



# parcderwenbridgend

detailed design code and design guidance

June 2005

Approved by Bridgend County Borough Council as supplementary planning guidance to the Bridgend Unitary Development Plan on the 9 June 2005.

The production of this guide has been coordinated by the Barton Willmore Partnership (Master Planning)

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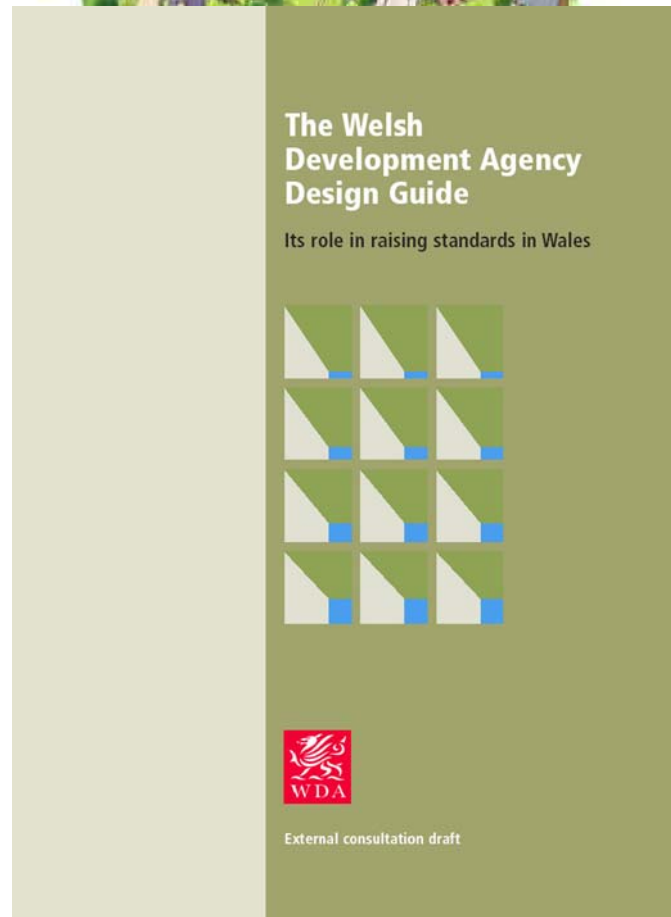
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“The Design Code will help deliver a sustainable distinctive development of the highest quality at Parc Derwen, creating a best practice benchmark in new residential and mixed use development in Wales.”





- a. parc derwen
- b. indicative axonometric
- c. WDA design guide

# 1. introduction

## purpose of code and guidelines / document report structure

This Design Code has been prepared for the land at Parc Derwen, Bridgend. It accompanies the Development Framework Plan and Development Brief approved by Bridgend County Borough Council for this site. The Code will provide detailed guidance to developers on the design requirements expected in Reserved Matters Applications following the resolution to grant Outline Planning Permission in June 2002.

The Design Code will help deliver a sustainable distinctive development of the highest quality at Parc Derwen, creating a best practice benchmark in new residential and mixed use development in Wales. It will encourage a distinctive and cohesive approach to the design and layout which will engender a strong sense of place and draw from local distinctiveness.

The Code reflects the special importance of the initial phase and main entrance to Parc Derwen in setting standards for the rest of the development. It is divided into two sections: Development Code and Design Guidance. The Development Code is deliberately more prescriptive than the Design Guidance which is intended to inform the design of individual buildings. However, given the anticipated construction period, the Development Code has a degree of flexibility built in to allow for changing circumstances.

The Design Code will provide the mechanism to consider and appraise development proposals. It is consistent with and draws upon the guidance in: Places Streets and Movement (A companion Guide to DB32); By Design – Better Places to Live (A companion guide to PPG3); The Urban Design Compendium; and in particular, the draft WDA Design Guide.

### what is a code?

A Design Code is a tool used to steer development in a more specific manner than either a Design Guide or Development Brief. A Design Code takes the Design Guide or Development Brief guidelines and hones them into a specific set of instructions and rules, that define in a practical and positive way, how the vision for a site should be interpreted. A Code is not a pattern book for development but should allow flexibility within certain parameters.

## site location / context

Parc Derwen is situated some 2 km north-east of Bridgend town centre, on the edge of the built up area. Litchard lies immediately beyond the Bridgend Northern Distributor Road (BNDR) to the west and the retail centre at Pen-y-cae to the north west. The hamlet of Derwen and Parc Prison border the site to the north. Coity village and the Brackla Industrial Estate lie adjacent to the south-east and south respectively.

The site consists of 85 hectares (210 acres) of undulating agricultural land that falls 48 metres from north to south. A network of hedgerows and various tree groups are the only distinguishing features of this improved grassland landscape.

Parc Derwen is separated from the Litchard area of Bridgend by the Bridgend Northern Distributor Road. Linking junction 36 of the M4 with the town centre, this road also defines the western edge of the site. Heol West Plas borders the site to the south and is the principle movement route from Coity to Bridgend. It also serves the Brackla Industrial Estate to the south. The edge of Coity and Heol Spencer define the site to the east. Parc Derwen borders Parc Prison on elevated ground to the north and is a significant feature in views across the site.

## planning background

Two areas of land at Broadlands and Parc Derwen were allocated in the 1990's for development to meet the requirement for new housing in the former Ogwr Borough.

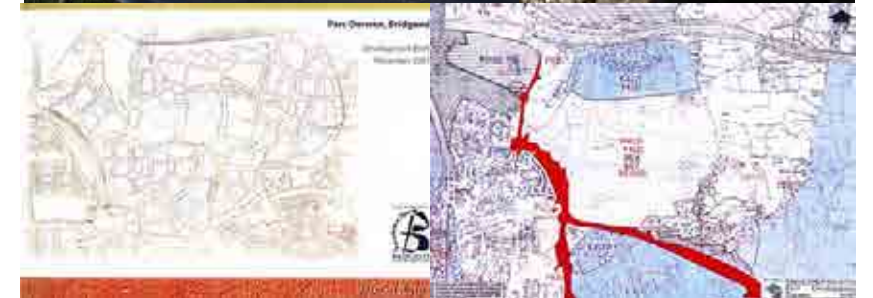
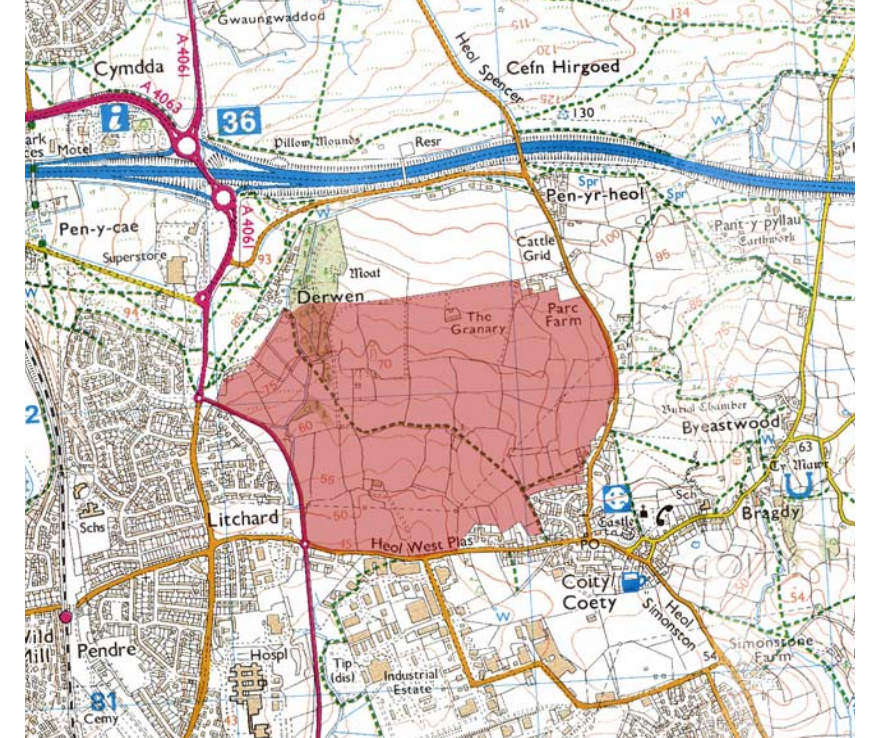
Wyn Thomas Plc were commissioned in 1998 by Bridgend County Borough Council to prepare a draft brief for the Parc Derwen site. This was progressed by Llewelyn-Davies in light of further constraints to produce a Development Framework Plan. In April 2000 an outline planning application for the comprehensive development of the site was submitted to Bridgend County Borough Council. A Framework Plan and Development Brief setting out the guiding principles for development at Parc Derwen were then submitted in late 2001 by Llewelyn-Davies. Following public consultation, this Development Brief and the Framework Plan were also approved, paving the way for Reserved Matters Applications and relevant planning and highway agreements.

The consortium of the Welsh Development Agency (WDA), Gallagher Estates, Taylor Woodrow and Westbury Homes intend to be responsible for the development of the site. The intention is for the consortium to submit this document to Bridgend County Borough Council (BCBC) for approval as Special Planning Guidance (SPG). The document will then be used by BCBC and all future developers to provide detailed guidance to the developers on the design requirements expected in reserved matters applications following on from outline planning permission and associated section 106 agreement, to ensure a cohesive, high quality development.

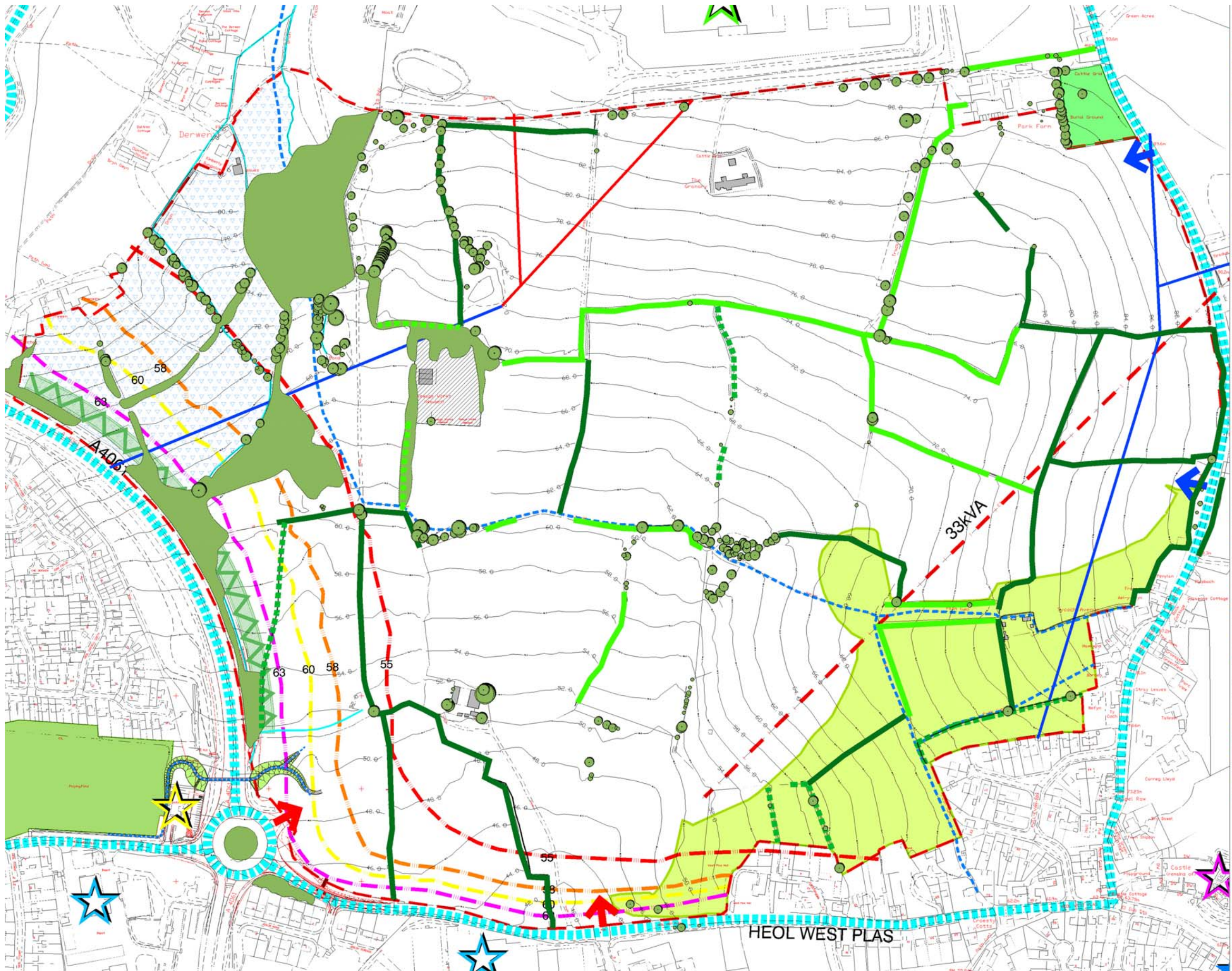
## key opportunities and constraints

The site has a number of significant constraints and opportunities that will have an important impact on the way Parc Derwen is developed. These include:

- A buffer separating Coity from the Parc Derwen development area to maintain the separate identity of the village.
- Noise contours radiating from the BNDR and Heol West Plas.
- A gently sloping topography from north west and north east to south adjacent to Heol West Plas (1:22).
- A principle access point from the existing BNDR/Heol West Plas roundabout.
- A secondary access point from a new signalised junction opposite the Brackla Industrial Estate.
- The northern most access to Heol Spencer will be restricted to a bus access only.
- A maximum of 120 dwellings will have vehicular access to Heol Spencer from Parc Derwen.
- A new pedestrian/cycle footbridge over the BNDR just north of the roundabout linking Parc Derwen with the main built up area of Litchard.
- A footpath crossing the site from Derwen in the north west to Coity in the south east.
- Two other footpaths joining this main footpath from the south east.
- A network of hedgerows criss-cross the pastoral landscape, many on stone faced banks and a distinctive feature of this area.
- A substantial Coniferous Woodland with an Ancient Woodland strip on its western edge runs north/south immediately east and south east of Derwen. This is a prominent landmark feature in views across Parc Derwen.
- South of the coniferous woodland and east of the BNDR lies a smaller and irregularly shaped area of Pasture Woodland. The Coniferous Woodland, Ancient Woodland and Pasture Woodland are all of local conservation importance.
- Small stands or copses of coniferous and deciduous trees exist in the central and southern regions of the site.
- Mature trees creating a 'Parkland' quality to the north east.
- Retention of 'The Granary' in the northern region of the site.



a	a. site location plan
b	b. grassland landscape
c	c. access point
d	d. heol west plas
e	e. coity castle
f	f. llewelyn davies development brief
g	g. local plan allocation



- Legend**
- Site Boundary
  - Footpaths
  - Proposed Footbridge over A4061
  - B6 Bus Route A 20 Minutes
  - Primary Access
  - Secondary Access
  - Existing Buildings
  - Coity Buffer
  - Playing Field
  - Burial Ground
  - Prison - YO1 - Parc
  - Employment Uses
  - Community Centre
  - Scheduled Ancient Monument
  - Sewage Works (disused)
  - Stream
  - Saturated Land
  - 33kVA Overhead Powerline
  - Potential Noise Buffer
  - Existing Contours
  - Private Sewer Retained (Position to be confirmed)
  - Private Sewer to be replaced with new (position to be confirmed)
- KEY - Leq Noise Contours at 1.5m**
- 55dB (A) (Border between NEC A and NEC B)
  - 58dB (A)
  - 60dB (A)
  - 63dB (A) (Border between NEC B and NEC C)
- Landscape**
- Existing Broadleaf Vegetation
  - Good Hedgerows on Stone Faced Banks
  - Poor Hedgerows on Stone Faced Banks
  - Good Hedgerows on Earth
  - Banks with remnant Stone Work
  - Poor Hedgerows on Earth
  - Banks with remnant Stone Work



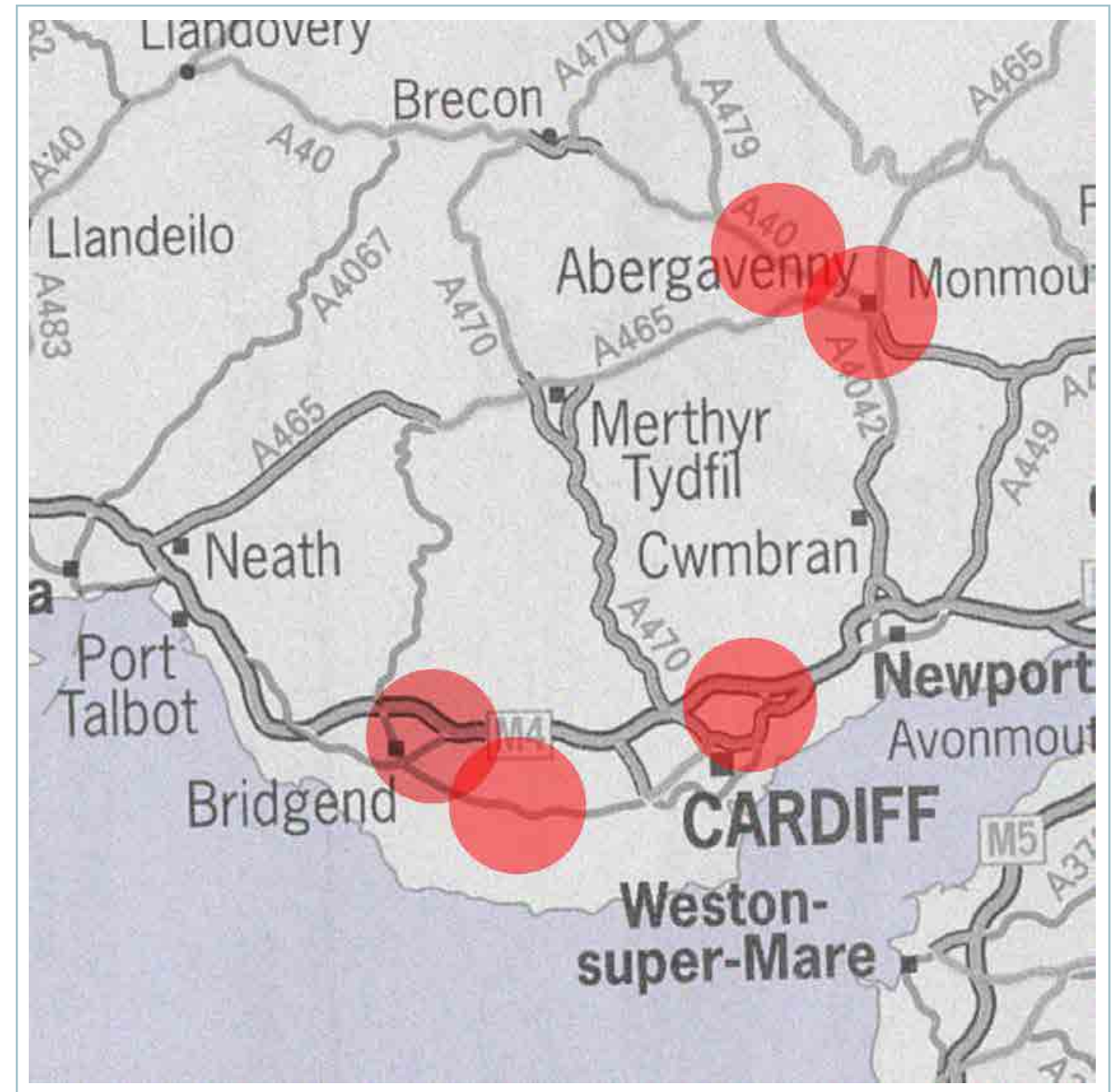
## 2. character references

Five character references have been chosen as a basis for informing the development at Parc Derwen, including Coity, Crickhowell, Cowbridge, Abergavenny and Roath Park, Cardiff.

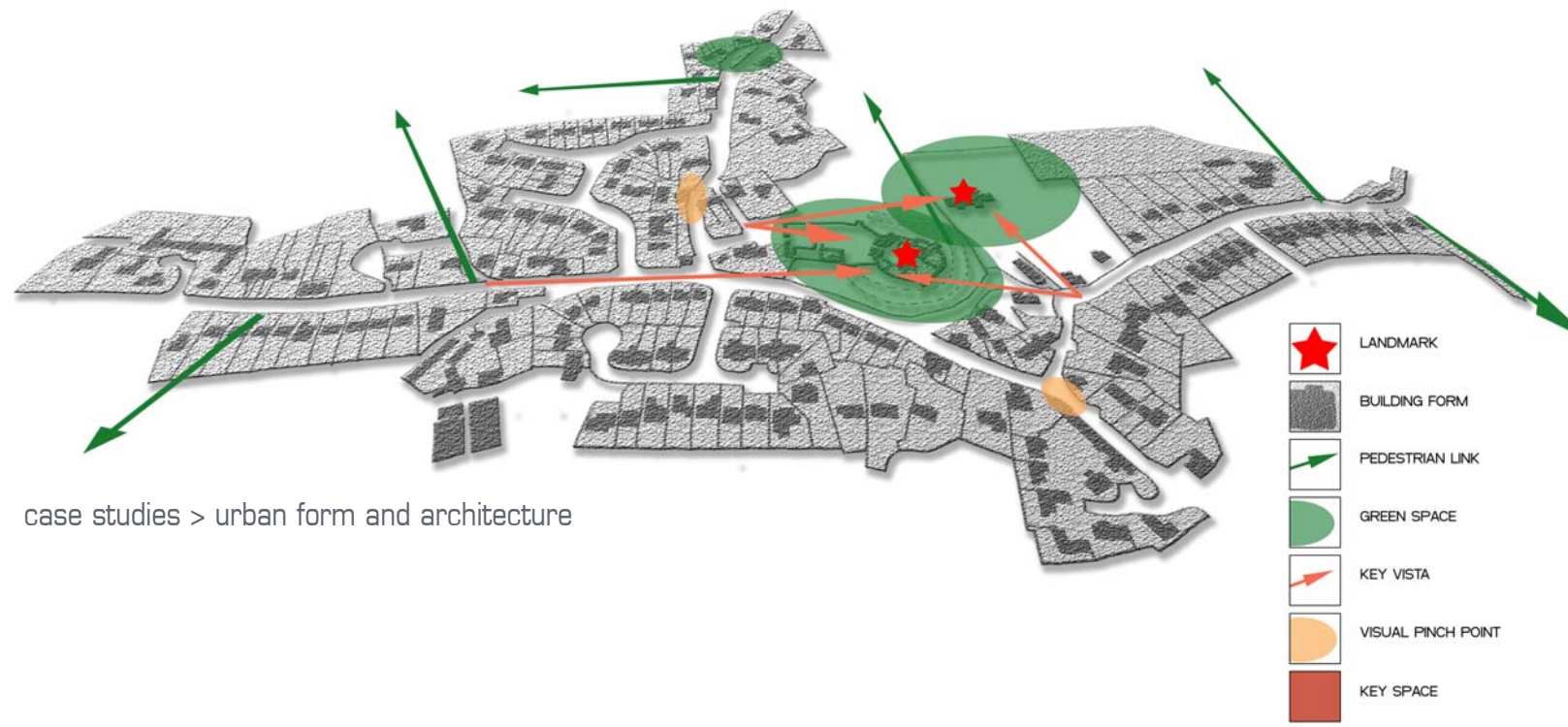
The village Coity immediately adjacent to the site is a strong reference point for local character and distinctiveness. Crickhowell, Abergavenny and Cowbridge share similar building traditions with Coity and have particularly meritorious local character. Roath Park has been chosen as an example of how detached and semi detached villas can be used to positive effect through spatial arrangement. The strong landscape structure and densities at Parc Derwen will require these situations to be addressed in a positive manner.

