



COED DARCY | SITE DEVELOPMENT BRIEF: PHASE 2 RESIDENTIAL  
Rev. 7b



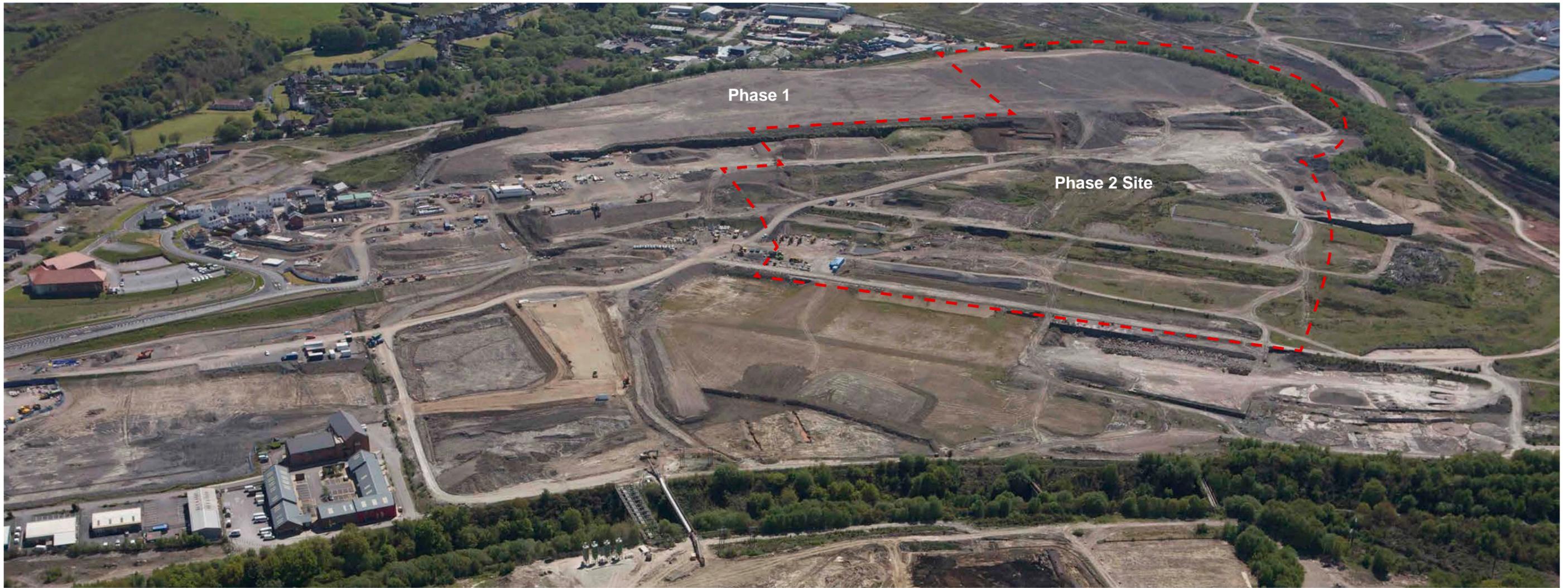


Figure: Birds-eye view of site with indicative site boundary

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## 1.0 Introduction

### 1.0 Introduction

This site development brief for Phase 2 Residential at Coed Darcy Urban Village development has been prepared by Roberts Limbrick Architects for St. Modwen Developments Ltd with the involvement of the Town Architect and planning case officer for Coed Darcy.

This document should be read in conjunction with the Coed Darcy Town Code (September 2011).

### 1.1 Purpose of the document

The development brief follows the format set out in the Town Code. After this short introduction it provides information and guidelines on

- Site and Parcel location
- Summary of Development Proposals
- Relationship to adjacent development parcels
- Context / Place Character
- Movement Hierarchy and parking
- Block Design
- Architectural Principles
- Public Realm - Hard and Soft Landscape and boundary treatments
- Affordable Housing Proposal
- Materials
- Safety
- Any other design aspects

The brief is designed to inform potential developers about features of the site, elements of the proposals required and design principles to be adhered to in their submissions.

### 1.2 Design Quality and Developer Selection

Design quality is a primary objective for the Town Architect, CDL board and St. Modwen in choosing a preferred developer for each phase. Responses should demonstrate a real commitment to design quality and innovation.

For further information on the Developer Selection Procedure refer to the Town Code (p.7, para 1.5.2).

### 1.3 Next steps

Developers will be invited to attend a preliminary meeting with St. Modwen together with the Town Architect.

The following material will need to be presented:

- Housing designs (plan book)
- Materials palette
- Sustainability measures and quality standards

Developers will then be asked to work up their schemes in a development brief, which should follow similar headings to those used on this document. These will be sent to St. Modwen and the Town Architect for consideration.

## 2.0 Site location

### 2.0 Site location

The proposed development is on the site of the former BP oil refinery at Llandarcy, South West Wales and forms part of the northern neighbourhood of Coed Darcy .

Phase 2 of the residential development is located to the west of the proposed Town Centre centre and is contiguous with the northern / western boundary of Phase 1.

## 3.0 Summary Development Proposals

### 3.0 Summary development proposals

The overall Phase 2 site area is 19.02 Ha. The gross site area is 17.13 Ha excluding the primary school site which does not form part of this development brief.

The main elements of the proposals are;

- A net residential development area of 15.57 Ha, providing circa 450 to 500 homes
- 1x Primary school site area = 1.89 Ha
- (subject to a separate development brief)
- 3x Landscape open spaces = 1.56 Ha
- 1x Local Equipped Area for Play
- A network of primary, secondary and tertiary neighbourhood streets (20mph or less) and paths

### 3.1 Built form layout plan

The built-form layout that forms the basis of the site plans in this document is indicative of the requirements of this Site Development Brief and supersedes the Town Code in some areas.

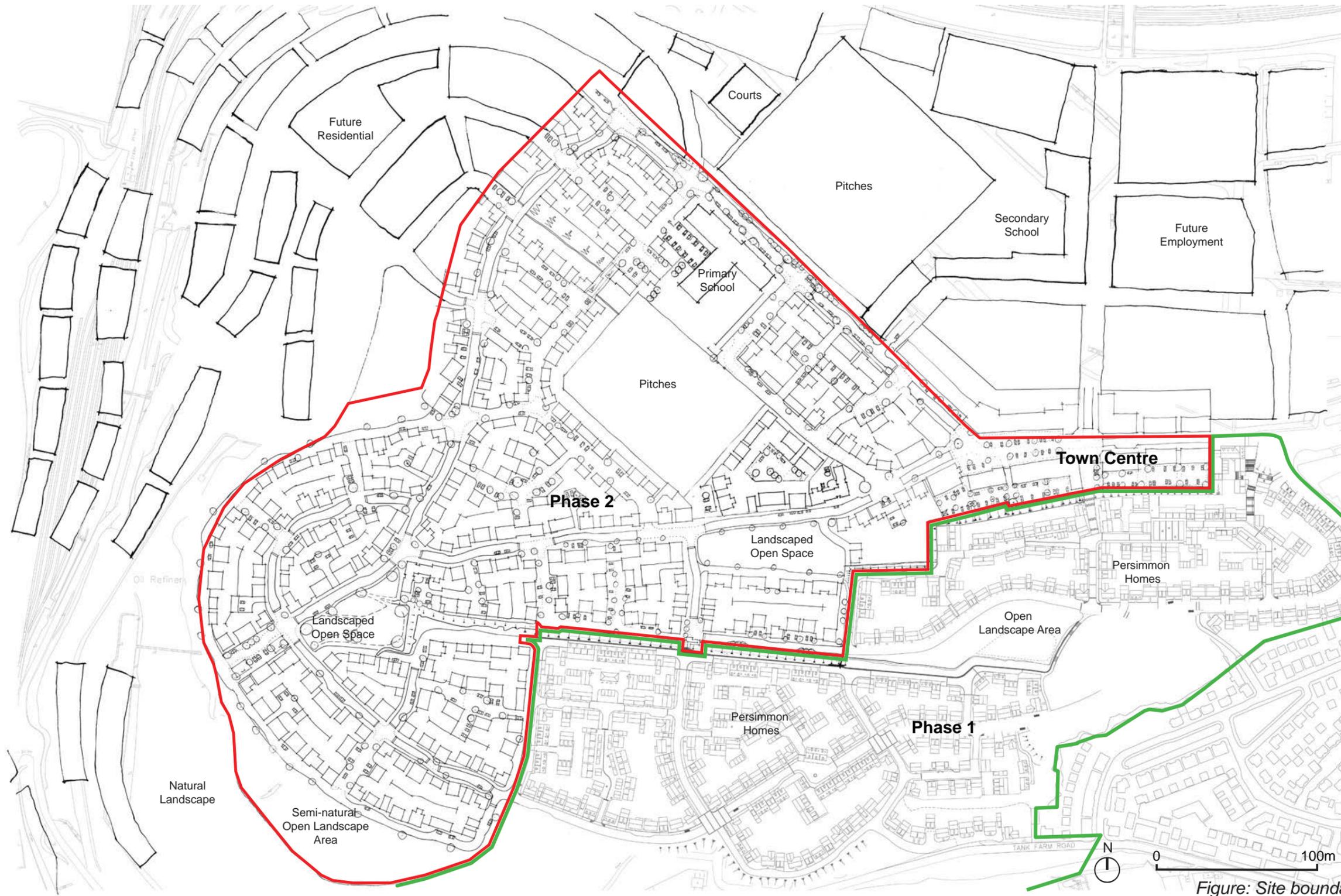


Figure: Site boundary on indicative built form layout

## 4.0 Relationship to adjacent parcels

### 4.0 Relationship to Adjacent Parcels

#### 4.1 South: Cliff and Phase 1 housing on upper plateau

Phase 1 is currently under development by Persimmon Homes.

Aims:

- Provide a pedestrian link (requiring steps) to the upper plateau approximately half way along the cliff face
- Provide a vehicle connection to street 80
- Minimise any overlooking of private gardens

#### 4.2 East: Mixed-use Town Centre

Aims:

- Access road for Phase 2 development from Town Centre site
- Create a transition from the Town Centre to the neighbourhood streets in both in the scale and formality of the urban form and architecture

#### 4.3 North-East: Frontage to secondary school pitches

Aims:

- Provide a primary street (street 1) and bus route linking the town centre and northern neighbourhood with the southern neighbourhood
- Create a more formal residential frontage overlooking the secondary school site
- Design for 20mph or less traffic speeds

#### 4.4 North-west: Future phase lower density residential development at the neighbourhood edge.

Aims:

- Provide vehicle access streets to future residential development
- Main connection onwards via primary street 1

#### 4.5 West: Green periphery and natural landscape

Aims:

- A built frontage which addresses the landscaped open space and wider landscape
- Frame views out to the wider landscape from streets and spaces
- Create a viewpoint within an open landscape area
- Link to footpaths around the green periphery
- Provide a vehicle connection to street 90

#### 4.6 Primary school

The primary school site is on the northern boundary of the Phase 2 area.

