



PANTLASAU FARM.

Design Code
November 2017





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Reference : \Projects\1405 Pantlasau Farm\Reports\Design Code

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1 - Introduction - Vision

1.1. About 250 years ago, Morris Town was conceived by John Morris to provide homes for workers in his burgeoning copper works. With this new development, his descendants seek to extend that historic legacy which still stands today, the very definition of sustainability.

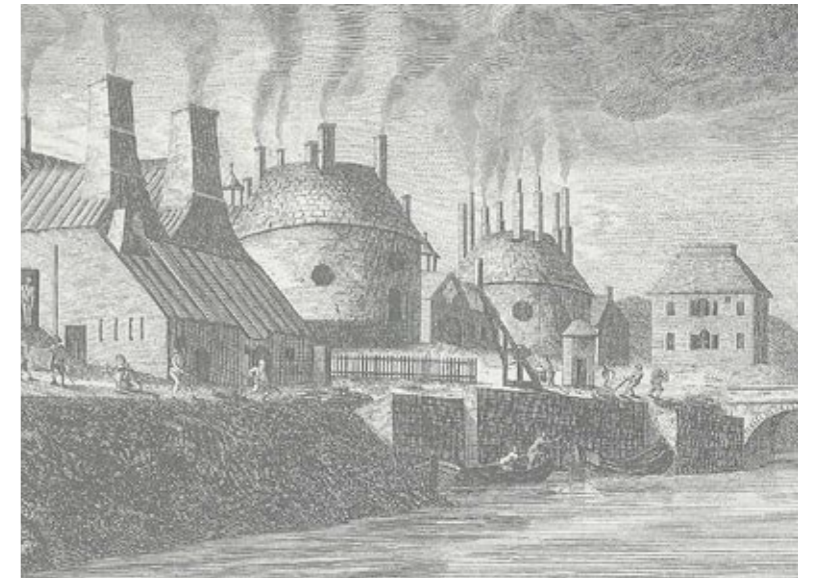
1.2. Many of the principles adopted for that original settlement – a grid of streets, walkable neighbourhoods, housing blocks, central spaces, commercial and social facilities, still apply today, albeit with twenty first century experience and technology to support them – or, in some cases, to cope with.

1.3. This document provides place-making and Architectural parameters that will inform the development of the site at Pantlasau farm. Considerable work and discussion has already informed the principles the landowner seeks to establish. These parameters have been drawn up into a set of primary design framework drawings, which are presented in this document. The drawings are available separately to potential developers and builders, and which should be read in conjunction with the principles that follow.

1.4. It is the client's intention that the principles form the basis of a collaborative design and construction process to ensure the development of an equally sustainable legacy. On the other hand, the intention is to keep these principles to a minimum, to give developers considerable scope and flexibility to produce a richness of architecture and spatial design, worthy of both their and the landowner's commitment.



Sir John Morris



Fforest Copperworks in the 18th century



View across Pantlasau Farm



Morryston Cross c.1917

1 - Introduction - Vision



Site Aerial

10 Point Plan for Creating a Community

1. The provision of a small **commercial hub** as part of a **local centre**, serving as a high quality public space at the heart of the development.
2. The provision of a new **primary school**.
3. The delivery of natural and open **green spaces** that will be used by the general public as well as local residents.
4. The connection of this new neighbourhood to the existing community using not just highways but **footpaths and cycling routes to encourage appropriate active non-vehicular transportation** for short trips.
5. The provision of a **community hub** with hall for local group meetings and activities.
6. The delivery of safe and dynamic new **children's play spaces** with rural play equipment.
7. The creation of a street hierarchy that **prioritises the pedestrians**.
8. The design and build of secure, user-friendly and **good quality spaces for all ages including children, families, the elderly and the infirm** to live in.
9. Deliver a **sustainable contemporary development** with a mixture of tenures and **a unified architectural character**.
10. The overarching aim, over the course of the next 10 years, is to create a **vibrant new neighbourhood** using local trades and skills, where available, that leaves **an exemplar development** of which the landowner, the developer and the citizens of Swansea can be proud.

