

**Statws/Status:**  
**Cyfrinachol / Confidential**



<b>Adroddiad Adolygu Dylunio: Design Review Report:</b>	<b>22 February 2008</b>
<b>Dyddiad Cyfarfod / Meeting Date:</b>	<b>13 February 2008</b>
<b>Lleoliad/Location:</b>	<b>Roath Basin, Cardiff Bay</b>
<b>Disgrifiad o'r Cynllun Scheme Description:</b>	<b>Mixed use regeneration</b>
<b>Cleient/Asiant: Client/Agent:</b>	<b>Igloo Regeneration Ltd [Mark Hallett] WAG [Paul Williams]</b>
<b>Developer/Datblygwr:</b>	<b>Igloo Regeneration Ltd</b>
<b>Pensaer/Architect:</b>	<b>DEGW [Steven Smith] Soeters van Eldonk [Sjoerd Soeters]</b>
<b>Awdurdod Cynllunio: Planning Authority:</b>	<b>Cardiff CC [Nigel Hanson]</b>
<b>Statws Cynllunio: Planning Status:</b>	<b>Revisions to outline application due to be submitted shortly</b>
<b>Y Panel Adolygu Dylunio/ Design Review Panel:</b>	
<b>Alan Francis (cadeirydd/chair) Cindy Harris (swyddog/officer) Charlie Deng (swyddog/officer) Carole-Anne Davies, CEO Ann-Marie Smale</b>	<b>John Punter Steve Smith Ewan Jones Ed Colgan Phil Roberts</b>
<b>Lead Panellist:</b>	<b>Steve Smith</b>

**Sylwedyddion/Observers:**

**Joanne Smith, SRD Planning  
Tom Woolley, N Ireland MAG  
Rhiannon Griffiths, UWE**

**Cyflwyniad/Presentation**

In mid 2007, Igloo was appointed by WAG as their development partner to deliver the Roath Basin masterplan. Igloo is committed to sustainable development, and operates an ethical investment policy overseen by a Panel chaired by Jonathan Porritt. A strong design team with an international reputation was selected to produce the current revision, including the original lead masterplanner (Steve Smith, now with DEGW) and Sjoerd Soeters from the Netherlands. This revision builds on the original consented masterplan by Terry Farrell and Partners in 2004 and the subsequent landscape design strategy by LDA, reviewed by DCFW in February 2006.

The major changes include creating an urban square at the northern entrance to the site; replacing the diagonal grid in the central area with an orthogonal grid of urban blocks aligned to the waterfront; tightening up the block arrangement around Bute Dry Dock, creating a more intimate relationship between buildings and water; and retaining the informal character of the Bay frontage. The scheme will deliver 1010 dwelling units in a mixed use development including office, retail, leisure and hotel uses, mixed vertically as well as horizontally. The whole scheme is likely to be delivered over a 20-year period and six phases. Phase One – the northern residential component plus the Technium - will be delivered by 2010. The design team explained their rationale of keeping public spaces small and enclosed, to produce a liveable and permeable neighbourhood.

The Local Authority expressed strong support for the current proposal and considered this amended masterplan an improvement on the previous one. A concern was expressed about the edge treatment of the service road opposite to the operational port, which currently is lined with car park facades.

**Ymateb y Panel/Panel's Response**

The Panel welcomed the revisions to the masterplan, which we agreed represented major improvements. We applauded the way in which this later work has been informed by the advice contained in Manual for Streets.

With regard to the proposed colonnaded walkway around Bute Dry Dock, we supported the desire to create a more intimate and intricate pedestrian space, as compared with the hard engineered edge of the Basin and the more

organic feel of the Bay. However, we noted that it would be a largely shaded area and wondered how attractive an offer it would be to prospective retail outlets. We were informed that the team see this space as an 'urban room' and are working closely with the Welsh School of Architecture on a 'comfort zone analysis' including microclimatic factors.

The Panel was informed that the water level in the Bute Dry Dock would be the same as in Roath Basin and close to the ground level, but higher than that in the adjacent Bay. However, the reinstating of a lock between Roath Basin and the Bay, to allow movement of small craft between the two, was apparently not possible because of the risk of contamination of the freshwater Bay by the partially saline water in the docks. A permanent dam on the line of the original lock gates will be included in Phase 1 and a temporary bridge to complete the circuit of the Bay will be open by Easter 2008. A water taxi stop is also envisaged.

