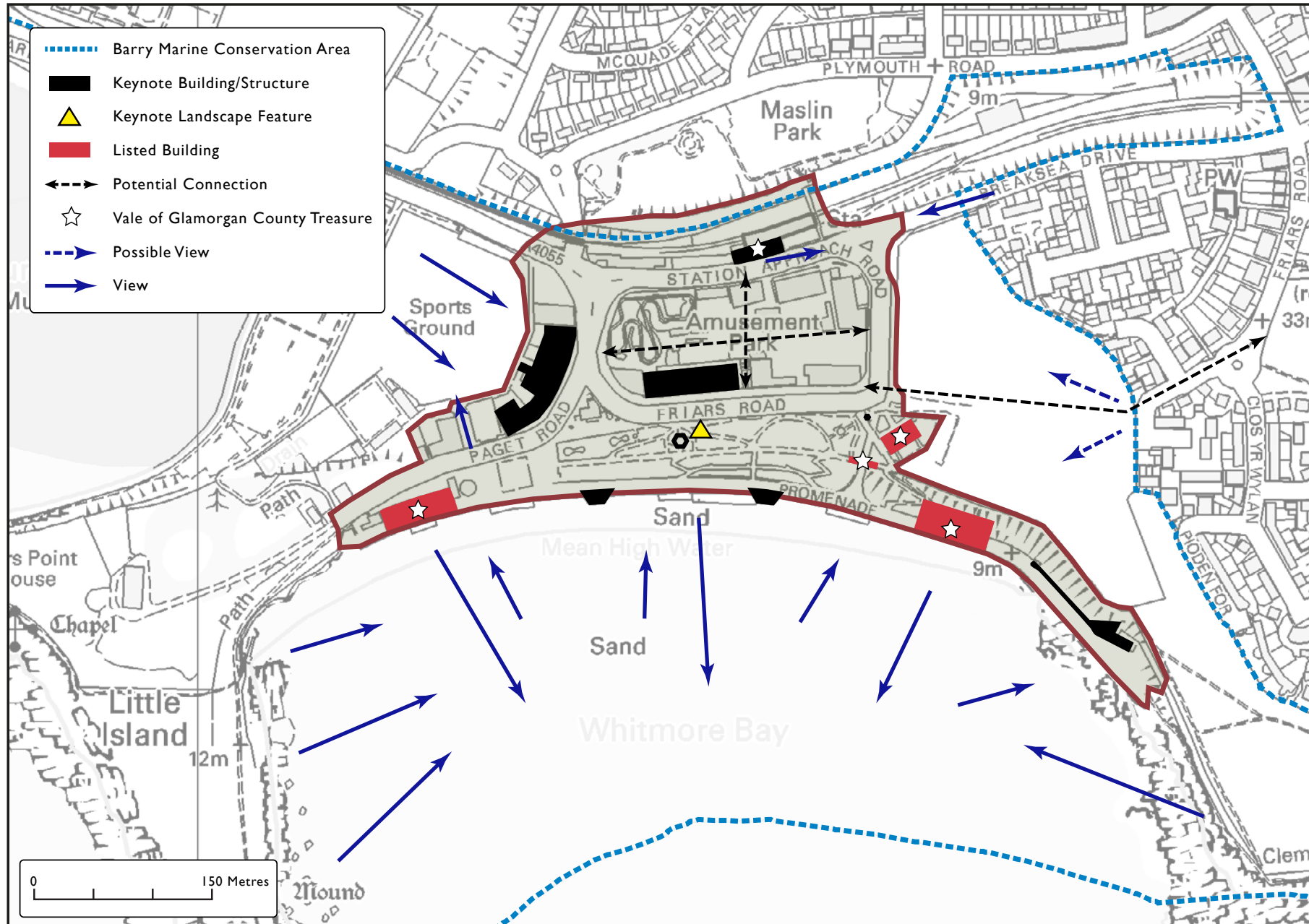
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6 All Character Areas with Historic Assets



