



IHP Design Review Report

LAND TO REAR OF GOODRICH CRESCENT,
NEWPORT

DCFW Ref: 20CC IHP4

Meeting of 21st September 2020

Review Status

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

CONFIDENTIAL

21st September 2020
29th September 2020
Newport
IHP Residential
20CC
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

25 affordable dwellings located on land to the rear of Goodrich Crescent in Newport. The project is being developed by the Linc-Cymru Housing Association.

The scheme is aimed at providing 100% affordable housing using measures to reduce both regulated and unregulated CO₂ emissions over the Building Regulations baseline to achieve 'A' ratings. Approximately 75% of materials for this project will be procured in Wales. The volumetric units will be factory built to stringent specifications with low carbon footprint in the manufacturing, delivery and in operation. This will reduce onsite works by 90% and minimise in situ construction risks.

Main Points

This report is not a verbatim 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.

Design Concerns

The relationship between the two buildings proposed in the current design requires further improvement specifically in relation to the Goodridge Lane frontage and the engagement of the buildings with the courtyard space facing the canal corridor. An awkward, angular space is created between the buildings currently which is not the best solution for the site as it creates difficult triangles of open space, north facing elevations and a lack of hierarchy to site in terms of entrances and the delineation of public and private spaces.

The buildings don't acknowledge Goodrich Lane, as the buildings turn their backs on the vehicular approach to the site. When entering the site from the road, one would face blank gables with no clear entrance to each building. The rotation of the blocks alongside the addition of a third block could be introduced, which would help resolve the site's aspect to Goodrich Lane and create a more open, useable courtyard space.

The design has many north-facing dwellings, particularly in block A. The main entrances to the buildings are off the courtyard, and the living accommodation is towards the back

of the buildings facing north. This removes the potential engagement of the habitable rooms with the courtyard space and correspondingly removes the potential for passive surveillance. In addition, the larger windows of the habitable rooms will not get any direct sunlight.

Similarly, Block B has several north-facing balconies, and as the sun will be facing the other side of the building, they do not make optimum use of the site orientation.

Design Exploration

The proposal would benefit from further design exploration and options testing. The idea of a courtyard could be explored – creating a space that would address the canal corridor and the water course.

The internal layout of the proposal requires further design development. The proposal currently lacks any natural surveillance, as the habitable spaces within the dwellings do not overlook the public space. A rearrangement could result in a window that could look out on to the public space. Improvement of daylight penetration levels within the dwellings would benefit the residents.

The ground floor balconies could be adjusted so that they look out on to the courtyard, creating a defensible space between the front of the building and the courtyard. This would also create a greater interaction between the building and the space outside.

Elevational treatment

Simplification of the materials palette would be beneficial to this scheme. A more cohesive and integrated use of materials could result in a place with a stronger sense of identity.

Sustainability

Exploring the possibility of fewer parking spaces could benefit this development. The potential for car-sharing and bike hire could benefit a development of this nature.

Next Steps

Further exploration of the site layout, the creation of higher quality engagement with the public spaces and the reorientation of some of the habitable spaces will unlock the qualities of this site.

The approach to technology, supply train and the efficiency of the buildings on this site is to be commended, however, the internal and site layouts require further design exploration. Positive engagement to the watercourse, and the inclusion of the bridge could be highly beneficial to this scheme.

DCFW would welcome further consultation if the team would find it helpful.

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

Attendees

Agent/Client/Developer: Keri Harding-Jones – Linc Cymru

Architect/Planning Consultant: David King – The Urbanists
Lalit Chauhan – Zedpods
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Design Review Panel:

Chair: Simon Richards

Panel: Jen Heal, Design Advisor, DCFW
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