

Statws/Status:
Cyhoeddus / Public



Adroddiad Adolygu Dylunio: 20 January 2006
Design Review Report:

Dyddiad Cyfarfod / Cyflwyno'r Deunydd: 11 January 2006
Meeting Date / Material Submitted:

Lleoliad/Location: Quadrant Shopping Centre, Swansea

Disgrifiad o'r Cynllun New bus station and
Scheme Description: Transport interchange

Cleient/Asiant: City and County of Swansea
Client/Agent: [Anthony O'Sullivan]

Pensaer/Architect: Jefferson Sheerd

Awdurdod Cynllunio: Swansea CC [David Gill,
Planning Authority: David Owen, Chris Taylor, Elfed Roberts]

Statws Cynllunio: Outline permission exists
Planning Status: Reserved matters application just submitted.

Y Panel Adolygu Dylunio/Design Review Panel:
Richard Parnaby (cadeirydd/chair) Phil Roberts
Cindy Harris (swyddog/officer) Kieren Morgan
Ann-Marie Smale Lyn Owen

Lead Panellist: Ann-Marie Smale

Cyflwyniad/Presentation

As part of Swansea's wider transport strategy, the present Park & Ride provision will be enhanced with a new Metro system, based on the 'StreetCar'. This is an

articulated vehicle which combines the advantages of light rail transport with motor vehicle engineering. The project team have visited other innovative transport interchanges while developing this scheme and before appointing architects Jefferson Sheerd.

This proposal comprises 20 bus stands, a 24-hour coach interchange, taxi rank and drop-off point, as well as waiting areas, information and toilet facilities. Buses will access the interchange from Westway, and vehicular routes will be segregated away from pedestrian areas. The old coach tunnel will be used for Shopmobility parking and a loading area for Community Transport. There will be access into the rear of the Debenhams store, possibly linked with a coffee shop, and offices will be located above the main concourse. The roof and first floor are supported on giant 'wishbone' structural columns which form a dominant feature in the concourse.

At present the Council does not own all the land which is required for this scheme. A public inquiry, due to take place next week, will resolve issues concerning future land ownership. There has been broad consultation on these proposals and the client is very satisfied with the current design and excited at the prospect of greatly improving current transport provision in Swansea.

Ymateb y Panel/Panel's Response

The Panel welcomed the proposed vast improvement on current facilities and the promotion of more sustainable methods of transport. We found the overall curved arrangement and plan to be elegant, with good connections, and thought this needed to be supported by a strong and simple structural design.

The Panel considered the translation from the initial concept scheme to the final solution as presented. We thought that the current proposal did not follow through on the interest and excitement of the concept drawings. In particular, the elevation to Westway appeared rather bland, with no structural expression externally. The elevation to Plymouth Street appeared bitty and fragmented, and the reason for the change in radius on the entry was unclear.

The Panel thought that the chosen structural solution expressed internally looked bulky, cumbersome and inelegant. Apart from their scale, the juncture of the symmetrical supports with an asymmetrical roof felt uncomfortable. The structural elements could be reduced in bulk without prejudicing their function. A more simple and elegant structural form, where the elements are understated but still apparent and readable, would also probably be more cost effective. The position and spacing of the structural columns should be more rigorously related to the glazed bays of the waiting areas.

The new service yard created at the rear of the Grand Theatre, which replaces an existing car park, should receive a high quality landscape and boundary treatment to soften its impact. Materials should reflect the quality of the main scheme, eg polished concrete rather than brickwork for the boundary wall. The Panel would like to see planting integrated into the interior design of the concourse, as well as public art. We were told, however, that a transport grant cannot be used for public art.

The Panel recommended that, especially given the large areas of glazing, building integrated photovoltaic panels be considered, which could combine public art and

solar shading with electricity generation. The project team is evaluating photovoltaics and stated that the glazing will be tinted for solar shading. Rainwater will be harvested and used for WC flushing. The concourse area will have underfloor heating and natural ventilation. Sustainable drainage is not part of this proposal, as it is in the Fabian Way car park, because of problems with the existing outfall.

The Panel thought that the short term parking area was rather congested. This was acknowledged by the team, but they pointed out that at the moment there is no such provision and that other car parks are available nearby.

Crynodeb/Summary

The Panel is convinced that this proposal will constitute a major improvement to public transport provision in Swansea. We consider this design to be an acceptable response to the site and the brief, with minor revisions only. In particular:

- We would like to see a stronger, simpler structure, expressed externally as well as internally
- The structural columns should be reduced in bulk and made more elegant, and should relate to the spacing of the glazed bays/waiting areas.
- A quality landscape treatment of the service yard and boundary, and planting in the concourse area, should be integrated into the design process.
- We commend the sustainability measures which have been included and urge that further features, such as photovoltaics, be included if possible

Diwedd/End

NB A Welsh language copy of this report is available upon request.