

Addroddiad Adolygu Dylunio Design Review Report

DATGANIADAU O DDIDDORDEB

Mae gofyn i aelodau o'r panel, arsyllwyr a phartion perthnasol eraill ddatgan unrhyw ddi-ddordebau sydd ganddynt **ymlaen llaw** mewn perthynas â'r eitemau Panel Adolygu Dylunio Bydd unrhyw ddatganiadau o'r fath yn cael eu cofnodi yma ac yng nghofnodion canolog Comisiwn Dylunio Cymru.

DECLARATIONS OF INTERESTS

Panel members, observers and other relevant parties are required to declare ***in advance*** any interests they may have in relation to the Design Review Agenda items. Any such declarations are recorded here and in DCfW's central records.

Statws adolygu/Review status

Cyfrinachol/Confidential

Dyddiad cyfarfod/meeting date	25 April 2012
Dyddiad cyhoeddi/issue date	3rd May 2012
Lleoliad y cynllun/scheme location	Pwllheli Marina
Disgrifiad y cynllun/scheme description	National Sailing Academy
Statws cynllunio/planning status	Cyn gwneud cais/ pre-application
Datganiadau o ddi-ddordeb/declaration of interests	None

Adran 1/part 1

Cyflwyniad/Presentation

The aim for this project is to deliver a world class sailing centre together with a well used community facility, in the same building. There has been detailed consultation with the public and stakeholders, and this process has informed the design development. The existing access road is currently being re-routed, to free up a larger site for the building and associated outdoor spaces. Works are also ongoing for an extension to the marina to the west and slipway improvements to the east. The building is designed to be multi-functional, and floor plans and access arrangements allow for a number of different uses. The design team has adopted an integrated approach to built form, materials, and sustainability requirements.

The local authority representative confirmed that the proposal is in accordance with local planning policy. They have had consistent early involvement with the project team and are looking for a multi-purpose building of the highest quality, which reflects its maritime location, but stands alone as a landmark structure.

Crynodeb o'r prif bwyntiau a gododd o'r drafodaeth, i'w darllen ochr yn ochr ag Adran 2 yr adroddiad hwn.

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

The Panel welcomed the opportunity to review this exciting and challenging project. We appreciated the quality of the presentation and the explanation and justification of all the design decisions. We think that the basic design concept is good but we have serious concerns about the functionality of the plan and the circulation. While we recognise that the project is now well advanced and unlikely to change fundamentally, we think nevertheless that major issues remain to be resolved. In summary:

- The function of the centre as a public building and community asset should be reflected in the built form, layout and access arrangements.
- The clarity and simplicity of the original concept diagram should be retained and refined, and extraneous detail and clutter omitted or screened, particularly on the roof.
- The building should respond to the pedestrian route from the site entrance to the slipway and beach, in a way which encourages engagement and accessibility.
- There is little evidence that the exposed site and severe weather conditions has influenced the form of the building.
- Landscape measures should be taken to soften the impact of the large areas of hardstanding and reinforce pedestrian routes across the site.
- We have reservations about the layout and functionality of the central space, and this needs to be tested against all foreseeable uses.
- The single access to the main hall would seem to invite congestion while scrutineering is in progress.
- To improve circulation, a wide route through the building, linking the dinghy parking and events arena with the beach and slipway, should be considered.
- The commitment to BREEAM Excellent is commended, along with the integration of the sustainability measures with the developing design and the research into fuel supply and local benefits.

Adran 2/part 2

**Trafodaeth ac Ymateb y Panel yn Llawn
Discussion and panel response in full**

The Panel recognised this as an exciting project, and an opportunity to create a building of national significance which would also be relevant to the local community. A site options appraisal was carried out for five separate locations on the peninsula, and the current location was preferred as it optimised the relationship of the building with the beach rather than the marina. While we understood the reasons for this location, the building appears to be stranded in a sea of car parking and hard surfaces, and a better integration with the surrounding landscape is

needed. We noted the proximity of a SAC and SSSI and this reinforces the importance of a sensitive landscape response and some additional landscape measures.

