



# IHP Design Review Report

Tremains Halt, Bridgend

DCFW Ref: 20F

Meeting of 16<sup>th</sup> September 2020

## Review Status

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

## PUBLIC

16<sup>th</sup> September 2020  
17<sup>th</sup> September 2020  
Bridgend  
Residential targeted at homeless  
20F  
Pre-application

## Declarations of Interest

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.

None.

## The Proposals

The proposed development consists of 34, one and two-bed houses and apartments. The homes will have individual living space and appropriate outside amenity space. The fabric of the building is targeting a near zero carbon A+ rating to address fuel poverty for the most vulnerable in society.

## Main Points

This report is not a record of the full discussion that took place during the review, rather a summary of the key points that have been identified that would help to improve the project and any concerns regarding the funding of the project.

### Urgent Design Concerns

The site layout is highly constrained by its narrowness and the proximity to the railway line and adjacent industrial site which present acoustic challenges. This means that each part of the site needs to work hard to contribute to addressing the offsite noise as well as creating a high-quality setting for the homes. The road takes up a significant proportion of the width of the site but contributes little to its quality. The opportunity to provide vehicle access at both ends of the site could be explored, which would potentially allow a one-way route through the site. This would free up space that could be used for landscape improvements, further noise mitigation, sustainable drainage systems (SuDS) and potentially alternative parking layouts. It would also eliminate the need for a turning head at the east of the site allowing greater flexibility in the layout.

If a one-way approach is not possible, opportunities for a narrower road with passing places should be explored given the limited number of properties that the access road serves. The street should form part of the place, with treatment to the road such as narrowing and change of surface responding to the layout of the housing. Manual for Streets should be the guiding document for the design of the street, taking into account the points raised above.

## **Placemaking**

The site is within walking distance of bus stops and a range of facilities, however, the potential for off site improvements to connections to these for pedestrians was identified.

Both the east and west ends of the site, potentially both points of arrival by car or foot/bike, could be improved in terms of the sense of arrival and the quality and purpose of the space created. Ensuring these connections are overlooked is important for providing a safe and secure environment.

Clarification of the purpose of the public open space at the east end will be important and similarly needs to work hard to provide amenity space, SuDS and biodiversity opportunities with greater utilisation of the existing landscape.

The layout at the east end of the site could be revisited if the need for a turning head can be removed with houses addressing the street rather than the parking court. Further consideration could be given to the houses in the middle of the site which are set back.

## **Integration of Innovation**

The potential for flexible use of the parking provision if the space is not needed for a parked car at the front of the house could be positive. The parking requirements for the site should be discussed with the highways department as the housing mix and pedestrian cycle connections could warrant lower parking provision. Cycle parking should be integrated either into individual homes or communally.

A key requirement of the development of the site is to manage the acoustic challenges. There is further work to be done to determine how sufficient ventilation of the properties can be achieved, without mechanical ventilation, if the south facing windows are not openable.

The building system should be developed as far as possible to support the aspirations for speed of delivery and efficiency. This could include exploring whether the cladding could be applied off site.

Any variations in the cladding should respond to the architectural concept rather than providing arbitrary variation.

## **Next Steps**

- Exploration of additional vehicle access point to the east and the resulting improvements that could be achieved.
- Further consultation with the local planning authority.
- Resolve or respond to ventilation questions.

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

## Attendees

Agent/Client/Developer:	Robert Green, V2C Chris Crowley, Holbrook Homes Gareth Bevan, Holbrook Homes
Architect/Planning Consultant:	Hollie Jones, Pentan Lindsey Rees, Pentan Alun Lock, Pentan Sam Courtney, LRM Planning
Local Planning Authority:	Phil Thomas, Bridgend CBC
Design Review Panel: Chair Panel	Andrew Linfoot Toby Adam Maria Asenjo Jen Heal, Design Advisor, DCFW Carole-Anne Davies, Chief Executive, DCFW Efa Lois, Place Advisor, DCFW