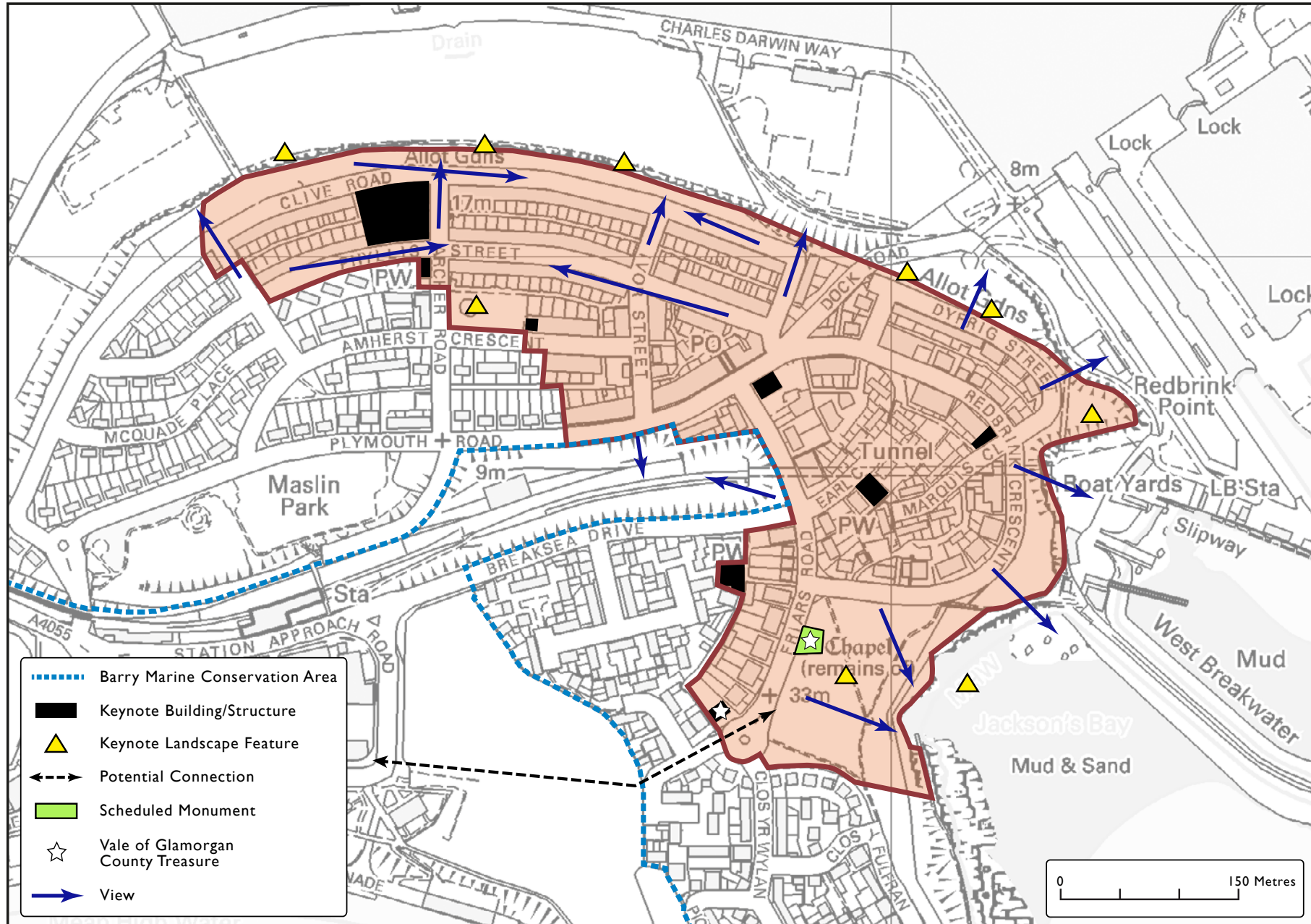
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7 The Resort (I)