Aims:

- Wrap residential development around the primary school site on three sides to form a secure boundary and to maintain the scale of spatial enclosure of streets and spaces within the neighbourhood.
- Provide a secure and attractive boundary treatment to the remaining site
- Position built form along street
- Design for slow vehicle speeds adjacent to the school access points and drop off area
- Provide a wider pavement (3 - 4m) adjacent to the school

## 5.0 Design Guidelines

### 5.1 Neighbourhood structure

The neighbourhood structure sets out the key elements of the layout and urban form within the Phase 2 site which will ensure that this piece has a coherent place within the wider neighbourhood and settlement.

The following layers that make up the urban form structure are illustrated in the following sections:

- Legibility forms; key spaces, key buildings, key frontages, viewpoints and views
- The general alignment and connections of the primary and secondary street network
- The location of all pedestrian, cycle and vehicle links
- Land use areas and locations
- Relative residential densities across the site
- The provision and location of public open space and play areas

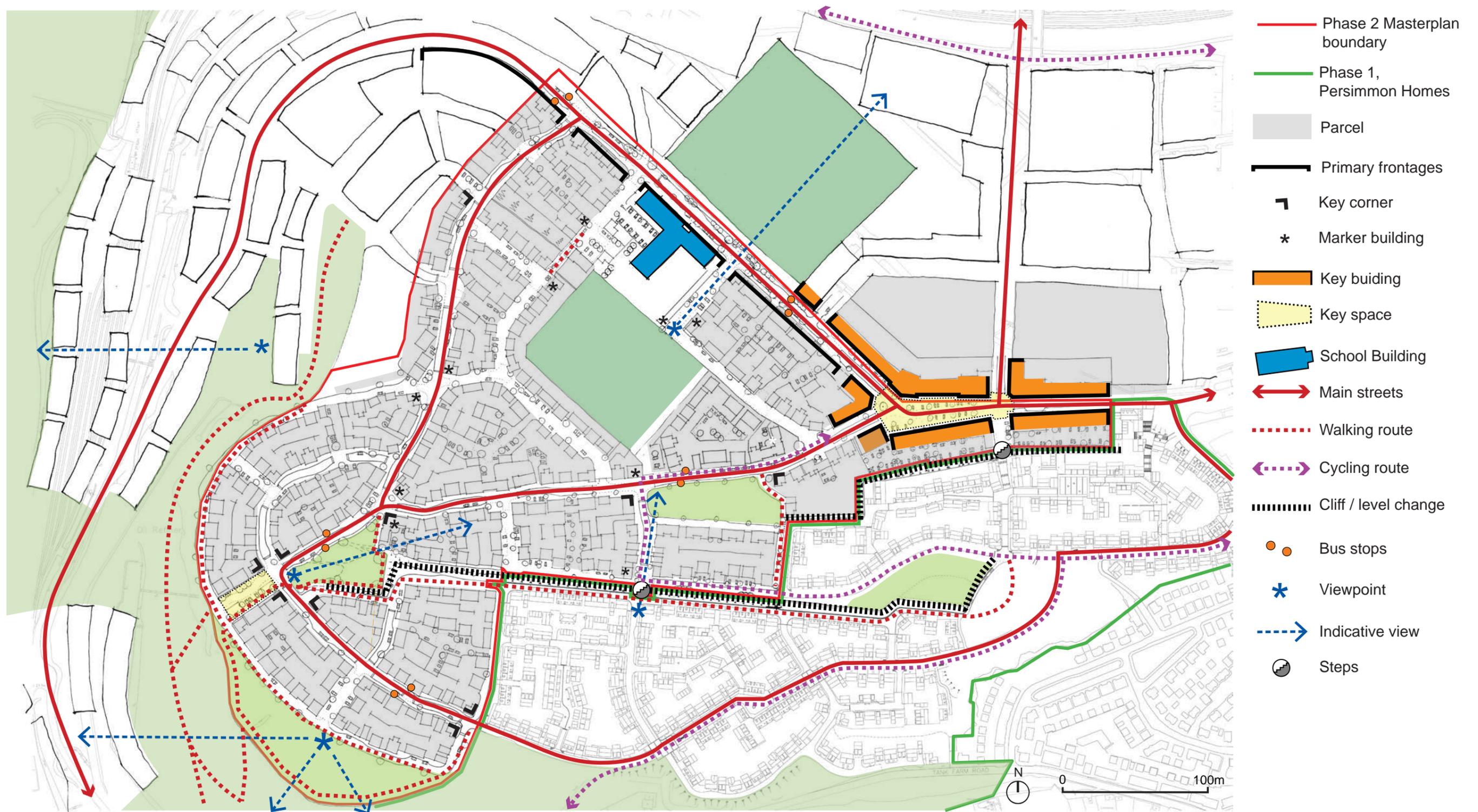


Figure: Legibility, pedestrian and cycle routes

### 5.1.1 Legibility

The legibility plan highlights the key aspects, the 'key fixes' and urban principles of the Site Development Brief that gives a coherent form to the northern neighbourhood and provide a place that is intuitively read by its users, including; pedestrians, cyclists and motorists.

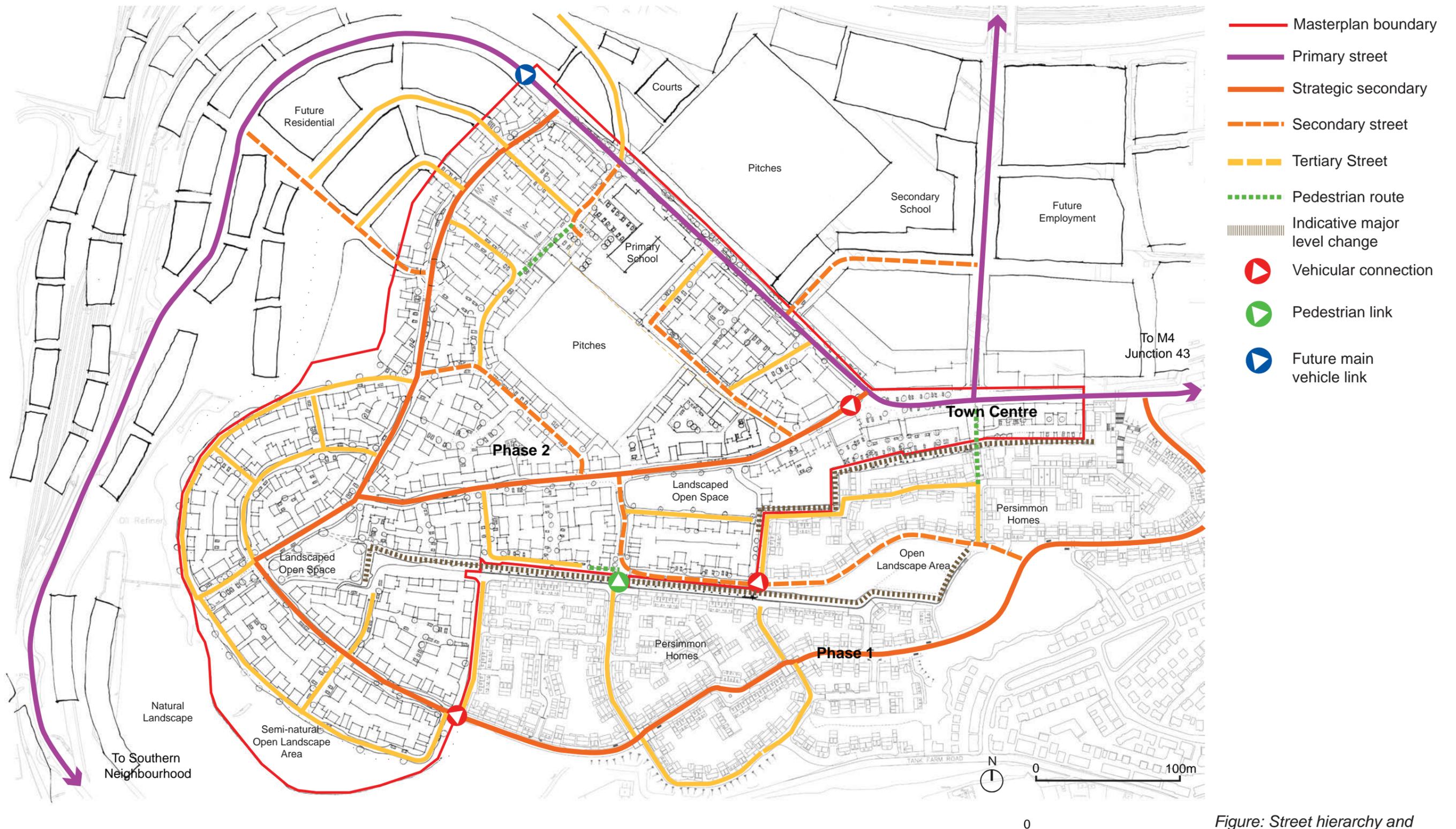


Figure: Street hierarchy and connections

### 5.1.2 Street hierarchy and connections

The primary street is a strategic route that connects the neighbourhoods and centres. The strategic secondary streets form loops around the main development areas and the secondary streets form a permeable neighbourhood structure. Tertiary streets are set out to provide access to properties and are not to be designed as through routes. The general alignment and connections of the primary, secondary and tertiary streets is fixed. The density of the built-form, parking arrangements and amount of space in the public realm (eg. footpath width) should vary in a considered way according to street hierarchy.

