

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



<b>Adroddiad Adolygu Dylunio: Design Review Report:</b>	<b>28 May 2008</b>
<b>Dyddiad Cyfarfod / Meeting Date:</b>	<b>14 May 2008</b>
<b>Lleoliad/Location:</b>	<b>Barry Waterfront</b>
<b>Disgrifiad o'r Cynllun Scheme Description:</b>	<b>Mixed use masterplan</b>
<b>Cleient/Asiant: Client/Agent: Developer/Datblygwr:</b>	<b>Housing Consortium: Persimmon, Taylor Wimpey and Barratt Homes [Richard Keogh]</b>
<b>Pensaer/Architect:</b>	<b>Holder Mathias Architects [Chris Jones]</b>
<b>Cynllunio: Consultants:</b>	<b>NLP Planning [Gareth Williams] Atkins [Chris Tuthill] Soltys Brewster [Simon Brewster]</b>
<b>Awdurdod Cynllunio: Planning Authority:</b>	<b>Vale of Glamorgan Council [Rob Thomas, Steve Ball]</b>
<b>Statws Cynllunio: Planning Status:</b>	<b>Pre-application</b>
<b>Y Panel Adolygu Dylunio/ Design Review Panel: Wendy Richards (cadeirydd/chair) Cindy Harris (swyddog/officer) Charlie Deng (swyddog/officer) Mark Hallett</b>	<b>Ann-Marie-Smale Gerard Ryan Roger Ayton Ewan Jones</b>

**Lead Panellist:**

**Roger Ayton**

**Sylwedyddion/Observers:**

**Mark Lang, WAG  
Esme Farewell, WAG  
Eric Dawson, A+DS**

**Declaration of interest:**

Mark Hallett stated that he was working with HMA on other projects currently.

**Cyflwyniad/Presentation**

The development consortium recognises the strategic importance of this site for the future development of Barry and the whole of South Wales. They are working with the landowners [ABP and WAG] as well as the Local Authority to establish a sustainable development framework plan, and financial viability will be crucial for its implementation. They estimate that it will take at least 10 years to complete.

There are three key questions on which the project team would like the Panel's advice, namely: the robustness of the process to date; how to deal with 'context sites'; and future proofing the scheme

The site is unique in having three railway stations close by, although it is recognised that the railway line is both an opportunity and a constraint. Links to the town are maintained and improved and the waterfront, together with a linear park, will be opened up for public use. A series of gardens and squares provides a green north/south link through West Pond parallel to the new road, and part of East Quay will be developed for leisure use. Green links and new public open spaces are also strategically located on South Quay.

The sustainability strategy begins with measures for demand reduction, and optimum orientation of blocks. A district heating system is being explored, along with individual measures such as solar water heating and micro CHP. There is the possibility of linking to a future biomass power station to the east, and of using the old Pump House as a new energy centre. Ground source heat pumps have been ruled out for this site, but water source heat pumps remain an option.

Officers from the Vale have been working with the consortium to progress the masterplanning work, which needs to inform the outline planning application. The development brief produced by HMA works well with the Vale's development principles. Critical to this vision will be: the mix of uses; use of the waterfront; phasing and integration; the sustainability agenda and sense of place; design quality; movement and accessibility.

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

The Panel welcomed the commitment to this enormously important development for Barry and its potential for regenerating the area and increasing Barry's population by a significant amount over the next ten years. However, we thought that an over-riding strategic framework, setting out the aspirations and potential, should have been developed from the beginning, dealing with issues such as land use, connectivity, and the creation of a sense of place. It appeared that the project had proceeded too quickly with relatively detailed discussions taking place before basic principles had been established. The Panel noted the impact and importance of the enclosed waterspace but understood that the future role of this space was under the exclusive control of ABP.

