

Cwrt-y-Gollen

development brief

preliminary draft november 2007

place at the heart

attractive affordable

secure to work stimulating

engaging place **well**

connected accessible

secure to play easy to find

supportive communitiv

green environmental friendly

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Appendix 1 UDP Development Principles

Appendix 2 Cwrt y Gollen Development Principles

Appendix 3 Tree Survey & Constraints Report

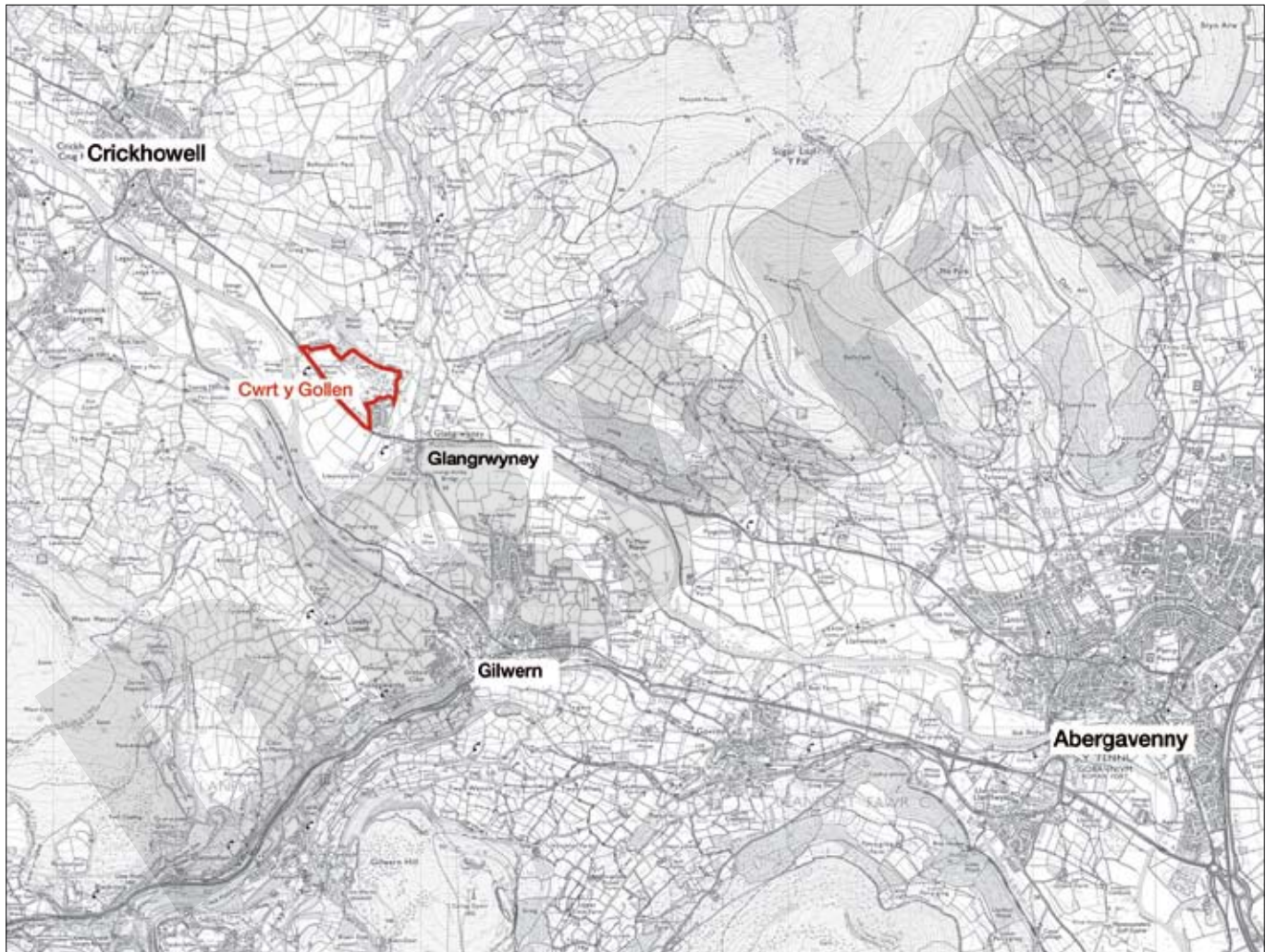


Figure 1 Location Plan

01 Introduction

Cwrt y Gollen is a site in a stunning, strategically well connected location on the A40(T) in the Brecon Beacons National Park in the Vale of Grwyney on the edge of the village of Glangrwyney.