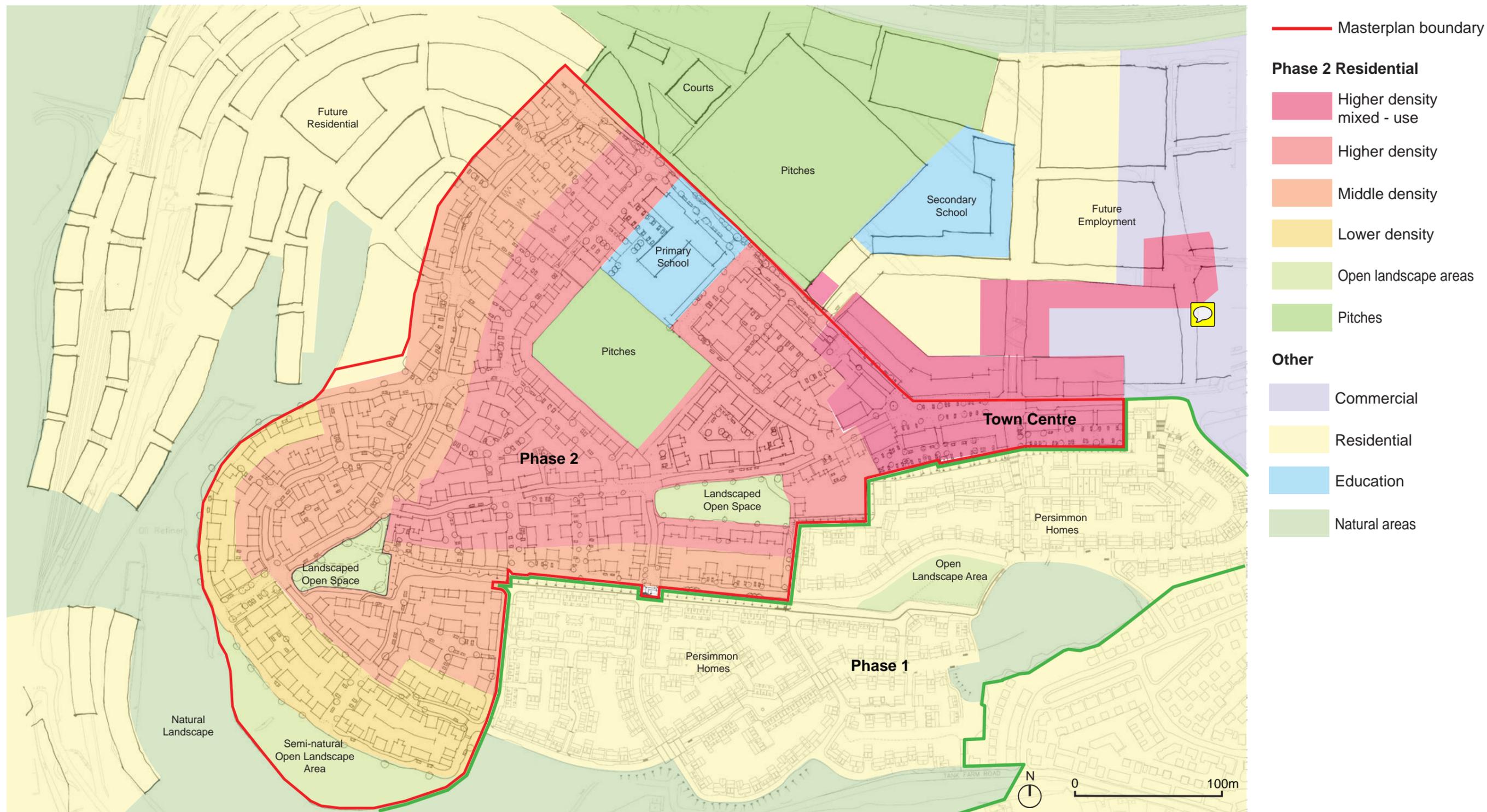


Figure: Land use and residential density plan

### 5.1.3 Land use and residential density

The pattern of higher, medium and lower residential densities corresponds broadly to the hierarchy of the street network in combination with proximity to the Town Centre; higher densities on the main routes near the Town Centre and lower densities on the minor routes at the edge of the neighbourhood.

This should inform the relationship of house to plot. A standard relationship of 1m to side boundary, 10m to rear boundary and 5.5m to the front should be avoided and plot size should vary with the floor space of the dwelling. At the lower density edge larger set backs and landscaping will help to embed the development in the landscape.

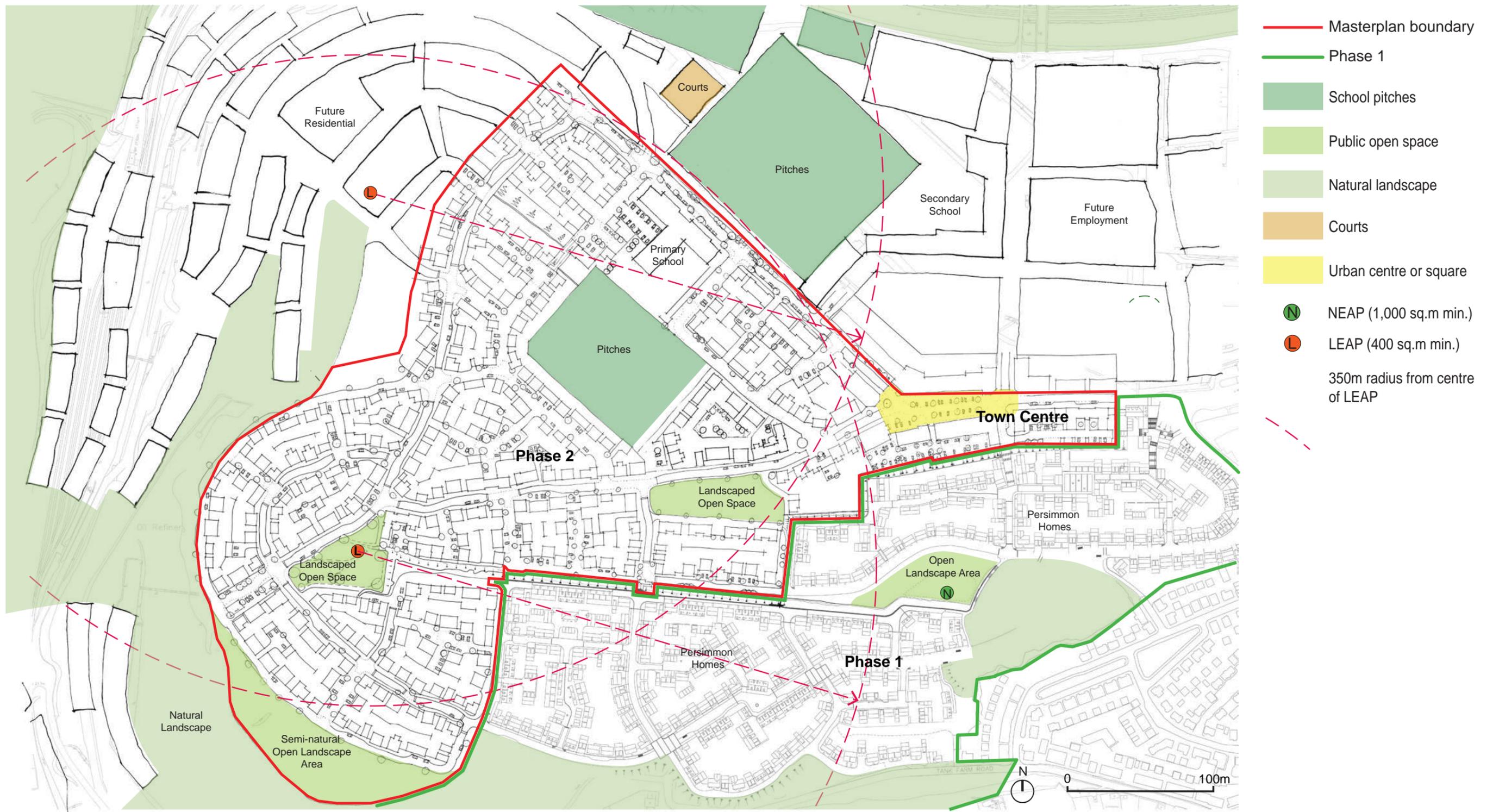


Figure: Landscaped open space and recreation

#### 5.1.4 Landscape, open space and recreation

The Local Equipped Area for Play (LEAP) and Landscaped Open Space has been repositioned at the foot of the cliff. This improves the accessibility of the play area from the site as a whole (within 350m of all proposed homes in Phase 2) and is also preferred for design and safety reasons.

## 5.0 Design Guidelines

### 5.2 Context and Neighbourhood character

The overall proposed character of the Phase 2 is a residential neighbourhood. This takes in the higher density areas extending out from the Town Centre, the main body of the site based around the strategic secondary street loop, the lower density neighbourhood edge and upper plateau extension from Phase 1.

To allow scope for some subtle distinctions in the architecture over a wide area of housing, five character areas are defined based on an amalgamation of characteristics including; the relationship of the development to the landscape and the wider urban village, the topography of the site and the neighbourhood structure itself.

The build sequence for development is also a potential modifier on the architecture so should tie in broadly with character areas, although need not marry up exactly.

#### List of character areas

1. East - west link and cliff base
2. Primary street frontage and lower neighbourhood
5. Upper plateau and neighbourhood edge
4. Key node and neighbourhood edge
5. Northern spine and tertiary routes

#### 5.2.1 Architectural response

The character areas suggest where a subtle response in the architecture, such as varying limited details of the overall architecture, may be applied. This could include; the colour of window surrounds/ doors, render or materials. Dramatically varied architectural treatments are not expected or necessary.

Also, some areas may achieve a subtle change in character through variations in the topography and layers of the urban form alone, including; street hierarchy, building height, set back, street enclosure, landscaping and disposition of house types.