These suburbs, villages and market towns share a number of distinctive elements, including:

- predominantly 2 – 3 storey development
- complex urban form of interconnecting streets
- consistency of materials, chiefly render, stone and slate; and to lesser extent brick and plain tile
- strong definition of public and private realm
- subtle variations in building line with small squares and incidental spaces formed by localised widening of streets
- regular rhythm to street elevations with modulation
- a dominance of traditional simple gable-roofed building forms with chimneys articulating the skyline.







case studies > urban form and architecture



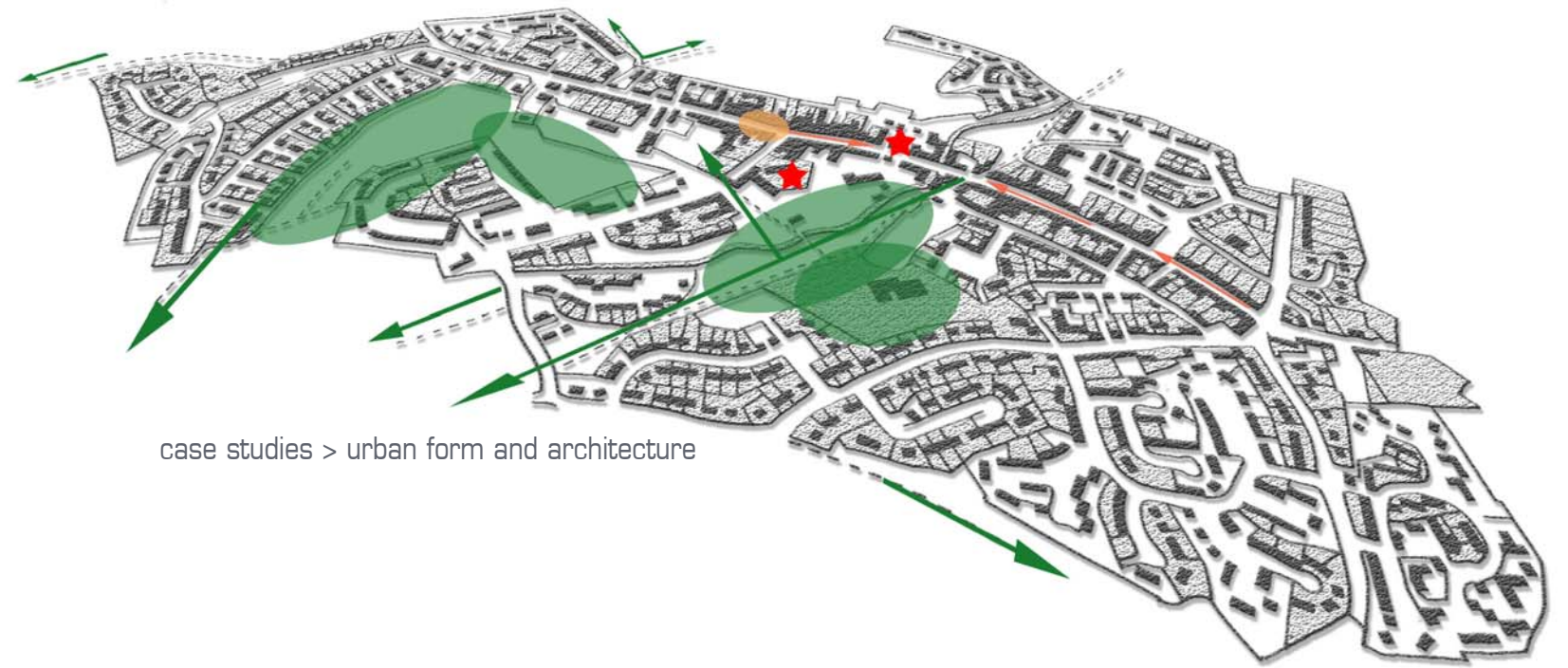
a	b
c	d
e	f

a. detached  
 b. key vista  
 c. visual pinch - point  
 d. landscape dominant  
 e. two storey  
 f. landmark

## coity

The settlement pattern of Coity is informal. It stretches out along two main roads, Heol West Plas and Heol Spencer. The junction of these roads is the focal point for the village, with the Castle occupying a prominent position on high ground. St Mary's Church stands slightly removed to the north east. Together, these structures provide powerful landmark within Coity. It is the subservient buildings and spaces that define the identity of the village. The key elements are as follows:

- Variation in carriageway width
- Sloping topography
- Buildings set within a landscape dominant environment
- Frontages set back from the carriageway
- Varied relationship of buildings to the road
- Predominantly detached and semi detached dwellings
- Occasional short terrace
- Strong definition of the public and private realm
- Stone wall and hedge boundary treatments
- Informal open space and soft landscaping elements
- 2 storey building heights
- Walling materials are predominantly stone, occasionally painted white, render, brick chimney stacks and detailing
- Slate is the prevailing roofing material.



case studies &gt; urban form and architecture

## cowbridge

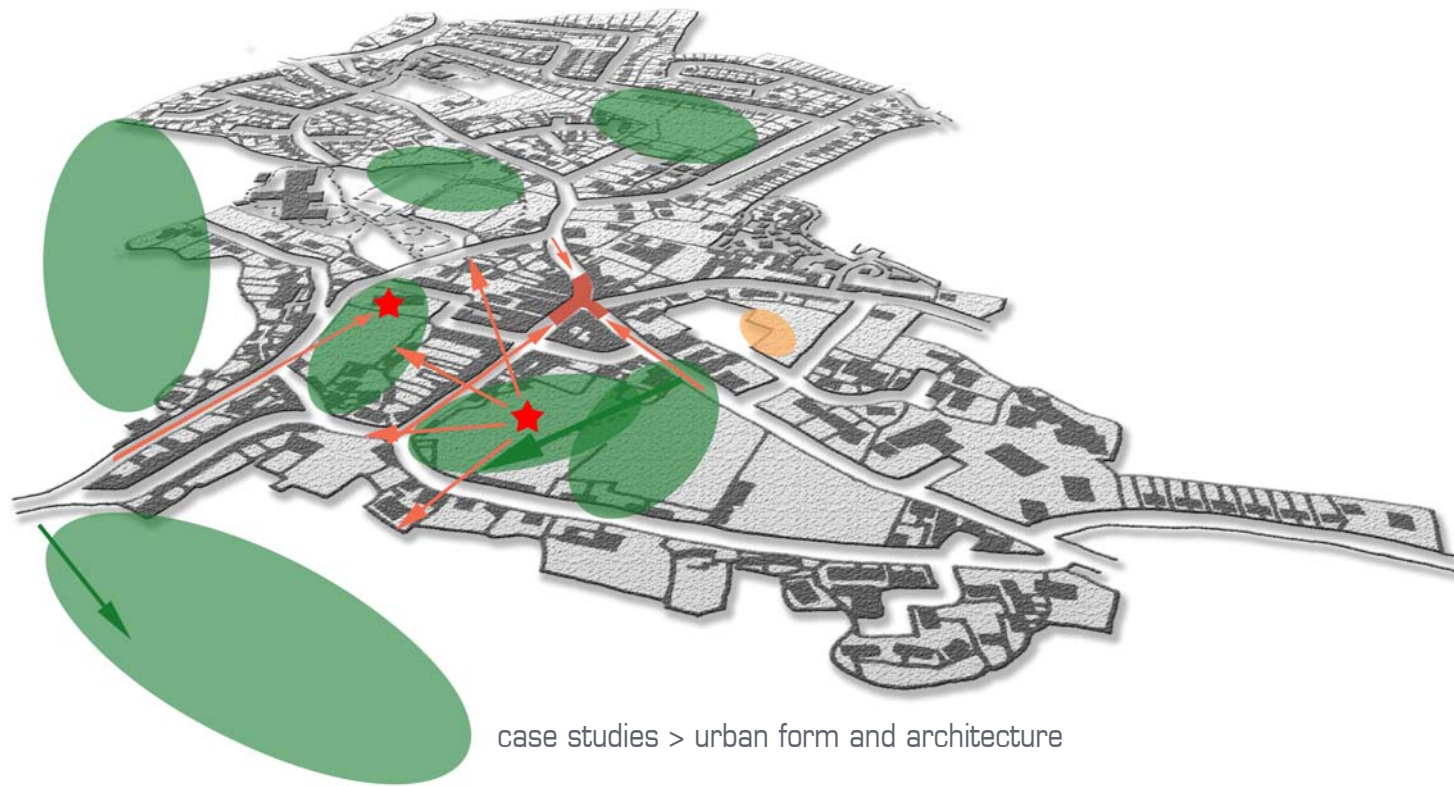
The town of Cowbridge has a strong linear pattern, dominated by a central shopping street. A near continuous frontage provides strong definition. Few variations in width create a dynamic space with little public realm focus or sense of arrival. Landmark buildings punctuate the street by virtue of their height or architectural detailing. The key elements are as follows:

- Building heights are predominantly 2 to 3 storeys
- Most buildings are set at the back edge of the carriageway, with the occasional set-back to incorporate small urban front garden
- Subtle variations in the angle and relationship of buildings to the carriageway create variety and interest
- Occasional gable end addresses the road
- Stone walls frequently with railings on top, or a low clipped hedge, define front gardens
- Specimen trees are located within the street scene
- Walling materials are predominantly render with some stone, brick (grey and red) and exposed timber. Typically, the render is painted in pastel colours, including yellow, blue, pink, green and ochre
- Roofing materials restricted almost exclusively to slate
- The buildings benefit from a rich detailing, including: decorative ridgetiles and timber work; projecting rafter feet; quoins around windows and doors; curved arch windows, bay windows and dormer windows; timber pilasters and pillars; robust entrance porches.

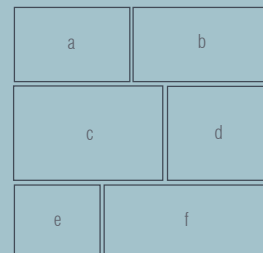


- a. linear street
- b. variation
- c. architectural variety
- d. landmark
- e. set-back
- f. pastel painted render
- g. gable fronted
- h. three storey





case studies > urban form and architecture

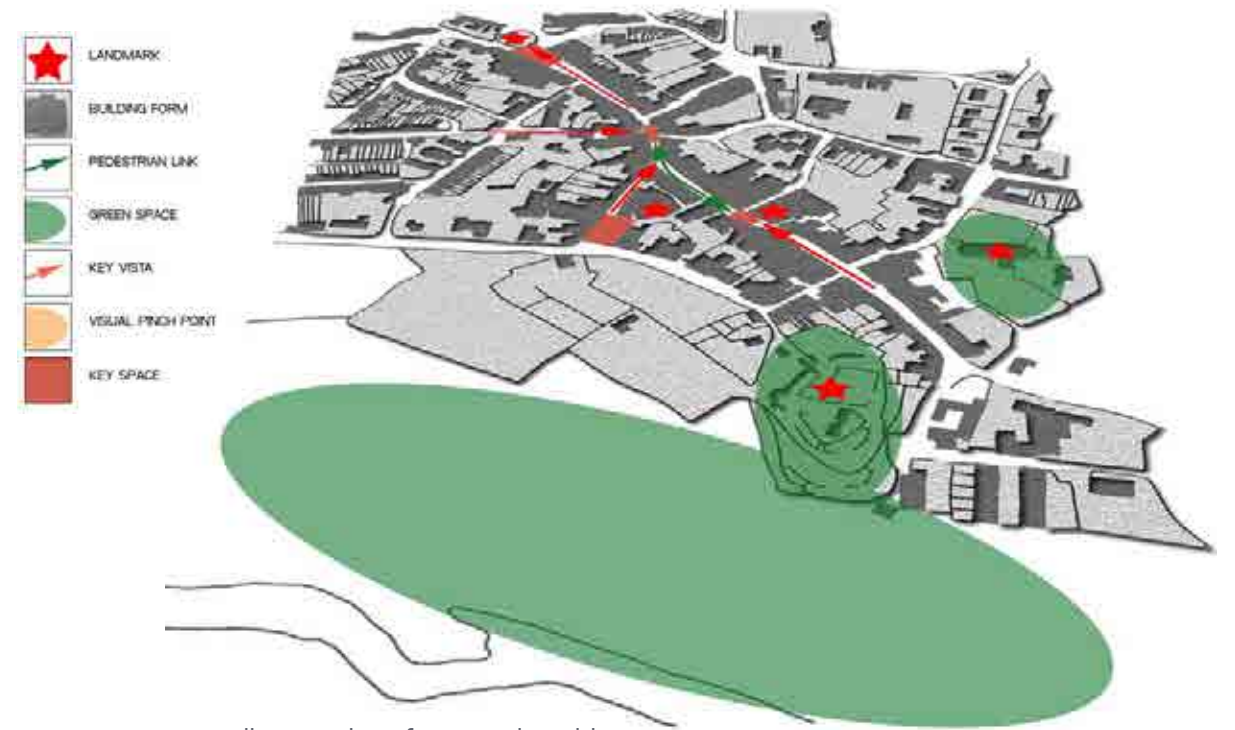


- a. curved corner
- b. rich detailing
- c. soft landscaping
- d. 3-4 storey
- e. key space
- f. pedestrian archway

## crickhowell

Crickhowell has a complex urban based upon a series of interconnecting streets. Typically, where these streets converge, the urban form opens out. This creates a series of focal points and static spaces within an otherwise dynamic network. An elaborate stone drinking fountain is a prominent landmark feature within one of these spaces. Other features of Crickhowell include:

- 2, 2.5 and 3 storey buildings
- A varied street width with frequent changes in the angle of buildings.
- Buildings creating visual pinch-points
- Near continuous building frontages
- Buildings predominantly at the back edge of the footway
- Occasional gable end facing public realm
- Infrequent small front garden defined by low stone walls, low clipped hedges and railings
- Hard landscape dominated environment with variety and quality of detailing introduced with stone and cobbled elements
- Projecting buildings over footpaths with pedestrian movement facilitated through covered archways
- Walling materials are predominantly render with some stone and brick. Rendered properties tend to be painted white with the occasional pastel yellow or pink
- Timber fenestration is typically picked out in white or black with black frequently used for the window surround
- Slate is almost exclusively used as a roofing material
- Detailing to buildings includes: contrasting brick and corbelled chimneys; curved arch windows; string courses; fan-light windows, formal porches, stone/stone effect pilasters.

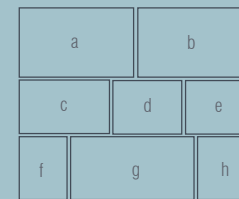


case studies > urban form and architecture

## abergavenny

Abergavenny has an informal and complex urban form with a series of gently curving streets and small spaces. It is based on an irregular or deformed street and block structure. Varied street widths, localised widening at block intersections and subtle changes in the relationship of buildings to the street create an interesting and ever-changing streetscape. Key elements are :

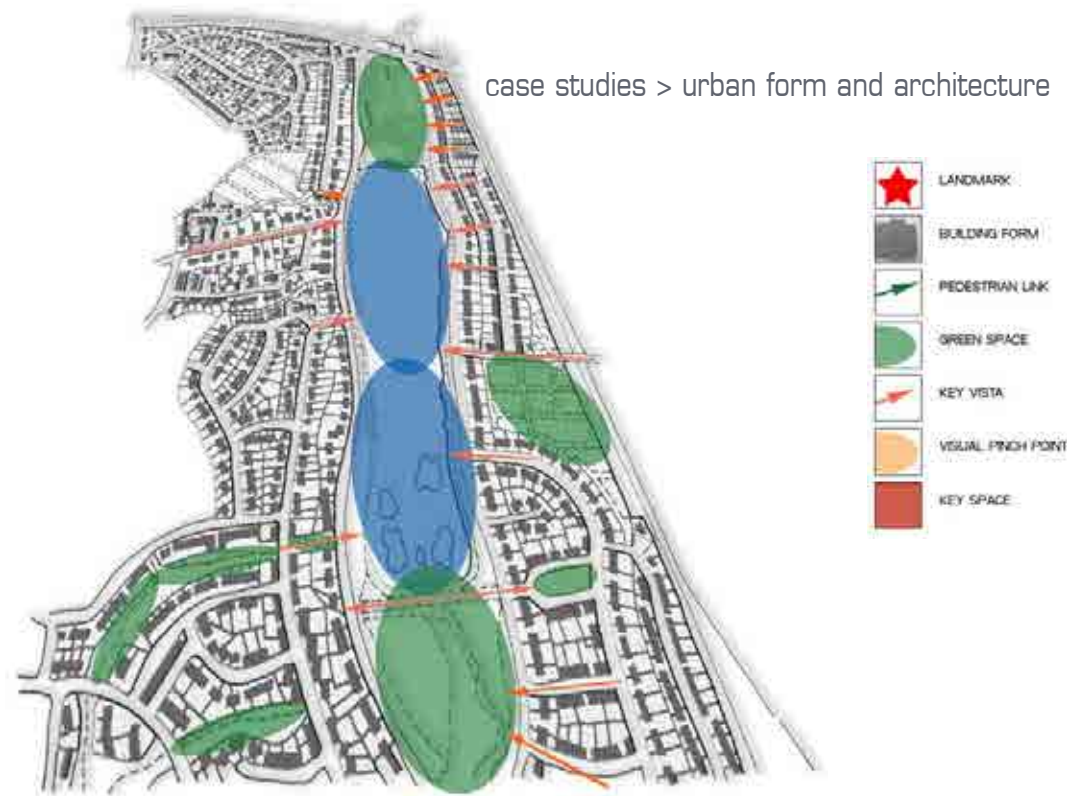
- 2 – 3.5 storey buildings
- frequent changes in eaves height of buildings with the same number of storeys
- subtle variations in the relationship of the buildings to the carriageway
- frontages step down slopes
- strong definition of the public and private realm
- railings and low stone walls enclose small front gardens
- strong symmetry of window openings, particularly in upper storeys
- sash windows predominate
- render is the prevailing walling finish, often painted white or subtle pastel hues
- brick, timber and stone are used sparingly. Stone tends to feature on landmark buildings
- Slate is the predominate roofing material, although tiles and lead occasionally feature
- Architectural detailing includes bay windows, decorative dormer windows, exposed timber frame to upper storeys, curved arches, substantial chimney stacks, projecting rafter feet, stucco (particularly to ground floor), ironwork balconies to first floor.