1 - Introduction - Brief



HISTORIC HEDGE ROWS



DOG WALKING



THE PANORAMIC VIEWS OF THE BRECON BEACONS



EXISTING TREE LINE



THE STREETS

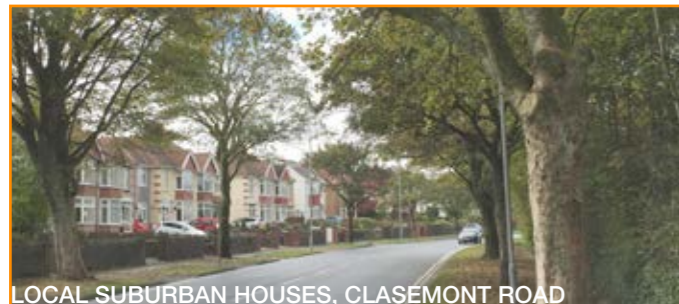
PROVISION OF SOCIAL HOUSING AS APPROPRIATE IN EACH PHASE



THE PLAYGROUND

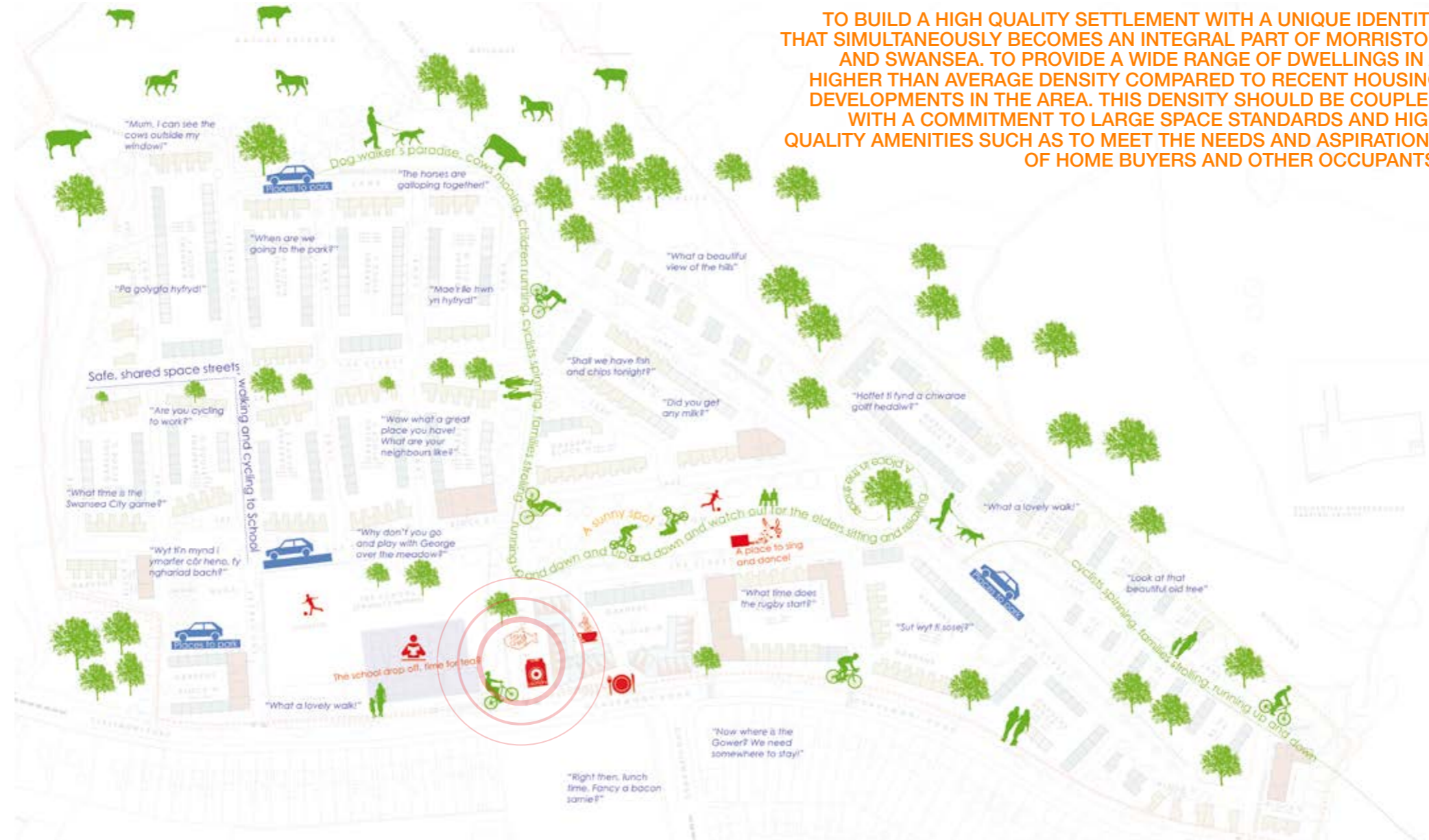


LEARNING



LOCAL SUBURBAN HOUSES, CLASEMONT ROAD

MITCHELL
ELEY
GOULD



TO BUILD A HIGH QUALITY SETTLEMENT WITH A UNIQUE IDENTITY THAT SIMULTANEOUSLY BECOMES AN INTEGRAL PART OF MORRISTON AND SWANSEA. TO PROVIDE A WIDE RANGE OF DWELLINGS IN A HIGHER THAN AVERAGE DENSITY COMPARED TO RECENT HOUSING DEVELOPMENTS IN THE AREA. THIS DENSITY SHOULD BE COUPLED WITH A COMMITMENT TO LARGE SPACE STANDARDS AND HIGH QUALITY AMENITIES SUCH AS TO MEET THE NEEDS AND ASPIRATIONS OF HOME BUYERS AND OTHER OCCUPANTS.



A NETWORK FOR CYCLING



EXISTING WALKING ROUTE

THE AIM IS TO CREATE A COHESIVE URBAN FORM WITH A HIERARCHY OF STREETS AND PUBLIC LANDSCAPED SPACES FOR BOTH RESIDENTS AND THE WIDER LOCAL COMMUNITY THAT IS SECURELY ROOTED IN ITS LOCATION.



SENSITIVE CHANGES TO CLASEMONT ROAD BOUNDARY

GENERATE A QUALITY OF PLACE THAT HAS AN URBAN GRAIN AND FRAMEWORK THAT ALLOWS ADAPTION, CHANGE AND GROWTH AS REQUIRED OVER TIME.



SHARED SURFACES



PLACES TO EAT AND DRINK

2 - Site Context



Notes:

Total Site Area : 26.5 Hectare
Development Site Area: 17.6 Hectares

..... Development Site

Site qualities -

An **edge** of town location providing the opportunity to combine **urban** built form with open **green** field living.

2 - Site Context

2.1. The site comprises of fields forming part of Pantlasau Farm. This scheme presents the opportunity to combine an outdoor green field environment with living in a suburban settlement. Currently Clasemont Road and the neighbouring areas are not served by a convenient local centre. The development should provide an environment that enables sustainable lifestyles. Facilities needed to meet daily needs will be within a short walking distance of all dwellings.

2.2. Open and green spaces, including many existing hedge and tree lines will be maintained as a natural resource for the public and residents. Over the next 10 years new plants and trees will be planted and nurtured throughout the common parts of the site to enhance and compliment the newly built environment and become an integral and permanent feature of the development.

2.3. The aim is to enhance the utilisation of the natural environment, providing outdoor green spaces for a variety of activities for the use and enjoyment of all. These spaces are to be populated with areas for children to play and include active travel routes to better enable residents to appreciate the landscape as part of their daily life.

2.4. The site will be made accessible with an improved bus service, the provision of a mixture of car parking areas and robust cycling and walking routes.

2.5. Vista points will be retained and enhanced within the urban planning of the scheme, which will be complimented by architecture which addresses the landscape and existing site topography.

2.6. The topography of the site slopes away from Clasemont Road, creating a North facing incline. Steep level changes across the site must be responded to appropriately and sensitively in the development.



3 - Precedents - Urban Realm



4



3



2



1



5

5 Examples:

1
Lime Tree Square (Phase 1)
Street

2
The Triangle
Swindon

3
Newhall Be
Harlow

4
Abode
Great Kneighton

5
Applewood
Stroud



4



1



3

3 - Precedents - Urban Realm



5



2



3



2



1



4

Bring together the traditional benefits of suburbia - house, garden, privacy, quiet and the shared benefits of public infrastructure and resources.



3



2

3 - Precedents - Architecture and Landscape



The aim is to create a cohesive urban form, that is rooted in its place, that creates a hierarchy of public landscaped spaces for both the local and wider community.



3 - Precedents - Architecture and Landscape



A new neighbourhood, connected using green open landscaped spaces, creating a public realm for families, couples and older people.



4 - Policy Framework

4.1. The Swansea Local Development Plan (LDP) 2010-2025 was submitted to the Welsh Government for independent examination on 28th July 2017. The LDP aims to provide a planning framework for future strategic growth and for the delivery of sustainable development.

Policy SD1 of the Plan identifies 12 Strategic Development Areas (SDAs) to deliver new homes and job opportunities at a large scale. This includes land North of Clasemont Road (Site Ref. SD E), which is identified to deliver approximately 600 dwellings over the remainder of the Plan period.

Policy SD E 'North of Clasemont Road, Morriston' then provides further detail of the site allocation by defining the scale and nature of development that is expected, along with the Place-making Principles and Development Requirements of the site.

The Place-making Principles for the site include the following:

- 4.1.1. Create a walkable neighbourhood that integrates well with surrounding areas and route networks.
- 4.1.2. Provide a local centre that includes a new Primary School, commercial/retail units and public open space.
- 4.1.3. Create a focal public realm around the local centre and primary school.
- 4.1.4. Include an appropriate mix of densities that correspond with different character areas within the site.
- 4.1.5. Create a multi-functional green Infrastructure network that runs through the site.
- 4.1.6. Provide a street hierarchy that enables ease of access throughout the site.

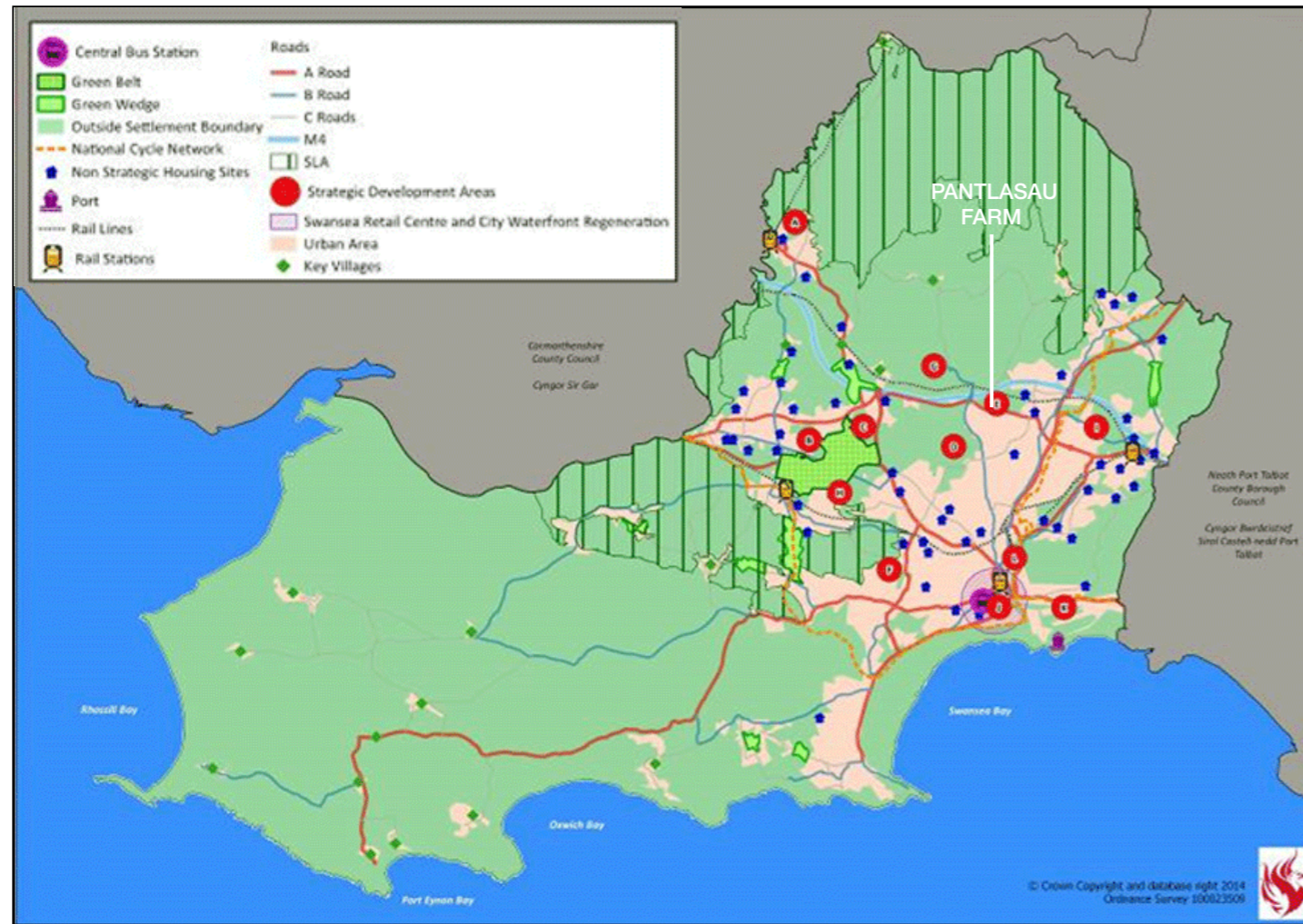
4.2. The Development requirements are summarised as follows:

- 4.2.1. Deliver a 2 form entry Primary School with playing pitch.
- 4.2.2. Off-site highways infrastructure improvements to be provided where necessary and in accordance with the Transport Assessment and Transport Proposals Priority Schedule.
- 4.2.3. On and off-site measures to provide high quality pedestrian and cycle linkages to and within the development site, including incorporating existing Public Rights of Way.
- 4.2.4. The new local centre should be located adjacent to Clasemont Road and should accommodate uses including retail, business and community facilities, with residential above.
- 4.2.5. A number of site specific requirements regarding ecology and biodiversity are also outlined.

4.3. The Plan acknowledges the families' vision which is to create a modern day legacy site that makes clear reference to the original design principles of Morriston; that of a high-density, walkable neighbourhood.

4.4. The Morris Estate Trustees have sought to engage proactively with the plan making process to achieve an allocation that fits with their ambitions for the site. This has been undertaken by providing written representations to pre-submission versions of the LDP, along with a number of meetings with council officers and councillors regarding the site. The Estate's trustees will also be represented at the relevant LDP examination public hearing sessions, which are scheduled to commence in February 2018.

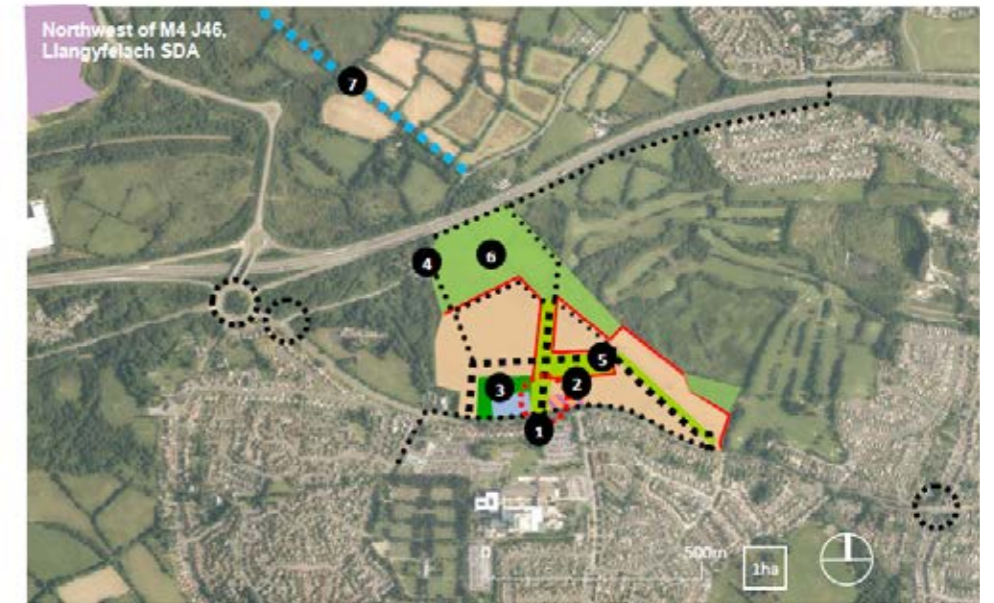
4 - Policy Framework



LDP PREFERRED STRATEGY CONCEPT PLAN

North of Clasemont Road, Morriston LDP Concept Plan

- Key:**
- Low-medium density residential (note retained vegetation, smaller areas of open space and local streets not shown)
 - High density residential
 - Outward facing edge onto protected open space
 - Local centre
 - Commercial floor space with residential above
 - Primary school
 - Focal area of public realm
 - Retain existing farm buildings
 - Spine Street with active frontages
 - Cycle path/ footpath
 - Key areas of green space
 - New/ enhanced off site highway



Diagrammatic only. Concept plan to be rigorously tested and modified during masterplanning in accordance with placemaking principles.

- Site specific elements:**
- 1** New street accesses off Clasemont Road
 - 2** New local centre at site entrance on Clasemont Road
 - 3** New primary school close to local centre to create 'heart' to the new place
 - 4** Pedestrian and cycle link through site to Pantlasau Road
 - 5** Strong structure of green corridor within the site following historic field boundaries
 - 6** Area to be kept free of development and managed as nature reserve
 - 7** Potential public transport link to Pantlasau Road from Northwest of M4 J46, Llangyfelach SDA

LDP PREFERRED STRATEGY: SITE NORTH OF CLASEMONT ROAD

5 - Placemaking Framework - Ecology

5.1.1. The development site is located adjacent to a rich ecological area. This ecological area must be separated by a 'soft' boundary – sufficient to prevent vehicular access and to deter pedestrian access to sensitive areas, but visually unobtrusive. Strands of this ecology area connect into the development area and define natural corridors of non-development land which will be enhanced where necessary.

5.1.2. The primary ecology area is located to the North of the development site, which will create a natural green buffer between the housing area and the M4.

5.1.3. On Clasemont Road there are existing trees and hedges. As well as defining the existing street edge. Retention of most of these trees is important.

5.1.4. Hedges also form the existing boundary condition to Clasemont Road and will be retained wherever possible. Their retention is to be based on the place making parameters.

5.1.5. Tree and wild grass meadow corridors are to be retained within the site, the locations of these are illustrated on the ecology plan.

5.1.6. A green corridor, a nature reserve, and retention of the Clasemont Road hedge and key trees throughout the site are to be maintained in accordance with the ecology plan opposite. Any additional tree planting must support the existing ecology.

5.1.7. Within the green corridor, a high quality landscaped garden is to form the core of the site.

5.1.8. The ecology plan identifies key retained elements of green infrastructure which the development site is to enhance and maintain.

5 - Placemaking Framework - Ecology



5 - Placemaking Framework - Masterplan

Core Masterplan Concepts

5.2.1. The masterplan has been designed around the core concept of creating a relatively dense development within a framework of retained green infrastructure. The development should create a local centre on the edge of Swansea which mediates the threshold between town and countryside, bringing the desirable qualities of both into a new and contemporary place to live. The other concepts fundamental to the framework are:

5.2.2. To respond to the local movement patterns and demands. Creating connections in the surrounding area using pedestrian, cycle, public transport and vehicular routes.

5.2.3. To create a structure of blocks which define public and private space. Streets define the public realm and are laid out on shared space principles: Creating places of safety and occupation arranged for the convenience and safety of pedestrians.