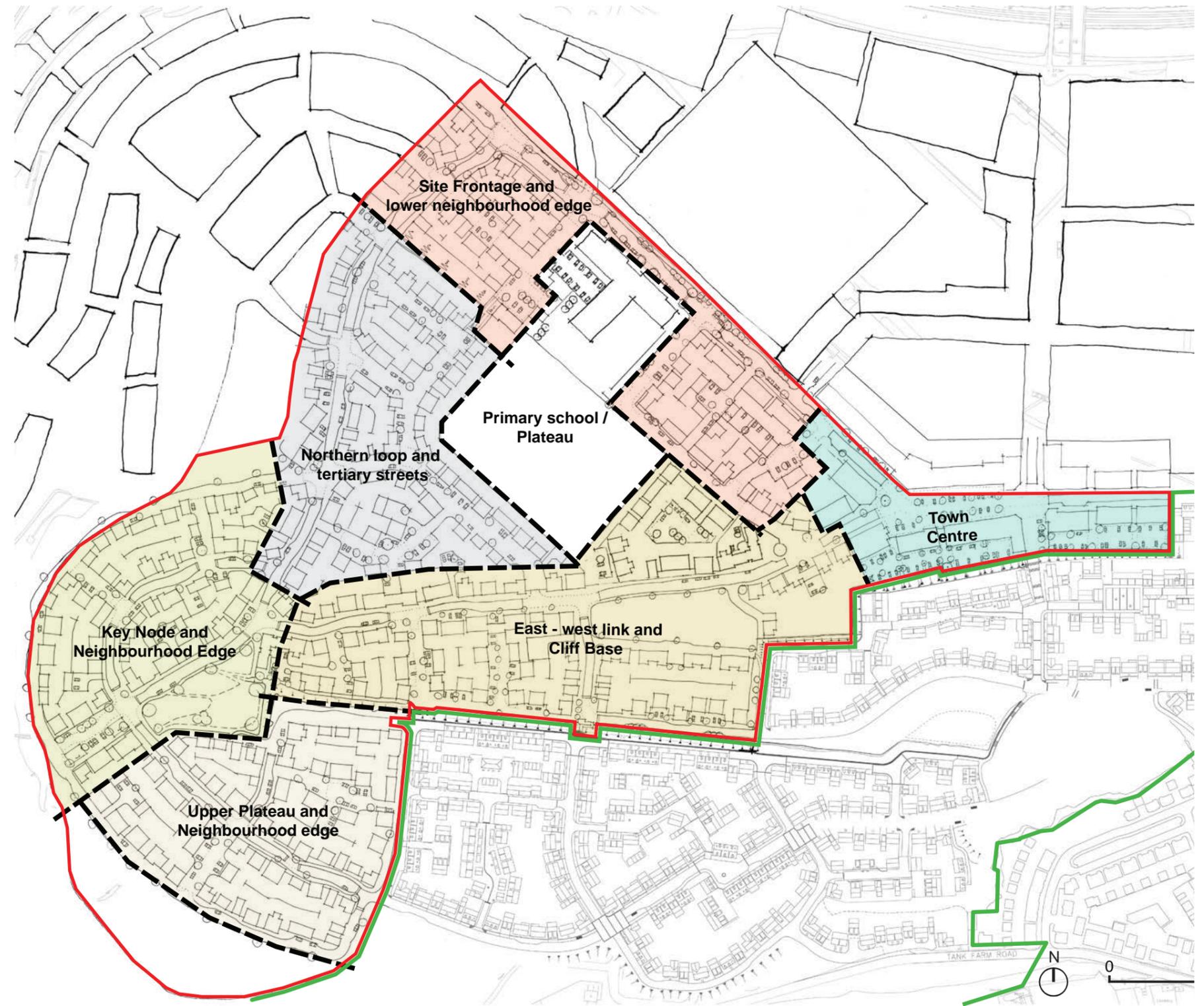


Figure: Character area plan

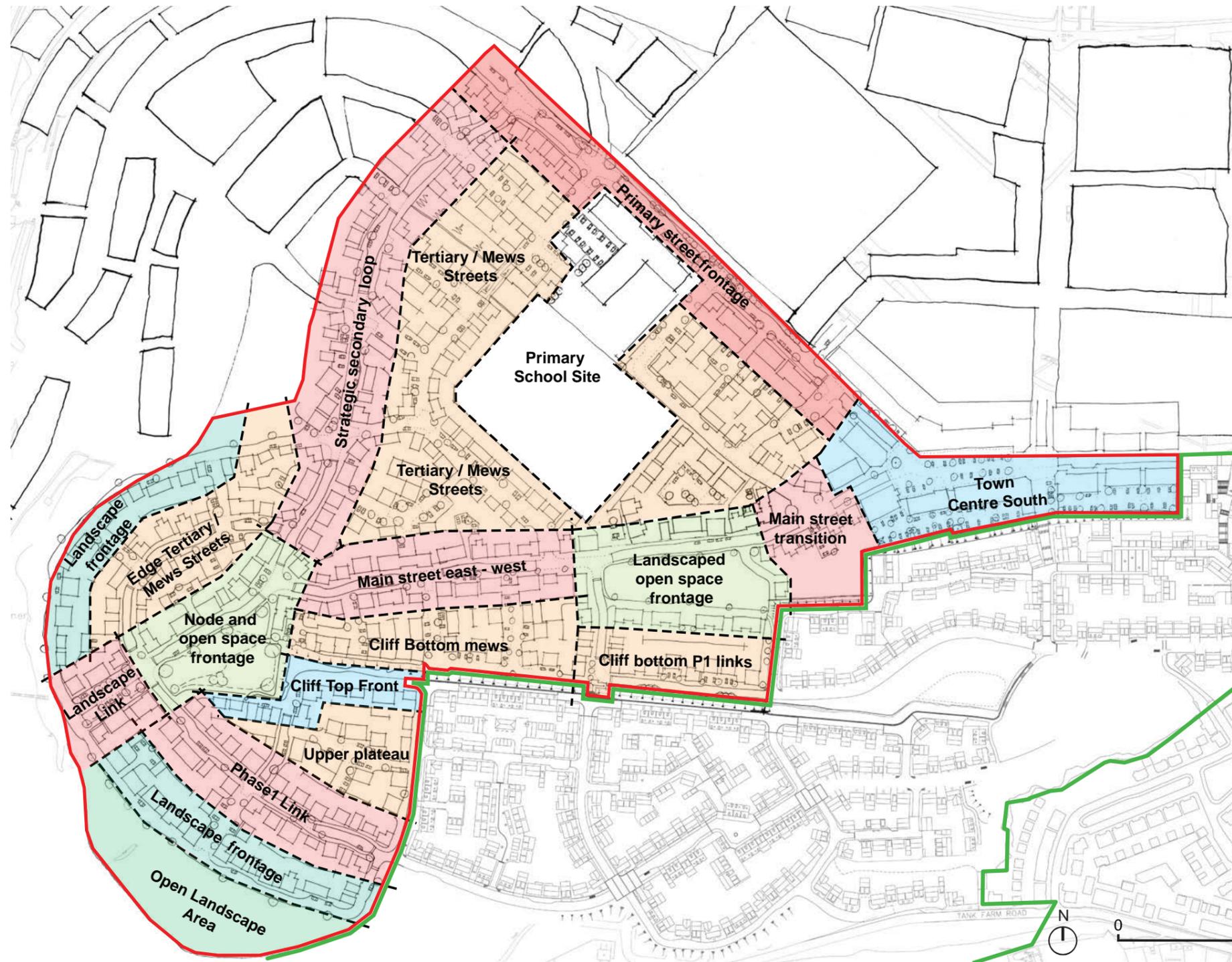
## 5.0 Design Guidelines

### Space typology summary

	Space	Frontage types	Building type	Building height	Set back and surface	Front boundary treatment
1	Primary street frontage	Most formal frontage with little variation in the building line, parallel to sports pitches.	Mainly attached with occasional single and paired.	Mostly 3 storeys and some 2 storey	Strong uniformity 0.6 - 4m	Low boundary wall with piers and simple balustrade or railings and hedgerow
2	Town centre link	More formal frontage with little variation in building line. Small and medium gaps allowed	Mainly attached and paired	3, 2.5 and 2 storeys (moving out from the town centre)	Strong uniformity, 0.6 - 1.2m	Low boundary wall with simple balustrade or railings and hedgerow
3	Landscaped open space (opposite school)	Formal frontage with repetition of larger dwelling types	Repetition of paired dwellings	2 - 2.5 storeys	0.6 - 1.2m	Low boundary wall, fence or hedgerow/landscaping to create enclosure
4	The Cliff Bottom Mews	Informal building line with parallel and non-parallel frontages creating internal courtyard spaces for parking	Mix of single, paired and attached	2 storeys	0.6 - 2m, hard surface and planting	None or railings
5	Strategic secondary Streets	Semi-formal	Mix of attached, paired and single	2 - 2.5 storeys	0.9 - 5m (5m for perpendicular parking)	Low boundary wall, fence or hedgerow/landscaping to create enclosure
6	Landscaped open space and movement node	More formal	Mainly attached with some paired and single dwellings	2 - 3 storeys	0.6 - 2m, hard surface and planting	Low boundary wall, fence or hedgerow/landscaping to create enclosure
7	Phase 1 Link (Street 90)	Semi-formal Informal in tertiary streets in mews	Mix of single, paired and attached	2 - 2.5 storeys	0.9 - 2m on Street 90, 0.6 - 1.2m in mews	To tie in with Street 90
8	Cliff top edge	Street 90 semi-formal with medium gaps. (Informal in tertiary streets and mews)	Mix of single, paired and attached	2 storeys	0.9 - 2m on Street 90, 0.6 - 1.2m in mews	To tie in with Street 90
9	Landscape frontages	Semi-formal frontage to create a clearly defined landscape edge. Building line responds to topography and open landscape space. Some informal and organically placed buildings also possible in response to landscape	Mainly single and paired with occasional attached	2 - 2.5 storeys	2 - 4m providing front gardens	Low boundary wall, fence or hedgerow/landscaping to create enclosure
9	Tertiary and mews streets	Range from informal to semi-formal	Mix of single, paired and attached	2 - 2.5 storeys	0.5 - 2m Hard surface or planting, occasional front gardens	None or railings
10	Landscape link	More formal frontage with less gaps, to define wider street and frame views out to landscape	Attached and paired	2 - 3 storeys	0.5 - 2m Hard surface or planting, occasional front gardens	Low boundary wall, fence or hedgerow/landscaping to create enclosure

Table: Space typology summary

## 5.0 Design Guidelines



5.2.4 Figure: Space typologies plan

The areas outlined in the diagram shows a series of the streets and spaces in the neighbourhood. The colours highlight where discreet spaces have a similar roles and should have some broadly similar urban form qualities.

### 5.2.3 Space typologies and character

The neighbourhood will be experienced and understood as a sequence of spaces (or places). The coherent treatment of the public realm and the urban form in and between these will help to underpin the legibility, functionality and attractiveness of the neighbourhood.

For example, the strategic secondary streets will have a recognisable form as the main connecting streets around the neighbourhood but also be made up of segments with different qualities of enclosure, such as landscaped open spaces defined by more highly visible building frontages. The architecture may vary subtly also.