- a . innovative architecture
- b . prominent stacks
- c . pastel render
- d . mixed use
- e . covered walkway
- f . projecting gable
- g . varied building line
- h . balustrading



case studies > urban form and architecture



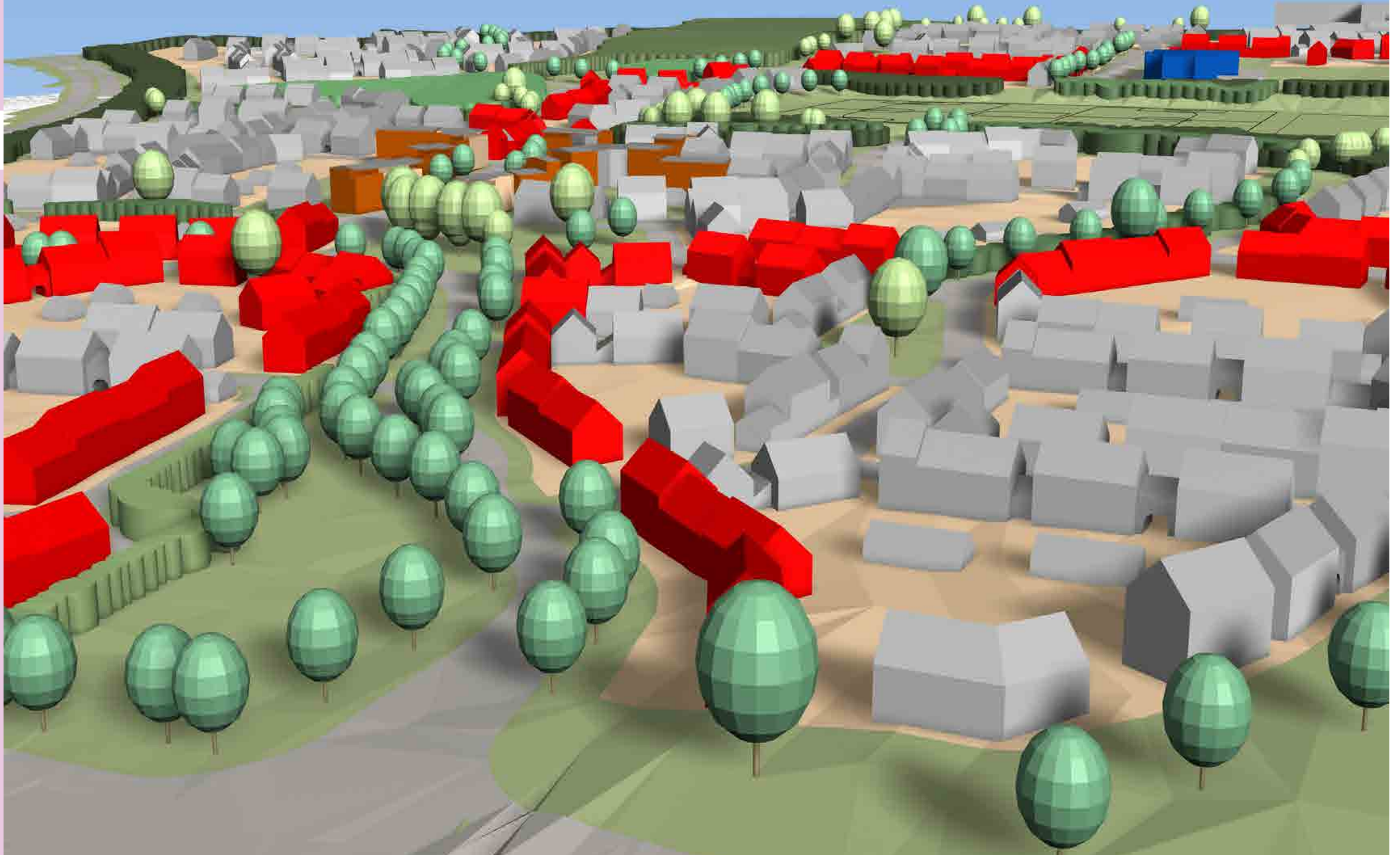
- |   |   |   |
|---|---|---|
| a | b |   |
| c | d |   |
| e | f | g |
- a. architectural rhythm
  - b. parkland railings
  - c. parkland edge
  - d. plain tile roof
  - e. detached
  - f. stucco detailing
  - g. semi detached villas

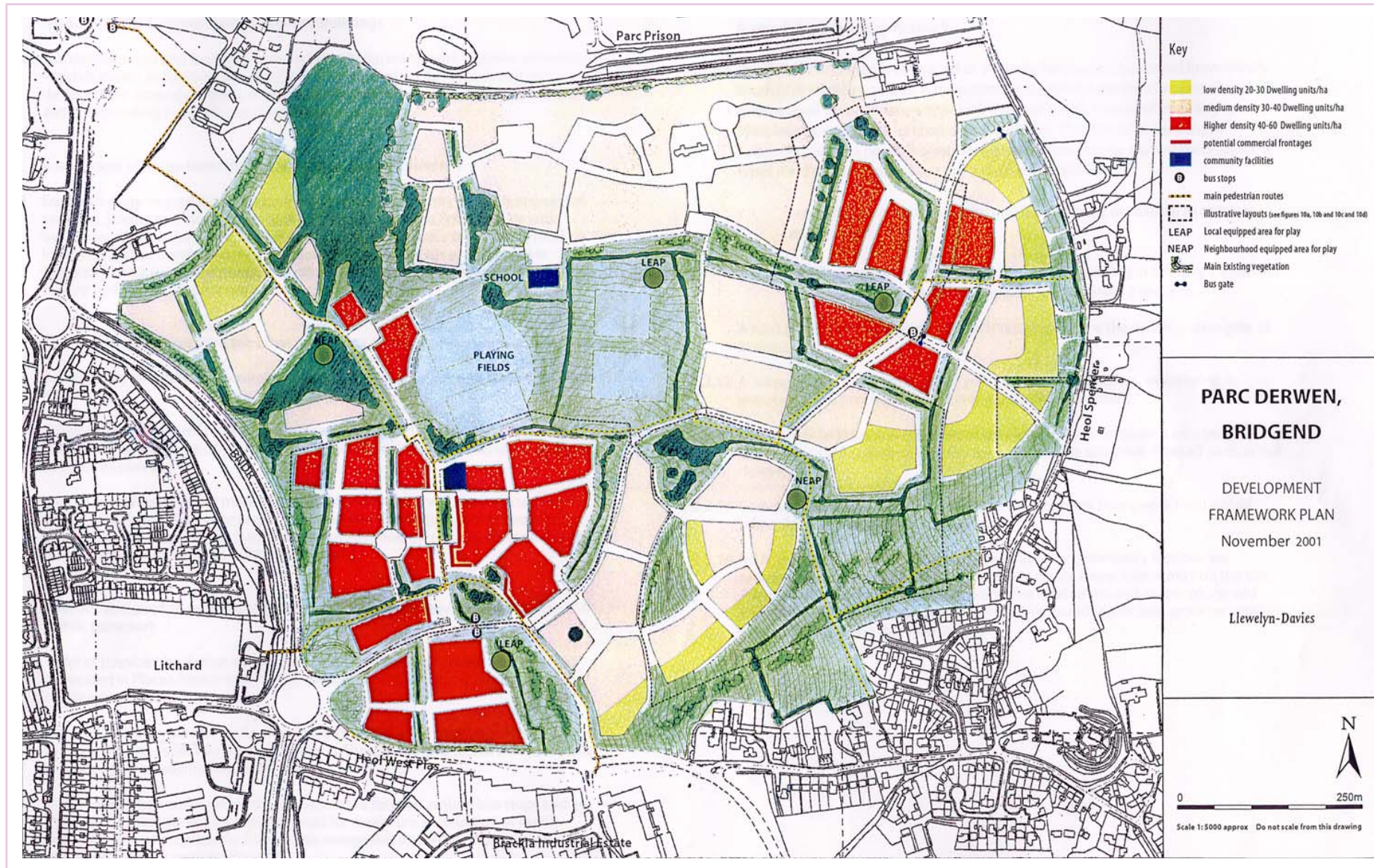
### roath park, cardiff (south of a48)

Roath Park is situated 2.5 km north of Cardiff City Centre and has a distinct semi formal urban character. Detached and semi detached villa style buildings address a generous linear Victorian parkland. The main distinctive elements are :

- 2 – 2.5 storey dwellings
- predominantly semi detached dwellings with some detached properties and short terraces
- consistency in architectural style
- bay windows within forward projecting gables are a recurrent theme that generates a strong rhythm
- uniform building line and length of front gardens
- robust definition between public and private realm
- front gardens defined by low brick walls with piers at entrance points
- Variety introduced by addition of railings and low hedges
- Limited palette of materials includes slate to roof; brick, hung tiles, external grade plaster/stucco and timber fenestration to walls
- Rich detailing includes decorative hung tiles and ridge tiles, stucco and shaped timber to porches, quoins, ocular windows, ironwork to balconies, brackets to projecting gables, curved arches and exposed rafter feet
- strong parkland edge defined by railings and mature tree and landscaping.

“The Master Plan for Parc Derwen provides more information on urban form”.





## 3. master plan

### master plan development llewelyn davies master plan

The guiding design principles of the Llewelyn-Davies Master Plan are shown diagrammatically on page 16. They illustrate a development based around three high density nodes. From these nodes, the development parcels radiate outwards, stepping down from high to medium and then to low density. The low density edge helps to integrate the development into the surrounding rural environment, particularly to the east, where the site boundary abuts Coity Village. Provision of significant open space and landscaping ensures the identity of Coity is protected.

The principle access points into Parc Derwen, shown above are from the BNDR in the south western corner and the junction opposite the Brackla Industrial Estate on Heol West Plas. From here the main highway network leads into the largest high density node and local centre before branching out north and northeast along tree lined avenues to the other nodes. A bus route is expected to loop through the southern portion of the site between the principle access points serving the local centre. In the north eastern corner a bus route will also loop through the site via bus gates from Heol Spencer.

The Master Plan for Parc Derwen provides more information on urban form. The street and block structure is articulated and indicates where key hard and soft landscaped spaces are envisaged. These form a key component of the higher density areas. Commercial frontages and community facilities are integral to the higher density node to the south west. The initial phases of development will occur in the south west adjacent to the main access points and radiate north-eastwards. Retention of existing landscape elements have been woven into the urban fabric and utilised as high quality pedestrian routes.

As part of the exercise to prepare design guidelines, Barton Willmore have developed the Master Plan in more detail and in particular have defined more precisely the development area, boundaries and areas. The Master Plan has also needed to be amended to respond to the following recently available information:

- Acoustic Report
- Geotechnical Report
- Landscape Strategy
- Highway Design of access loop.

The revised Master Plan adheres to the principles of the Llewelyn Davies original. It has sought to:

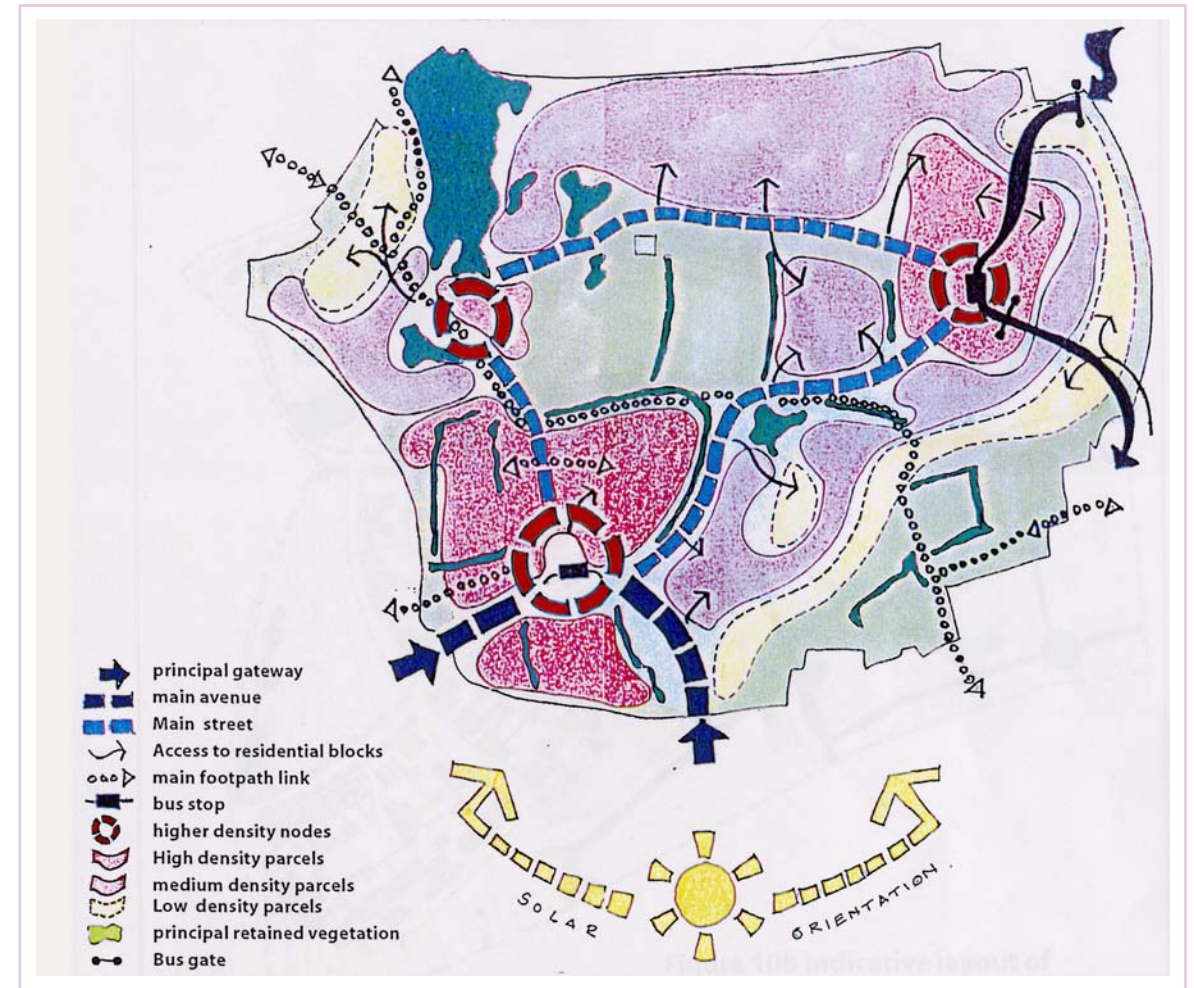
- create a more cohesive urban form, particularly in higher density areas
- strengthen the existing pattern of hedgerows and woodland with linear open spaces and substantial new planting
- integrate the Entrance Access Loop more closely with the urban form
- provide a defensible curtilage to the primary school
- add structural planting to the boundary with the BNDR and Heol West Plas
- accommodate the detailed junction design to Heol West Plas.

## master plan description revisions urban form and structure

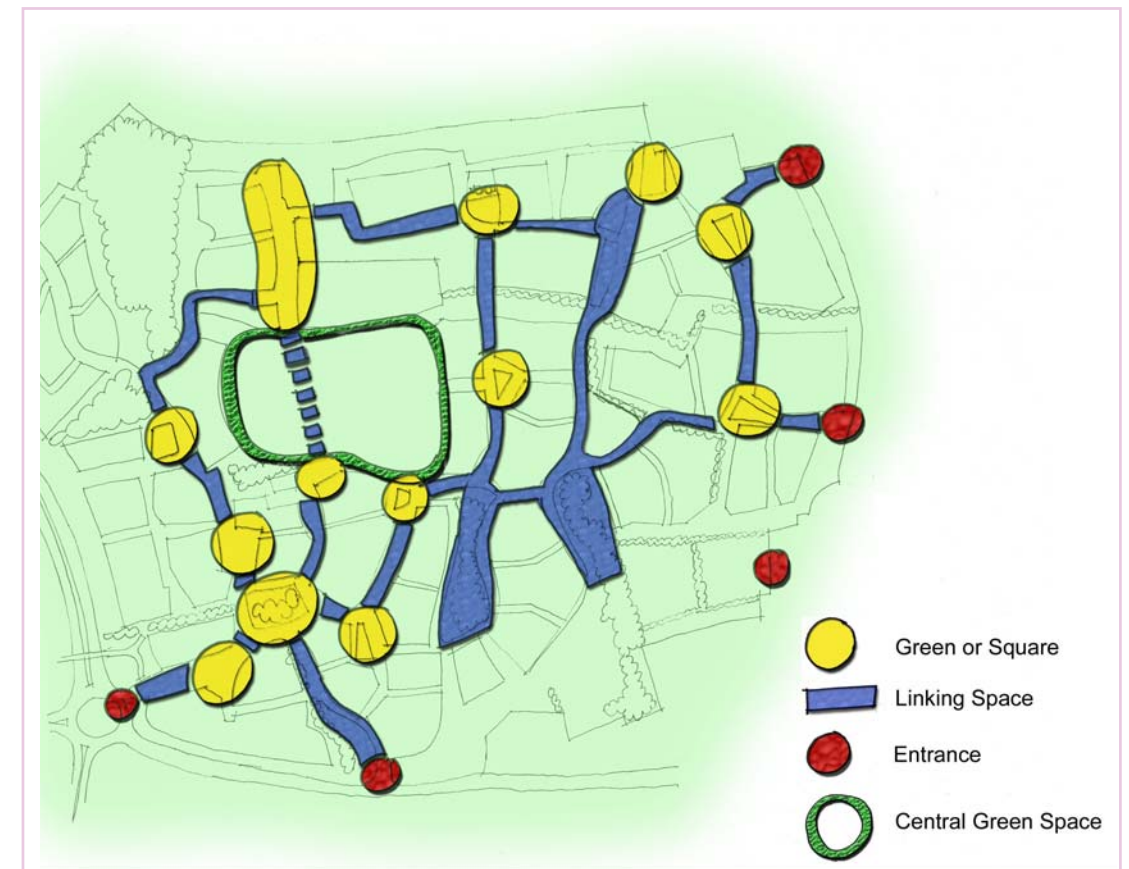
The principal gateway to Parc Derwen is from the roundabout at the junction of the BNDR with Heol West Plas. From here, The Avenue loops through the south western corner of the development before exiting at a new signalised junction on Heol west Plas, opposite the Brackla Industrial Estate. This forms the secondary access to the site. Other vehicular access points to Parc Derwen are restricted to two entrances from Heol Spencer to the east. Primarily these are bus only accesses, with other vehicles limited to the 120 dwellings nearest Heol Spencer. However, there are a significant number of pedestrian and cycle connections into the site, including a purpose built bridge over the BNDR, to ensure that it remains highly permeable and integrates fully into the surrounding development.

The Local Centre lies immediately to the north of the first phase of development. Focused around a square, the Main Street links the Local Centre with the rest of Parc Derwen to the south and north. A pavilion serving the playing fields forms the north eastern edge of the Local Centre. Beyond the playing fields to the north is the Primary School site. This close association will ensure the primary school, as well as the wider community, is able to benefit from the proximity of these facilities. The multi use games area is fenced and its use can be controlled by the Local Authority and co-ordinated with use by the Primary School.

The open space and structural planting network is a key component of the Master Plan. It facilitates movement through Parc Derwen for pedestrians and cyclists in a safe, attractive environment. A series of loose structural woodland corridors radiate in concentric rings north eastwards from The Avenue. These provide shelter from the prevailing winds and a strong structure in which the development can sit. The focus of the open space network is the playing fields accommodating football, cricket pitches and multi use games area.



llewelyn - davies concept plan



urban design strategy





- Legend**
- Residential Parcels
  - Courtyard
  - Local Centre
  - Square
  - Front Gardens
  - Landmark Building
  - Building Frontage
  - Primary School
  - Open Space
  - Playing Fields
  - Major Access Roads
  - Access Roads
  - Drive / Lane
  - Bus Gate
  - Proposed Cycleway/Footbridge Over A4061
  - Proposed Tree Planting
  - Existing Tree Planting
  - Existing Planting
  - Proposed Woodland / Hedgerows
  - Security Fence
  - NEAP
  - LEAP
  - Water Attenuation Feature (Wet)
  - Water Attenuation Feature (Dry)
  - Storm Water Cell
  - No Through Route
  - Cycleway ( By Roads)
  - Footpath or Footpath/Cycle (In Open Space)



## land use development areas / density

A range of uses are proposed for the Parc Derwen development. Whilst housing is the largest land use component, there are areas of educational, retail, community and recreational open space uses. The key land use components of Parc Derwen are as follows:

### primary school

1.54 ha (3.81 acres) of land is allocated for a primary school within the development. This is centrally located within the site and has excellent footpath and cycle connections to aid accessibility. The proximity of the primary school to the formal open space areas will ensure a strong synergy and mutually beneficial relationship develops between the two areas.

### local centre

The Local Centre (1.8 ha (4.45 acres)) will provide one of the natural focuses within Parc Derwen. Positioned north of The Avenue and on one of the main routes through the development, it will benefit from passing trade. Community, commercial and residential premises within the Local Centre will also help create a vibrant atmosphere with around the clock natural surveillance centred on the square. Flexible use buildings, designed to be fully capable of conversion to retail or employment uses will play an important part in ensuring the Local Centre can adapt to changing circumstances.

#### live/work space

A proportion of residential properties will be designed with work space areas or accommodation which can readily be converted to encourage home working.

### residential

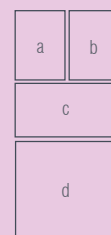
The residential area covers 50.64 ha (125.13 acres) and is the main land use component within Parc Derwen. It is expected to contribute approximately 1500 dwellings to the Bridgend County Borough Council Requirement. A variety of dwelling types from 1 bedroom apartments to 5 bedroom houses will be provided with a mix of tenures. 150 units will be provided as affordable housing, either via the developer or in association with a Registered Social Landlord.

### open space

The open space network is a key component of the Master Plan. It contains four main elements: Coity Buffer; Structural Planting; Informal Open Space Corridors and Formal Playing Fields. The network is focused around the playing fields and multi use games area (4.3 ha (10.7 acres) located in the centre of the site. This has a close relationship with the primary school to the north and the Local Center to the south. From the playing fields, a series of informal open space corridors (4.16 ha (10.28 acres)) radiate. To the south east, these corridors open out to form the Coity Buffer (8.64 ha (21.35 acres)). Structural planting is the largest single component of the open space network, covering 12.78. This responds to the unique character of the site, including changes in topography, retention of existing vegetation, prevailing winds and potential noise nuisance. Screen planting to Heol West Plas is to be a minimum of 10 metres wide to allow for tree and shrub planting. The planting is to be outside plot boundaries.

### density

There will be an overall density of 30 dwellings per hectare across Parc Derwen. However, densities will not be uniform. They will range from 20 dph adjacent to the Coity Buffer to 40 dph within Phase I and the Local Centre. The Density Plan opposite shows these areas in more detail. The densities differ slightly from those illustrated by Llewelyn-Davies Report. This reflects the reconfiguration of the urban area outlined on page 16 of this report.



- a. vertical mixed use
- b. community use
- c. natural surveillance
- d. focal point





**Legend**

- High Density (> 35 dph)
- Medium Density (25 - 30 dph)
- Low Density (< 25 dph)

HEOL WEST PLAS



## access and circulation

The principal access points into the site have been fixed by the Development Brief and are set out below:

- Access from the BNDR Heol West Plas roundabout.
- Access from the new signalised junction opposite Brackla Industrial Estate.
- A bus only access from Heol Spencer.
- A maximum of 120 dwellings will be served from Heol Spencer.
- Pedestrian/cyclist access points from
  - Heol West Plas
  - Derwen
  - Coity
  - Litchard.

The circulation pattern within the site has been developed on the basis of the following principles:-

- **safety**  
With the exception of the short link between the BNDR roundabout and Heol Plas West, all roads will have a maximum design speed of 20 mph and in some sections 15 mph. This will help to create safe conditions for pedestrians and cyclists.
- **permeability**  
A network of street roads and lanes will help spread traffic volumes through a choice of routes. This approach will create a safer, less congested network. The woodland blocks in the north west of the site and central playing area funnel traffic movements in this area, which will help support the Local Centre.
- **quality and identity**  
Creating spaces with character and quality will be a priority. The design, alignment and configuration of highways will be influenced by the proposed access and circulation system (shown opposite). A scheme for the loop road between the BNDR roundabout and Heol Plas West has been prepared. The loop will be partly or wholly constructed as part of the first phase of development.

A description of the highway hierarchy is set out in Section 4.

