

Statws/Status:

Cyhoeddus (Public)

DESIGN
COMMISSION
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DYLUNIO
CYMRU

Adroddiad Adolygu Dylunio: Design Review Report:	15 Mehefin 2005 15 June 2005
Dyddiad Cyfarfod / Cyflwyno'r Deunydd: Meeting Date / Material Submitted:	1 Mehefin 2005 1 June 2005
Lleoliad/Location: Disgrifiad o'r Cynllun Scheme Description:	Barry, nr Cardiff Jackson's Quay, Residential
Ymgynghorwyr Cynllunio: Planning Consultants:	N/A
Client/Agent Cleient/Asiant:	Persimmon Homes, Charles Church
Pensaer/Architect:	Stride Treglown Gareth Davies, Dominic Eaton
Awdurdod Cynllunio: Planning Authority:	Vale of Glamorgan Robert Thomas
Statws Cynllunio: Planning Status:	Application submitted
Y Panel Adolygu Dylunio/Design Review Panel:	
John Punter (cadeirydd/chair) Carole-Anne Davies, CEO (swyddog/officer) Douglas Hogg, Wendy Hall, Ewan Jones, Phil Roberts	
Lead: Phil Roberts	
Sylwedyddion/Observers:	Gillian Wulff Peter Roberts

Cyflwyniad/Presentation

This proposal is for the development of 68 apartments and 12 townhouses on the site of Jackson's Quay, Barry Waterfront. The site extends to 0.52 hectares. It is bound to the north by the main distributor road, Ffordd y Mileniwm and lies adjacent to a recent Barratt development. Directly south of the site is the waterfront promenade of No 1 Dock, so the site offers great views of the water.

The scheme has been designed in response to a Development Brief created by ABP in association with the Local Authority. It has been identified as a key gateway site to the waterfront. The scheme is considered by the Local Planning Authority to meet the requirements set out in the Development Brief. It aims to address street frontages; relate to the scale, alignment and massing of the neighbouring Barratt development; and be consistent with the local grain of development.

The architectural style of both the apartments and townhouses is crisp and contemporary and marks a significant improvement in the quality of residential design in the waterfront project.

Taller building blocks of up to six storeys have been positioned on the northern edge of the site allowing views and sunlight to be obtained for the majority of dwellings from over and past the three to four storey town houses on the waterfront.

Car parking has been provided in accordance with the current standards through a mix of surface parking within the block and undercroft parking beneath the apartment block. This takes advantage of the slope of the site, and is not visible from the road.

A degree of amenity space has been provided within the site through areas of planting and a communal courtyard garden with a water feature in the north-west of the site. High quality paving is to be used for the internal space, which will be softened by a degree of planting.

Ymateb y Panel/Panel's Response

The Panel welcomed the shift in the architectural style of this proposal from that of adjoining developments. It considered that the modern styling and clean lines are ideal for the site.

Whilst the Panel recognised that the level of car parking is driven by the density, this has resulted in a substantial proportion of the centre of the site being used for car parking at the expense of amenity space for residents.

Although the provision of a courtyard within the scheme was welcomed, it was considered that this could be enlarged to incorporate more of the planted perimeter embankment in the north west corner of the site, thereby increasing its value to residents. At present there appears to be very little limited and well-defined amenity space and this aspect of the scheme could be significantly improved. The Panel had doubts about the landscaping along the Distributor Road and was concerned that a combination of shade and slope would make this area

problematic in management terms. The landscape architects were urged to take a closer look at their proposals here.

The Panel also felt that this scheme could be improved by shifting the apartment blocks closer to the distributor road to the north, so as to maximise the amount of amenity space in the centre of the site, thereby also resolving some of the problems of the relationship with the street. The Panel welcome the decision to provide an entrance to the apartment block from the distributor road, and this would help to animate the street and make it a safer place to walk.

The Panel welcomed the provision of affordable housing within the scheme and were delighted to hear that this will be fully integrated with the rest of the apartments, with a mix of studio, one and two bed apartments provided. They wished to be assured that all the affordable housing was not in the form of the single aspect flats facing north and this was affirmed.

The Panel expressed reservations about the way in which block B turns at its eastern end. It took the view that if the northern block was extended to the eastern boundary of the site, this would better enclose the street and the internal space. It would also create opportunities for more of the apartments to have good light and water views. It would also be possible to bring parts of the northern block forward in a more complex plan form, to capture views through the entrance and south eastwards across the entrance to the Barratt scheme.

The Panel urged the developer to take a more proactive approach towards improving the sustainability of the scheme. The Panel considered that it is unacceptable for developers to ignore their sustainability responsibilities and pointed out that the incorporation of many sustainability features would save the developer and the householder money. In particular, the Panel encouraged the developer to look closely at the potential of using low embodied energy, renewable and locally sourced materials, active and passive solar heating, and the provision of a communal heating system, preferably through a biomass boiler.

Because this scheme has the potential to be such a high quality development, the use of appropriate materials is even more important. The coloured panels are considered to be critical to the scheme and the way in which they are to be achieved should be investigated thoroughly. Although the Panel do not object to the use of the timber composite cladding on the scheme, we would prefer to see the use of natural timber from sustainable sources.

The Panel were reassured to hear that the architects have been commissioned to continue with this proposal to development stage. We stressed the need to maintain the high quality of design throughout the detailed design and construction stages.

Although it has been suggested by the Highways department that a pedestrian access across the site from the northwest would be preferable, the panel consider that the public would be better directed along the street pavement.

Crynodeb/Summary

In general, the Design Commission for Wales is very supportive of this scheme and sees it as a huge step forward in the quality of residential design in Barry Waterfront as a whole. In order to further improve the design of this development we consider that the following matters be addressed:

- The landscape design strategy should be reconsidered in terms of the potential to maximise the amenity value for residents and the degree of maintenance required.
- An increase in semi public/private space designed to enhance the boulevard treatment of the road to the south of the site, would be welcome.
- The layout should be reconfigured to reduce the number of single aspect, north facing apartments.
- The sustainability of the scheme should be improved through appropriate orientation, choices of materials, passive ventilation, bio-mass heating and power of the units and local supply chain partnering.
- Consideration should be given to continuing the building line to that of the Barratt scheme, to allow greater views of the waterfront and more enclosure of street and courtyard.

Diwedd/End

A Welsh language copy of this report is available upon on request