5.2.4. To make a walkable place through a higher density and mixed-use approach.

5.2.5. To respond to the existing ecology conditions, retaining green corridors through the site and large proportions of the existing tree and hedge lines.

5.2.6. To provide a new local centre with primary school and commercial hub located within a shared public realm.

5.2.7. To provide 1No MUGA, 3No LEAPs and 9No LAPs.

Total Number of Dwellings: Up to 600 Units

Average Density: 35 dwellings per Hectare (not inc. School or Nature Reserve)
23 dwellings per Hectare (inc. Nature Reserve, not inc. School Area)

Development Site Area:

Total Site Area: 26.5 Hectare

Development Site Area: 17.6 Hectare

HOUSES @ approx 80% with a mix of:

2 bed houses @ approx 18% - 83m²

87 Units

3 bed houses @ approx 48% - 95m² (three storey –102m²)

227 Units

4 bed houses @ approx 34% - 102m² (three storey –110m²)

164 Units

Total No. of House Units - 478

FLATS @ approx 20% with a mix of:

1 bed flats @ 25% - 50m² –single storey

2 bed flats @ 65% - 70m² –single storey

3 bed flats @ 10% - 75m² –single storey

Total No. of Flat Units - 122

Parking:

Residential spaces required:

1No per 1Bed Dwelling

2No per 2 Bed Dwelling

2No per 3+ Bed Dwelling

Visitors - 1No per 5 Dwellings

Total Required: 1122

Total Provided: 1142

Commercial spaces required:

43No Customer Spaces

3No Commercial Vehicles

Commercial spaces provided:

45No Customer Spaces

4No Commercial Vehicles

5 - Placemaking Framework - Masterplan



5 - Placemaking Framework - Phasing

Phasing Strategy

5.3.1. The phasing strategy has been developed as a series of construction packages which demonstrate an awareness of their integration into the local context and the scheme as a whole.

5.3.2. The phases have been carefully prepared to ensure that at each stage of their chronological implementation they are able to function independently and serve the needs of their residents, this will be achieved through the integration of relevant portions of the public realm at each stage.

5.3.3. The commercial hub could be a phased development with 'pop-up' facilities provided at Phase 1.

5.3.4. Parking provision is weighted towards the earlier phases so as to ensure good local connectivity prior to the construction of the community facilities in Phases 1B and 3A.

Phase 1A - 2.52 HA

2 Bed Houses: 5No
3 Bed Houses: 38No
4 Bed Houses: 29No
1 Bed Flats: 4No
2 Bed Flats: 20No
3 Bed Flats: 4No

Total Units: 100No
1No LEAP

Phase 1B - 1.13 HA

3 Bed Houses: 11No
1 Bed Flats: 12No
2 Bed Flats: 18No
3 Bed Flats: 9No

Total Units: 49No
1700m² Commercial Space

Phase 2 - 2.49 HA

2 Bed Houses: 12No
3 Bed Houses: 16No
4 Bed Houses: 33No
1 bed Flats: 2No
2 Bed Flats: 8No

Total Units: 71No
1No LEAP, 1No LAP, 1No Orchard

Phase 3A - 3.80 HA

2 Bed Houses: 46No
3 Bed Houses: 57No
4 Bed Houses: 49No
1 Bed Flats: 8No
2 Bed Flats: 8No

Total Units: 168No
3No LAP

Phase 3B - 1.45 HA

School

Phase 4 - 2.73 HA

2 Bed Houses: 24No
3 Bed Houses: 45No
4 Bed Houses: 35No
1 Bed Flats: 2No
2 Bed Flats: 18No

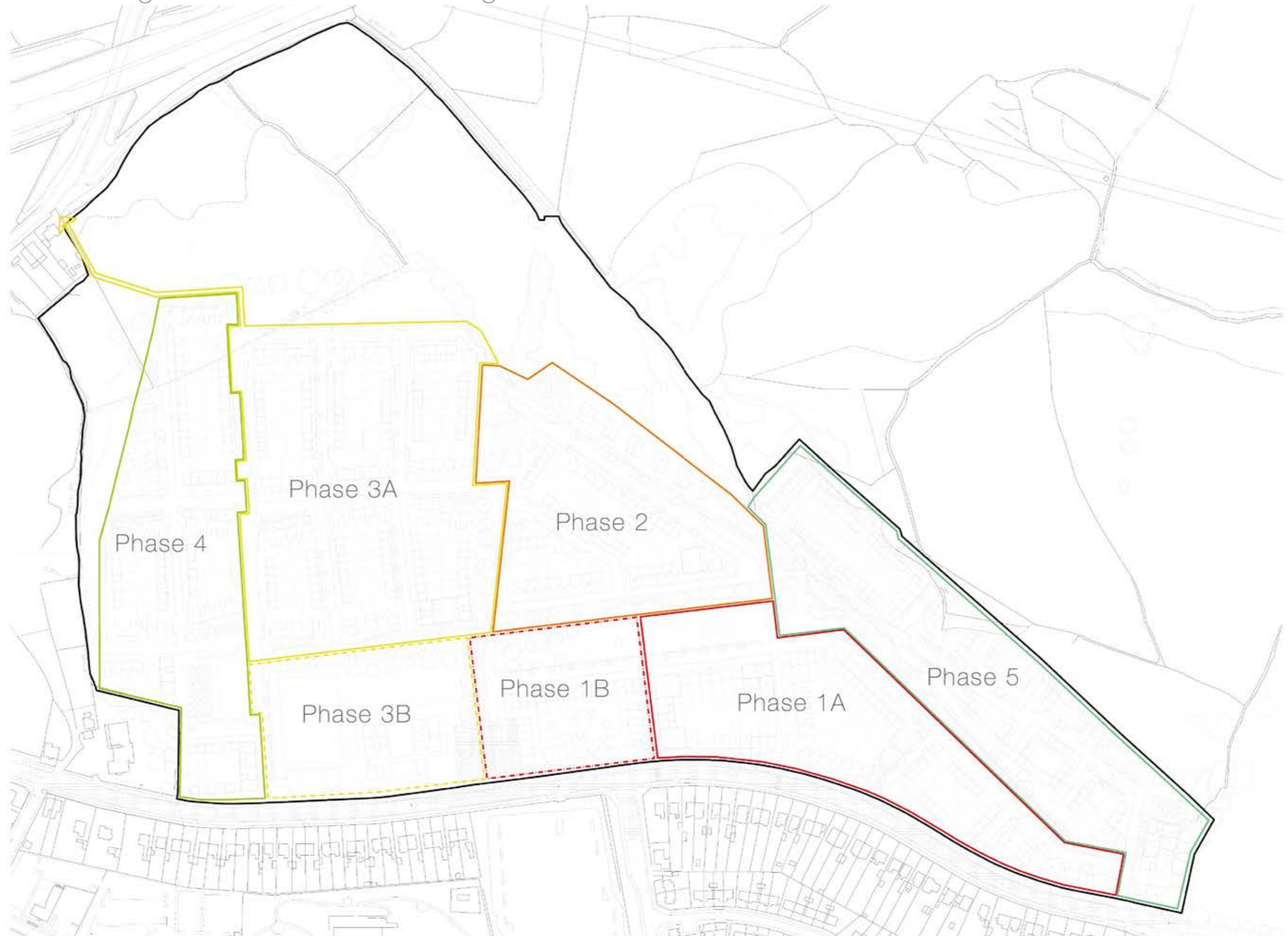
Total Units: 124No
1No MUGA, 3No LAP, 1No Orchard