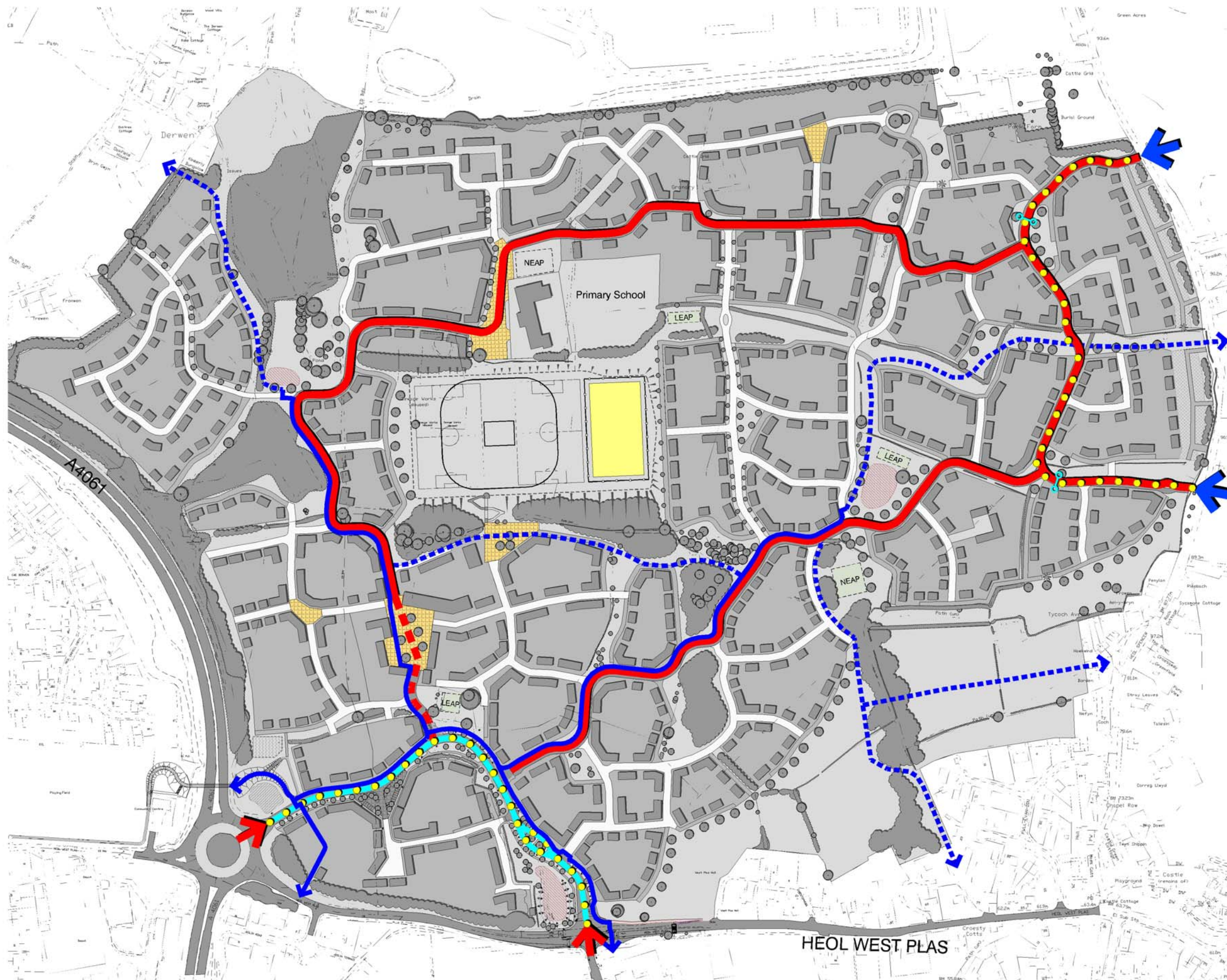


a

b

c

a. principal access point  
b. secondary access from heol west plas  
c. 120 dwellings will be served from heol spencer



- Legend**
-  Primary Access
  -  Secondary Access
  -  Bus Route
  -  Major Link Road
  -  Potential Bus Route Through Local Centre
  -  Major Access Road
  -  Bus Gate (Position to be agreed with Local Authority)
  -  Village Square
  -  Cycleway ( By Roads)
  -  Footpath or Footpath/Cycleway (In Open Space)



## open space and landscape structure

The new landscape and open space structure will perform a number of important roles including:

- Contributing to the recreation needs of the new community.
- Helping to create character and identity through a number of distinctive spaces and gateway treatments.
- Providing an attractive backcloth and setting to development.
- Creating a favourable microclimate with shelter from prevailing winds.
- Help mitigate the impact of traffic noise from BNDR and Heol Plas West.
- Retaining, wherever possible, areas of ecological value and promoting diversification through expansion of habitats.
- Help to integrate the development into the surrounding area.

The main elements of the new landscape and open space structure are illustrated on page 23 and are described in brief below.

## retained vegetation

In general, the site is open in character with existing vegetation only having a local impact. There is, however, vegetation within the site worthy of retention.

## woodland

There are two small woodland blocks within the site, both of which will be retained. Management plans will be prepared for these woodlands to ensure their long term survival and, where necessary, extend and enhance their ecological landscape and amenity value. These plans will establish the appropriate level of public access.

The northern woodland includes coniferous plantings which may need to be cleared and replanted with native tree species which may also provide an opportunity to create recreation paths. A buffer of open space will be provided between the woodland and development areas.

## trees

There are isolated small groups and individual mature trees within the site. Nearly all of these trees will be retained and incorporated into open space areas where they will provide focal points. All development including roads will be located outside the canopy of retained trees to ensure their protection. During construction tree protection measures will be required.

## hedgerows

Much of the network of hedgerows within the site will be retained and incorporated into open space structure planting or provide strong landscape elements alongside roads within the development area. Retained hedgerows will be kept open and accessible for management purposes on at least one side with a grass verge of at least 2 metres wide. The gardens of properties may back on to one side of a hedge. In these instances, the property line should be set at least one metre from the hedge and defined by a 1.8 metre high close boarded fence. Retained hedgerows should have any gaps filled with native species and be managed at a height which will conceal fencing to rear gardens.

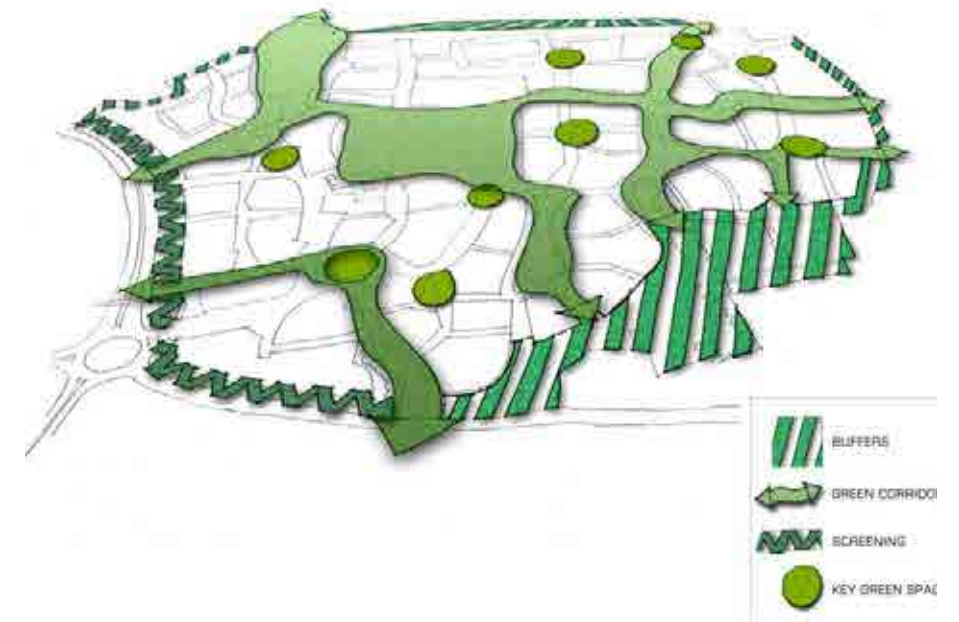
## coity buffer

A large open area of good quality land is to be left between the development and Coity to maintain the separate identity of the village. The buffer follows the grain of existing field pattern retaining hedgerows.

## structure planting

Bunds of predominantly native tree and shrub species will be provided linking retained vegetation to create a new landscape structure for the site. The structure planting is provided in the following locations:-

- A belt next to the BNDR and Heol West Plas to provide screening from these two roads.
- Structure planting will provide a buffer with Parc Derwen Prison. A long the northern boundary the buffer will be within private gardens and will not be open space.
- Planting along Heol Spencer to filter views of the development.
- Two east west planting belts through the development.



open space and landscape structure concept plan

## open space

An extensive network of open spaces is to be provided as part of the development which will include:

## linear open spaces

These will provide green corridors through the development. These corridors will have an important landscape ecological and amenity value. Some of these open spaces will include Local Equipped Areas of Play (LEAPS), Neighbourhood Equipped Areas of Plan (NEAPS), and Play Spaces. The suggested location of LEAPS and NEAPS is shown on the plan opposite.

## green spaces

Individual green spaces provided within the development area will create strong focal points contributing to sense of place as well as performing an amenity and recreation role.

## central space

Playing fields which serve the development are grouped in a central open space between the Primary School and the Local Centre.

All open spaces will have sufficient frontage development to provide surveillance and security. The treatment of these open spaces. A broad description of the individual open space area is set out in the Common Guidelines, (Section 4.1).

## management

The aim is to provide a high degree of management and maintenance of the open spaces within the development, possibly through a management company.



a	b
c	d
e	

a-d. landscape treatment  
e. view across site

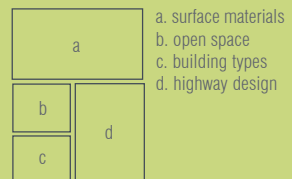
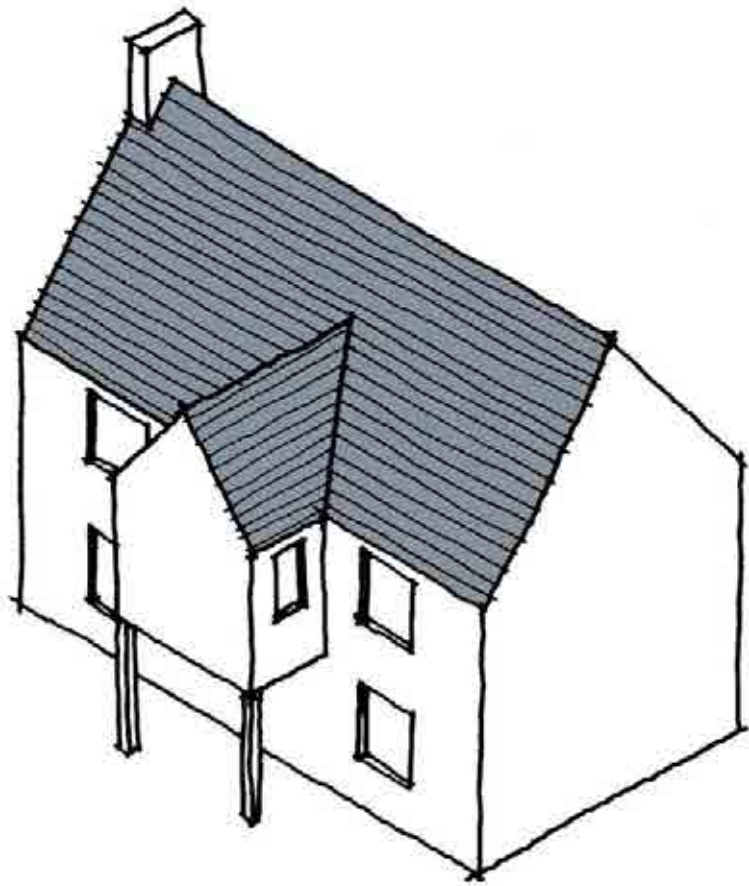


- Legend
- Proposed Tree Planting
  - Existing Tree Planting
  - Existing Planting
  - Proposed Woodland / Hedgerows
  - NEAPs
  - LEAPs
  - Coity Buffer
  - Amenity Space
  - Front Gardens
  - Football & Cricket Pitch
  - Security Fence
  - Water Attenuation Feature (Wet)
  - Water Attenuation Feature (Dry)
  - Storm Water Cell









## 4. guidelines

### common guidelines

Together with urban form and landscape structure there are a number of elements that apply to the development area as a whole and each of the character areas helping to give a unified and cohesive appearance. These common elements or guidelines should be read in conjunction with the Code in Section 5 and include:

- Street Frontage
- Building Types
- Materials
- Highway Design
- Boundary Treatments
- Surface Materials
- Traffic Calming
- Car Parking
- Lighting and Street Furniture
- Tree and Shrub Species
- Open Space.

These elements are described in more detail in the following sections.

Parc Derwen will be covered by five distinct character areas. These character areas have been developed in response to the changing context and qualities of the different parts of the site and are: Urban Core; Upper Village, a Garden Village; and Upper Coity. The following pages provide detailed guidelines specific to each character area.

The diagram illustrates the general disposition of these areas and the inter-relationship between them. They are illustrative only.





### urban core - concept/vision

The higher density area at the entrance to the development will have a strongly traditional urban character with a series of streets and squares. Historic market town centres such as, in part, Bridgend, Cowbridge, Abergavenny and Crickhowell, provide the references in terms of urban form and architecture.

The character will be made up of a network of streets each with a well defined building line with gaps in the frontage kept to a minimum. Parallel frontages should be avoided. Variation in the distance between frontages will create interest and variety. Changes in the direction and alignment of the street should create an evolving and varied townscape.

Side or rear garden boundaries in prominent locations and adjacent to the public realm should be kept to a minimum.

The Urban Core will consist of predominantly terraced houses with some semi detached and detached properties to give varied form.



### upper village west - concept/vision

The existing woodland blocks together with substantial new structure planting will create an attractive natural area for this character area. The separation from the rest of the development by woodland will allow a strong distinctive design approach to be adopted with an informal landscaped form and rural influence in terms of architecture, materials and boundary treatments.

Buildings will be predominantly detached with semi detached and short terraces to provide variety.

Occasionally buildings will project forward close to the back edge of the footway to emphasise gateways or create visual pinch points.

Road will have a flowing alignment that have regard to changes in topography.



### upper village - concept/vision

The Upper Village is a combination of urban and village characters with similar elements to the Urban Core and Upper Coity character areas. A square and formal green containing a neap will provide the urban centre with a looser structure to the development around this key space.

Frequent variations in the building line and highway alignment will create an evolving, dynamic streetscape around the Green and Square.

Terrace properties will predominate, particularly adjacent to the Main Street and School Square. Semi detached and detached properties away from these key spaces will introduce variety.



## garden village - concept/vision

Retained landscape elements such as copses and mature trees set in large open spaces will combine with a semi formal urban form to create a distinctive spacial character area. The character will be similar to the Roath Park area in Cardiff and Victorian/Edwardian suburban developments in other major urban centres including Bridgend.

There will be a mix of detached and semi detached villa style dwellings with the occasional short terrace.

There will be strong definition of the public and private realm and block structure through boundary treatments.



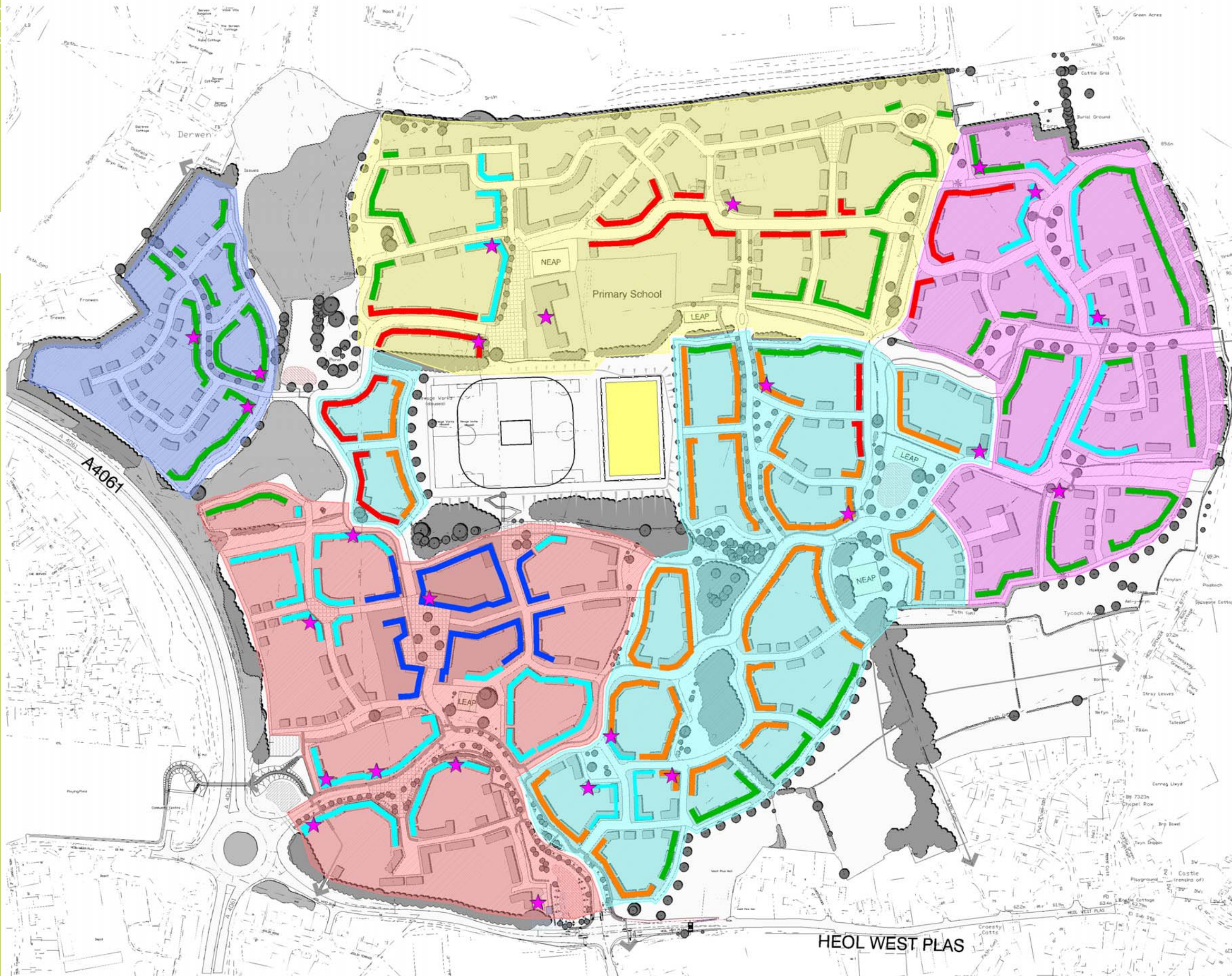
## upper coity - concept/vision

The relationship of buildings to the highway should vary. Gable ends will project forwards towards the carriageway to create visual pinch points and contain spaces.

The bus route should seek to respond to the informal character of Upper Village. This can be achieved through frequent and subtle changes in alignment and separation of the carriageway by green islands where it passes through open space corridors.

Much of the Upper Coity Character Area also abuts open space corridors and the Coity Buffer itself. In these locations, lanes will be the appropriate means of access as the environment becomes distinctly more landscape dominant. In certain instances, such as adjacent to the Coity Buffer, it may be appropriate to cover the footpaths in pea shingle bound with resin to prevent migration of material. This can help to reinforce the soft, landscape dominant edge to Parc Derwen.

This part of the development is seen as an extension to Coity Village in terms of urban form and architectural references. The area will have a strong informal structure with small greens providing cohesive focal points. There will be a mix of detached, semi detached and short terraces. Short terraced sections will be most appropriate within the higher density areas surrounding greens.



**Legend**

**Character Areas**

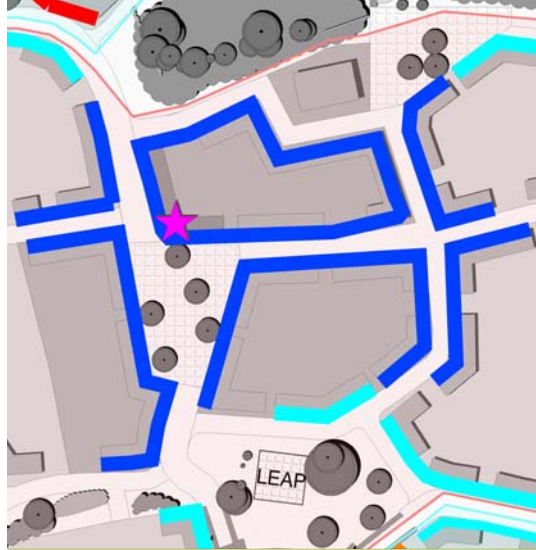
- Upper Village West
- Garden Village
- Upper Coity
- Urban Core
- Upper Village

**Frontages**

- Main Street Frontage
- Street Frontage
- Informal Frontage
- Urban Frontage
- Semi-Formal Frontage
- ★ Landmark Building

HEOL WEST PLAS

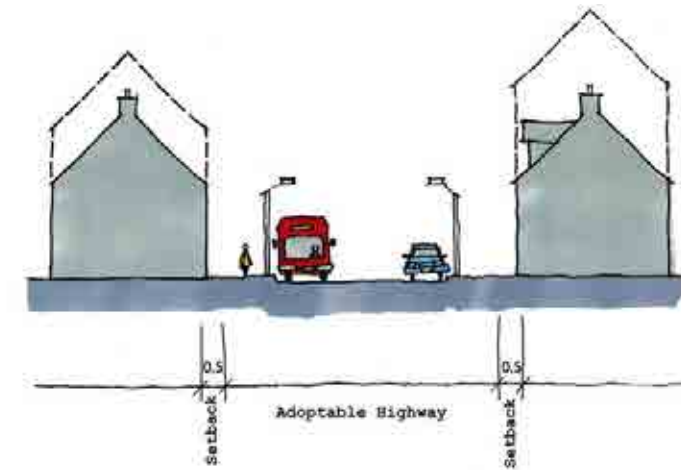




### main street frontage - illustrative layout detail

#### main street frontage

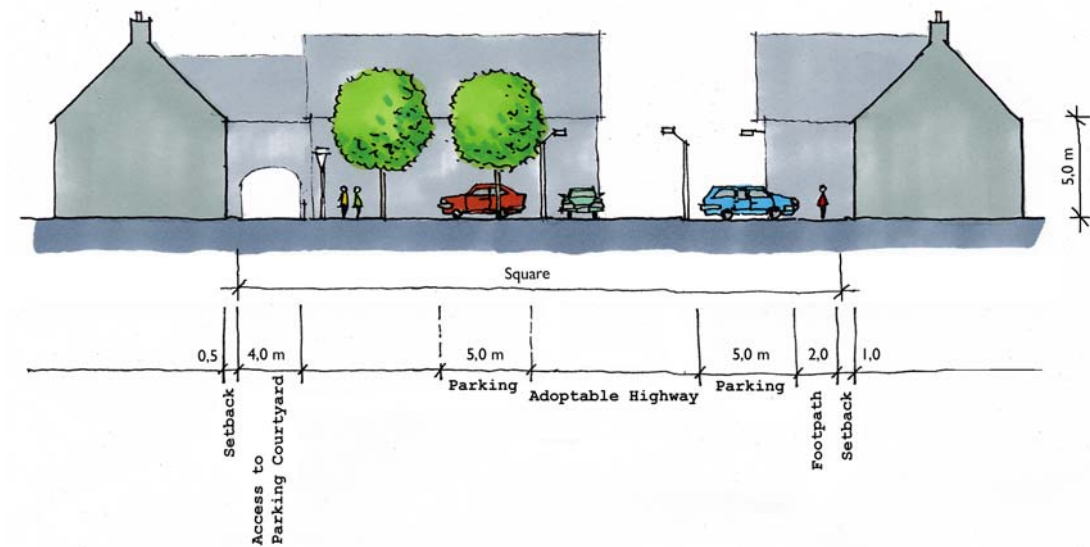
It is envisaged the Main Street Frontage will have a strongly defined frontage of terrace properties with gaps kept to a minimum. There will be a consistent building line but which avoids parallel building lines on opposite sides of the street. Any adjoining garden/private space to be enclosed by 1.8m high walls. Front gardens are inappropriate along the Main Street Frontage. A set back of 0.5 metres will avoid building projections, rain water goods etc. causing an obstruction. Typically, the set back is to be finished in the same material as footpath with pin kerb or similar demarcation of the edge of the public highway. A mix of 2, 2½, 3 and 4 storey buildings will reinforce the character of the Main Street Frontage. 3 and 4 storey buildings will be particularly appropriate fronting onto squares within the streetscene and may contain commercial elements (see Character Area Code in Section 5 for more details). Where 3 and 4 storey buildings are used so that within their context they form minor landmarks, special consideration should be given to their architectural quality and richness.