However, consistent aspects of the urban form such as building height, set back and the boundary treatment (eg. for secondary streets, a low front wall and hedgerow) will help intuitive understanding of the role and provide the framework for the character of each space in the neighbourhood.

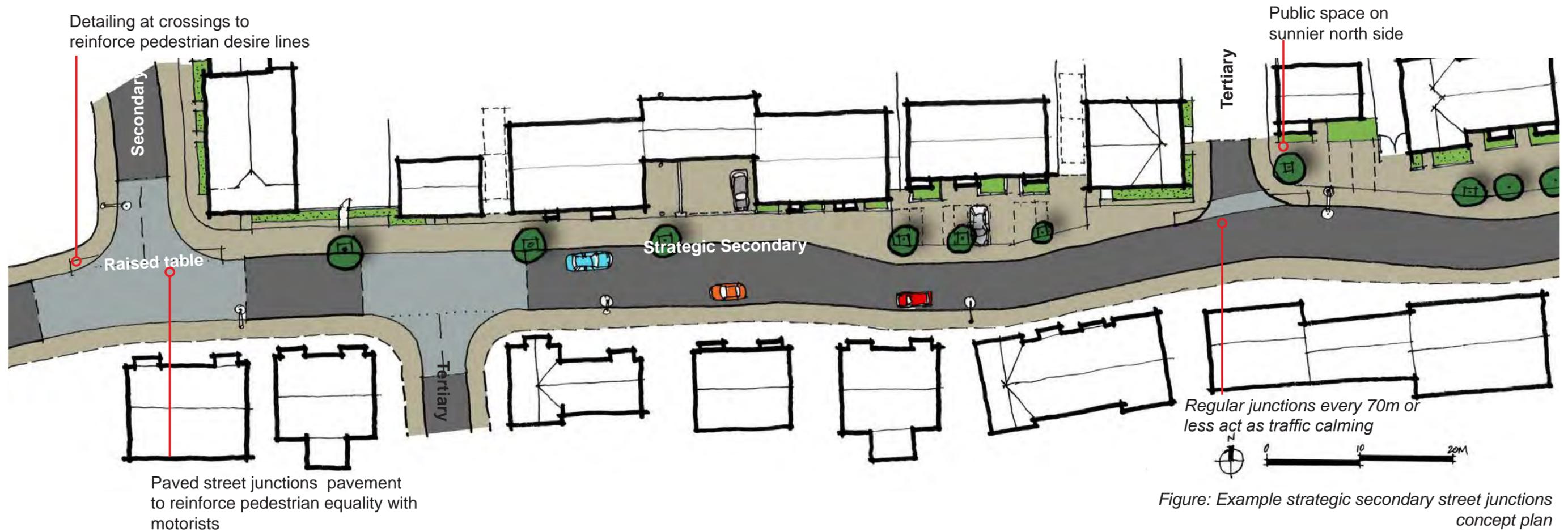


Figure: Example strategic secondary street junctions concept plan

### 5.3 Movement Hierarchy and Parking

Aim: A walkable neighbourhood and streets for all users

- Junction and crossing alignments and detailing to support pedestrian routes and
- Consider shared surface street junctions and tertiary streets with reduced signs and road markings so that cars, cyclists and pedestrians display awareness of each other and negotiate right of way using eye contact
- Vehicle tracking to be undertaken for all streets, including local sized refuse and fire vehicles
- Design for 20 mph or less traffic speeds on all Phase 2 streets

### Parking

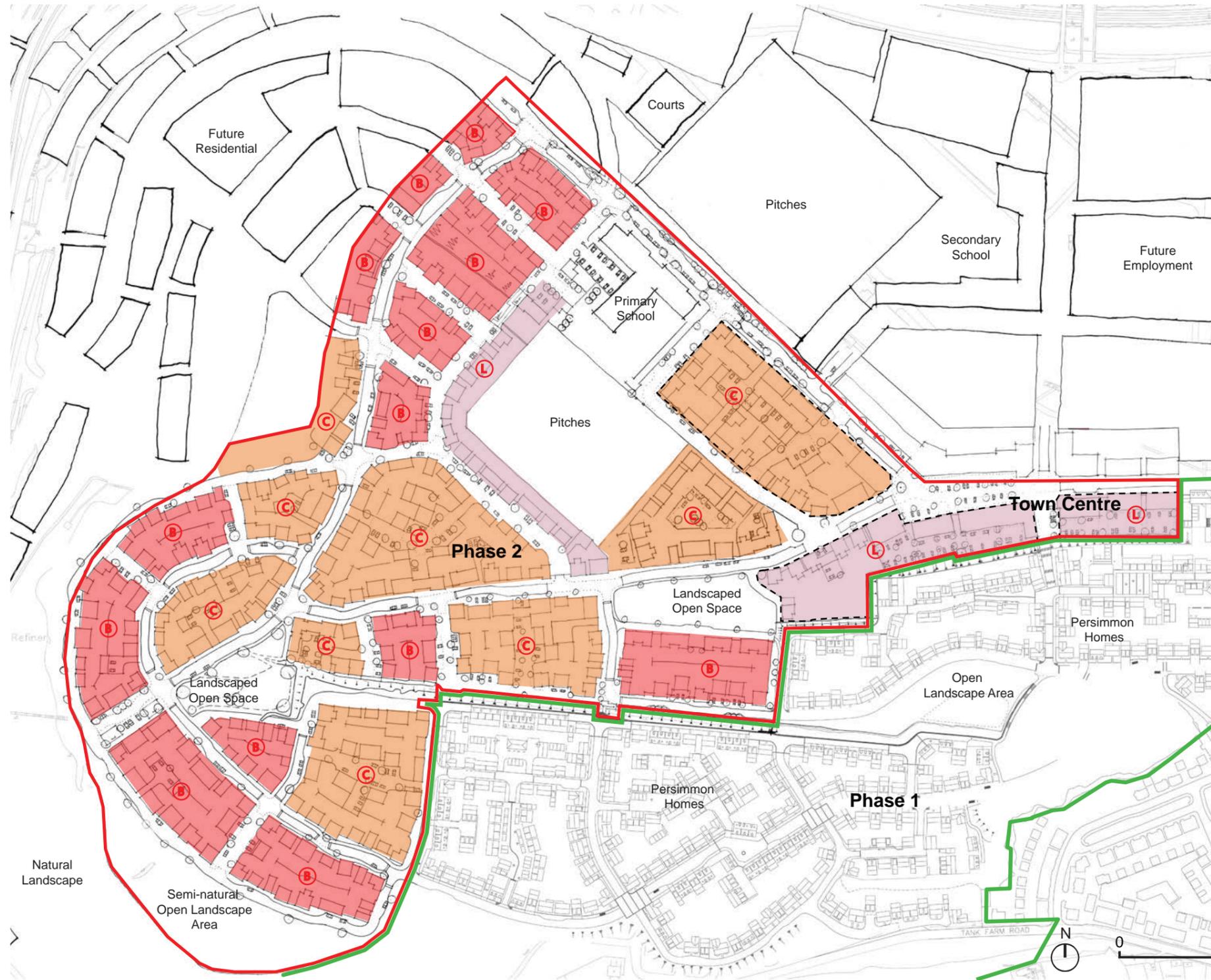
Aim: A balanced range of parking solutions appropriate to the character and function of the urban form

- Parking provision should be considered so as to allow an appropriate level of built frontage in key locations within the masterplan.
- Average of 1.5 allocated spaces per dwelling maximum
- A range of parking strategies to include in cartilage, in front and rear mews courts (suitably sized with landscape and surveillance from dwellings)
- Parking cannot be allocated within the adoptable highway.
- Visitor car parking spaces (including on-street parking) requirement of 1.5 spaces per dwelling

### Garages & Gated parking spaces

- Set back of 6m on main streets
- Set back 2.4m set back on other streets
- Front of plot garages should be set back slightly from building line
- Pedestrian visibility splays to and from parking accessed across footways (2.4m x 2.4m, from Town Code)

## 5.0 Design Guidelines



### 5.4 Block Design

The block types shown are suitable for the place character, density, urban form of Phase 2

#### 5.4.1 Block typology

- Ⓑ Back to back: Traditional residential block type with frontage and rear gardens
- Ⓒ Court typology: Larger blocks with central courts with rear access to properties
- Ⓓ Linear: A single row of houses The linear block is used to negotiate the areas of the site where topography does not allow for other types

Aims:

- A balanced approach to permeability, protected parking and secure property boundaries.
- Where dwellings are interspersed in the interior of larger blocks care should be taken in the detailed design stage that these are appropriately by fronts or appropriate boundary and public realm treatment.
- Linear blocks will require appropriate rear boundary and public realm treatment to provide security and avoid overlooking.

Figures: Block Typology plan

## 5.0 Design Guidelines

### 5.5 Architectural Principles

The following architectural principles are important in developing a coherent architectural language and urban form that is more than the sum of its parts. The built form character should be rooted in the locality but may also be of its own time and so create an enjoyable and memorable place with its own distinct identity.

#### 5.5.1 The relationship of windows to walls

The following is a change to section 5.2.5.5 of the Town Code:

Windows should occupy not less than 25% and not more than 35% of the main façade for all dwellings.

#### 5.5.2 House types

A limited set of basic house types should be used within the development phase. The types should be able to cover all situations in the urban form such as turning corners or linking together to form key frontages and provide some variation in the roofscape and height to provide enclosure of larger spaces.

Detailing of the basic types can be subtly altered in specific character areas of the masterplan. Care should be taken to group and visually link the house type designs to create attractive, coherent streetscapes and frontages. Random scatter of houses should be avoided.