The Panel thought that the necessary connections between Barry Island and Barry town, between the old and the new communities, and the exploitation of the stations and public transport links, had not been adequately dealt with. We were informed that the footbridge by the station remained an aspiration and that the new road through the development was an absolute requirement of the Local Authority. Barry Island is seen as a leisure destination and the Vale wish to retain the funfair site for leisure uses. There will be a functional if not an activity relationship between the waterside sites and the uses and attractions of Barry Island. The Panel was not convinced that the current retail, community and commercial uses were integrated in a convincing way with the wider strategy for the dockside. The Panel warned of the dangers of the new road and major retail uses being developed first, in the absence of any mixed use community, as has happened with the Sports Village in Cardiff Bay.

The project team stated that they intend to treat the new road as a street, and we stated the importance of establishing a road hierarchy as part of the strategic framework, and including it on the masterplan diagram. We thought that the kinks on some of the east/west roads were unnecessary and had no clear purpose in the design structure. The Panel considered that the impact of the new north/south road on the development could seriously compromise the creation of an integrated sustainable community and sense of place. The essential ingredients of such a community, such as a range of local services [pub, corner shop, community centre] should be identified and built into the character areas at this stage of the masterplan.

The team considered that high quality treatment of the public realm was important for the overall success of the scheme, and this included opening up the waterside strip to promote pedestrian and cycle access and possibly house public events. We suggested that all major public space could be located on the waterside to make a real impact, and that the neighbourhood green spaces could be reduced in size and made more intimate. Due to

flooding risks it would not be possible to build within 10 metres of the dock edge. We noted that a rise in ground level of three metres on East Quay could lead to a blank frontage bordering the public realm and we urged the team to find a way to avoid this.

The Panel advised that sunpath studies should be carried out, and the effect of the shading on South Quay should be incorporated into the design development. Similarly wind studies should be used to test block size and orientation. We would like to see multiple parking options provided rather than a single solution, and the inclusion of mews streets and a finer grain for the blocks could help with this. The West Pond site in particular was represented in a block structure that required further articulation and variety.

The Panel commended the principles and intentions of the sustainability strategy, and the aspiration to achieve Code Level 4 on residential buildings. It was acknowledged that standards would be revised upwards over the lifetime of the scheme and that the ultimate aim was for all buildings to be zero carbon. We urged the team to make specific commitments to low carbon technologies and in particular to install the pipework necessary for a district heating system as part of the infrastructure works, whatever the final solution might be in terms of boiler location or fuel used. We noted that the mix of heating and energy demands might not be optimal for a CHP system.

The Panel considered that the Development Principles set out by the Vale were a good start, but suggested that more specific guidance was required to improve the relationship between the town centre, Barry Island and the enclosed waterspace. The dockside regeneration should be part of the Vale of Glamorgan's wider aspirations. The partnership already in place should be the basis for integrating public and private sector investment that secures delivery of the right solution for these important sites.

## **Crynodeb/Summary**

The Panel welcomed the opportunity to review this important proposal and would like to follow this through with further reviews at key stages of the development. While we support the commitment to regenerate and invest in this area, we have major concerns about some aspects of the proposal:

- We think that an overall strategic framework is missing and without it there is the risk of repeating mistakes already made in other major dockside and waterside developments.
- We think that there needs to be a clear movement strategy and improved connectivity between this development and the town centre.
- We are very concerned about the implications of the new through road for the creation of a sustainable urban neighbourhood, particularly in terms of establishing good linkages and creating a sense of place.

- A road hierarchy should be defined and included on all masterplan drawings, which will contribute to creating a sense of place.
- The block form and size needs to be developed further and unit types demonstrated, to illustrate the quality of the places and spaces being created.
- The phasing should be handled very carefully to ensure that a reasonable mix of uses is created from the outset, particularly those which are the key ingredients of a successful community.
- We emphasise the importance of creating a good relationship between buildings and the waterside, especially given the level differences and the 6 metre strip owned by ABP. We suggest the team consider a redistribution and re-evaluation of the type of public spaces currently proposed.
- We welcome the sustainability aspirations and would like to see these taken further and translated into firm commitments. Infrastructure works should provide for a district heating system.
- We regret that we did not have time to address specifically the questions raised in the presentation, but we would be happy to do that at a future review.

**Diwedd/End**

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