### street frontage - illustrative layout detail (square)

#### street frontage

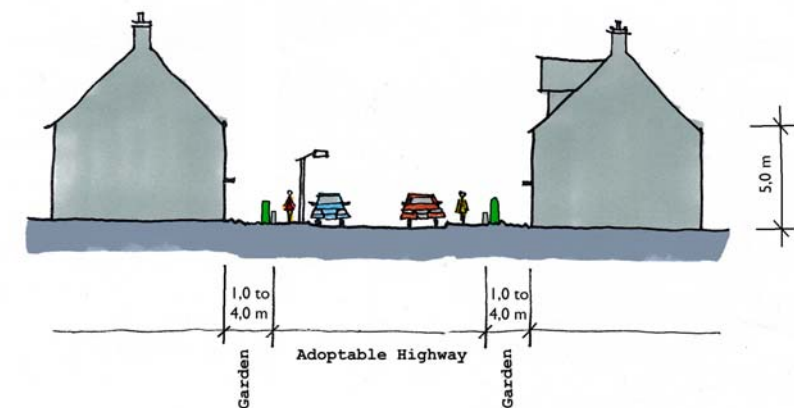
The Street Frontage will be strongly defined and consist of predominantly terrace properties. Minor variations in the building line up to a maximum of 1 metre are encouraged. Parallel building frontages should be restricted to short lengths. Any adjoining garden, private space enclosed by 1.8 high walls. Front gardens, where provided, will be 1-2 metres wide otherwise there should be a minimum set back of 0.5 metres (See Main Street Frontage text). In these instances, consideration should be given to measures which ensure the privacy of occupants. A mix of 2, 2½ and 3 storey buildings will form the frontage with gaps kept to a minimum. (see Character Areas Code).

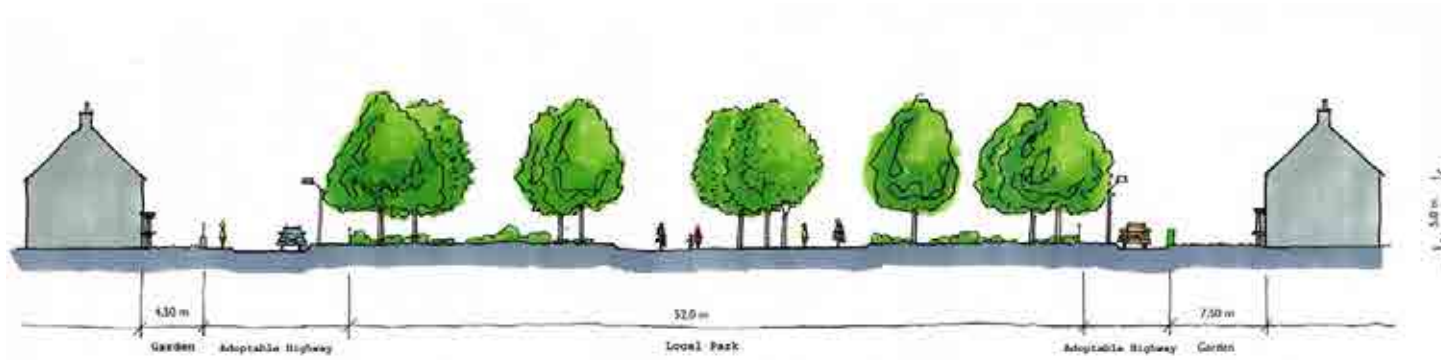


### urban frontage - illustrative layout detail

#### urban frontage

Urban Frontages will be well defined and composed of a mix of detached, semi detached and terrace properties. Typically, building lines will vary with set backs of up to 3 metres. Only short sections of parallel frontages will be appropriate. Front gardens of between 1 and 4 metres will be enclosed by railings or a combination of railings and walls. A mix of 2, 2½ and occasional 3 storey buildings should be prevalent along the Urban Frontage (see Section 5 for further guidance).



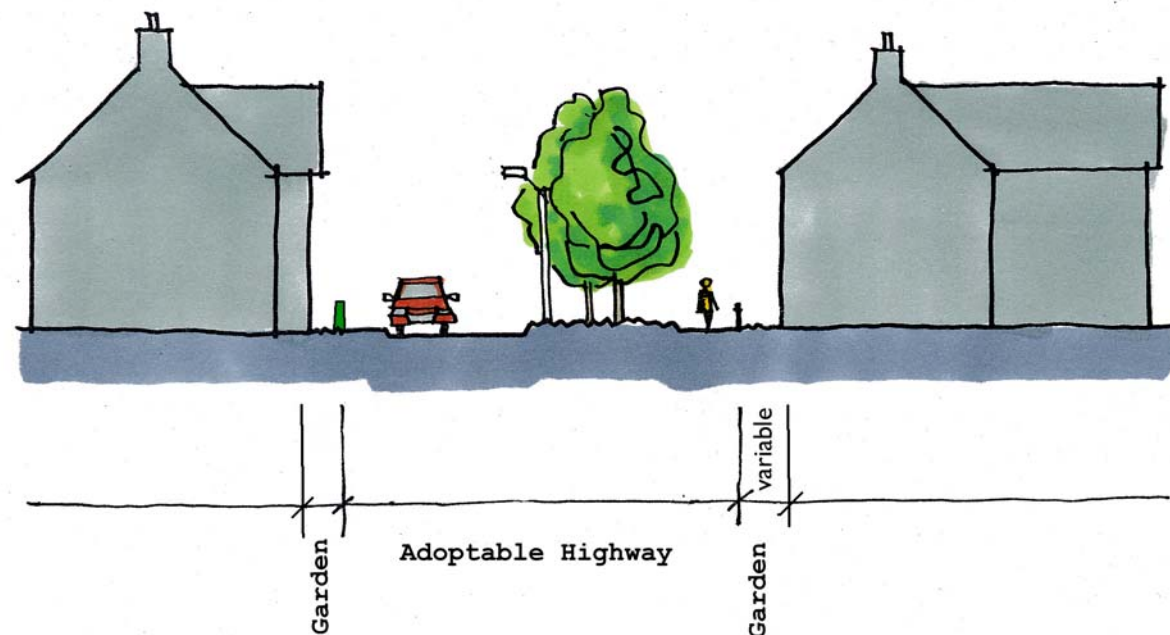


## semi formal frontage - illustrative layout design

### semi formal frontage

Semi Formal Frontages will have a consistent building line which follows the highway line and, where appropriate, edge of open space.

Regular and uniform building frontages and gap dimensions will be a key characteristic of the Semi Formal areas, including front gardens with a width of between 4 and 5 metres. Buildings predominantly will be 2 and 2½ storey with little variation in height along a single frontage. Boundary treatments to front gardens is of critical importance with railings on low walls and piers. Combined driveways will help keep gaps to a minimum (see Character Area Code for more details).



## informal frontage - illustrative layout detail

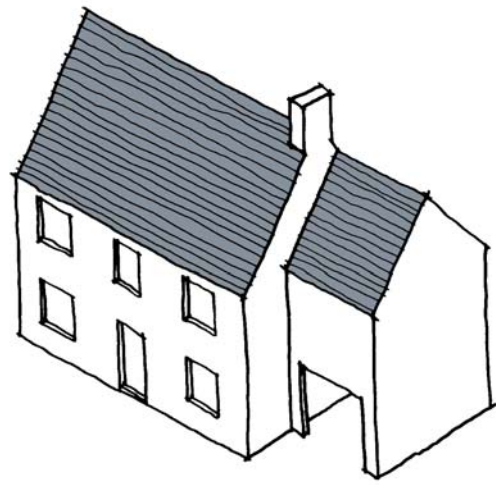
### informal frontage

No consistent building line, buildings arranged informally within plots and variable width of front gardens will typify Informal Frontages. Occasional tree planting within front gardens will be a key characteristic for the informal frontage. Front gardens are to be enclosed with hedges, post and rail fence and picket fencing.

Buildings will be predominantly 2 and 2½ storey. There should be a varied roof form with a number of prominent chimneys. Wall materials should have a varied colour or hue (see Character Area Code in Section 5).





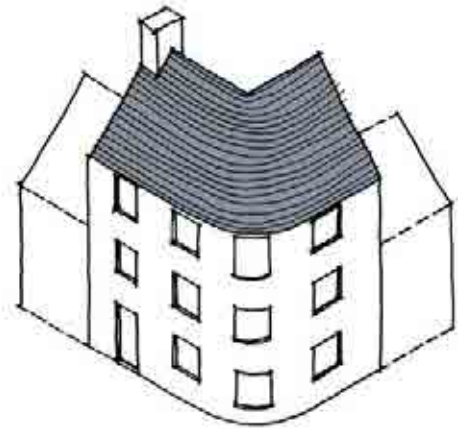


detached house with car port\*

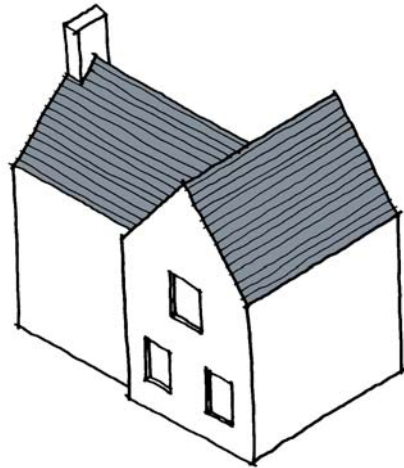


2.5 storey detached

\*also appropriate as part of a terrace



corner unit (external)



2 storey gable terrace

## building types

Appendix A indicates a range of building types and forms to be used within the development. The selected building types and forms are derived from local styles and traditions identified in the character studies, (see Section 2).

Guidance is given on where the building types and forms should be used and the variations that will be appropriate in the Character Areas Code.

Some building form will rarely, if ever, be appropriate. These include:

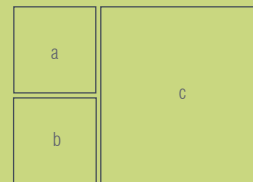
- hipped roof forms
- roofs spanning in excess of x 9 metres
- the half hipped, half gable form
- assorted subtractive roof forms where an irregular floor plan is covered by a single gable pitched roof.

## landmarks

At prominent locations within the development for example, - at the entrances, end of long vistas, pivotal points on the main routes, - landmark buildings should be provided. These buildings will enrich the built environment and provide strong visual reference points which create a sense of place and identity. Each of the buildings will need to have an individual approach to design but the following guidelines will apply:-

- The buildings will often be of a larger scale than the adjoining urban fabric.
- The buildings should have a significantly increased richness of detailing and design thought in comparison with adjacent buildings, to reflect their landmark status.
- Non residential architectural references will be appropriate.
- Use of different materials may also help to make these buildings distinctive.

The location of landmark buildings has been identified in each of the Character Area Plans in Section 5.



a . different materials  
b . contrasting style  
c . attention to detail

## materials

This section provides guidance on building materials. The choice of building materials can make a major contribution to creating a sense of local identity and sense of place. The choice of material is based on the strong local building character (see Section 2), but also has regard to current building methods and availability. The suggested materials palette is set out below.

### walls

- render with predominantly white or pastel finishes. On landmark buildings, however, richer colours may be fitting
- a roughcast or wood float finish will be appropriate to create a textured surface. Where window surrounds are part of the design they should have a smooth finish
- bricks in multi hues of grey to buff to light brown hues to match the colour of local limestone and sandstone
- local limestone or reconstituted stone to match to be used primarily in external wall and in detailing on brick walls
- yellow or red/orange brick, or engineering blue brick for details such as jambs, lintels, cills, string courses and plintas.

### roofs

- slate, reconstituted slate or dark grey concrete tiles to match slate
- occasional use of red/orange or black concrete tile to resemble plain clay tiles
- predominantly black/slate grey ridge tile with occasional red/orange ridge tile used to provide contrast, particularly in landmark buildings.

Specific variations to this broad palette will be appropriate within the character areas (see Character Area Code, Section 5).

## architectural style

The Character Area Studies have identified a number of suitable traditional architectural references. The suitability of these references will vary between character area, (see Character Area Code in Section 4.2). The traditional references should be interpreted in a contemporary way appropriate to the beginning of the 21<sup>st</sup> Century. There is a place for innovative architecture and modern materials in the development, particularly on landmark buildings. Such architecture and materials may be appropriate in the Urban Core and Upper Village West Character Area.



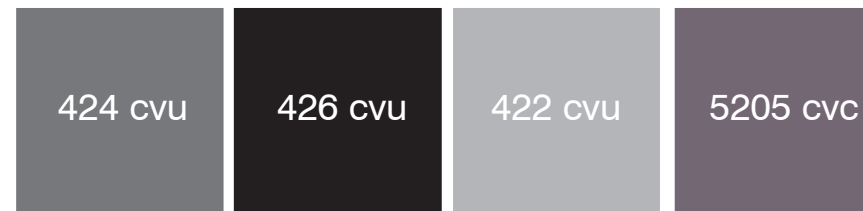
typical brick



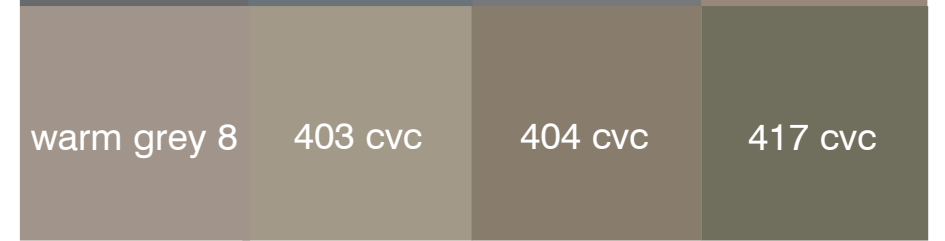
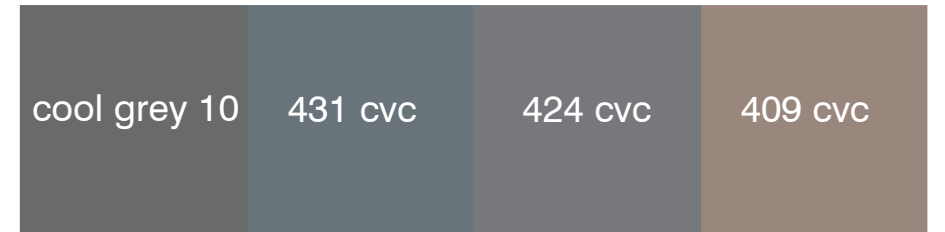
typical local stone colouration



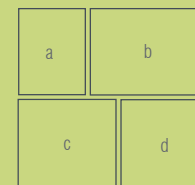
render colours



slate colours



stone colours



- a. modern materials
- b. contemporary architecture with traditional form and materials
- c. responsive to character area
- d. traditional references

- a. chimneys in appropriate locations
- b. service boxes should be concealed
- c. level thresholds need to be considered carefully
- d. careful detailing will enhance the quality of the development
- e. windows should have a white finish
- f. porches will be appropriate



## details

The detailing of buildings is important and has a critical impact on the appearance and overall impression of a development. The following guidelines are set out to raise the quality of the development and help with coordination and integration of individual schemes.

### roofs

Roof pitches should vary between 35° and 42.5° although variation between 35° and 40° will be more typical. The roof form will vary according to building type and Character Area, (see Section 5). Steeper pitches may be appropriate on some landmark buildings as an integral part of the design.

### eaves

Eaves treatment should generally be simple. Barge boards should be restricted to the Garden Village Character Area, (see Section 5) and semi formal frontages, (see page 30), where they can be decorative and prominent elements. Projecting eaves will be appropriate in occasional buildings within the Urban Core Character Area.

### service boxes

Wherever possible service boxes should be concealed or placed at the rear of buildings. Covers in prominent positions, such as frontage or main elevations, should be avoided.

### thresholds

A level or sloping access must be provided to front doors or other nominated external levels. This access must be integrated into the design of the space between buildings avoiding ramps with retaining walls or pronounced and sudden changes in level.

### windows

Window designs will vary according to building type, detailing is critical to appearance (see Section 5). Windows should have a white finish.

### dormers

Roof dormers are an appropriate detail for 2.5 storey buildings. Gable fronted are preferred but variations may be suitable on landmark buildings.

### porches

Porches will be appropriate. Within frontages, the designs must be coordinated to avoid a proliferation of types. In pitch roof porches, the roof material should be small unit tiles coloured to match the main building roof. Pitched roof complete GRP units on pitch roof porches will not be acceptable. Materials used on enclosed porches shall match the main building material.

### sub stations

Sub Stations should be carefully sited to avoid crowding and minimise impact. The housing should preferably have brick walls and tiled pitch roofs to enable the Sub Station to resemble a garage unit.

### soil pipes

Soil pipes should be internally housed.

### garages

Where provided, garages should be constructed in the same wall and roof material as the main building (see Character Area Code for exceptions).

### chimneys

With the exception of flats, chimneys should be provided in a minimum of 50% of dwellings with a higher proportion used on dwellings at the edge of the development or on the main internal loop to create a varied roof profile. Chimneys may be appropriate in landmark buildings depending on their design characteristics.

## road hierarchy

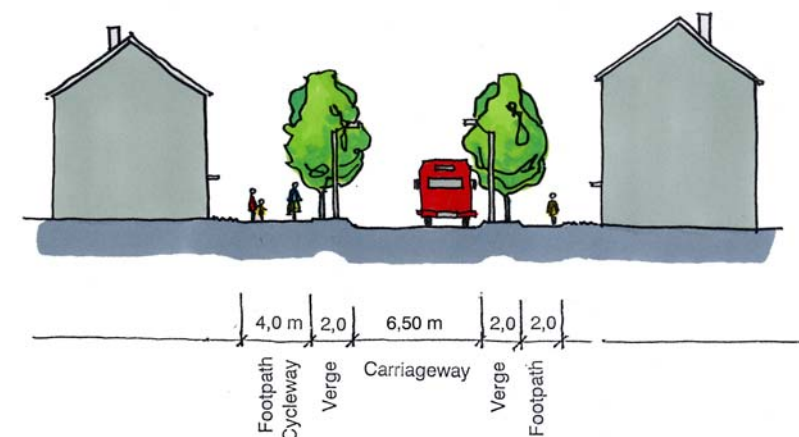
### highway design

Specific highway design guidelines are set out on this and the following pages and expand upon the principles identified in Section 3. These support the Road Hierarchy Table on page 54.

The hierarchy is based on traffic volumes and type of vehicles using the highways. The criteria sets out to create a safe pattern of movement through the development which favours pedestrians. The highway network will have a maximum design speed of 20 mph. The criteria have the central aim of creating highways and corridors of movement which are responsive to the urban form and creation of development with character and identity.

In prominent sections of highway within the Garden Village, Upper Coity and Upper Village West Character Areas, resin coated stone chippings can be rolled into an asphalt surface of the roads to introduce variety and colour. The stone chippings should tone with the materials (see Section 4.1.5) used in the buildings to create a sense of harmony. The colour and density of chipping should be considered from the outset to ensure the overall appearance and hue remains after weathering has taken place.