Phase 5 - 2.94 HA

3 Bed Houses: 60No
4 Bed Houses: 18No
1 Bed Flats: 2No
2 Bed Flats: 8No

Total Units: 88No
1No LEAP, 2No LAP, 1No Orchard

5 - Placemaking Framework - Phasing



6 - Spatial Parameters - Street Scene and Movement Framework

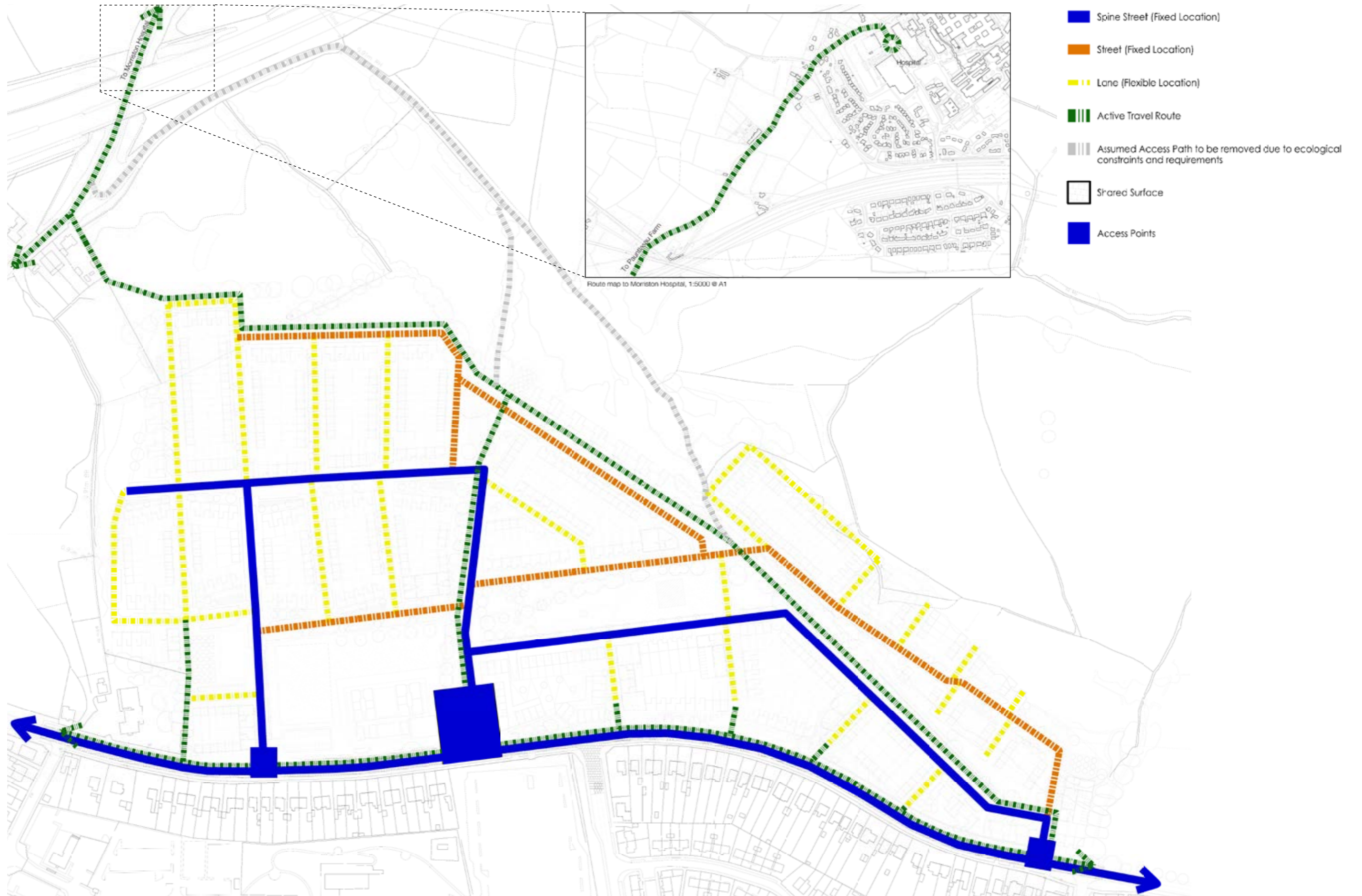
6.1.1. The development must provide excellent routes across the site for pedestrian, cycling and vehicular movement and occupation. Shared surfaces will run throughout the scheme and provide connectivity to the local context. The proposal incorporates a hierarchy of spine streets, streets and lanes which creates the public spatial framework for this place.

6.1.2. The development will be laid out in a grid structure, with blocks and 'streets' arranged for the convenience and safety of pedestrians and linked directly on the gridded 'desire lines' to the commercial centre, to Clasemont Road and to other resource areas including public spaces. The design principle is that the front of each home and other functioning unit will be connected by a maximum of two turns on the grid to the social/ commercial centre and to Clasemont Road.

6.1.3. Street types throughout the site must maintain consistent design principles and material treatments. Key routes are to be maintained - these are outlined in figure opposite and consist of three key spine routes with secondary streets and movement routes shown. Clasemont Road must be upgraded to meet the quality of Spine Streets within the development site, incorporating principles for slowing traffic and integrating communities. All movement routes should maintain a clear visual line (for legibility) along their length and all significant public spaces are to be shared surfaces.

6.1.4. Pedestrian and vehicular access to homes is to be from the fronts. Developments with internal courtyards are to be subject to controlled access, with no public 'through routes'. Street frontage entrances are to be the norm.

6 - Spatial Parameters - Street Scene and Movement Network Diagram



6 - Spatial Parameters - Street Scene and Parking Framework

6.2.1. For properties fronting on to Clasemont Road, a limited number of accesses are allowed for from Clasemont Road itself, but this will only be permitted where there are no viable alternative options. Some limited parallel parking may be included along Clasemont Road as shown in the site design framework.

6.2.2. Given the sloping nature of the site, underground/undercroft parking options will be positively considered where they can be demonstrated to minimise the impact on motor vehicles on the public environment, not least adjacent to the commercial hub, to service residents in this area. The extent of the undercroft will require further design study at the detailed design phase.

6.2.3. Parking is in designated shared areas, secure garage space, or in on-plot spaces. Positive consideration will be given to private parking provided in parking blocks separate from homes (whilst maintaining facility for drop off/unloading) provided that these do not detract from the wider urban design principles outlined in this code.

6.2.4. Where frontage parking is included, it must not take up more than 50% of the frontage. There should be planting or interventions in the street such as small-scale play provisions to break up frontage in these cases.

6.2.5. In-block parking should be avoided unless there are no other design options that can satisfy parking requirements in an area and in any case, will only be in a small number of cases. Where in-block parking does occur, it must be overlooked by rear windows of residential properties and the area must be secured with a single restricted gate access to prevent public access to the rear of properties.

