



Addroddiad Adolygu Dylunio Design Review Report

Review Status: Confidential

Meeting date:	10th December 2008
Issue Date:	19th December 2008
Scheme Location:	Barry Waterfront
Scheme Description:	Residential with some mixed use
Planning Status:	Pre-application

Part1: Presentation

The project was last reviewed by DCFW in May 2008, when we recommended the development of an overall strategic framework, along with a movement strategy, road hierarchy, and progression of the block layout. Since then the Consortium has purchased the site, not including the Mole which is included in the new outline masterplan drawing. This land is owned by ABP, who are comfortable with the current proposals.

This presentation sets out a 'series of new intentions', in terms of connectivity with the existing communities of Barry town to the north and Barry Island to the south. Existing morphology and road alignments have been used as generators for the proposed grain of the new development. The intention is to maximise the huge potential offered by the Mole to exploit waterside uses and to link this to the Neighbourhood Centre to create a strong commercial and leisure focus for the whole project. Proposed uses include a foodstore, hotel, primary school, cinema, and marina, in and around a destination 'hub' located at the junction of the Mole with the rest of the site.

The team sought the Panel's advice on how to progress the scheme following the publication of the document 'Barry Waterfront Development Principles' by the Vale. They also sought the Panel's views on how best to integrate the Mole within this development.

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

The Panel commends the continuing commitment of the developer to this project and we would like to see the Local Authority give firm guidance concerning objectives and obligations, based on a dialogue with the consortium. It is essential that a flexible structure is adopted and that the phasing and proposed uses reflect shifting development constraints. In summary:

- We welcome the improved connectivity with the Island, the lock gates and the Town, including the future pedestrian link to the station. We endorse the wish to see a complete pedestrian circuit providing access to the waterfront and linking to the cliffs of the Island.
- The inclusion of the Mole would be of enormous benefit to the whole scheme and we would like to see ABP more positively engaged in the process.
- We accept that development of the commercial centre should constitute phase 1, along with the necessary infrastructure.
- Other major items of infrastructure such as the new road should be phased to be commensurate with the feasibility of substantial residential development.
- Temporary, 'meanwhile' uses should be pursued to invite community engagement, build future confidence and enhance value. The Panel would particularly welcome temporary uses that activated the water and made it accessible for public use, e.g. a sailing/canoe club.
- The orientation of the new block layout is not optimal for solar heat gain in the winter or for summer shading. This should be re-assessed to ensure that the block form complements other sustainability measures and delivers an integrated low carbon development.
- We do not think the linear park will be anything other than a wide grass verge. It would be sufficient to emphasise the circular route with tree planting. A proper landscape strategy should be developed, alongside a water space strategy.

Part 2: Discussion and Panel Response in Full

The Panel welcomed the improved connectivity and would like to see the Vale require all these strategic links as key planning objectives, including strong links to the Knapp and the Station which the Local Authority will need to play a key role in securing. However, a dialogue between the developer and Local Authority about the priority to be attached to strategic objectives and the long list of planning requirements, appears to be missing. A basic early framework which allows for future flexibility should be agreed before a masterplan is developed. The 'Principles' document should be taken a step further, and the particular objectives and planning obligations which are considered essential should be fleshed out and differentiated from those that are merely desirable. The Local Authority needs to consider what it can do to help the delivery of this project

and establish confidence, including establishing whether there is any social housing provision which could be brought forward and included in this project.

The masterplan should be seen and used as an adaptable tool to allow for the evolution of this project over a period of years or decades. Variety and flexibility of the offer to potential developers will be crucial in the current economic climate. The team anticipates that progress will be reviewed and the programme re-assessed every three years. Given the likely timescale of development, the Panel encouraged the team to consider temporary or 'meanwhile' uses, using short-life, loose-fit buildings, to boost interest and activity (especially on the water of the dock) in order to help create future value. There should be a clear strategy for use of the water areas and boating facilities should be fully integrated within the development.

It was recognised that this development will not be residential-led and that commercial uses will help to lay the basis of a proper urban neighbourhood. Development is likely to start with the District Centre, at the junction of the Mole with the West Pond site. It is judged that demand currently exists for a hotel and supermarket and it is hoped that residential development will follow. A mix of private and social housing, family homes and apartments, is planned and uses will be mixed vertically as well as horizontally.

A phasing programme will make explicit which elements of the development are dependent on the provision of particular pieces of infrastructure. The aspiration for the new road may need to be moderated by other aspirations [eg for mixed use] and the phasing adjusted accordingly

We are not convinced by the north/south alignment of the new block layout, so that most houses would face east or west. This is not optimum for passive solar gain in the winter or ease of shading in the summer, and we recommend that this be re-examined. A correct interpretation of passive solar design principles is indispensable to an integrated sustainable design approach and low carbon delivery.

The proposed linear park, with a road running along each side, is unlikely to function as a successful green space, and the disposition of open space should be rethought to maximise its use and role as a community focus.

The Design Commission for Wales Design Review Panel and staff welcome further consultation and will be happy to provide further feedback on this report and/or where appropriate, to receive further presentations. Thank you for consulting the Commission and please keep in touch with us about the progress of your project.

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

Appendix 1: Attendees

Asiant/Client/Datblygwr:
Agent/Client/Developer

Persimmon, on behalf of the Housing
Consortium [Richard Keogh]
ABP [Byron Lewis]

Pensaer/Architect:

Holder Mathias Architects [Stephen Hill]

Consultants:

CDN Planning [Kedrick Davies]

Awdurdod Cynllunio/
Planning Authority

Vale of Glamorgan CB Council
[Rob Thomas, Steve Ball]

Y Panel Adlygu Dylunio:
Design review panel:
John Punter [Chair]
Cindy Harris [Officer]

Jonathan Hines
Mark Hallett
Ed Colgan
Lyn Owen
Roger Ayton

Lead Panellist:

Roger Ayton

Sylwedyddion/Observers:

Jianqiang Wang [Cardiff University]
Eleanor Englefield [DCFw]

Declaration of Interest

Jonathan Hines declared that his cousin
is a director of HMA

Statws/Status:

Cyfrinachol / Confidential



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

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 commitment 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.



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