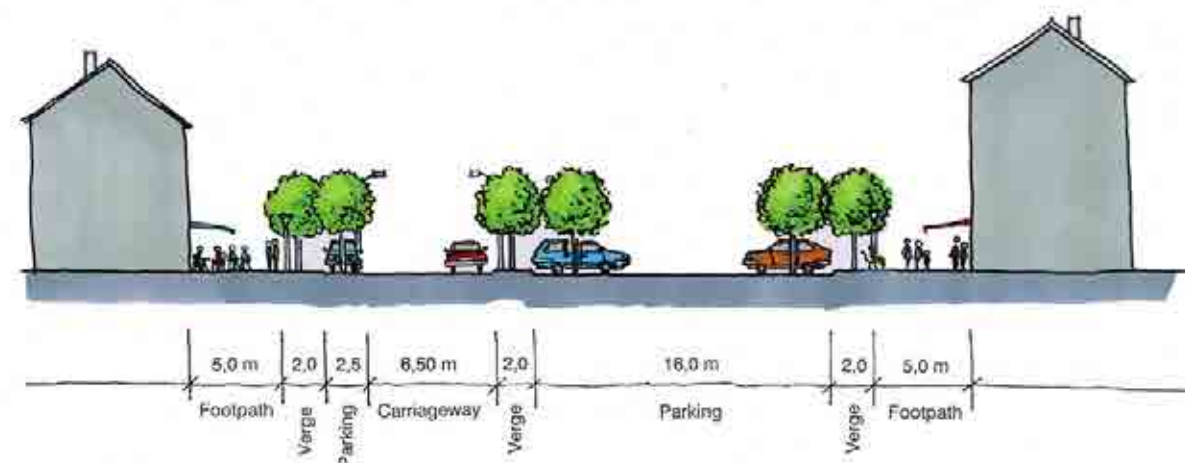
The Avenue



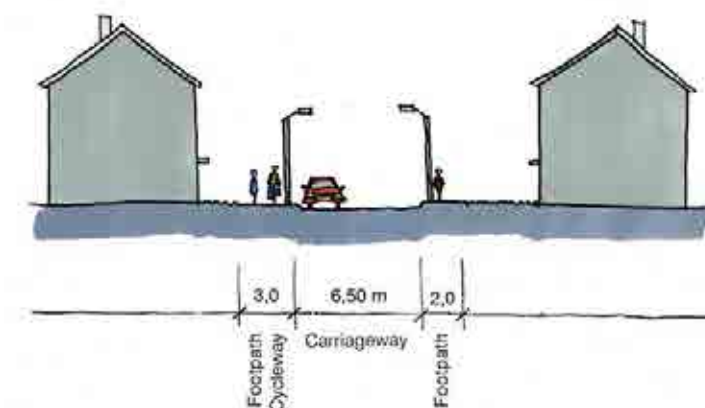
### bus routes

Two bus routes will serve the development. The first will follow the route of 'The Avenue' through the south western corner of the development from the BNDR junction to Heol West Plas junction. The second will access the site from Heol Spencer, looping through the north eastern corner before exiting onto Heol Spencer again. The character of these two routes will be distinctly different. Main Avenue will, in part, have an urban quality with footpath and cycleways of a regular width. In contrast, the bus route in the north eastern corner will be informal, responding to the character of the area it is passing through with alternate informal open spaces, open space corridors and built up areas. On street parking and direct access will not be permitted.

Local Centre Square



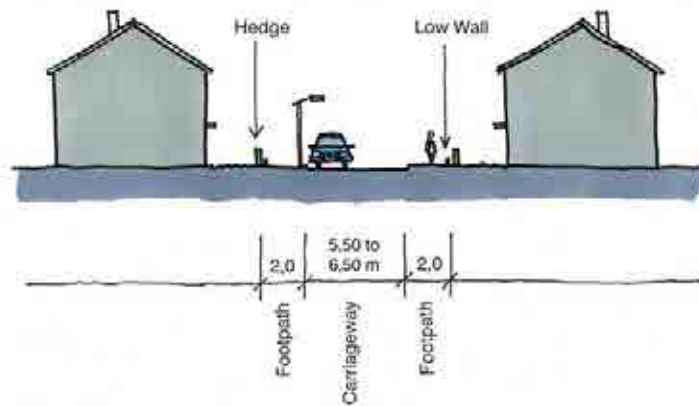
Major Access Road - 'Main Street'



### major access roads and main street

The major access roads or main street provide an internal link through the development between the two bus routes. It will serve key facilities, including the Local Centre and Primary School. Although the carriageway width will be able to accommodate a bus route at a future date the road corridor will be significantly narrower than the primary bus routes and respond more closely to the character of the area it passes through. This change in character will infer to motorists that slower speeds will be required. Direct frontage vehicular access will be permitted to dwellings fronting the road in certain locations. Particular locations will have to respond to changing character, including the square within the Local Centre and adjacent to the Primary School.

## Access Road



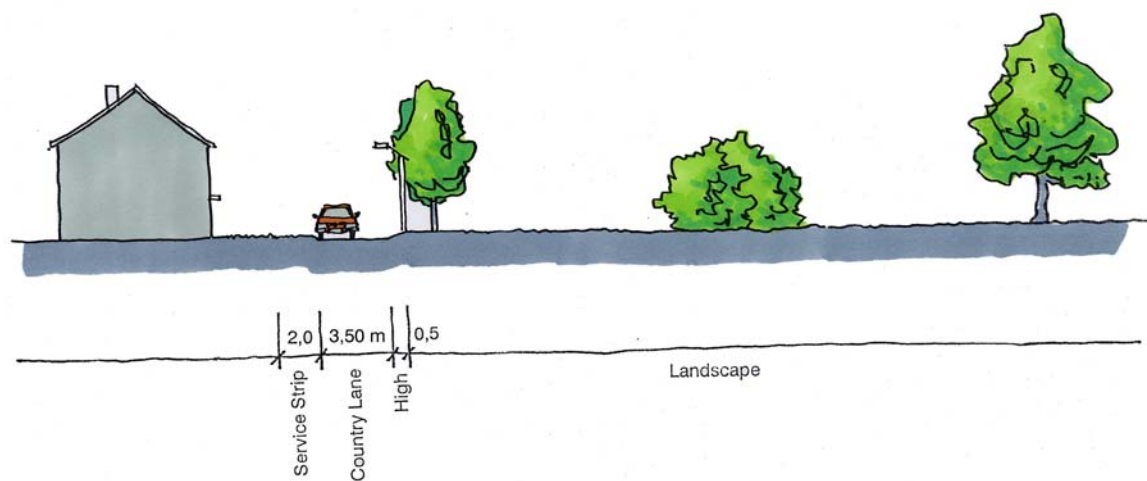
## minor access roads

The majority of the remainder of the development will be served by Access Roads. The carriageway will vary in width as dictated by the surrounding urban form with a general width of 5.5 metres. Direct frontage vehicular access will be permitted to dwellings fronting the road. Footways will be provided either side of the carriageway except in shared surface sections. These will follow the building line and will not be less than 2 metres and occasionally widening to 4 metres. Shared use carriageways will be appropriate where less than 25 dwellings are served or 50 if linked. The shared use of the carriageway will be marked by a change in surface material. The target speed for these roads is less than 20 mph. Access roads will accommodate on street parking in certain locations for visitor use.

## courtyards

Shared surface courtyards will serve less than 25 dwellings, or 50 if linked. They will be intimate, irregularly shaped spaces accommodating parking areas and giving access to plot spaces and garages. Courtyards will be accessed by short sections of access roads designed to adoptable standards. Two access points will allow service vehicles to access properties from these areas. Target speeds within courtyards will be 15 mph or less, incorporating measures to deter through traffic. Courtyards may be adopted.

## Country Lane



## lanes

Next to the Coity Buffer, open space areas and in low density areas the impact of highways needs to be minimised and integrated into the landscape treatment. Long lengths of single sided adoptable roads should not be promoted. In these locations where traffic flows are low, relatively narrow winding roads or lanes will be appropriate which have the following characteristics :

- a single track road serving a total of up to 25 dwellings.
- A 2 metre verge/ footpath will be required on one side of the lane which the public utilities will be expected to run their services under. A 0.5 metre verge is required on the other side of the lane to allow for maintenance by the Highway Authority. The verges will be reinforced 1 metre either side of the highway to help absorb vehicle overrun.
- The carriageway shall have a width of 3.5 metres with localised widening to provide passing places.
- The distance between passing places should not exceed 30 metres with junctions being inter-visible.
- The junction between the Country lane and the Access Road will provide a waiting area off the main route before the single track carriageway begins.
- A wide band of setts or blocks will mark the transition to a single track road.
- Any kerbing to contain the carriageway will be at level with a haunched grass or granite sett profile 500mm above carriageway level to contain vehicles.
- The target design speed is 15 mph.
- With the exception of visitor spaces, parking should be accommodated within the curtilage of each dwelling.

## surface materials

The surface materials chosen for the public realm will play an important part in contributing to the quality of the Parc Derwen development and sense of place. These are outlined below and are identified as part of the Character Area Code in Section 5.

### highway

Bitumen Macadam will be the predominant highway material within Parc Derwen. The extent and perceived extent of this material will be primarily restricted by shared surface areas and innovative footpath treatments.

Within the carriageway, channels should be defined by setts, blocks or concrete channel blocks. This will visibly reduce carriageway widths, thus contributing to slower traffic speeds.

### footpaths

Paving slabs will be appropriate material for the footways within the high density Urban Core areas, particularly the Local Centre Square and approaches.

In certain instances, such as adjacent to the Coity Buffer, it may be appropriate to cover the footpaths in a pea-shingle bound with resin to prevent migration of material. This can help to reinforce the soft, landscape dominant edge to Parc Derwen. Elsewhere within Parc Derwen and, outside squares and shared surfaces, Bitumen Macadam will be the primary footpath material.

### squares and shared surfaces

Squares and shared surfaces will be predominantly hard surfaced.

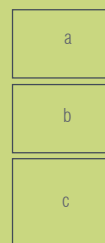
It will be important for shared surfaces such as squares and courtyards to be unified by a single material, covering both the footway and carriageway. Typically, this should take the form of concrete blocks of an appropriate colour and texture to convincingly appear like a natural product and tone with the surrounding palette of materials. Colours of a soft brown/ yellow/ ochre hue will be suitable. The carriageway will be defined by a choice or combination of drainage channel, low kerb and bollards depending on the type of road and traffic flows.

The entrance to squares or shared surface sections will be marked by transition strips in a different colour and texture to signal the change in status and context. These transition strips will normally be small concrete blocks or setts.

## traffic calming

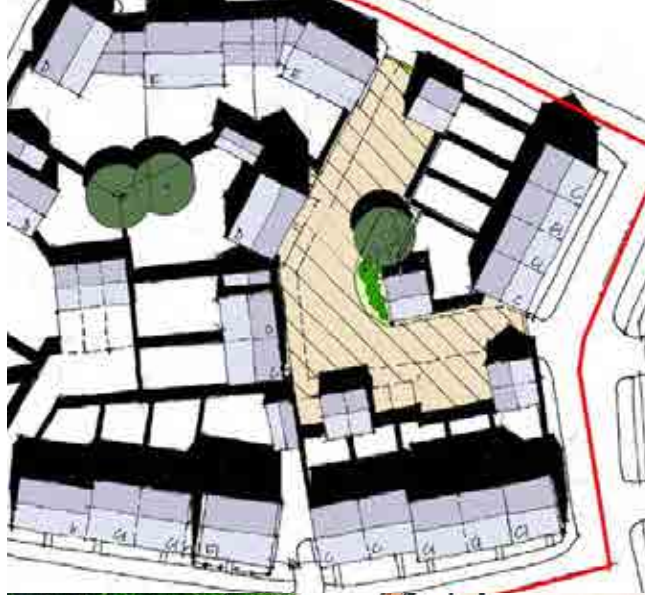
Urban form provides the principle means of traffic calming through containment and frequent changes in the angle of buildings and alignment of roads. The following measures will be appropriate in certain areas.

- **on street car parking** A limited amount of on street parking will be appropriate in certain locations and can help to reduce traffic speeds. The siting of on street spaces should avoid obstruction and consider the safety of pedestrians. On street car parking will not be part of the residential allocation.
- **variations in carriageway width** In certain areas the edge of roads will follow the building frontages producing variations in road widths which will have a traffic calming effect.
- **squares** In addition to their role as focal points, squares through a combination of alignment of routes and surface material will provide a traffic calming effect.
- **splitter islands** Provided in association with pedestrian crossing points.
- **speed control bends** Tight radii bends with mountable shoulders on the inside of the bend.
- **mini roundabouts** Provided at junctions.



- a. resin bound pea shingle footpaths
- b. bitumen macadam
- c. block paving





a	e
b	f
c	g
d	

- a. courtyard detail
- b. parking with square
- c. courtyard parking
- d. courtyard parking
- e. parkland style fencing
- f. street lighting
- g. home zone "ownership"

## car parking

Car parking within the development should be discrete and provided in ways which avoid compromising character and quality. Residential parking should be as convenient to use as that provided for the visitor and casual user. Car parking provision will be provided in accordance with the relevant guidance and will take the following forms:

- On Plot Parking Garages and car space within plots should, wherever possible, be provided behind the building line and be as convenient to use as spaces provided for the visitor.
- In certain parts of the development it will be appropriate to provide a proportion of visitors spaces on street. On street spaces can be located in widened sections of the carriageway where traffic will not be obstructed. Track plots will need to be provided to demonstrate that service and emergency vehicles can pass. Care should be taken through siting and screening with tree planting to reduce the impact of on street parking.

## home zones

Some of the shared surface sections of highway will be suitable for home zones. Here the highway will become a multifunctional space used for amenity, play, car parking as well as access. To create safe conditions for a mixing of pedestrians and vehicles there will be a maximum design speed of 10mph.

## lighting and street furniture

The street furniture for Parc Derwen should be consistent across the five Character Areas. It will have a simple and discrete style.

The location and arrangement of the street lighting will reflect the character of the different areas. For example, wall mounted lights may be appropriate in certain locations, particularly within the Urban Core. Lighting columns could reinforce the semi formal character of the Garden Village.

A hanging style lantern will be required to minimise light pollution and visual intrusion along the access loop. The standard distributor road lantern should be avoided in favour of more aesthetically acceptable design, consistent with the high standards of development at Parc Derwen. The other (residential) streets should have a simple hanging lantern such as the Urbis Albany on a Blenheim Column.

With the exception of the two primary bus routes, lighting columns should not rise above the eaves of adjacent dwellings.

Lighting will be co-ordinated with the street furniture.

All street furniture and lighting columns should be painted black.



- Legend**
- Proposed Tree Planting
  - Existing Tree Planting
  - Existing Planting
  - Proposed Woodland / Hedgerows
  - NEAPs
  - LEAPs
  - Coity Buffer
  - Amenity Space
  - Front Gardens
  - Football & Cricket Pitch
  - Security Fence
  - Water Attenuation Feature (Wet)
  - Water Attenuation Feature (Dry)
  - Storm Water Cell







## open spaces

The landscape and open space strategy was set out in Section 3. A broad description of the character of each of the open spaces is set out below. Details for the future maintenance of the following open spaces will be contained within a separate document, 'landscape strategy', produced by LTC, USK.

### L1 : central space

This space will contain the playing field provision for the development which may include two football pitches and a cricket pitch. In addition, there will be a dual use playing field space shared with the adjacent school. The land form, landscape treatment and adjoining frontages will give the space a formal amphitheatre character. Substantial planting based around existing retained trees and hedgerows will, on the northern and southern edges, create enclosure and form an important part of new landscape structure for the site.

### L2 : east west linear open space

This space will link the two woodland areas within the site with the area around Heol Spencer via the Central Open Space (L1). The space will have a predominantly informal character incorporating sections of retained hedgerows and substantial new tree planting. The adjoining development frontages will have a significant impact on the character of the area, (see Section 4). The linear space widens to provide a location for a Local Equipped Play Area, (LEAP).

### L3, L4 and L5 : local parks

Spaces with a strong local park character will be created based on retained groups of trees. The spaces will be enclosed by railings with prominent gateways. The landscape treatment will include ornamental planted areas and a wide range of facilities. Water attenuation features are located in L3 and L5.

### L6 : north south linear space

The space provides a north south corridor through the development and links the Local Parks (L4) and Coity Buffer. A retained hedgerow will provide a strong landscape spine south of the Local Park. Close to the northern boundary the space widens around a group of retained trees to create an informal green. There will be substantial new tree planting along the length of this space. The linear space passes through two character areas and its treatment will reflect this.

### L7 and L8 : village greens

Two small green spaces within the Upper Coity Character Area will form focal points for this part of the development. The spaces will have the character of village greens with a simple treatment of predominantly grass and trees. The spaces will be strongly contained by adjoining development.

### L9 : southern entrance

An informal open space will mark the southern entrance. The existing hedgerow should be reinforced by substantial new planting. Black painted metal bar fencing to protect the planting and attenuation pond will give a semi formal country estate feel to the entrance.

### L10 : green

The treatment of this space should reflect its particular prominence at the confluence of routes through the development and position in the southern edge of the Local Centre in a higher density area. The space contains a group of retained trees. The space can be given a churchyard character by constructing a perimeter low stone wall and evergreen planting. The space will need to accommodate a Local Equipped Play Area (LEAP). Seating will be important within this space.

### L11 : main entrance

Landscape treatment and attenuation ponds, combined with building frontages which include landmarks, will create a strong entrance of gateway to the development. The emphasis must be on an integrated urban form and landscape solution. The space will accommodate ramps to the pedestrian cyclist bridge across the BNDR.

### L12 and L13 : green spaces

These are small intimate green spaces based around retained mature trees will provide a focal point for this part of the development. The space should have a simple informal treatment.

### L14 : woodland open space

Small open space areas will create an attractive setting for the woodland providing protection and space for informal recreation and replanting.

### L15 : coity buffer

This large area of open space contains main pedestrian routes into the site, the intention is to create an informal landscape around the existing trees and hedges.

### L16 and L17 : entrances from heol spencer

The entrances from Heol Spencer should retain the character of this section of road. The landscape treatment will also include sections of stone walls to match the existing with stone gate pillars. The southern entrance will incorporate a retained mature tree and hedgerow.

### L18 : green space

The space, which forms a local focal point, should have a formal treatment with railings and planting to give the character of a private communal garden often found in 19<sup>th</sup> Century residential developments. This space will accommodate a neighbourhood equipped play area.

a

b

c

a. linear open space  
b. formal local park  
c. housing overlooking playing fields

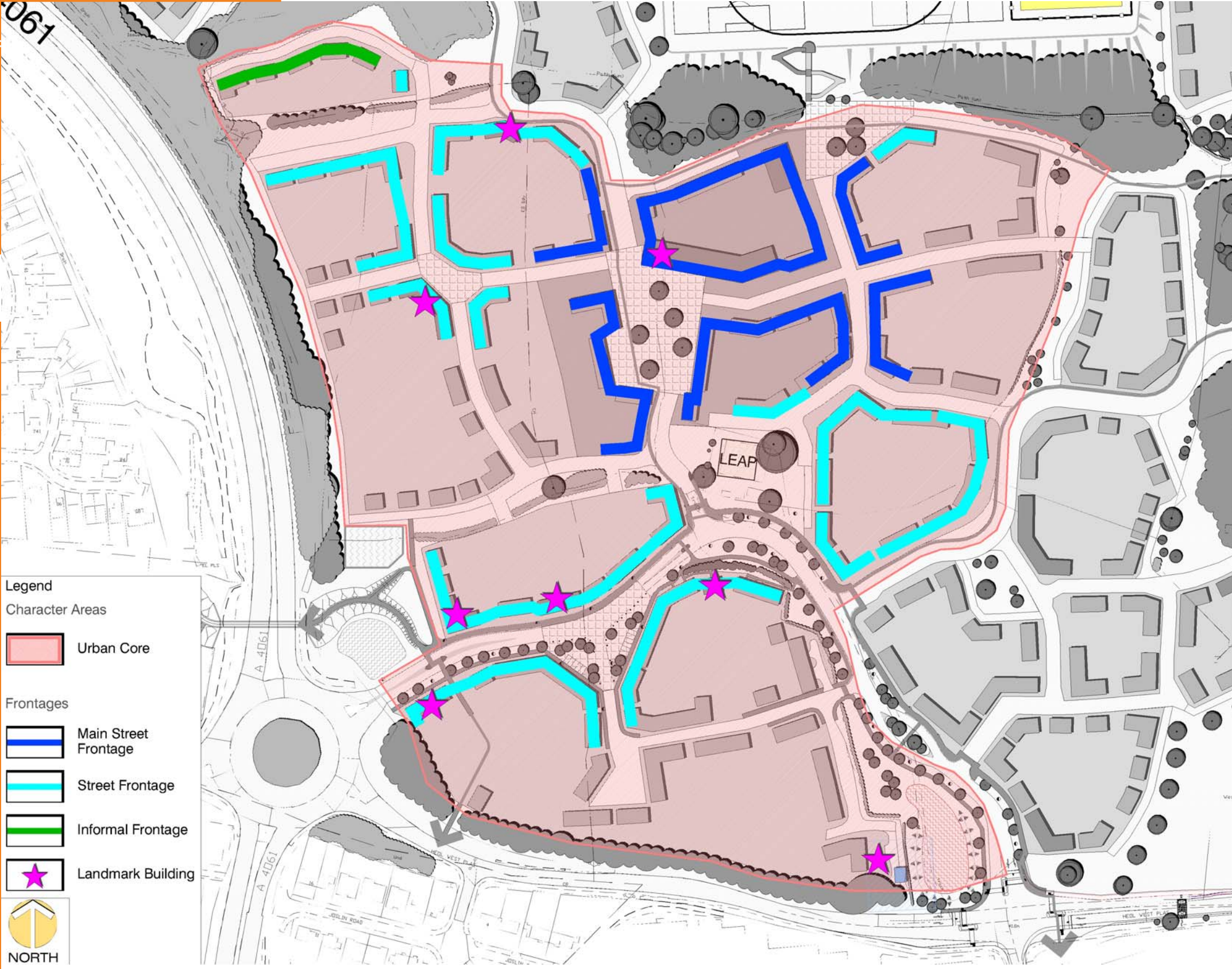


## 5. coding

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The guidelines in Section 4 outlined the concept, vision and basic principles for each of the five character areas. This section elaborates upon these elements to identify specific parameters for the Urban Village, Upper Village West, Garden Village, Upper Village and Upper Coity to help ensure a high quality, distinctive development is achieved with a strong sense of place both within the development as a whole and the individual Character Areas.

For each character area, the Code covers: key frontages; key buildings; key spaces; building typology; streetscape, materials, architectural detailing and landscape issues.



a	a. continuous frontage
b	b. enclosed gardens
c	c. mixed use
d	d. urban frontage
e	e. dwellings

illustrative urban core block plans detail



materials

- External walls** The main street frontage and street frontage will be mainly render with some elements of brick and stone. In all other areas the external walls will be a mixture of brick, stone and render. Small areas of decorative timber features and stucco will be allowed.
- Roofs** Slate will be the dominant roof material along the main street frontage and street frontage. Ridge tiles will be predominantly slate/grey with a small element of red/orange ridge tiles. In other areas plain and profiled tiles will be acceptable. Roofs should have a minimum pitch 40 degrees.
- Surface finishes** A single concrete block paving material such as Marshall's Tegula will define squares and shared surfaces. The block will have a colour (soft brown/yellow/ochre hue) and texture to convincingly appear like a natural product. Bitumen Macadam will be used elsewhere on the highway and footpaths. Within the major access carriageway, setts, or blocks to reduce the perceived carriageway width will define channels.