6 - Spatial Parameters - Site Section



6 - Spatial Parameters - Site Section

Courtyard Gardens

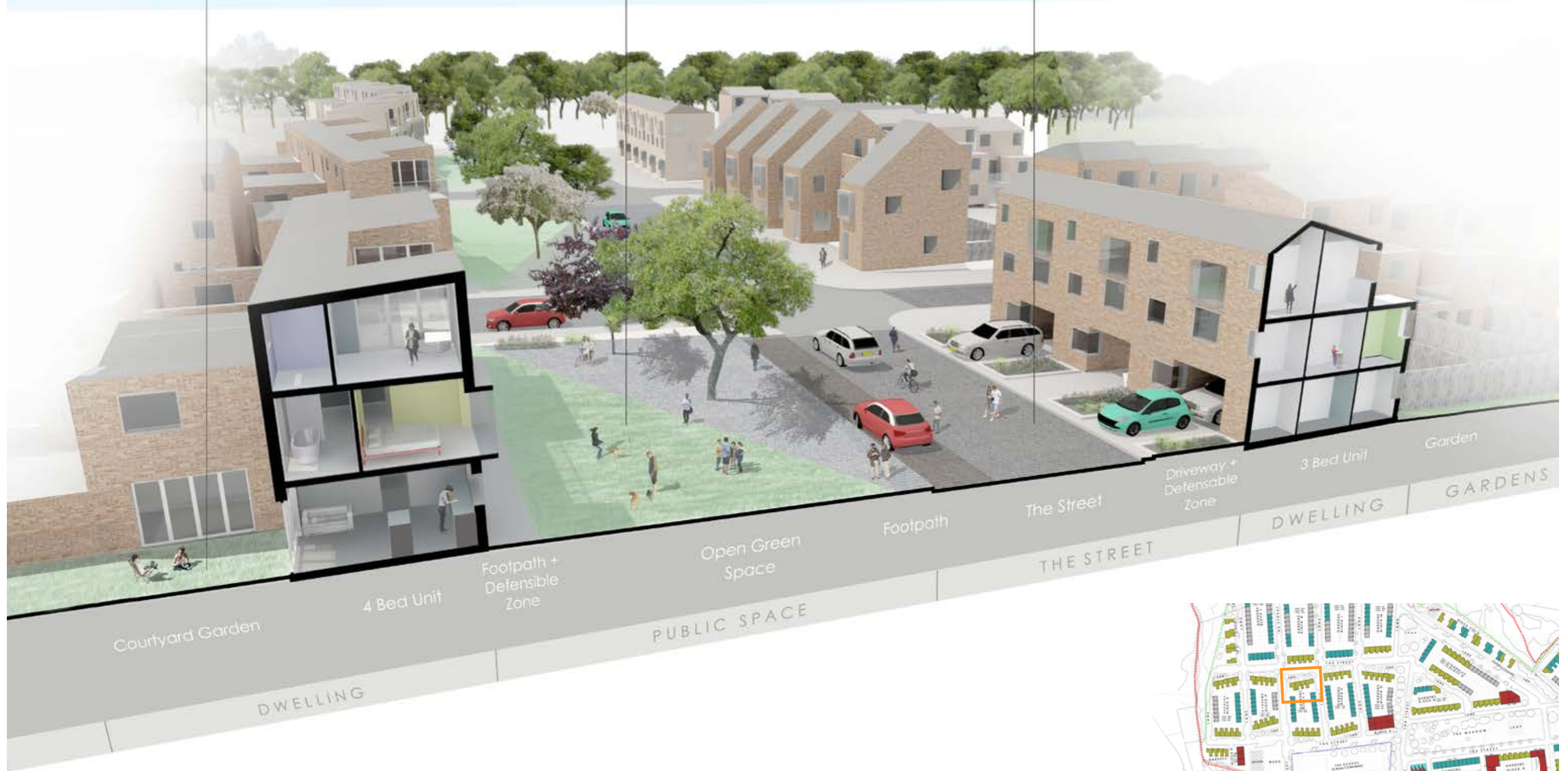
The private courtyards create a compact, yet pleasant outdoor space that connects seamlessly with the rooms internally.

Open Space

A landscaped public space creates a place for walking, relaxing and engaging with one another.

Street Layout

In this instance, the road width is 6.5 metres, with a parallel parking zone 2.6 metres wide. The footpath is 2 metres wide on one side and there is a 5 metre long driveway in front of the 3 bed dwellings for defensible zones.



6 - Spatial Parameters - Site Section

Lane Layout

In traditional street layouts, footways and carriageways are separated by a kerb. In a street with shared surface, this demarcation is absent and pedestrians and vehicles share the same surface. Shared surface schemes work best in relatively calm traffic environments. In this instance, the lane road width is 5.5 metres, with a parallel parking zone 2.6 metres wide. The footpath is 2 metres wide, with an extra 0.5 metre width in front of the 2 bed dwellings for defensible zones.

Gardens and Over-looking

There is an 18 metre distance between the dwellings on the ground floor rear facades (between points A and A). The interlocking layout of the first floor plans means that the dimension between first floor windows (between points B and B) is 21 metres. The distance from the second floor window of the 3 bed dwelling to the first floor window of the 2 bed dwelling (between points C and C) is 23.5 metres.



6 - Spatial Parameters - Mixed Use and Density

6.3.1. The development will be a mixed use, higher density (up to 600 homes), and walkable place, with activities ranging from business to significant areas of natural environment, overwhelmingly residential. All phased and partial construction packages shall demonstrate an awareness of their integration into the overall scheme concepts and design. A range of uses to be incorporated or met, is defined within each phasing package.

6.3.2. The layout and structure of blocks will define both public and private space.

6.3.3. The uses allowed for across the site include a school, local commercial centre and residential buildings. These are to be located as per the land use diagram.

6.3.4. Public space, which includes 'streets', play areas, other social resources (such as a school, or shops), and open spaces, including the 'natural environment', is to be overlooked and naturally supervised by the active fronts of buildings, and by the natural movement patterns of people, as generated by the grid structure.

6.3.5. Front gardens of homes, where provided, are deemed to be 'buffer space', with a 'soft boundary' against public space (at back of footpath for example) followed by a 'hard boundary' at the front door. There are no circumstances where 'buffer space' is appropriate for rear garden private space.

6.3.6. Private space shall be inaccessible to public entry – it shall be private to its building residents or users and under their control, either individually or collectively, by design.

6.3.7. The inner garden elevations must be set out in a way to avoid issues related to overlooking. Building layouts must be articulated so that windows at first floor level do not undermine a direct window to window relationship of 21m.

6.3.8. 21m is the minimum direct window to window relationship at the rear of building blocks unless separated by a garden wall or fence.

6.3.9. In order to create compliant building blocks it is strongly recommended that the rear façade of the building is articulated in order to create an 'interlocking' layout that enables windows to avoid overlooking issues with dwellings opposite and to enable the required density to be achieved.

6 - Spatial Parameters - Land Use Diagram



- Land Use Key**
- Residential Blocks
 - Commercial units with residential above
 - The School

6 - Spatial Parameters - Fronts and Frontages

6.4.1. The grid is laid out and formed by perimeter blocks, which shall be sustained with unbroken frontage boundaries all round. ['Frontage' refers to building frontages and may include (but not be over-ruled by) front gardens.] All frontages will address public space, visually and functionally enriching it with active features – the architecture, the windows and doors, the internal activity, and other features.

6.4.2. All blocks will have outward facing edges where fronts of buildings are to present a 'visual richness' to enhance the streetscape and the pleasure, comfort and security of users of the public space. Front entrances shall be wholly visible on flat frontage planes.

6.4.3. Provision for the storage and collection of refuse shall be integrated into the overall design package. For example, street collection points may be designed to help resolve corner details discussed above.

6.4.4. Similarly, provision of secure, well-covered cycle storage shall be integrated into the streetscape design and conveniently and adequately cater for cycle usage (including provision for cycles at the commercial centre). These, too, may assist in corner detailing.

6.4.5. It is expected that space normally taken by residential garages is given over to ground floor residence for the most part, but some exceptions will be permitted.

6.4.6. Where the site topography and constraints prevent perimeter blocks, a special edge design has been included with 'side on' gardens and public elevations to the front and rear. This form should only be utilised where there are no other options and in all instances, gardens for these properties must be back to back, with building entrances on the 'sides' in order to create activity on frontages where there will be long garden walls/fences facing the public realm. This form will only be permitted where it can be shown that there is no other viable alternative that conforms with the urban design requirements of perimeter blocks.

6.4.7. Accompanying the land use parameters plan, a block plan provides the requirements for block sizes, location, and active frontages (see figure opposite).

6.4.8. All buildings shall have regular varied daytime activity at ground floor level.

6.4.9. Where possible, utility cases should be set into buildings or located below ground.

6 - Spatial Parameters - Frontages Diagram



- Land Use Key**
- Block
 - Residential Active Frontage
 - School Active Frontage
 - Commercial Active Frontage

6 - Spatial Parameters - Massing

6.5.1. Scale, height and mass of buildings should respond to the requirements illustrated in the massing heights diagram. These heights have been tested and are demonstrated in the street elevation/section examples provided in the site section. All buildings must face the public realm.

6.5.2. Given the sloping nature of the site there is no objection in principle to the inclusion of some buildings of four storeys perhaps more (as identified at the principle site entrance on the plan opposite) subject to such developments maintaining the key principles of design outlined in this code. Apartments in various locations across the site are encouraged and must be in accordance with the height parameters. In general, the design framework sees such buildings making a positive contribution to the architectural richness and vitality of the adjoining streetscapes.

6.5.3. Where flats or other buildings of height form part or all of the end of blocks, they will develop L shaped returns to wrap around corners and reduce overshadowing/overlooking of private back gardens.

6.5.4. The corner details of blocks will make every effort to sustain the above principles, with active front elevations (incorporating windows to habitable rooms) in both directions and minimal, preferably zero, necessity to protect the privacy of private space on returns, with high fences or the like.