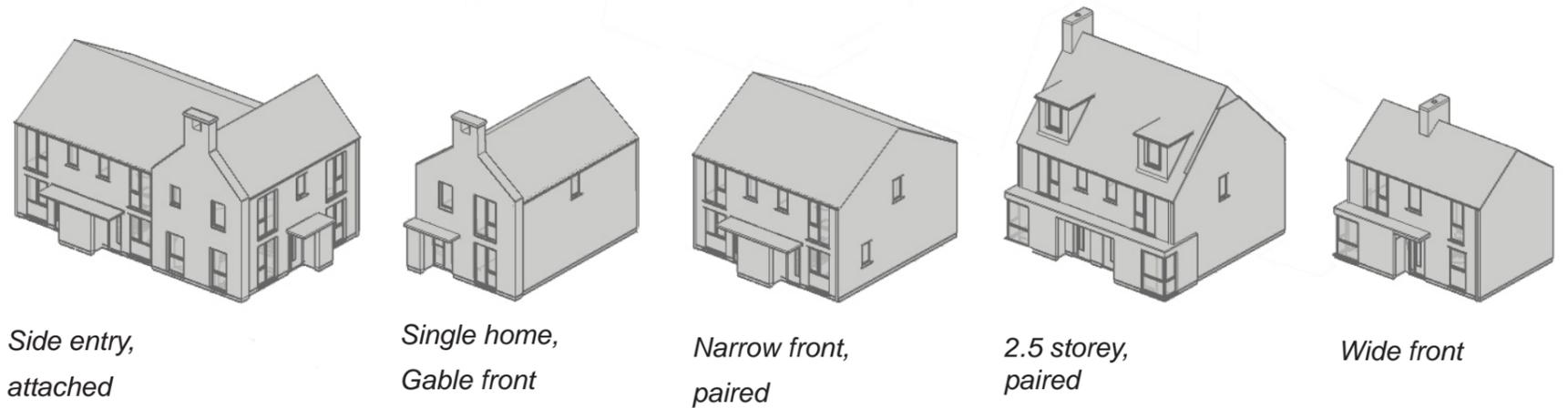


Figure: Draft Phase 2a House types



Figure: This principle gable end has a window to facade area ratio of over 1/4



Phase 2a working model: Apartment building designed to provide double frontage to the street and the landscaped open space



*Phase 2a working model: Strategic secondary street - A small set-back defined by a low wall and simple railing will help to provide some privacy. The primary use of dark brick on the ground storey provides a link throughout the street.*



*Phase 2a working model: Secondary street (linking to Phase 1) - A small set-back is defined by railing and hedge planting. A masonry wall with gated entrance, set back slightly from the building line, links the built form and provides security.*

### 5.5.3 Composition and character of buildings and streets: A layered approach

The following aspects of the architecture and street frontage should be considered (in combination) in response to the type of street and location in the Phase 2 Development Brief;

- a) building type
- b) set back
- c) materials and colour, and
- d) boundary treatment including landscaping.

This combination of variables should provide variety but in a controlled fashion that expresses an identity for each plot, street and character area throughout the development to help make a series of distinct and attractive places.

Indexing of materials and colours to particular house types, for example making all wide front houses red, should be avoided as this will reinforce the sense of a standard product not considered in its street or neighbourhood context.



*Phase 2a working model: Tertiary street - A minimal set back of either hard surface or a planted strip is sufficient for the quieter residential streets. Space for perpendicular parking, amenity space and landscaping add to the intimate and informal nature of this cliff-bottom street.*



*Phase 2a working model: Where changes in the building line occur for parking or access the frontage line should still be defined using features such as trees or boundary treatments to add definition to the space and reduce the apparent span of the gap*



*Phase 2a Possible treatment: Low walls with piers link this more formal frontage and add definition and enclosure to parking gaps between buildings.*

#### 5.5.4 Boundaries: Connecting the built form

The building façade and additional elements of the facade and boundary should be considered as an integrated part of the architecture and street scene. Features such as canopies, bay windows, bin and bike stores should be designed in combination with front boundary treatments and integrated to help create a legible and joined up frontage that forms a piece of town rather than a housing estate.

Rear and side boundary walls should also connect between buildings and help achieve security and enclosure of the private and public realm.



*Figure: Consider integrating functional elements such as bin stores, bike racks and canopies (bike rack image: The Triangle, Swindon)*

## 5.0 Design Guidelines

### 5.5.5 Formal or informal streets

Linking several housetypes together in different combinations can provide many variations in street character throughout the neighbourhood.

The repetition of a house types, or combinations of housetypes, can be key to establishing a character and rhythm along the street or in a space. Similarly the regularity of the set back and boundary treatments can reinforce this.

Symmetry of paired buildings or, rhythm of particular built form elements such a gable end or individual building should all be used to 'punctuate' the streets and spaces so that an attractive composition is created, adding to the sense of place and enjoyment of the built environment.



*Phase 2a working model: Repeating pairs of house types creates a more formal street frontage, overlooking and defining the landscaped open space.*



*Phase 2a working model: A variety of house types and the rising slope make a less formal street frontage. The composition provides some rhythm with the repeated gable ends and is terminated by the landmark gable end at the top of the street. From Phase 2a working model.*



*Phase 2a working model: Most formal landmark apartment building with strong symmetry and rhythm to the openings, facing public open space.*



*Phase 2a working model: Semi-formal paired dwellings have a symmetrical form, overlooking landscaped open space.*



*Phase 2a working model: Informal building with varied articulation and openings appropriate to corner position in cliff bottom mews.*

#### **5.5.6 Formal or informal architecture**

The more formal architecture will usually be sited on the more formal, axial or symmetrical streets and spaces within the plan, or in a significant location such as a public space.

Formality is a result of regularity and symmetry of elements of the facade and form of the building. Formality can provide distinction to places according to the busyness or scale of a place and help to define the space or add a recognisable pattern.

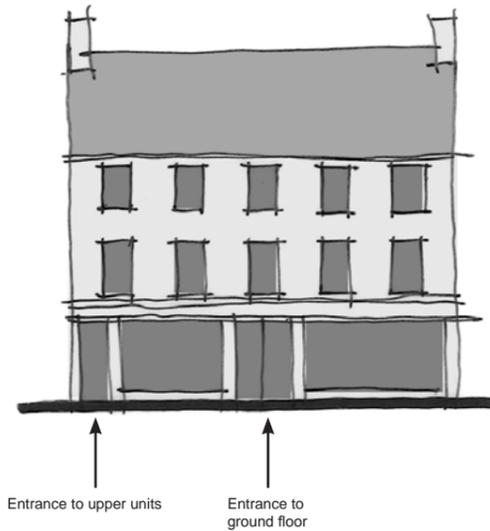
## 5.0 Design Guidelines

### 5.5.7 Town Centre

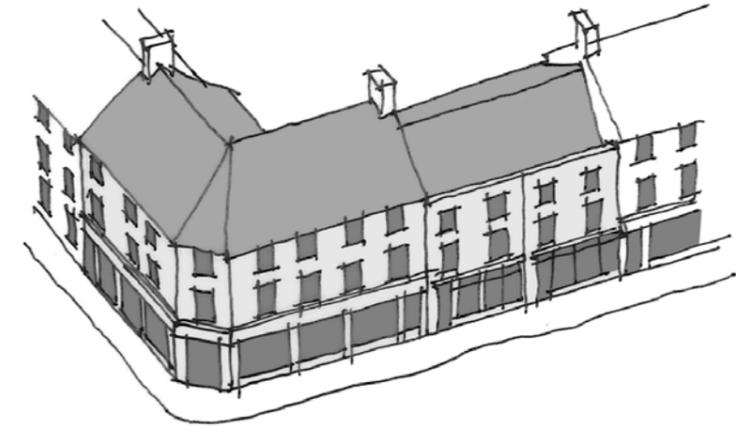
The Town Centre South area is intended to form part of the central mixed-use area for Coed Darcy. It occupies the south side of the principle distribution road and proposed Public Square. A strong streetscape is required to appropriately define the importance of this area. This should be achieved, in part through the proposed higher density and recommends the predominant use of three-story buildings, with occasional three-and-a-half, and four storeys.

The impression of a continuous or near-continuous terraced form of development is important in this area. The maximisation of commercial and retail frontage to the public areas will increase the appeal at eye-level whilst enabling increased density of residential or commercial use above. The continuous streetscape is to be broken at the junction of Road 1 and Road 50 where a landmark building should act to terminate the vista westwards up the street. This will increase the sense of enclosure of the public square, ensure traffic speeds are reduced accessing Road 50, and provide an important navigation landmark for visitors and residents. Landmark buildings on the south side of Road 1 should be avoided and the design quality expressed through good proportions and enhanced materials.

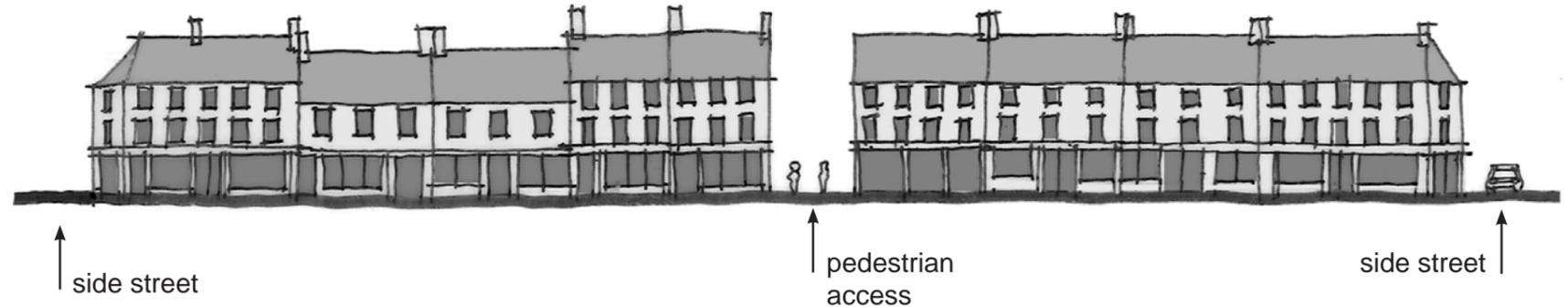
The design principles adopted in the Town Code should be adhered to for this area. It is important that all frontages respond directly to the public areas and abut the back of pavements. Where corner buildings are required the elevation treatment of both key facades should be treated consistently and the use of devices to respond to corner edges adopted where necessary. Individual buildings should identify with formal design principles and set up regular urban rhythms in their distribution within the terrace form. The provision of continuous, integrally designed shop fronts, or ground floor elevations where these can be introduced in the future are required in this area.



Example building with a continuous integrated shop front design



Example building showing turning a corner ensuring both principle elevations are given consideration and corners considered



Example street scene showing continuous development form and response to building ends.

## 5.0 Design Guidelines

### 5.6 The Public Realm

Aim: Place and movement function

As well as providing safe and convenient routes and access for all users as set out in section 5.2, the public realm should also provide amenity space and street furniture that provide opportunities for social contact, whether sitting, walking and playing.

The design and layout of the elements of the public realm, including; street furniture, signage, lighting, paving, trees and planting should be coordinated and uncluttered, adding to the overall attractiveness and functionality of the neighbourhood.