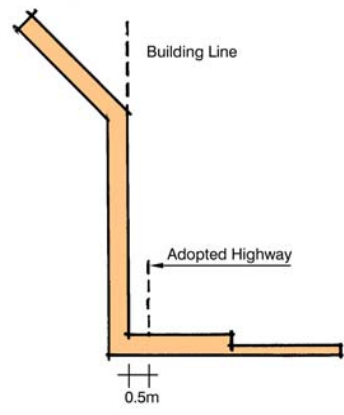
architectural details

- Chimneys** Chimneys along the main street and street frontage should be a main feature. All chimneys should be in brick.
- Eaves/Verges** A mixture of clipped eaves/verges and eaves with an over hang with barge boards on verges are to be used in this area.
- Windows/doors** Sash style windows and casement windows are to be used in this area. All windows are to be white. All windows should have vertical subdivisions.
- Garages** All garages fronting streets should be constructed in the same wall and roof materials as the house it serves. Within mews courtyards there should be a consistency of materials used within that courtyard. Garage doors should be timber or timber effect and painted. Colours should be varied to avoid monotony in the courtyards.
- Boundary treatment** In this area the no setback code and 2 metre setback code is to be used (see below). Along the street frontage 2 metre setback code will be dominant. Boundaries will be small walls, railings and hedges. Along the main street frontage the no setback code will be the dominant setback. The 500mm setback will be the same material as the footpath defined by pins or edgings. Where side or rear gardens abut the public realm they should be enclosed by 1.8 metre high walls.

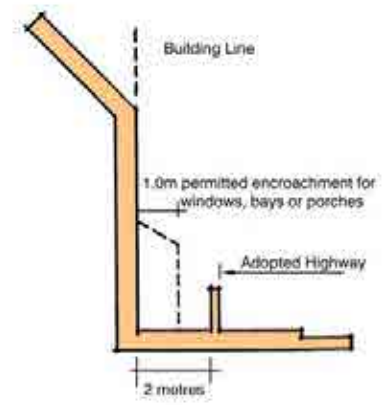
**Landscape** Specimen trees will be planted within the square as an integral part of the detailed design of this space. Native tree and shrub species will be introduced to front gardens along the informal frontage to reinforce the landscape dominant edge. Linear open space corridors will have native tree and shrub species planted within them as an integral part of their design.

Character Area - Urban Core								
1	2	3	4	5	6	7	8	9
2 Storey small terrace	2.5 Storey terrace	3 Storey terrace	3 storey gable terrace	Detached house	2 Storey gable terrace	2.5 Storey detached house	3 Storey detached house	2 Storey gable fronted house
10	11	12	13	14	15	16	17	18
Detached house with car port	Corner unit (External)	Corner unit (Internal)	Single gable house	Double gable detached or semi detached house	Semi-detached houses	3 Storey detached house	Projecting first floor	Residential Unit Over Shop

urban core



no setback code



2m setback code



**Legend**

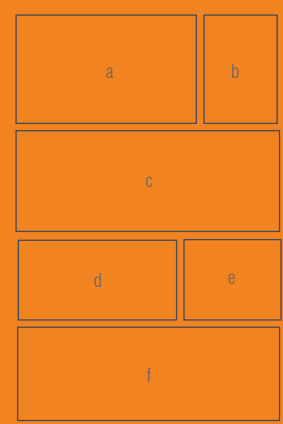
**Character Areas**

- Upper Village West







**Frontages**

- Informal Frontage
- Landmark Building

**NORTH**



- a. timber cladding
- b. landscape dominant
- c. rural character
- d. low walls
- e. visual pinch point
- f. 2 storey detached

Character Area - Upper Village West								
1	2	3	4	5	6	7	8	9
2 Storey small terrace	2.5 Storey terrace	3 Storey terrace	3 storey gable terrace	Detached house	2 Storey gable terrace	2.5 Storey detached house	3 Storey detached house	2 Storey gable fronted house
								
Detached house with car port	Corner unit (External)	Corner unit (Internal)	Single gable house	Double gable detached or semi detached house	Semi-detached houses	3 Storey detached house	Projecting first floor	Residential Unit Over Shop
10	11	12	13	14	15	16	17	18
								



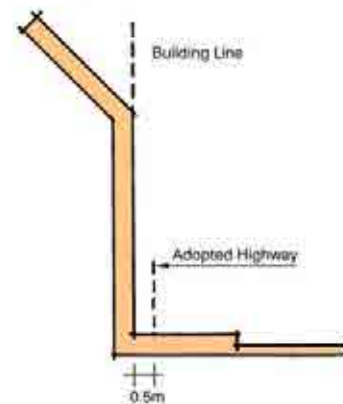
illustrative upper village west block plan detail

## materials

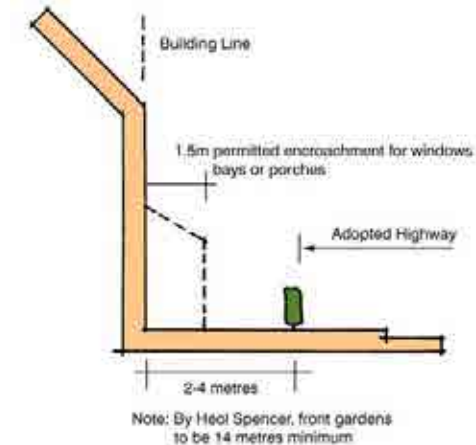
- External walls** The informal street frontage will be mainly render with some elements of brick and horizontal timber boarding. In all other areas the external walls will be a mixture of brick and render. Small areas of decorative timber features and stucco will be allowed.
- Roofs** Slate will be the dominant roof material along the informal street frontage. Ridge tiles will be predominantly slate/grey with a small element of red/orange ridge tiles. In other areas plain and profiled tiles will be acceptable. Roofs should have a minimum pitch of 35 degrees.
- Surface finishes** A single concrete block paving material such as Marshalls Tegula will define squares and shared surfaces. The block will have a colour (soft brown/yellow/ochre hue) and texture to convincingly appear like a natural product. Bitumen Macadam will be used elsewhere on the highway and footpaths.

## architectural details

- Chimneys** Chimneys along the informal street frontage should be a main feature. All chimneys should be in brick.
- Eaves/Verges** Eaves should mainly have a overhang. Verges should have barge boards. Some clipped eaves/verges will be allowed to give some variety.
- Windows/doors** Sash style windows and casement windows are to be used in this area. All windows are to be white. All windows should have vertical subdivisions.
- Garages** All garages fronting streets should be constructed in the same wall and roof materials as the house it serves. Within mews courtyards there should be a consistency of materials used within that courtyard. Garage doors should be timber or timber effect and painted. Colours should be varied to avoid monotony in the courtyards.
- Boundary treatment** In this area the no setback code and 2 to 4 metre setback code are to be used (see below). Along the informal street frontage the 2 to 4 metre setback code will be dominant. Boundaries will be mainly hedges. In other areas the no setback code can be used with terraces. The 500mm setback will be used as a planting strip or the same material as the footpath defined by pins or edgings. Where side or rear gardens abut the public realm they should be enclosed by 1.8 metre high walls.
- Landscape** Specimen trees will be a main feature in front gardens along the informal frontage. All species in the public realm will be of a native variety. Roads will not be constructed within 5 metres of the existing woodland features.

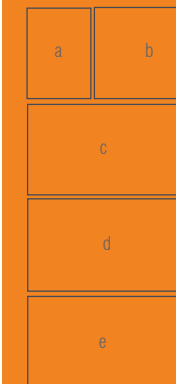
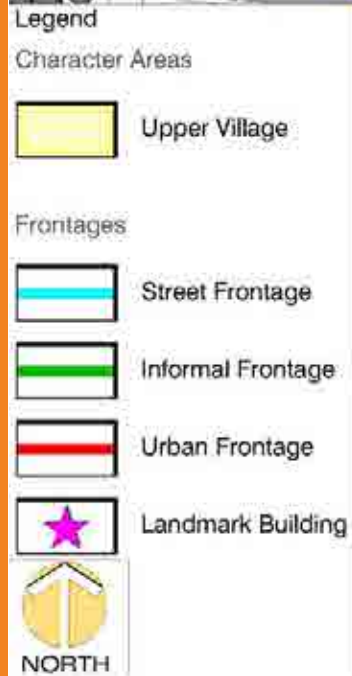


no setback code





















2-4m setback code

Note: By Heol Spencer, front gardens to be 14 metres minimum



- a. enclosure of public realm
- b. front gardens
- c. detached properties
- d. projecting gable
- e. high chimney ratio



Character Area - Upper Village								
1	2	3	4	5	6	7	8	9
2 Storey small terrace	2.5 Storey terrace	3 Storey terrace	3 storey gable terrace	Detached house	2 Storey gable terrace	2.5 Storey detached house	3 Storey detached house	2 Storey gable fronted house
								
10	11	12	13	14	15	16	17	18
Detached house with car port	Corner unit (External)	Corner unit (Internal)	Single gable house	Double gable detached or semi detached house	Semi-detached houses	3 Storey detached house	Projecting first floor	Residential Unit Over Shop
								



illustrative upper village block plan detail

## materials

### External walls

The urban street frontage and street frontage will be mainly render with some elements of brick and stone. The informal frontage will be mainly stone with some render. In all other areas the external walls will be a mixture of brick, stone and render. Horizontal boarding may be used as a feature along the urban and street frontage.

### Roofs

Slate will be the dominant roof material along the urban, informal and street frontage. Ridge tiles will be predominantly slate/grey with a small element of red/orange ridge tiles. In other areas plain and profiled tiles will be acceptable. Roofs should have a minimum pitch 40 degrees.

### Surface finishes

A single concrete block paving material such as Marshalls Tegula will define squares and shared surfaces. The block will have a colour (soft brown/yellow/ochre hue) and texture to convincingly appear like a natural product. Bitumen Macadam will be used elsewhere on the highway and footpaths. Within the major access carriageway, setts, or blocks to reduce the perceived carriageway width will define channels.

## architectural details

### Chimneys

Chimneys along the main street and street frontage should be a main feature. All chimneys should be in brick.

### Eaves/Verges

A mixture of clipped eaves/verges and eaves with an over hang with barge boards on verges are to be used in this area.

### Windows/doors

Sash style windows and casement windows are to be used in this area. All windows are to be white. All windows should have vertical subdivisions.

### Garages

All garages fronting streets should be constructed in the same wall and roof materials as the house it serves. Within mews courtyards there should be a consistency of materials used within that courtyard. Garage doors should be timber or timber effect and painted. Colours should be varied to avoid monotony in the courtyards.

### Boundary treatment

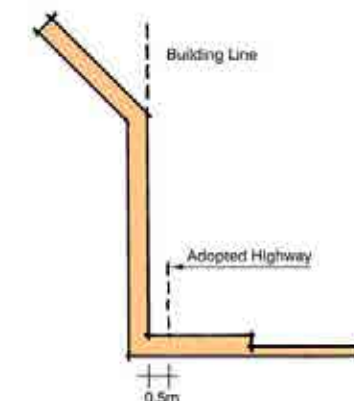
In this area the no setback code and 2 metre setback code is to be used (see below). Along the urban frontage and informal street frontage the 2 metre setback code will be dominant. Boundaries will be small walls, railings and hedges. Along the main street frontage the no setback code will be the dominant setback. The 500mm setback will be used as a small front garden to be planted. Where side or rear gardens abut the public realm they should be enclosed by 1.8 metre high walls.

### Landscape

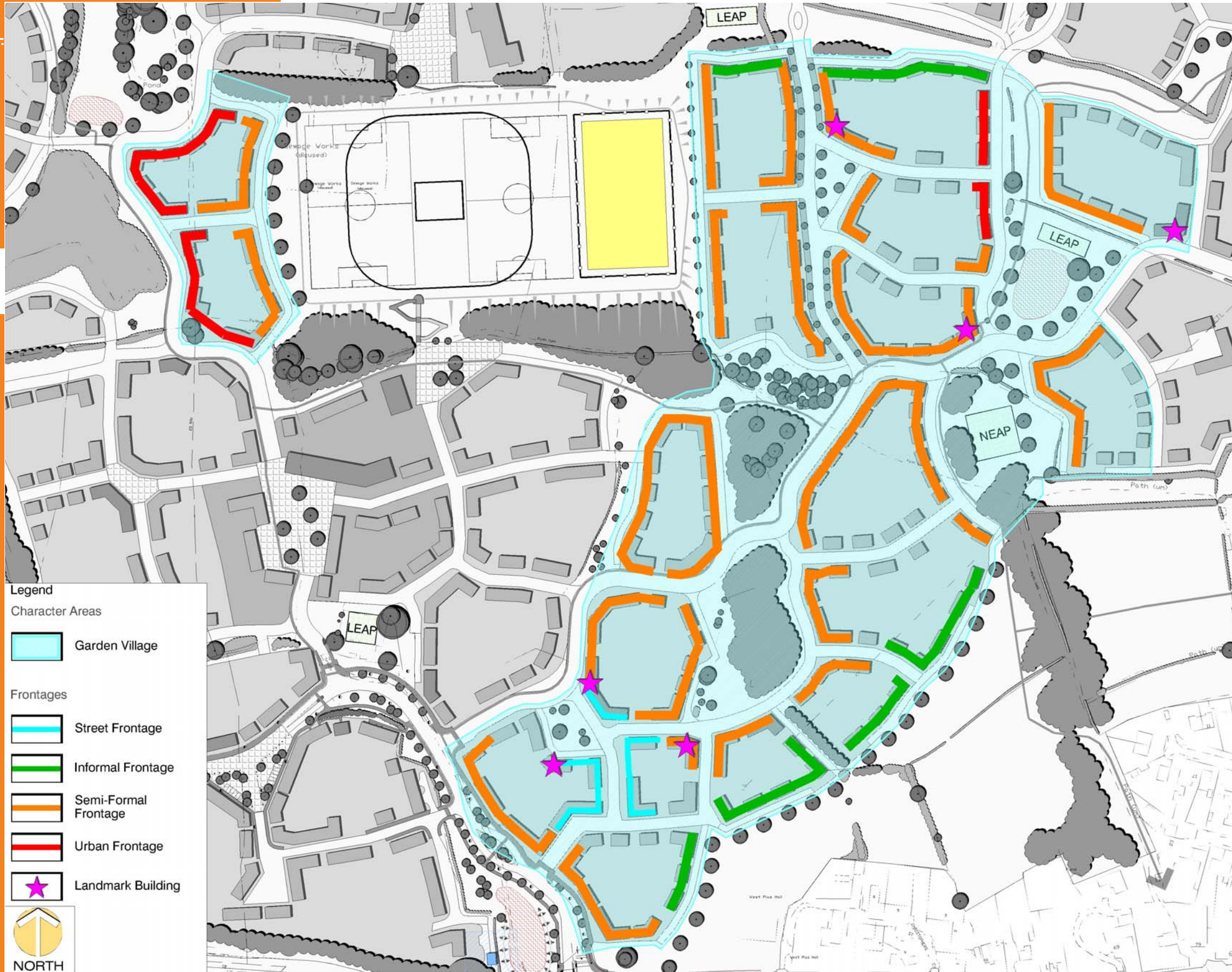
Occasional specimen trees will be a main feature along the informal frontage. All species in the public realm will be of a native variety. Roads will not be constructed within 5 metres of the existing woodland features. Specimen trees will be planted within the square as an integral part of the detailed design of this space. Linear open space corridors will have native tree and shrub species planted within them as an integral part of their design.



2m setback code



no setback code



- a. low brick wall and peirs
- b. enclosure of open space
- c. architectural rhythm
- d. limited palette of materials
- e. bay windows



illustrative garden village block plan detail



## materials

### External walls

All walls are to be brick. Except on the frontages facing the Coity Buffer where walls are to be render or stone. Reconstituted local limestone or cast stone will be used in the detailing of lintels, cills and Quoins on all buildings. Decorative timber boards in gables and stucco will be allowed.

### Roofs

Slate will be the dominant roof material along the main street frontage and street frontage. Ridge tiles will be predominantly slate/grey with a small element of red/orange ridge tiles. Roofs should have a minimum pitch 35 degrees.

### Surface finishes

A single concrete block paving material such as Marshalls Tegula will define squares and shared surfaces. The block will have a colour (soft brown/yellow/ochre hue) and texture to convincingly appear like a natural product. Bitumen Macadam will be used elsewhere on the highway and footpaths. Within the major access carriageway, setts, or blocks to reduce the perceived carriageway width will define channels.

## architectural details

### Chimneys

All dwellings should have chimneys. Semidetached properties can have a shared chimney. All chimneys should be in brick to match the main walls of the dwelling.

### Eaves/Verges

Eaves with an over hang with barge boards on verges are to be used in this area.

### Windows/doors

Sash style windows on ground and first floors are to be used where dwelling face the public realm open space. All windows are to be white. All windows should have vertical subdivisions.

### Garages

All garages fronting streets should be constructed in the same wall and roof materials as the house it serves. All garages and parking spaces are to be behind the building frontage. Within mews courtyards there should be a consistency of materials used within that courtyard. Garage doors should be timber or timber effect and painted. Colours should be varied to avoid monotony in the courtyards.

### Boundary treatment

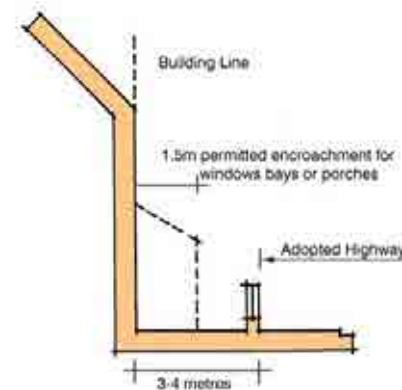
Front gardens are to be enclosed by low brick walls with piers to the entrance. The brick should be the same as the house. Where the dwellings front onto the public realm open space metal railings should top the walls. The 3 to 4 metre setback should be used on all semi formal frontages. Where side or rear gardens abut the public realm they should be enclosed by 1.8 metre high walls.

### Landscape

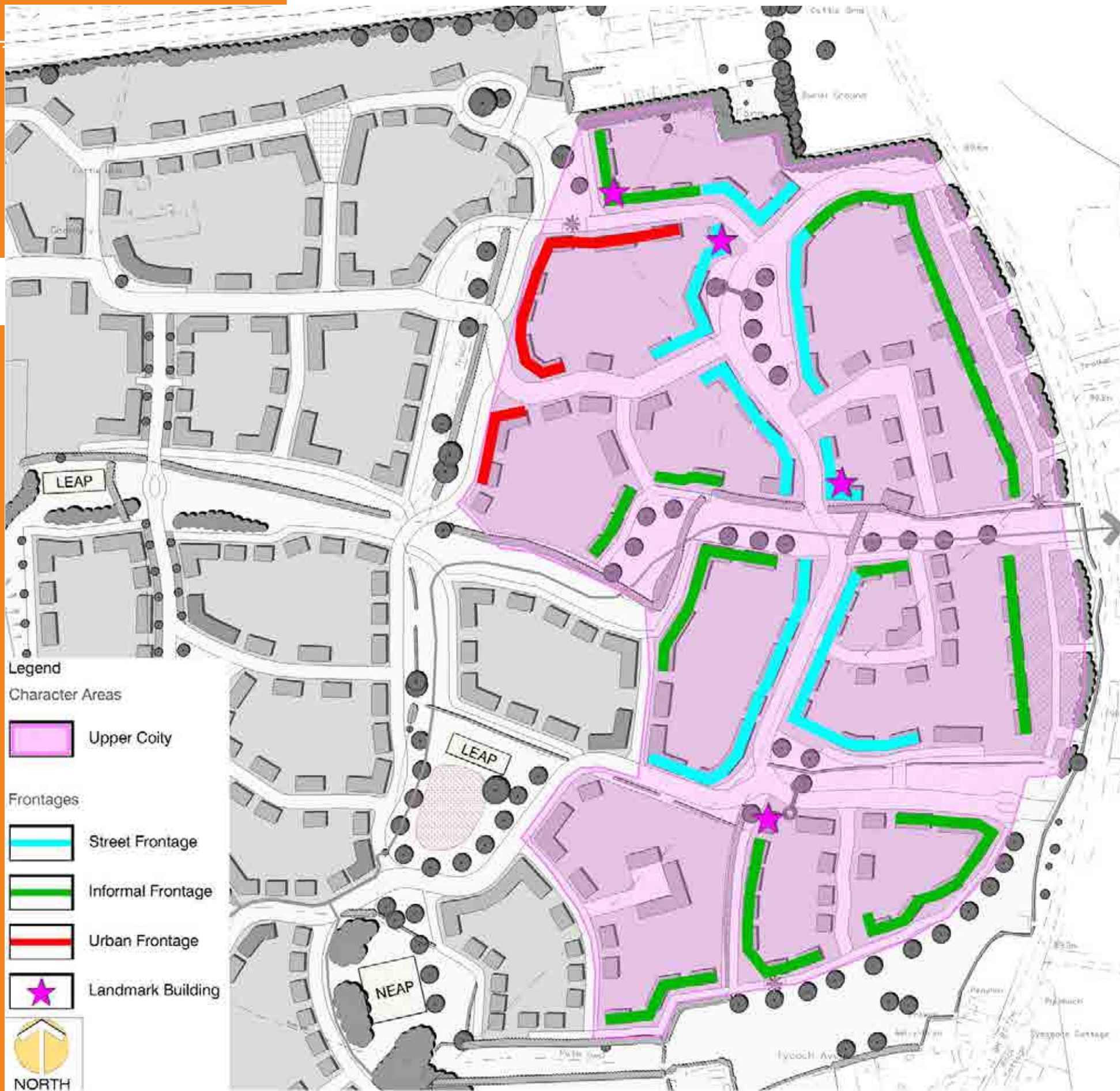
The significant open spaces within the Garden Village will be enclosed by railings and have prominent entrances to achieve a parkland quality. Specimen trees will be planted at regular intervals along the boundary of these open spaces to reinforce the parkland edge. Some dwellings along the semi formal frontages are to have specimen trees within their front gardens. Native species will constitute the majority of planting within open spaces.