The building itself appears to be over-complicated, and the roofscape in particular appears cluttered. It would benefit from simplification and emphasis on the original design concept. We were informed that the look-out pod was likely to be omitted from the final design and this was welcomed.

The Panel commented that the defensive nature of the northern elevation appears to be facing away from the elements and prevailing wind, and this seems contradictory. The architect stated that the intention was to define the arrival experience and use the battered stone wall more as a landscape feature than a defensive element. By contrast the main entrance to the south west of the building would be affected by strong south westerly winds, for which an overhead cowl would offer little protection and could even enhance the wind effect.

The team pointed out that big sailing events would take place on only a few days every year. For the rest of the time this would be a public building and it would be important to reflect this in the design. We thought that the inactive frontage presented to the approaching public, in the form of a blank stone wall with few openings, did not invite engagement. The design intention, to provoke curiosity and a sense of discovery as people approach and move through the building, was undermined by a lack of transparency and permeability.

The central space in the building would be treated as semi-outdoors and would not be heated. The Panel commented that this approach to environmental control could conflict with its functional relationship to the peripheral spaces around the edge, which would be heated. We understood that one of the main uses for the central space would be scrutineering of boats before launching from the slipway, and we thought a more sensible direct route should be created through the building from the dinghy park to the slipway and that this would improve its flexibility to accommodate other uses. Other functions of this space might be for training and exhibitions and we urged the team to test how well it would function for different uses, before finalising the design.

The Panel was assured that traffic management for big events had been considered, but it appeared to us that the parking layout did not allow for efficient circulation, particularly at the close of the day when everyone would be leaving at the same time.

We welcomed the commitment of the team and the client to achieving high sustainability standards and integrating these with the developing design. The scheme will achieve BREEAM Excellent (2011 version) and we suggested the team might aim for BREEAM Outstanding. The Panel commended the inclusion of a wood chip boiler together with a researched and reliable local supply of fuel. The solar PV panels will be roof mounted and currently add to the roof 'clutter'. We would like to see them better integrated within the building fabric.

The proposed programme for youth and community involvement with the centre will need active promotion and management, and we were unclear whose responsibility this would be.

The Panel was assured that the proposed external finish material – Rodeca polycarbonate sheeting - was sufficiently robust and durable to withstand the exposed maritime setting, although it was recognised that this was a relatively new product.

Mae Panel Adolygu Dylunio Comisiwn Dylunio Cymru a'r staff yn croesawu rhagor o ymgynghoriad, a bydd yn hapus i ddarparu rhagor o adborth am yr adroddiad yma a/neu lle bo'n briodol, dderbyn cyflwyniadau pellach. Diolch am ymgynghori â'r Comisiwn a chadwch mewn cysylltiad â ni os gwelwch yn dda ynglŷn â hynt eich prosiect. A fyddech gystal â'n hysbysu o ddatblygiad eich prosiect. Diolch yn fawr am ymgynghori â'r Comisiwn.

The Design Commission for Wales Design Review Panel welcomes further consultation and we will be happy to provide further feedback on this report and/or where appropriate, to receive further presentations. Please keep us informed of the progress of your project. Thank you for consulting the Commission.

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***Mae copi iath Gymraeg o'r adroddiad hwn ar gael ar ofyn.
A Welsh language copy of this report is available upon request.***

Atodiad 1/appendix 1 Mynychwyr/attendees

Asiant/Client/Datblygwr
Agent/Client/Developer

Gwynedd CC (Llyr Jones)

Pensaer/Dylunydd Trefol
Architectural/Urban Designer

Ellis Williams (Dominic Williams,
Mark Anstey)

Ymgynghorwyr/Consultants

Vaughan Owen Landscapoe (Huw Owen)
White Young Green M&E (Neil Smith)

Trydydd Parti/Third Party	n/a
Awdurdod Cynllunio/Planning Authority	Gwynedd CC (Hywel Thomas)
Y Panel Adolygu Dylunio/ Design Review Panel Cadeirydd/Chair Swydog/Officer Prif Banelydd/Lead Panellist	John Punter Cindy Harris Jonathan Adams Michael Griffiths Ben Sibert
Sylwedyddion/Observers	Simon Power (DCfW)