6.5.5. Architectural detailing of and at corners should also enhance the visual contribution that buildings make to spatial legibility and visual richness of the neighbourhood.

6 - Spatial Parameters - Massing and Heights Diagram



Massing Diagram

Light Gray	School	1-2 Storey
Medium Gray	Minimum	2 Storey
Medium Gray	Maximum	3 Storey
Dark Gray	Minimum	3 Storey
Dark Gray	Maximum	4 Storey

6 - Spatial Parameters - Qualities of Public Space

6.6.1. As a rule, the entirety of public space shall be conceived as designed primarily for pedestrians and with a strong consideration towards children. All streets are to be designed as shared surfaces and must be of high quality.

6.6.2. All public space is people space; shared surface will run from front boundary to front boundary.

6.6.3. There will be access where appropriate for motor vehicles, and service and emergency vehicles but, in normal circumstances, this will be at very slow speeds using 'home zone/ woonerf' criteria and principles. The entire development will be conceived for a design speed of under 20mph.

6.6.4. It is expected that small areas of seating, play for young children, planting, perhaps artwork, and limited recreation for young adults (single netball/ basketball nets, outdoor table tennis table and the like, perhaps boules pitches) shall be incorporated into standard 'streetscapes'.

6.6.5. Sites for larger social, community recreational and leisure facilities have been provisionally designated and will be identified for completion within the phased construction packages.

6.6.6. An indicative movement diagram plan above shows how active travel routes connect through the site (including a designated route through the nature reserve to connect to Pantlasau Road to the north, which must be followed) but separate pedestrian/cycle footways are not shown as segregated areas within the site, rather the focus of all 'roads' must be as shared surface spaces with low design speeds that principally favour pedestrian and cycle use with very low motor vehicle speeds.

6.6.7. The development design framework seeks to meet fields in trust (FiT) standards with indicative locations for recreational facilities. The development will provide as a minimum:

6.6.7.1. One 18.5m x 37m multi-use games area (MUGA)

6.6.7.2. Three LEAPS

6.6.7.3. Nine LAPS

6.6.8. Many of these are anticipated to be features of streetscapes and traffic calming. For development adjacent to these provisions, the following clearances are required in accordance with FiT standards:

6.6.8.1. House frontages must be a minimum of 25m from the MUGA (preferably 30m).

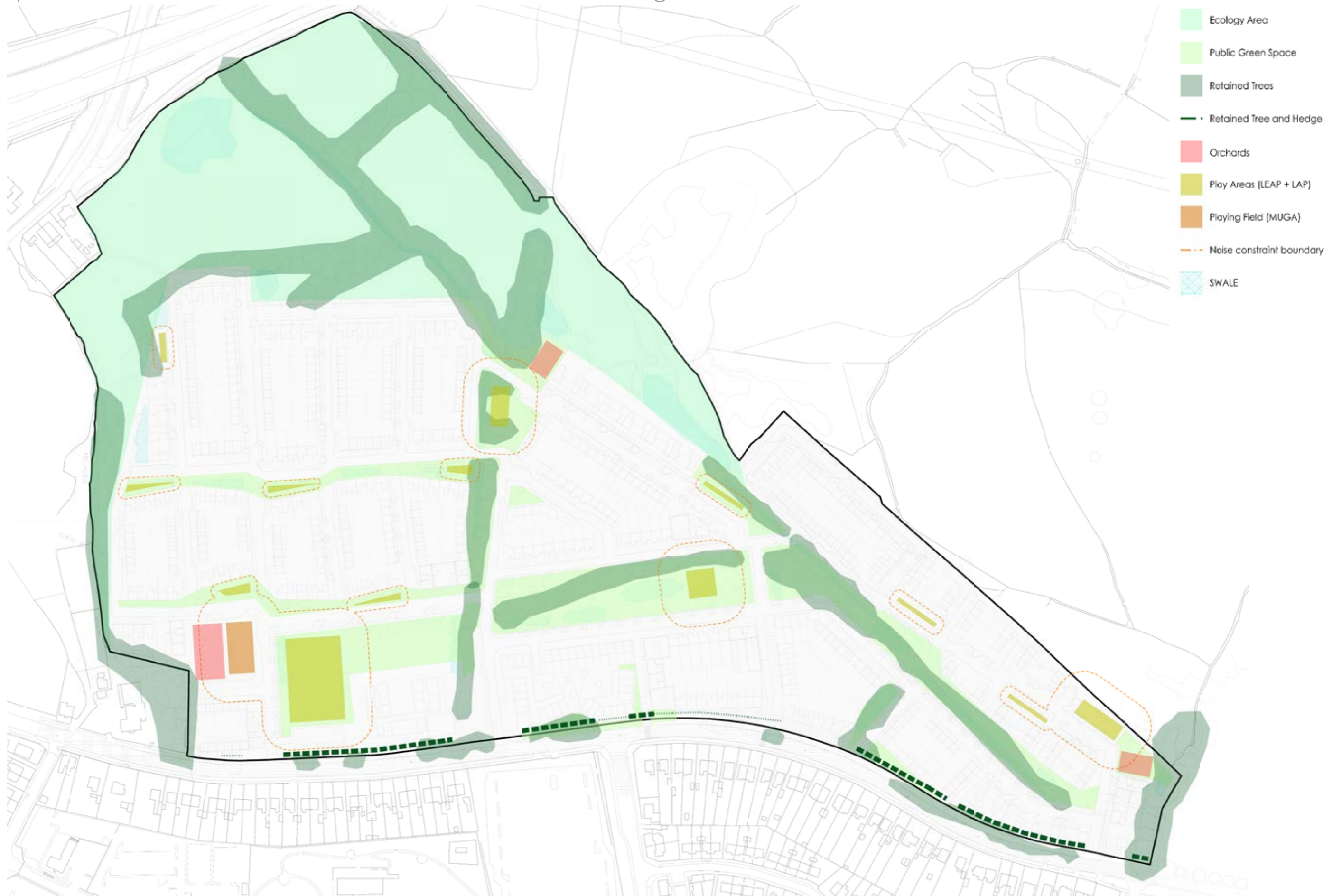
6.6.8.2. All LEAPS require a 20m buffer to the nearest house frontages in accordance with the FiT standards

6.6.9. Where additional buffer spaces are created in the public realm to satisfy FiT standards they should not be undefined grass verges but rather extend the function of the useable public realm, for example with provision of seating/picnic benches or ancillary play functions. This excludes elements that are conceived to serve the dual function of forming a green buffer as well as contributing towards overall site SUDS provision.

6.6.10. Note that pitch facilities, changing, and play equipment for younger children are anticipated to be shared between the school and public use, under the general control of the school. Design is expected to provide for requisite security and safety.

6.6.11. In general, the overall site should maximise the potential for inclusion of green infrastructure, plants and trees whilst providing a soft boundary to maintain the integrity of the ecology area. The integration of sustainable drainage strategies should be as positive features within the public realm.

6 - Spatial Parameters - Green Infrastructure Diagram



7 - Architectural Parameters - Architecture

7.1. This Design Code requires an overarching coherence to site architecture. The framework requires architecture to be of a contemporary and elegant quality. Expressions of built form, variety, and imaginative and innovative design, not least of frontages, is a requirement of the general parameters of the code.

7.2. Legibility and visual richness are required ingredients for the spatial coherence of the neighbourhood to provide 'visual signals' towards activity locations, to adjoining localities and to the near and distant environment and landscape, normally by direct visual connections. Architecture is expected to make a major contribution to these qualities, not least via the expression of these qualities in fronts, frontages and street corner architecture.

7.3. Spatial legibility is to derive from design elements such as straight streets creating key vistas, prominent corner buildings and active street frontages.

7.4. Overall, a high level of design quality and execution, to satisfy the client group and, likely in some cases, the Design Commission for Wales, is required both in terms of material quality and finishes.

7.5. Buildings across the site must provide the following:

- Generous floor-to-ceiling heights
- Large windows
- At least RIBA Case for Space standards (RIBA, 2011, *The Case for Space*)
- Excellent connections between inside and outside space
- Terraces must create simple repeating rhythms of building facade (as illustrated opposite)
- Contemporary Detailing
- Incorporation of elegant roof form

7.6. The punctured openings to street facades must celebrate the threshold between inside and outside space. The thickness and depth of these openings must be creatively manipulated so as to create window seats, overhangs and other opportunities such as winter gardens, for occupation.