As detailed in the previous section the front of plot boundary treatment for homes should not only be considered as part of the architecture but also as part of the public realm design.

#### 5.6.1 Hard landscape

The Town Code materials palette should be implemented in a simple and consistent fashion around the different types of spaces in the development brief as defined in section 5.2.3.

The palette chosen should tie in with surrounding parcels or phases.

The attractiveness of the materials used should be considered. In larger areas blacktop can be improved by rolling in crushed stone chippings.

Street furniture includes; bollards lighting columns, traffic signals, bus stops, litter bins and these should have a common language throughout the neighbourhood.

#### 5.6.2 Interface the public and private realm

Front of plot boundary treatments will depend on space typology and street hierarchy. The front of plot boundary should clearly indicate the change between the public and private space.

Planting to front of plot should be clearly assigned to either public or private maintenance.

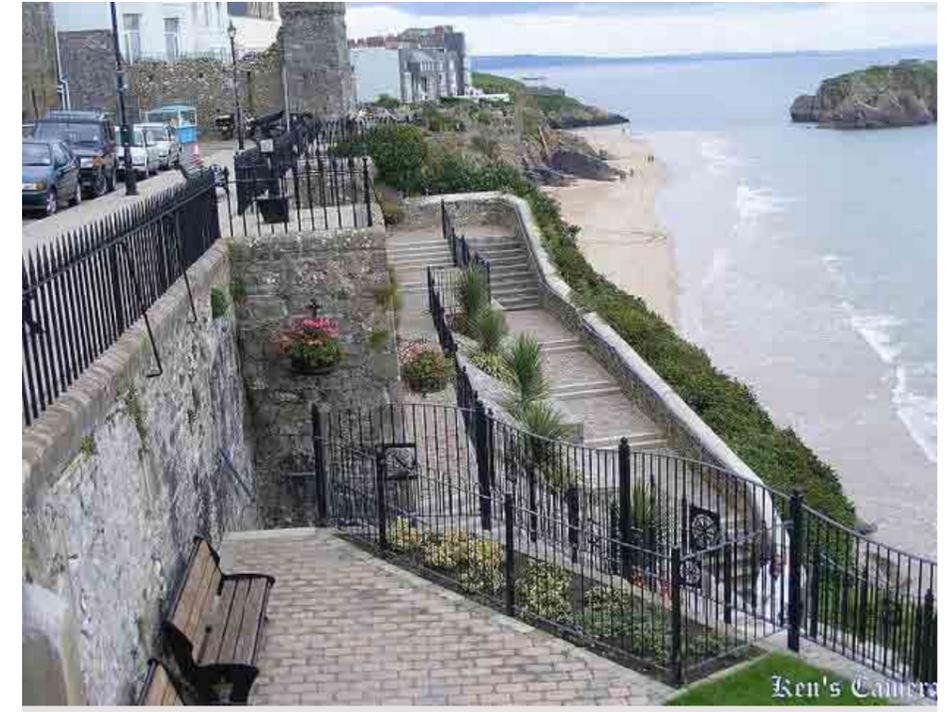
Parking that is an 'island' within the public realm, on the carriageway side of the footway, cannot be allocated to a particular plot.



*Precedent image: A simple and carefully detailed shared surface street with planting areas at Newhall in Harlow*



*Precedent image: The boundaries, tree planting, edge detailing and movement routes all add to a unified character of the public realm that is fit for purpose (The Triangle, Swindon).*



*Precedent image: The cliff step design at Tenby overcomes this barrier in a functional and fitting way.*



*Precedent image (Newhall, Harlow): A junction of the same colour and level of the pavement clearly shifts the priority away from drivers in favour of pedestrians and wheelchair users.*

### 5.6.3 Heierachy of materials

A hierarchy of materials use should be adopted to complement the variety of approach to the individual character areas, and density. These areas have been defined to respond visibility from the public realm and the importance of individual structures within the wider masterplan.

The palette of materials defined by the Town Code is further divided out to serve each of the proposed areas. These materials are not for exclusive use within each zone and there is likely to be considerable overlap depending on the prominence of particular streets or structures within them. The material finishes in each of these three areas should comply with the following:

- Premium material palette – High quality, robust and hardwearing materials for use in major public areas to enhance the overall development quality.
- Enhanced materials palette – key routes and focal areas require a high quality set of materials, but are less publicly visible and
- Standard materials palette – General-use materials which complement the enhanced and premium materials palettes, but proposed for use in less publicly visible areas to achieve a similar effect as the higher quality pallets.

The adjacent table identifies the materials for each instance. Locations for individual landmark buildings have been identified within the Phase II site boundary where proposed structures should either comply with the Premium materials palette or invite alternative solutions best suited for each situation.

COED DARCY,  
Town Code, Materials revisions  
June, 2014

Externals	Standard materials areas	Enhanced materials areas	Premium materials areas
Highway	Tarmac	Tarmac	Tarmac
Kerbs	Concrete	Conservation Kerb	Conservation Kerb
Footway	Tarmac	Tarmac	Granite setts/tarmac/resin-bound aggregate
Parking	tarmac	tarmac/charcon (or similar) block pavers	Granite setts/tarmac/resin-bound aggregate
Crossings	tarmac	tarmac / block paving / setts	block paving / setts
Area delineations	Square concrete edgings	Square concrete edgings	block paving / setts
Tactile paving	Charcon (or similar) tactile blister paving, grey	Charcon (or similar) tactile blister paving, grey	Charcon (or similar) tactile blister paving, grey
Lighting columns	Black painted standard lighting column	Black painted standard lighting column	Urbis Carlton lantern

Buildings	Standard materials areas	Enhanced materials areas	Premium materials areas	Premium Plus & Key Public buildings
Roof material	Redland Cambrian Slate	Redland Cambrian Slate	Redland Cambrian Slate	Natural slate
Facias and soffit	UPVC	Timber facias and soffits	Timber facias and soffits	Timber facias and soffits
Rain water goods	UPVC Black	UPVC Black	UPVC Cast iron look-alike	Cast iron
Walls	through-colour render/brick	painted and through-colour render/brick	Pennant sandstone/render/ brick	Pennant sandstone/render/ brick
Windows	UPVC	UPVC	Timber painted	Timber, painted / aluminium
Window Surrounds/Lintels	none/reconstituted stone	none/reconstituted stone	natural stone heads/surrounds, render	natural stone heads/surrounds, render
External Doors	softwood painted	hardwood painted	Hardwood painted	Hardwood painted
Porches	Render/GRP	Render/GRP	cast iron/natural stone	Stone/render
Chimneys	10%	30%	40%	design-led solution



- Masterplan boundary
- Phase 1
- Premium materials
- Enhanced materials
- Standard materials
- Landmark buildings





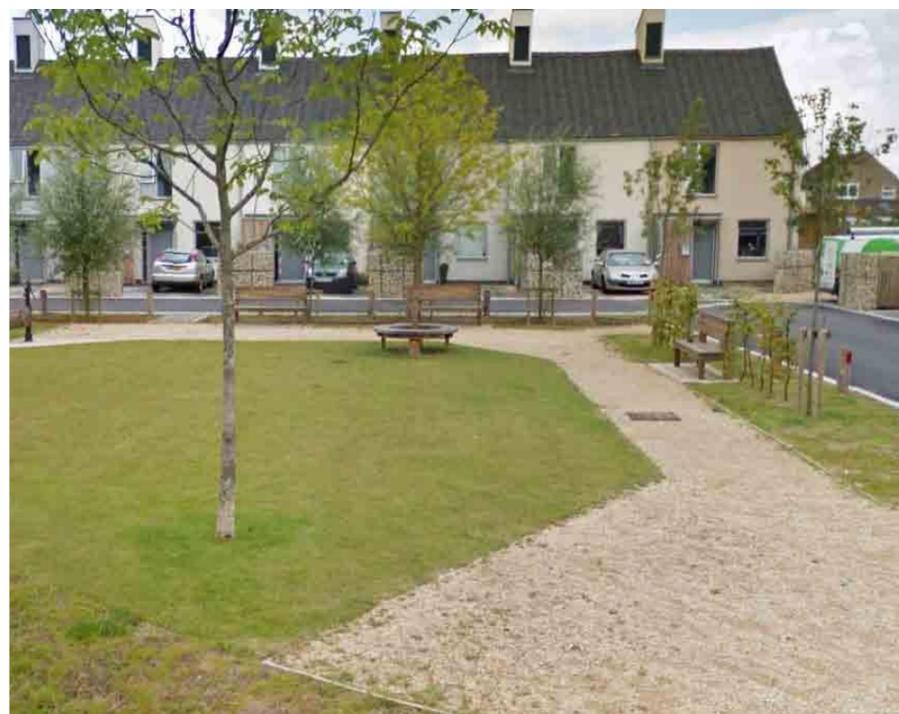
*Precedent image: Landscape and planting in informal shared surface street (Newhall, Harlow)*



*Precedent image: Paved street junction in (Haringay)*



*Precedent image: Showing contrasting appearance of paving and a tarmac on a main junction (Ancoats, New Islington)*



*Precedent image: Landscaped open space including drainage, paths, benches, natural play equipment and space for community events (The Triangle, Swindon)*

#### 5.6.4 Lighting

Lighting provision should be balanced from the perspectives of safety and pollution.

Strategic secondary and primary streets should have lighting to highways standards. Primary streets may have taller lighting columns than other streets. All main routes and paths must be adequately lit.

Shorter columns, building mounted or low level bollard lighting will be more appropriate in mews streets, at cliff base and on landscape edges.

Lighting must; increase feelings of safety and security, aid way-finding, conserve energy and be protected from vandalism or collision.

#### 5.6.5 Soft landscape and planting

The broad aim is to have a restricted palette of mostly native shrubs and trees used in the public realm. In landscaped open spaces these should all be native.

Planting will be used to provide a natural setting within the built-environment. Larger front gardens with on plot planting will be provided in lower density areas at the edge of the neighbourhood. Space should still made for areas of planting within mews streets and parking courts.