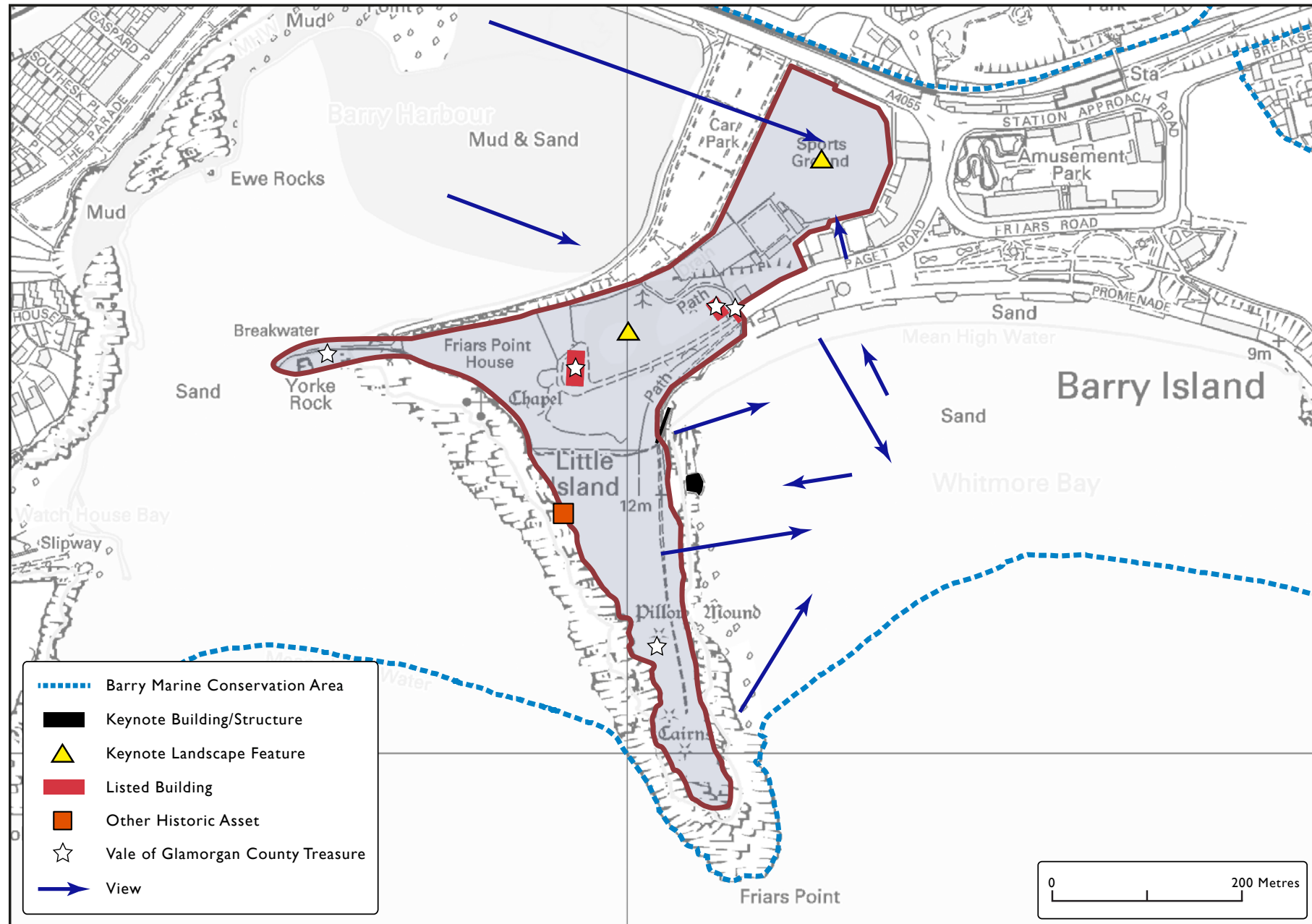


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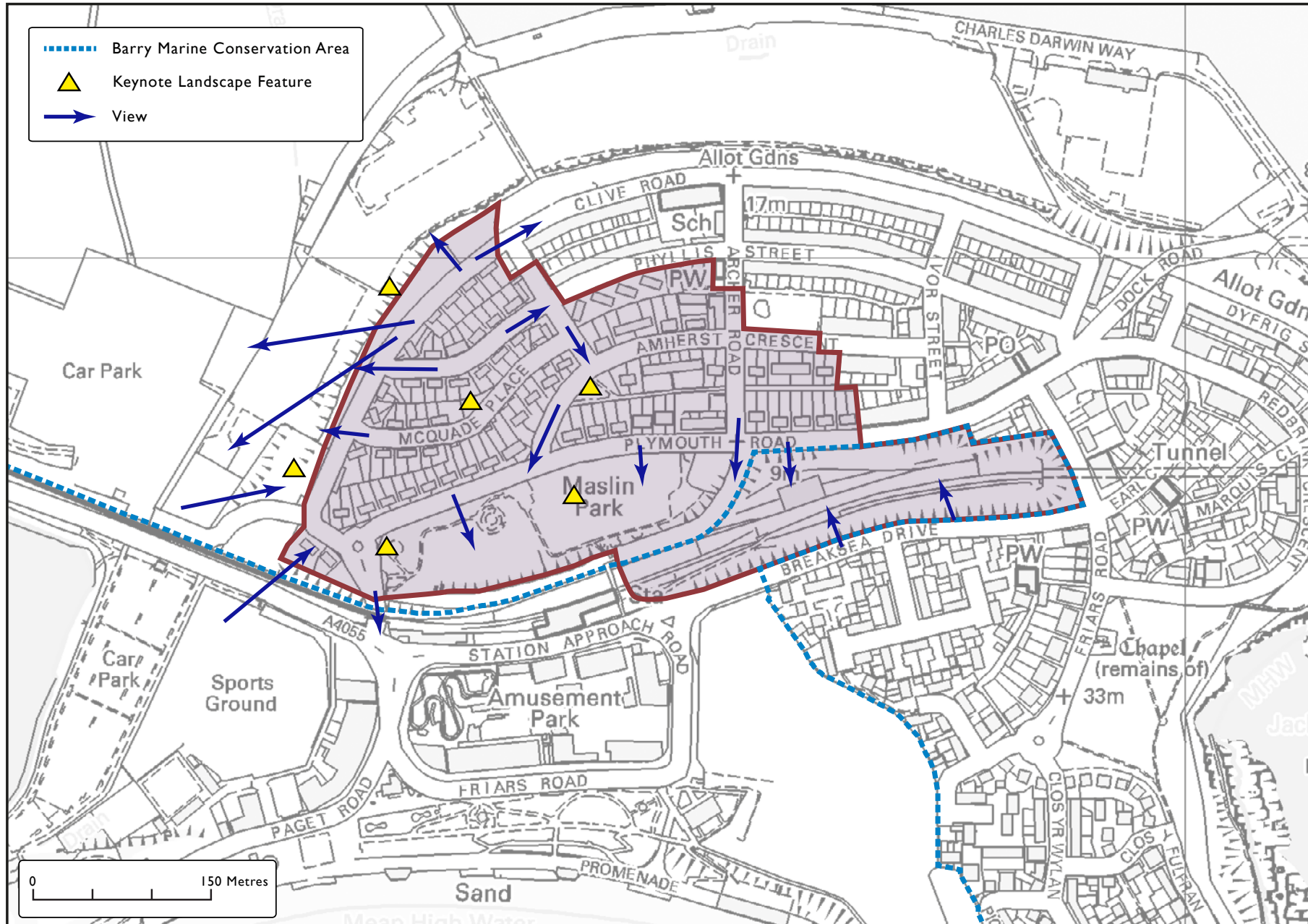
8 The Pre-1914 Community (2)



9 Little Island (3)



10 Austray Hill (4)



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II Nell's Point (5)