Character Area - Garden Village								
1	2	3	4	5	6	7	8	9
2 Storey small terrace	2.5 Storey terrace	3 Storey terrace	3 storey gable terrace	Detached house	2 Storey gable terrace	2.5 Storey detached house	3 Storey detached house	2 Storey gable fronted house
Detached house with car port	Corner unit (External)	Corner unit (Internal)	Single gable house	Double gable detached or semi detached house	Semi-detached houses	3 Storey detached house	Projecting first floor	Residential Unit Over Shop
10	11	12	13	14	15	16	17	18

garden village



3-4m setback code



a
b
c
d
e
f

- a. 2 storey detached
- b. rendered dwellings
- c. timber cladding
- d. low walls
- e. rural character
- f. landscape dominant

Character Area - Upper Coity								
1	2	3	4	5	6	7	8	9
2 Storey small terrace	2.5 Storey terrace	3 Storey terrace	3 storey gable terrace	Detached house	2 Storey gable terrace	2.5 Storey detached house	3 Storey detached house	2 Storey gable fronted house
Detached houses with car port	Corner unit (External)	Corner unit (Internal)	Single gable house	Double gable detached or semi detached house	Semi-detached houses	3 Storey detached house	Projecting first floor	Residential Unit Over Shop
10	11	12	13	14	15	16	17	18

## materials

**External walls** The street frontage and informal frontage will be mainly stone with some render. In all other areas the external walls will be a mixture of stone and render with some small elements of brick.

**Roofs** Slate will be the dominant roof material along the main street frontage and street frontage. Ridge tiles will be predominantly slate/grey with a small element of red/orange ridge tiles. In other areas plain and profiled tiles will be acceptable. Roofs should have a minimum pitch 40 degrees.

**Surface finishes** A single concrete block paving material such as Marshall s Tegula will define squares and shared surfaces. The block will have a colour (soft brown/yellow/ochre hue) and texture to convincingly appear like a natural product. Bitumen Macadam will be used elsewhere on the highway and footpaths. Within the major access carriageway, setts, or blocks to reduce the perceived carriageway width will define channels.

## architectural details

**Chimneys** Chimneys along the street and informal frontage should be a main feature. All chimneys should be in brick.

**Eaves/Verges** A mixture of clipped eaves/verges and eaves with an over hang with barge boards on verges are to be used in this area.

**Windows/doors** Sash style windows and casement windows are to be used in this area. All windows are to be white. All windows should have vertical subdivisions.

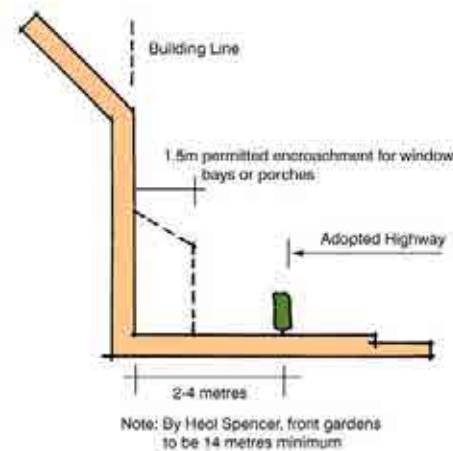
**Garages** All garages fronting streets should be constructed in the same wall and roof materials as the house it serves. Within mews courtyards there should be a consistency of materials used within that courtyard. Garage doors should be timber or timber effect and painted. Colours should be varied to avoid monotony in the courtyards.

**Boundary treatment** In this area the 2 to 4 metre setback code is to be the main setback code used (see below). Along the street frontage and informal frontage 2 to 4 metre setback code will be dominant. Boundaries will be small walls, railings or hedges. In other areas the no setback code can be used in limited situations. The 500mm setback will be planted. Where side or rear gardens abut the public realm they should be enclosed by 1.8 metre high walls.

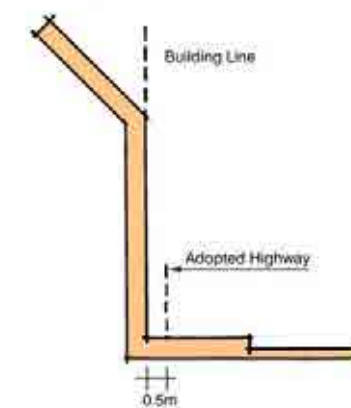
**Landscape** No roads or buildings will be constructed within 2 metres of existing hedgerows. Existing hedgerows fronting onto the linear park will have a footpath/cycleway constructed on their southern side. This should be hard surfaced to facilitate all year round use. The rural character Heol Spencer will be reinforced by the majority of front gardens abutting this road having native specimen trees and shrub species incorporated.



illustrative upper coity block plan detail



2m setback code

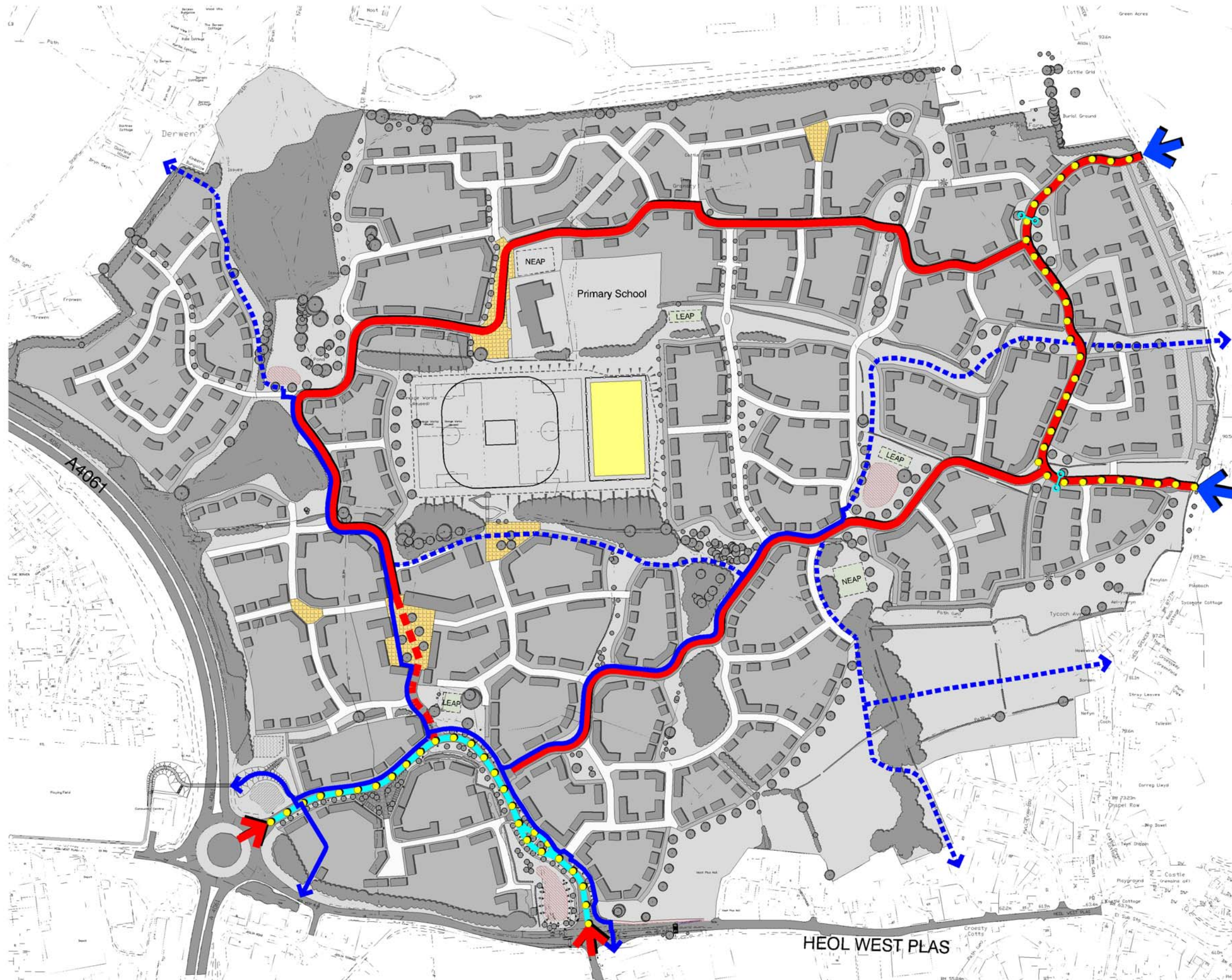


no setback code










# road hierarchy table upper coity

The Road Hierarchy Table on the opposite page provides specific guidance on the key aspects of the movement network within the site. The criteria have been developed with the aim of providing safe movement and highway corridors through Parc Derwen which are responsive to the urban form and are consistent with the character areas identified in Section 4.2.

	Phase 1 Access Loop	Major Access Road (Loop Road to LC)	Major Access Road (Elsewhere)	Minor Access Road	Shared Access	Courtyards	Lanes	Private Drives	Footway/ Cycleway	Footpaths
<b>Design Speed</b>	less than 30mph	20mph	20mph	20mph	15mph	15mph	20mph	15mph	N/A	N/A
<b>Carriageway Width (m)</b>	7.3	6.5 maximum unless locally narrowed to reduce speed	6.5 maximum unless locally narrowed to reduce speed	5.5 maximum unless locally narrowed to reduce speed	5.5 maximum unless locally narrowed	Variable	3.5 with passing places	3.65-4.5	3	2
<b>Footway/ Cycleway</b>	2m footway on one side 3m footway/cycleway on opposite side	2m footway on one side 3m footway/ cycleway on opposite side	2m footway on one side 3m footway/ cycleway on opposite side	2m footway on both sides	No footways unless provided as links	No segregated footway	2m footway on one side	None	N/A	N/A
<b>Verge</b>	0.5m buffer from carriageway	Variable	Variable	Variable	No verge	No verge	1m reinforced verge on either side of the carriageway. 0.5m soft verge on opposite side of carriageway to FP.	Variable	N/A	N/A
<b>Direct Access to properties</b>	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Bus Access</b>	Yes	Yes	Yes	No	No	No	No	None	N/A	N/A
<b>Traffic Calming</b>	60m spacing	40-60m spacing	40-60m spacing	40-60m spacing	Tight visual construction through built form	Tight visual construction through built form	Chicanes, narrowings horizontal deflection	Tight visual construction through built form	N/A	N/A
<b>Vehicle Swept Path</b>	HGV within its own lane width.	HGV within full carriageway width. Buses passing	HGV within full carriageway width. Buses passing	HGV within full carriageway width.	Refuse vehicle within carriageway	Refuse vehicle within carriageway	Refuse vehicle within carriageway. Cars passing	Cars	Maintenance Vehicles	N/A
<b>Forward Visibility</b>	60m	33m	33m	33m	33m	N/A	33m	N/A	20m	N/A
<b>Junction Sightlines x' and 'y'</b>	6.0x60	Access Loop: 6.0x60	Access Loop: 6.0x60 Major Access Road: 4.5x33	Access Loop: 6.0x60 Major Access Road: 4.5x33	Major Access Road: 3.0x33 Minor Access Road: 3.0x33	Major Access Road: 2.4x33 Minor Access Road: 2.4x33	Major Access Road: 2.4x33 Minor Access Road: 2.4x33 Shared Access: 2.4x33	Major Access Road: 2.4x33 Minor Access Road: 2.4x33 Shared Surface: 2.4x33	2x20	N/A
<b>Kerbing</b>	125mm bullnosed with localised variation	125mm bullnosed with localised variation	125mm half battered with localised variation	125mm half battered with localised variation	Kerbs laid flush	No kerbs	Shoulders and splayed kerbs	Splayed kerb	N/A	N/A
<b>Surfacing</b>	Variable (see materials detailing)	Variable (see materials detailing)	Variable (see materials detailing)	Variable (see materials detailing)	Variable (see materials detailing)	Variable	Variable	Variable	Variable	Variable
<b>Adopted</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
<b>Street Lighting</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
To be adopted						To be adopted or private				



Legend

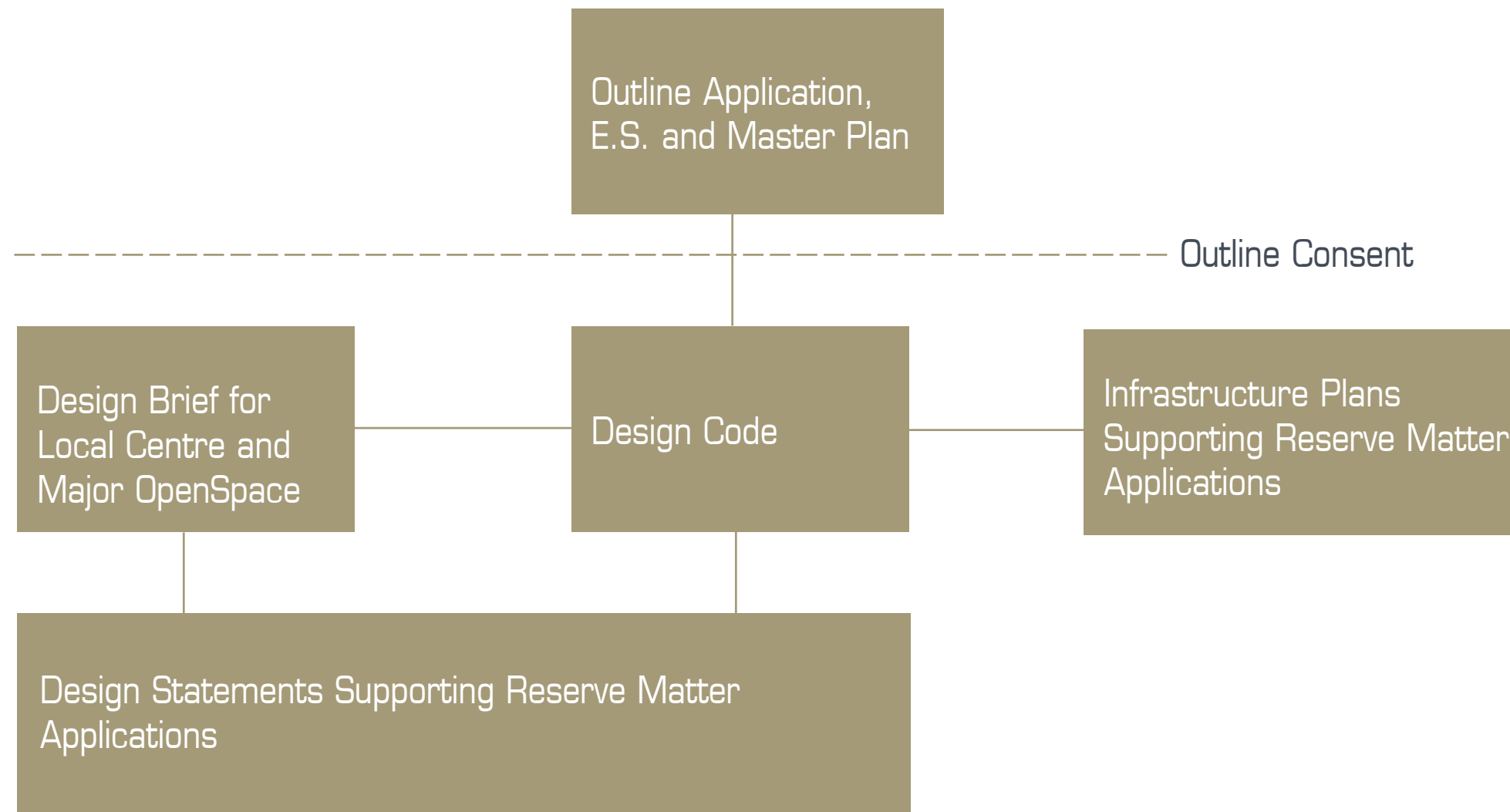
-  Primary Access
-  Secondary Access
-  Bus Route
-  Major Link Road
-  Potential Bus Route Through Local Centre
-  Major Access Road
-  Bus Gate (Position to be agreed with Local Authority)
-  Village Square
-  Cycleway ( By Roads)
-  Footpath or Footpath/Cycleway (In Open Space)



# 6. design process

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The design process sets out a clear route map from outline consent to implementation. The process will help deliver an integrated and coordinated development in an efficient manner. Opportunities for meaningful public engagement are identified in the Process.





Each of the stages is described briefly below to provide a context and understanding of the process as a whole.

## outline application

An outline application was submitted in April 2000 with the following supporting documents and plans.

### list

A resolution to grant approval was given in June 2002. Outline consent was is expected shortly, subject to the legal agreements.

## design code and guidance

This document is at the core of the process and provides the main reference for the preparation of reserve matters.

## design briefs

The Design Code does not provide detailed guidance for the local centre and open space. Separate and specific guidance will be set out in Design Briefs prepared by the developer and subject to local authority approval. The Brief preparation allows for public engagement in the design of these key facilities.

## infrastructure plans

Detailed Master Plans will be submitted in support of reserve matter applications for infrastructure to ensure integration and efficient use of land. The infrastructure plans will be prepared for

### list

- spine roads
- noise bund
- surface water drainage.

In relation to Master Plans submitted with spine road applications the following information will be provided:-

- highway alignment with integrated traffic calming measures
- footways/cycleways
- details of squares and greens that form part of the corridor (if appropriate)
- retained vegetation (if appropriate)
- sustainable urban drainage (where necessary)
- landscape treatment
- hard landscape/highway surface treatments
- building frontages
- barriers and fences (where necessary)
- bus stops and facilities (where necessary)
- car parking
- lighting.

## reserve matter design statements

Comprehensive Design Statements will need to be prepared to support all reserve matters submissions. The statement will draw upon information set out in the Design Guide and Code and specifically address the following issues:-

- context and location
- site constraints
- design concept (including additional urban design and architectural references)
- site layout/master plan
- access and circulation
- landscape treatment, including retained vegetation
- levels – proposed and existing
- elevations
- materials
- details
- lighting
- street furniture.

The Design Statements will normally be prepared in A3 format.

## public engagement

A key aspect of the process is a meaningful and effective public engagement which will take the following forms.

### development design guide and code

This Code has been subject to a local exhibition. Workshops have been held with key members of the local authority to communicate the scope and purpose of the guide.

### local centre and open space

The content of Design Briefs prepared for these projects will be the subject of public consultation at the public exhibition before submission of reserved matter applications on these areas.

### steering group

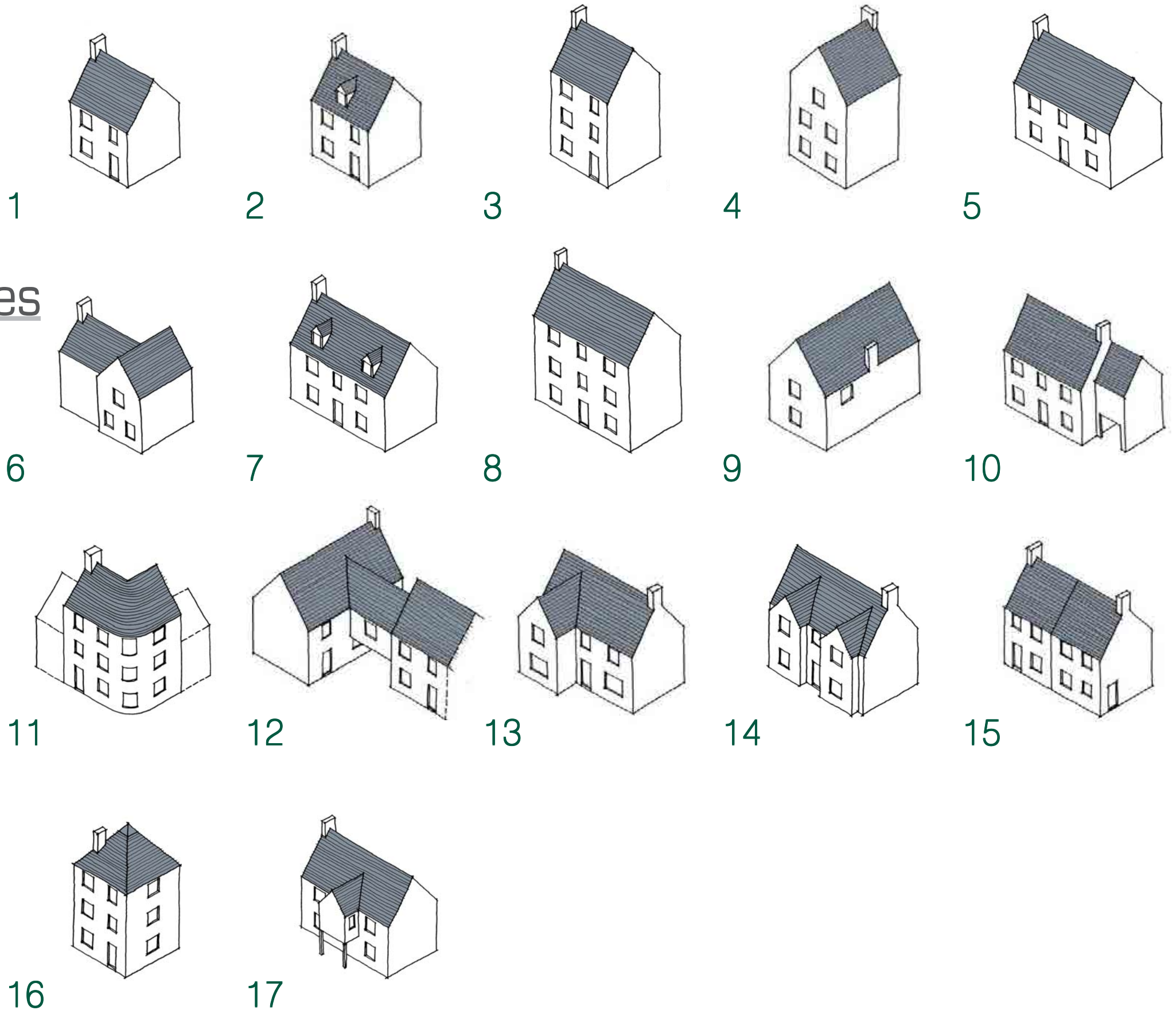
A Steering Group will be established to include new residents to provide feedback on the standards of quality achieved by the development and issues of maintenance and delivery of facilities. The composition of the Steering Group, its exact purpose and role is the subject of further discussions with the local authorities.

## local authority undertaking

To ensure an efficient and speedy process, the local authority have undertaken to deal with compliant applications.

Commitment should be reduced target time for dealing with applications of 4-6 weeks with use of delegated powers.

# 7. building types



- 1. two storey terrace
- 2. two and a half storey terrace
- 3. three storey terrace
- 4. three storey gable terrace
- 5. detached house
- 6. two storey gable terrace
- 7. two and a half storey detached house
- 8. three storey detached house
- 9. two storey gable fronted house
- 10. detached house with car port
- 11. corner unit (external)
- 12. corner unit (internal)
- 13. single gable terrace
- 14. double gable house
- 15. semi-detached houses
- 16. three storey detached house
- 17. protecting first floor





Produced by Barton Willmore for the Welsh Development Agency