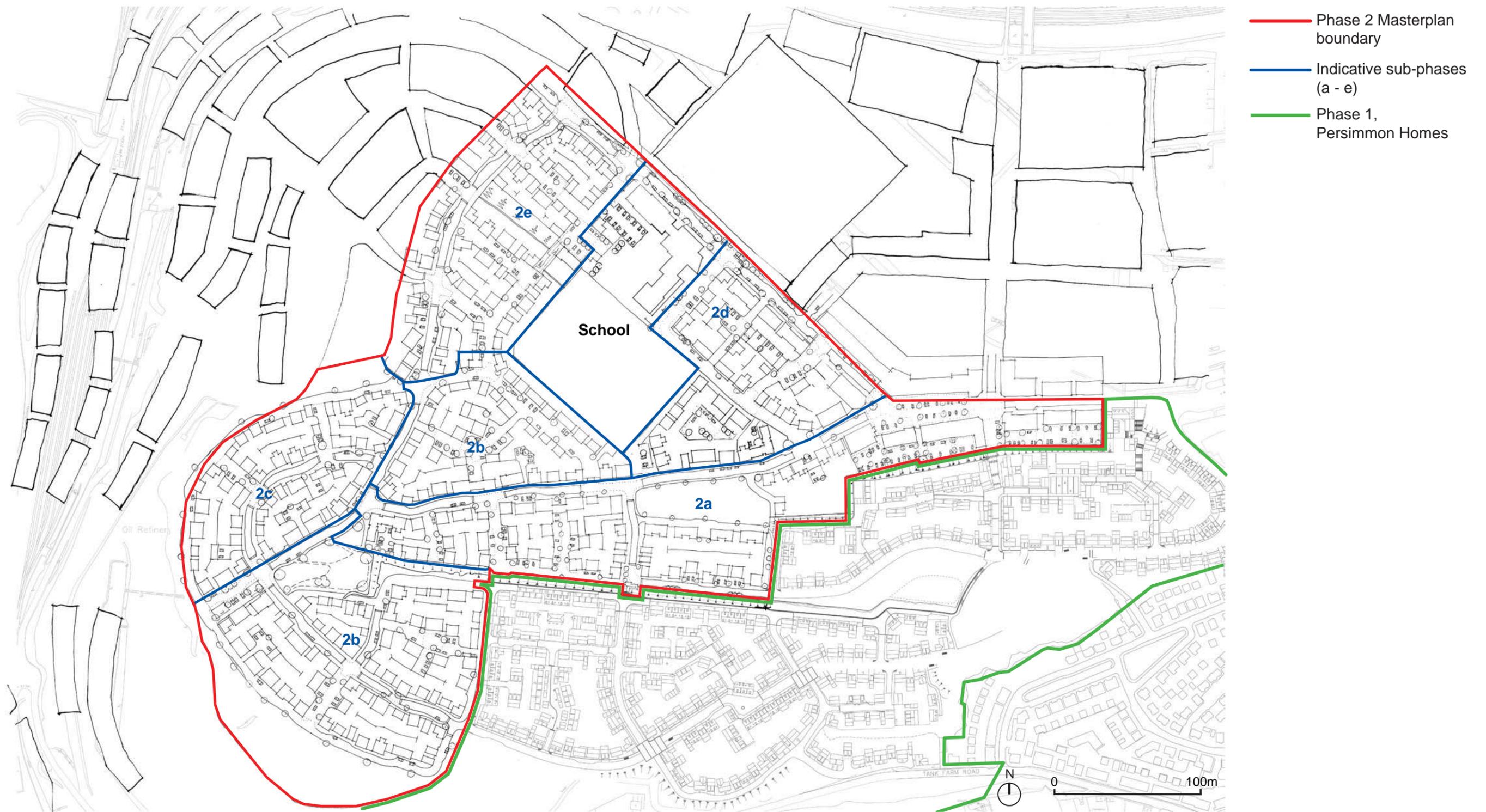
Distribution of trees should be such that it helps nestle the settlement into the landscape as any pre existing pattern may have done prior to the industrialisation of the site.

Trees of appropriate species should be planted in streets and spaces in a considered fashion, including; on plot, in between buildings and at the pavement edge. Generally this will be less formal in nature or in the denser areas focus on large single trees. Formal avenue planting would only be appropriate on the most formal streets.

#### 5.6.6 Detailed elements

Street furniture, signage and road markings (secondary routes and above only) should all be kept to a minimum to avoid clutter and a busy environment. A clear corridor should be maintained along the footway, generally allowing 2m width with only occasional 1.2m minimums if necessary. All features should be durable, secure and attractive.





## 6.2 Phase 2 sub-areas

The sequence of five sub-areas shown allows the build to progress around the loop of strategic secondary streets within Phase 2, connecting back to Phase 1 in Phase 2b and completing the loop with Phase 2e. The phasing broadly corresponds with the proposed character areas so it may help to introduce subtle changes in the architecture.

Figure: Indicative phasing plan

## 5.0 Design Guidelines

### 7.0 Affordable Housing Proposals

Affordable housing is to be provided in line with the section 106 agreement for Coed Darcy. This requires 20% of homes to be affordable (according to prevailing definitions) although it does allow variations between phases and parcels so long as overall provisions remains at 20%

### 8.0 Materials

- Selection from Town Code palette or suitable robust and attractive alternatives to be agreed with Town Architect and St. Modwen Developments
- Public realm materials to tie in across phases and additional materials to be agreed as part of a Town Code Addendum

### 9.0 Safety

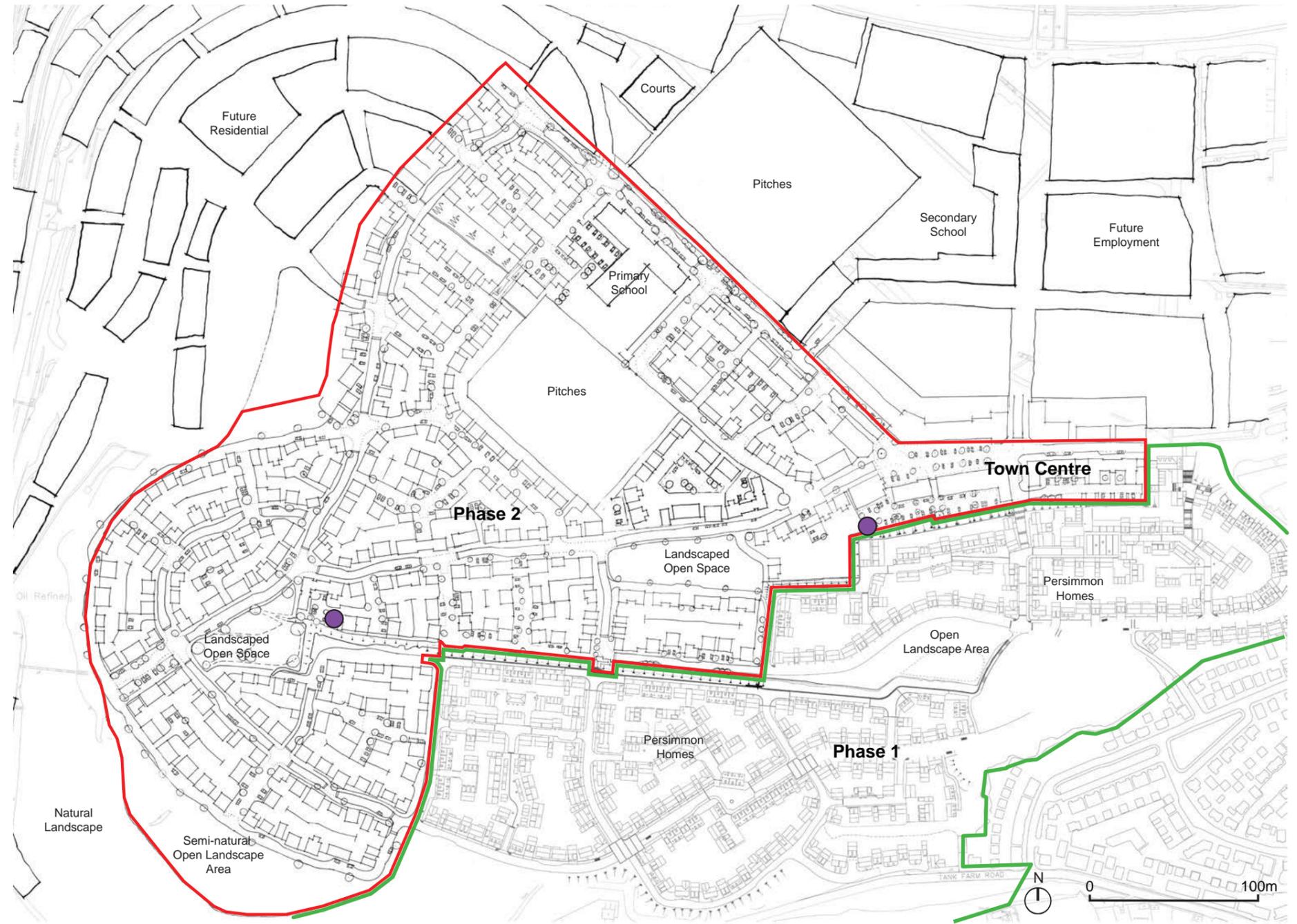
- Cliff bottom: maintenance access offset at base with low planting to prevent public access to rock face.
- All public spaces appropriately lit
- Secure property boundaries; 1.8m - 2.1m masonry walls to enclose any side or rear of plot boundaries exposed to the public realm
- Residential development is wrapped around the primary school site on three sides to secure the boundary and to maintain the scale of spatial enclosure within the neighbourhood. Suitable boundary or building line on remaining faces.

#### **Achieving appropriate vehicle speeds**

- Aim for 20mph or less vehicle speeds on all roads
- Reductions in forward visibility (NB. bus routes should be fairly straight but balanced against implications for vehicle speed
- Variable carriageway width, pinch points
- Visual narrowing of carriageway through, change in materials at the edge (compatible with cycling - not cobbles)
- Some buildings and entrances close to the carriageway
- Presence of trees, cars and street furniture at the carriageway increases driver alertness
- Crossings for pedestrians in continuous materials to emphasise pedestrian primacy at junctions
- Tighter corner radii for secondary street limiting visibility splays and turn in speed (minimum 4m).
- Shared space tertiary streets, undefined / informal carriageways with less forward visibility

## 9.0 Power distribution

With the increase in new homes there will be increased demand on the National Grid at a local level. To compensate for this locations have been identified for two electricity sub stations. These have been sited with close access to the main road networks, but in discreet locations away from the main public realm. They have been selected as suitable strategic locations to supply the future needs of the of the Phase 2 area.



- Phase 2 Masterplan boundary
- Phase 1, Persimmon Homes
- Phase 2 Proposed Electricity Sub Station locations

Figure: Electricity Sub Station locations