The Panel speculated whether there could be some arrangement [other than a lock, which has been ruled out] to lift small craft into the basin, to bring some animation onto the water. We would like to see the possibility explored of including floating buildings, or buildings cantilvered over the water, but understood that this was not currently within the control of the development team, although many practical issues relating to treatment of the waters edge [such as an urban beach] were being explored with ABP [Associated British Ports] and the Harbour Authority.

The Panel had some concerns about the treatment of the eastern boundary and the relationship with the existing port operations and buildings. We were informed that the Queen Alexander dock is likely to remain in operation for some considerable time, and this reinforced our view that the block form at this point was unresolved and unconvincing, and appeared to be part of a bigger future development. The east facing courtyards of the blocks are shown above four storeys of car parking and we noted the implications of this for the nature of the service road, although we were informed that this road would not be open to the public. The team stated that this boundary was not seen as the 'back' of the scheme, and the relationship along this edge was still being developed.

The team stated that they are querying the 1 to 1.5 parking ratio stated in the original masterplan, and are making a contribution towards public transport provision from day 1, under the Section 106 agreement. The public realm strategy has dispensed with on-site roundabouts, will ensure slow speeds with minimum signage and will consider the degree of on-street parking. Parking spaces will not be included in sale prices and a sustainable car pool will be established. It was agreed that it would be important to civilise the streets in contrast to the Queen Street roundabout on the approach to this site. This is a very unwelcoming approach and needs work by this developer, the local authority and ABP to design a properly legible and attractive transition from the major road network into Roath Basin.

The Panel would like to see the development of a diversity of architectural styles, within a definitive overall harmony which is identifiably a part of Cardiff. We endorsed the block layout and emphasised the importance of blocks touching each other and fronting the street. We thought there would be advantages in multiple developers working together on the larger blocks in different phases. However, this approach will need to be protected and reinforced throughout the timescale of the project. The team stated that the delivery arrangements for Phase 1 had been agreed with WAG, and included a critical mass of accommodation and an 'irreducible minimum' of infrastructure and public realm works to be delivered within an agreed time. The developer acknowledged that there would eventually be a third party developer involved but that would have to operate within Igloo's Socially Responsible Investment policy.

The Panel recognised the exciting possibility of ceating a genuine low carbon community, with an integrated servicing strategy and a district wide heating and energy system. We were assured that infrastructure works would facilitate this and that other possibilities were being explored, including using the water in the Basin as a heat source/sink, and taking heat from the proposed new 'heat from waste' incinerator at Trident Park. Residential units will be built to Code Level 4 as a minimum, and could be exemplar zero carbon buildings, with WAG support. While acknowledging the importance of including family housing, the development team is also investigating new typologies for housing units – such as ground floor duplexes with accessible amenity space. The Panel noted that on other schemes Igloo do not allow buy-to-let purchases.

The Panel was informed that the lead designer is likely to be DRMM. DEGW and Soeters van Eldonk will be retained, along with the public realm designers Jeppe Aargaard Anderson and LDA. The main contractors will have an early involvement.

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The next steps for the project were outlined as follows:

- Development of a footprint policy
- Comfort zone microclimatic studies with WSA
- Community engagement, with the team who carried out similar work in Castleford
- A Construction Youth Trust, whereby contractors have to provide training opportunities.
- A public art strategy with Safle
- Further development of the public realm strategy
- A sustainable energy study with ECD
- A design charrette in conjunction with DCFW and the Design Circle. This could be documented by the Architects Journal, in a similar way to the Kings Cross development.

## **Crynodeb/Summary**

The Panel greatly appreciated the opportunity to review the amended masterplan. We welcome the changes that have been made and we strongly support the overall vision for the creation of a sustainable community. In particular:

- We support the public realm strategy for the creation of new spaces
- We applaud the proposed interaction with the water and the 'Java island' approach with buildings touching each other. We encourage the team to continue exploring innovative uses of the water spaces, to avoid sterility.
- We welcome the development of different typologies of residential and amenity space, provided that it is linked with the rest of Cardiff. New ways of working and procurement, developing larger blocks using multiple architects and developers, are also welcomed
- We remain unconvinced by the nature of the eastern boundary and the relationship with the working port.
- We are not convinced by the car parking strategy so far and would like to see more on-street parking provision.

We look forward to working together with the development team in a process of continuous feedback and review.

## **Diwedd/End**

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