The site is allocated in the Brecon Beacon National Park Authority's (BBNPA) Approved Unitary Development Plan (March 2007) as a previously developed site suitable for redevelopment as mixed use. The Development Plan sets out development principles for the site in order to assist developers and landowners to understand the requirements of the sites at an early stage in the planning process (refer to Appendix 1).

The UDP stipulates that developers produce a detailed site development brief based on these principles, prior to any application being considered.

The BBNPA set up a Steering Group in early 2007 to advise in the production of a development brief for Cwrt y Gollen by the site owners, Crickhowell Estates Ltd, in collaboration with Powys and Monmouthshire County Councils, Crickhowell Town Council and Vale of Grwyney Community Council.

The purpose of this development brief is to set out the key design parameters that should inform the development of the site. It complements the design policies set out in the BBNPA Unitary Development Plan, together with the requirements of Planning Policy Wales (PPW), Technical Advice Note 12 (TAN12) and Creating Sustainable Places which sets out the design and sustainable development aspirations of the Department of Economy and Transport.

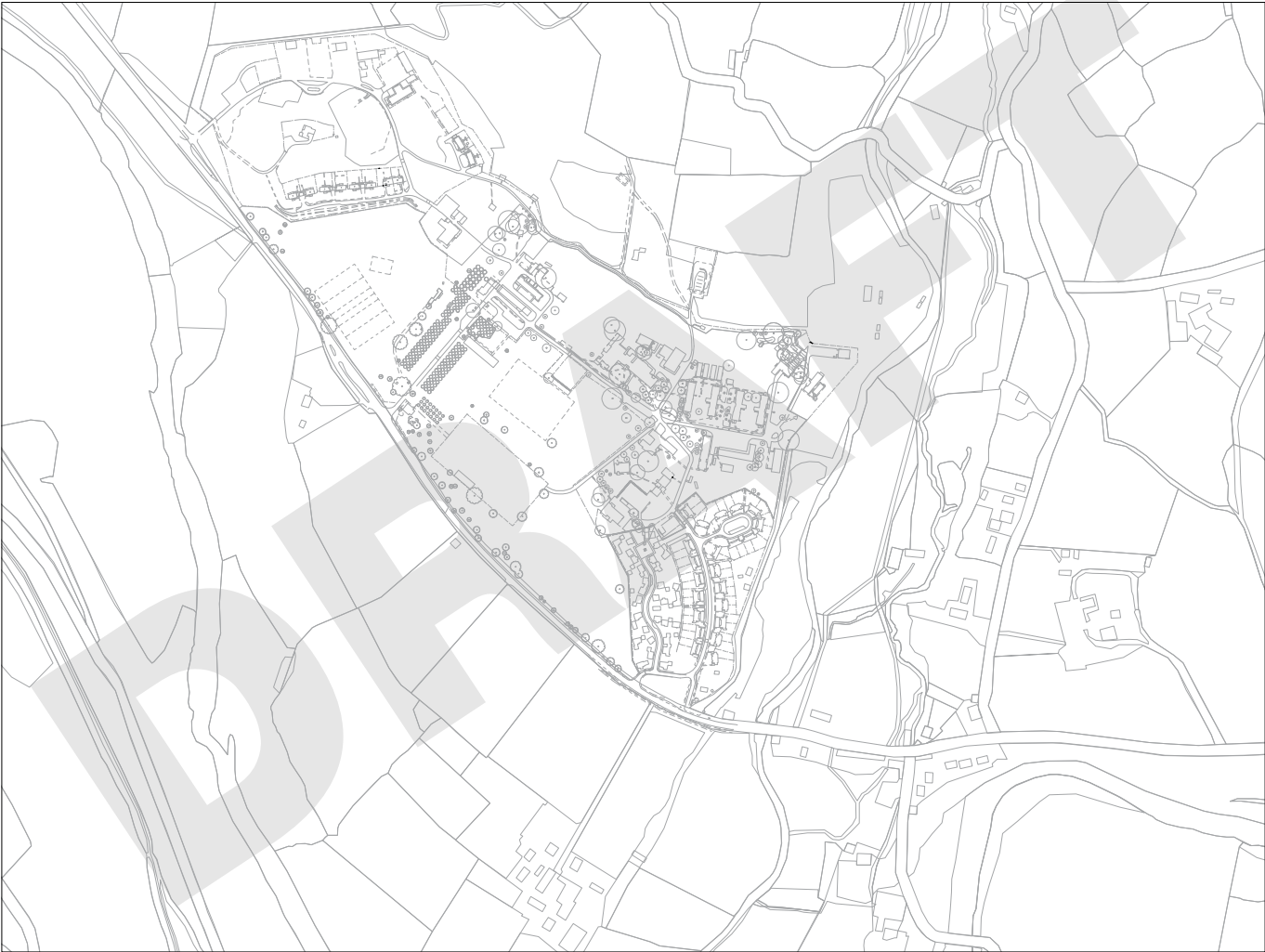


Figure 2 Existing Site Plan

02 Site description

Cwrt y Gollen is a former MOD site in a mature parkland setting with a large number of existing buildings and areas of hardstanding, the site offers a unique opportunity to develop a sustainable place to live and work at the heart of a strong network of existing settlements in the Usk Valley, and improve on earlier phases of development in Glangrwyney.

The site is generally flat, with the south western half, adjoining the main road, consisting mainly of amenity grassland with parkland trees and tree groups. This area contains a few isolated buildings and the former parade ground – a large area of tarmac hard standing. The eastern part of the site is occupied by two separate groups of 1, 2 and 3 storey 1960's buildings, remnants of its former use as a MOD site, separated by an area of open grassland extending to the woodland which borders the rear (north-eastern) boundary.

To the southwest the site fronts the A40 trunk road which separates the site from the flat, open farmland of the river Usk floodplain. To the northeast a wooded escarpment rises to higher ground beyond. To the south east the site is separated from the village a Glangrwyney by two areas of housing formerly part of the camp, and the Grwyne Fawr river.

To the north and northwest is an area of slightly elevated ground still in MOD ownership, occupied by buildings set amongst groups of trees and grassland.

03 Land ownership and planning status



