

Addroddiad Adolygu Dylunio Design Review Report

Review Status: **Public**

Meeting date:	24th March 2010
Issue Date:	7th April 2010
Scheme Location:	Barry Waterfront
Scheme Description:	Residential/Mixed use
Planning Status:	Amended outline application submitted Jan 2010

Part1: Presentation

This is the fifth formal review of this scheme, and has been scheduled to discuss the amendments that have been made since submission of the outline planning application in August 2009.

The two main aspects of the scheme which have been modified in the revised Design and Access statement are the character of Main Street and the interface with the Mole. The Mole has been removed as a character area and is no longer part of the planning application, although its future integration has been allowed for. We were informed that the landowners [ABP] have an agreement with WAG not to pursue any development on their land until 2016.

In the view of the Local Authority, the Mole should ideally be included in a comprehensive scheme and should not be treated as a residual site. They were not aware of the agreement between ABP and WAG, referred to above, until this review. The Local Authority also considers that the sports pitch, located on East Quay, is too remote from the centre of gravity of this development and should be located more centrally – possibly close to the proposed new school. There are also concerns about the dominance of the supermarket and the viability of the scheme as a whole.

Summary of key points arising from discussion, to be read in conjunction with Part 2 of this report.

This review concentrated on the few remaining key issues, and the details of delivery. We think this is a good plan based on a sound master planning approach, but major design and delivery issues remain to be resolved:

- The masterplan should be clear about the precision/ flexibility of the various elements and the Local Planning Authority should be certain about exactly what is being fixed at the outline stage.
- The details of the delivery and phasing now need to be clearly agreed and stated. All stakeholders need the reassurance of knowing what are firm commitments.
- Given the imminent planning application there is an urgent need to resolve details of road and junction layouts. The design of the new road should reflect strong urban design principles and develop a street character, rather than a road design dictated by occasional peak flows of traffic.
- Future design development should address the character areas, location of play areas and public open space.
- Residential streets should be designed to respond to differing orientations.
- The sustainability strategy should take account of current minimum standards and ideally should aim to achieve higher standards.
- We regret the exclusion of the Mole from the current proposals, while understanding the reasons why this is necessary.
- These proposals are very close to being acceptable in design terms, and we urge the parties to resolve outstanding issues so that the project can progress to the next stage of design.

Part 2: Discussion and Panel Response in Full

The Panel shared the disappointment felt by all parties at the removal of the Mole from this proposal. The current plan shows an interface with the Mole which has the feeling of a rear entrance or service yard and this will have a negative impact on the development of Waterside Square in particular.

The Panel suggested that some illustrative material relating to possible future development on the Mole could be included in the planning application, but the Local Authority thought that this could be misleading. We agreed that it is important to be clear about what can be delivered, although the masterplan is illustrative and controlled by parameter plans which would not include the Mole. Furthermore, we were informed that there is uncertainty about the stability of the Mole and its capacity to take future development.

We understand that the question of delivery is central to the ongoing discussion, and that the commercial viability of the scheme depends on the supermarket being built at an early stage. The documents should make clear what is aspirational or illustrative and what is actually being proposed. It is important at this stage to 'lock in' the key aspects of the development in terms of firm commitments, and the Local Authority stated that they wish to see as many areas as possible resolved at this stage. The proposed phasing is also important and we would wish to see the new road [Main Street] delivered in full with the first phase, including public transport provision and the central landscape corridor. We particularly welcome the relocation of the petrol filling station, away from the road frontage.

The parameter plans as presented show too much precision in block layouts and the location of uses, but too little precision in terms of heights [eg. + or – 2 metres]. We suggested that a plan showing a proposed hierarchy of frontages would be useful. While

we would support on-street parking across the site, the masterplan representation of the tertiary 'play' streets allows little space for informal play and socialising. We would like to see something more akin to a Home Zone treatment in these areas.

The Panel was advised that the new sports pitch to the north east would serve the existing community which has little current provision of public open space. We were informed that the graving dock was not able to be developed as a result of contamination and we consider this a matter to be resolved between the planning authority and the applicants.

The distribution of play areas within the main scheme should be re-visited and we thought that one of the LEAPs should probably be moved from the eastern end of South Quay to the south west, close to the linear park. All public realm areas including the waterfront should have active frontages. It would be helpful to show a more realistic variety of house types in the indicative layout that accords with the masterplan guidance.

The Panel noted that the reorientation of residential blocks on the West Pond part of the site, to give a north/south orientation, has implications for the design and layout of units according to their orientation. This is an opportunity to begin to define different street characters and needs to be built in to the next level of design development. The design response to orientation should be a key aspect of the detailed design which could be controlled by conditions, rather than further delay the application. Design principles can be illustrated in the documents and could inform the block and plot development options.

With regard to the development of Main Street, we thought that the oversized junctions were unnecessary and compromised the original intention to develop a street character. While we accepted that the entrance junction replaces a large roundabout and serves the Innovation Quarter and the Mole, we thought that the other signalled junctions could be made smaller – or removed entirely - especially if cross roads were avoided. This would mean changing the location of side roads or the car park access, but we thought this would be justified in terms of creating a more intimate, less highway-dominated street environment. The advice from the Highways Department should take account of the approach contained in Manual for Streets, and we thought that a tighter radius at each junction, acknowledging the hierarchy of traffic movement, would benefit the public realm without compromising safety. The Panel was informed that a full planning application relating to the new road was imminent, and a temporary finish would probably be used to accommodate construction traffic.

The Panel still considers that the link to the main railway station is of crucial importance and we are looking to the Local Planning Authority to help facilitate this through the LDP process.

The amended Design and Access statement refers to achieving an EcoHomes Excellent rating, which was an original contractual obligation. However, the document should now be updated to reflect the current Code for Sustainable Homes requirement and the Code Level to be achieved. We supported the strategy to concentrate on fabric efficiency first but were disappointed that there appeared to be no aspiration to reach higher than minimum standards. The aspiration for a district heating scheme referred to in the document no longer applies as the team have been advised that this is not feasible, despite the proposed mix of uses and the possible future availability of waste heat from a nearby energy from waste plant.

The Design Commission for Wales Design Review Panel and staff welcome further consultation and will be happy to provide further feedback on this report and/or where appropriate, to receive further presentations. Thank you for consulting the Commission and please keep in touch with us about the progress of your project.

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

Appendix 1: Attendees

Asiant/Client/Datblygwr: Agent/Client/Developer	Consortium comprising Persimmon Homes, Taylor Wimpey and Barrett Homes [Richard Keogh]
Pensaer/Architect:	Holder Mathias [Craig Jones]
Consultants:	CDN Planning [Kedrick Davies] Soltys Brewster [Simon Brewster]
Awdurdod Cynllunio/ Planning Authority	Vale of Glamorgan Council [Rob Thomas, Yvonne Prichard]
Y Panel Adlygu Dylunio: Design review panel: Ewan Jones [Chair] Cindy Harris [Officer] Steve Smith	Howard Wainwright Simon Carne Ben Sibert
Lead Panellist:	Simon Carne