



DESIGN  
COMMISSION  
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CYMRU

# Design Review Report

Goods Shed, Barry

**DCFW Ref: 177**

Meeting of 13<sup>th</sup> September 2018

## Review Status

Meeting date  
Issue date  
Scheme location  
Scheme description  
Scheme reference number  
Planning status

## CONFIDENTIAL

13<sup>th</sup> September 2018  
26<sup>th</sup> September 2018  
Barry  
Mixed use  
177  
Pre-application

## Declarations of Interest

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

## Consultations to Date

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Formal pre-application consultation is yet to be undertaken.

## The Proposals

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An urban regeneration scheme with mixed use development on a brownfield site comprising an innovative, cultural hub including retail units, business hubs, farmer's market, and 11 live work/ units. Access is proposed from two separate locations on Hood Road.

## Main Points

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DCFW supports the aspiration to deliver an Urban High Street on this constrained town centre, linear site. Further work should be done to make the most of this opportunity and create a vibrant mixed use development in this highly accessible location.

The following points summarise key issues from the review and should be considered to inform any further design work:

### Mix of uses

The current proposals comprise a strong mix of uses to ensure the site is active and vibrant throughout the day and week. However DCFW is disappointed to see that the homes for social rent (42 units) which were present in earlier proposals, have now been removed. DCFW would encourage the developer and Local Authority to further explore options to include homes on the site, as this would be a valuable addition to the mix of uses on the site, adding to its sustainability, and would help to diversify the types of homes available in Barry.

### Access and movement

Hood Road, which runs along the northern boundary of the site, is formal in nature and could be downgraded to create a more pedestrian friendly environment. By narrowing the roadway and calming traffic speeds, the space would feel more pedestrian friendly and would positively impact the accessibility of the scheme and connections to the Pump

House site and Doctors / Dental practice opposite. Opportunities to downgrade this road should be explored with the Local Authority to provide a more pleasant environment for pedestrians, cyclists and public transport as per the Active Travel (Wales) Act.

Access into the site is proposed at two points and both require further consideration to ensure they are legible and welcoming. This provides the opportunity to create some interest and activity along the northern boundary of the site to activate Hood Road.

### **Edges**

The active frontage of the Urban High Street is designed to face south towards the rail line, not towards Hood Road. Although there is a design rationale for this focus, the north facing elevation must therefore work a lot harder to create a pleasant and welcoming pedestrian experience, as it is essentially the rear of the development. As previously stated, the two points of access into the site can help to create this activity. However the elevations of the various structures along this edge should be of the highest quality and contain openings to create some visual interest. Improved public realm and connections to the development to the north through reducing the width of Hood Road can help to achieve this.

The north facing elevation of the containers is of particular concern and opportunities to create openings, accesses and sight lines into the containers is encouraged. Along with this activity, the blank areas of the container facades provide the opportunity for creative intervention to generate an interesting and engaging façade. DCFW is disappointed that no further work had been brought to the design review to demonstrate how these elevations could work.

Given that the eastern part of the site is currently car parking, the landscape and public realm design must be of the highest quality to ensure that this is a welcoming edge and that it is an effective movement corridor. Given that the farmers market stands will remain on site when the market is not open, they also must be well designed to prevent them negatively impacting this highly visible part of the site day to day. In the long term, should a residential use be considered for this part of the site, the façade of the ground floor parking should be well designed to positively impact the experience of a pedestrian walking past the building.

### **Public space**

The quality of the public realm will be imperative to the success of this scheme as the various movement routes and uses will need to be properly considered and designed for.

The central open space is compact with a variety of competing uses, such as a children's play space, outdoor seating for the café and an outdoor cinema. The design of the space should be carefully considered to accommodate this varied programming.

Whilst the proposals have been described and sound exciting, there is no supporting design information at the moment which illustrates the proposals and that the design can successfully support the aspirations. The developer should consider appointing a landscape architect or public realm designer to design these spaces and ensure they successfully support the activity within and around the site.

### **Creative intervention**

The work undertaken by the developer with the Arts Council to provide exhibition and theatre spaces in the development is encouraging. Further consideration could be given to engaging with arts professionals on creatively integrating art into the public realm and container elevations. This is especially appropriate given the varied creative uses that could take place within the development, which would readily support such interventions.

### **Strategic Masterplan**

The Local Authority could consider opportunities to evolve their wider strategic masterplan for the area given the new developments being delivered. The proposals for the Goods Shed should be able to offer wider connections and support land uses within the context of the site and masterplan. This would be easier if there was an up to date, deliverable masterplan for the area which focused on creating a vibrant, busy neighbourhood catering to the needs of Barry.

For example, the proposals for a school to the south of the railway line are positive in terms of placemaking in this area but these are presently being driven by access and car parking arrangements, which also do not relate well to the Goods Shed development proposals. Consideration should be given to relocating the school parking and sharing the car park with the Asda on the opposite side of the road.

### **Representation**

Further drawings could be submitted with the planning applications to better communicate the feel of the place, these include: elevations of the containers and long elevations of both the Hood Road elevation and Urban High Street elevation. The DCFW has concerns that the site is developing as a series of individual components which potentially do not relate well to each other.

### **Next steps**

The Commission would welcome further opportunity to review the scheme with the aim of improving design quality through constructive dialogue.

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

## Attendees

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Agent/Client/Developer:	Simon Baston, Loft Co
Architect/Planning Consultant:	Phil Chamberlain, Tony King Architects Jon Hurley, WYG
Local Authority:	Peter Thomas & Mark White, Vale of Glamorgan Council
Design Review Panel:	
Chair	Andrew Linfoot
Lead Panellist	Matt Thomas Angela Williams Mark Lawton Carole-Anne Davies, Chief Executive, DCFW Wendy Maden, Design Advisor, DCFW
Observers	Gayna Jones, Chair, DCFW Sarah Laing Gibbons, Welsh Government