7.7. The design of the school must establish an architectural language that is fitting for a public building in this place. The school must be both a gateway into and hub for this contemporary local centre. The building must for the public realm edge on the corner with Clasemont Road.

7.8. Pastiche and old-fashioned designs will not be accepted.

7 - Architectural Parameters - Architecture



Primary School



Commercial Hub



Terrace Elevation Studies



8 - The Local Urban Centre

8.1. The commercial centre on Clasemont Road must be designed to maximise vibrancy through utilising a vertically mixed-use approach to form the key entry point for the whole site. The architecture and design to the surrounding buildings is expected to make a major contribution to the vitality, activity and visual richness of that space.

8.2. The centre will respect all the above design criteria, with particular emphasis on architectural 'presence', including at upper floors, which will require a considerable visual role from off-site, more so than the ground floor (in this respect), due to the sloping site. Servicing of all retail, service and office units will be from the front. The commercial centre will comprise retail, social, service and office space (etc.) at ground level plus two floors, perhaps more, of accommodation above. Given the southern aspect, it is anticipated that outdoor space, at ground level and on balconies, will feature strongly. Entrances to homes and commercial units, servicing and parking will all be from the front. The school will provide an active frontage which should contribute to a vibrant mixed-use heart for the development.

8.3. The main neighbourhood entrance off Clasemont Road will be a significant, shared surface, 'people space', sitting between the school, shops and cafes and residences. As such it will delineate a public space watershed between the predominance of motor vehicles on Clasemont Road and that of people, not least children, setting the tone for the whole development and ensuring a positive connection to the existing community.

8.4. This area will extend outwards onto Clasemont Road with a shared surface treatment extending east and west from the junction beyond the two further connections from the site onto Clasemont Road and extending a short distance (a matter for final, detailed design) south along Long View Road, sufficient to reduce vehicle speeds to the desired design speed before they reach the Clasemont Road junction. Crossing within this shared surface area will follow principles of exemplar shared surface schemes, rather than traditional light controlled crossings. The design speed for the whole shared surface area will be a maximum of 20mph.

8.5. The Clasemont Road shared surface area will require a bus stop, which will be sited in consultation with Council planners and bus operators.

8.6. The urban centre should be characterised by a shared space road, the integration of trees into the landscaping and gathering/meeting points.



8 - The Local Urban Centre



9 - Sustainability

9.1. Overall, the scheme is conceived to sustain social and economic vitality and encourage active travel with walking, cycling and public transport as realistic alternatives to the private car.

9.2. Subject to the maintenance of perimeter blocks and active frontages, designs should maximise aspect to the sun and should seek to incorporate sustainable materials (including regard to life cycle considerations) and sustainable design features as standard (including allowance for future retro-fitting of new technologies). Where appropriate and viable, domestic green infrastructure including green walls and roofs should be considered. Building designs should have a natural ventilation strategy.

9.3. The scheme must incorporate a sustainable urban drainage system (SUDS), features of which should enhance the urban environment, adding richness to green spaces throughout the site.

9.4. The site should make provision for sustainable food production in the public realm, e.g. through provision of allotments, community orchard(s), raised beds, and/or other provisions.

9.5. Designs must take into account shading by retained trees on or immediately adjacent to the site.

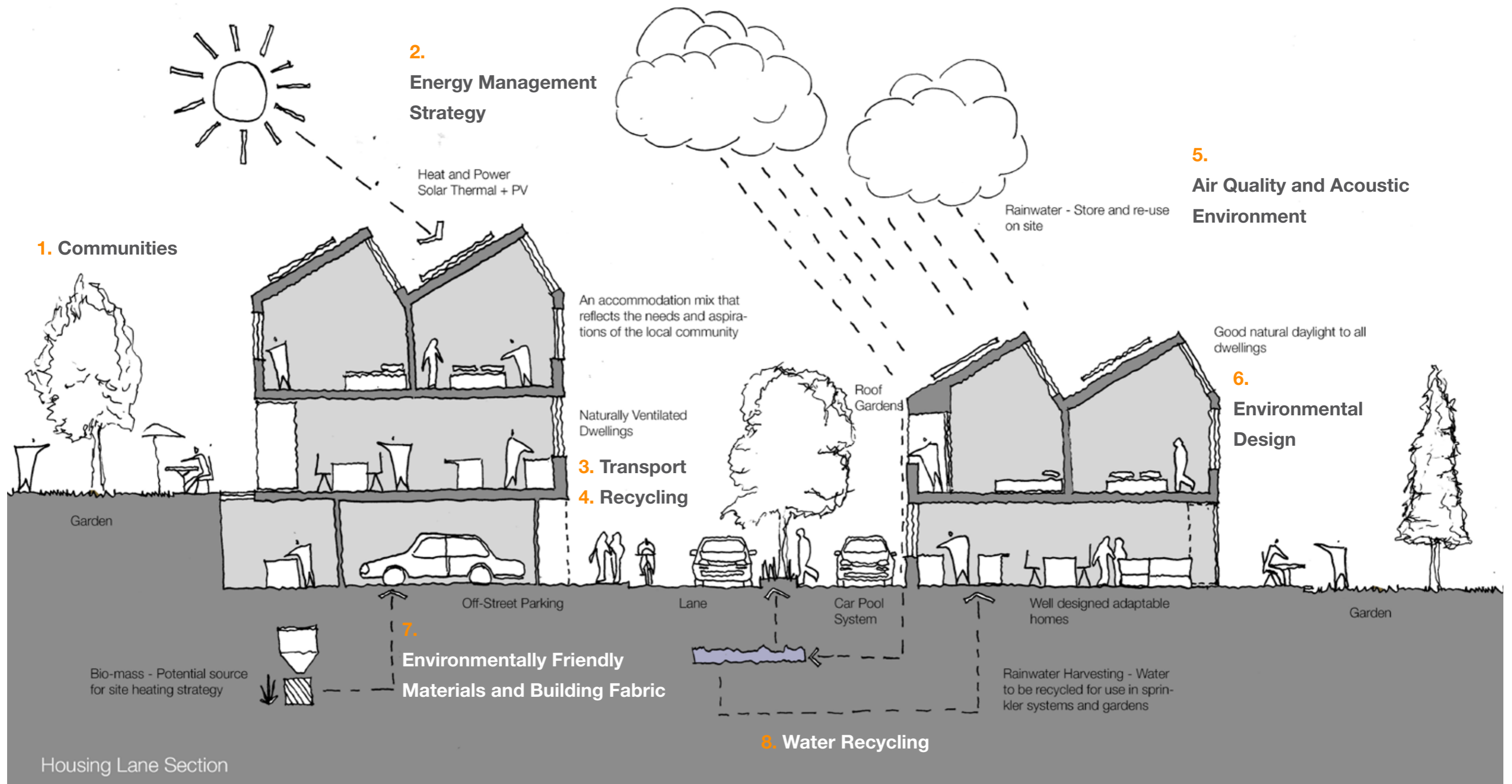
9.6. The boundary between the built area of the site and the nature reserve to the north of the site must be designed to manage pedestrian and cycle access. The boundary itself must be 'soft' – sufficient to prevent vehicular access and to deter pedestrian access to sensitive areas, but visually unobtrusive. A ditch and wet area(s), which may be incorporated into the overall SUDS provision at the site, would be an appropriate response, but other 'soft' boundary provisions will be considered. Pedestrian movement within the nature reserve will be restricted.

9.7. Site power infrastructure overall will incorporate electric vehicle charging points and must allow for increased provision of electric vehicle charging points in future.

9.8. Whilst the drawn Framework has made no such provision, the client is keen to consider options and proposals for central heat and power systems (and the like) across the site.

9.9. A coherent site-wide building and sustainability strategy must be agreed at each phase prior to construction.





MORRIS ESTATE. PANTLASAU FARM.

Pantlasau Farm Design Code - November 2017

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