Figure 3 Ownership boundary

The land within the red line boundary is owned by Crickhowell Estates.

The site is allocated in the Brecon Beacon National Park Authority's (BBNPA) Approved Unitary Development Plan (March 2007) as a previously developed site suitable for redevelopment as mixed use.

Appendix 9 of the UDP sets out development principles for development at Cwrt y Gollen. The UDP acknowledges that the development principles are not an exhaustive or definitive list of what is required, but that they will form the basis of any detailed development brief for the site. The development principles for the site are included in Appendix 1 of this document.

In line with Appendix 9 of the UDP, this development brief incorporates the majority of the principles set out in the UDP, however following further site investigation and design work, the following amendments to the UDP development principles are incorporated in this brief:

Item 3.6 bullet 3: the requirement for a substantial belt of new planting between the developed areas and the open space, in order to screen the buildings from the A40 and reduce the landscape impact of the site from high ground in the area, should not be required if the development is well designed and laid out to positively address the open space.

Item 3.7 bullet 1: the vehicular access should not be restricted to the existing access point onto the A40. A second access off the A40(T) would provide a second access and egress point in case of flooding; would provide better access from Glangrwyney village; and would allow the establishment of a circular public transport route through the site.

Item 3.4 bullet 3: in order to achieve a mixed use development, use class C2 (residential institution) should be considered in addition to B1 or D2 uses for the northern area of the site

04 A vision for Cwrt y Gollen

The main priorities for development at Cwrt y Gollen were discussed at two workshops held in June and October 2007 attended by representatives from the local community, government and other statutory bodies and stakeholders. A separate document was produced to summarise the outcome of these workshops and sets out a vision for development on the site. The vision sets out nine key priorities identified by the participants of the workshop which underpin this development brief. The vision was formally agreed by the Cwrt y Gollen Steering Group at their meeting on 03/10/2007. The development proposals should be evaluated against these priorities (refer to Appendix 2 for an evaluation table).

A vision is, by its very nature, ambitious. It sets its goals high to inspire creative thinking and to avoid the creation of an 'anywhere place'. The vision and priorities for development should act as a checklist throughout the detail design process. There will naturally be balances and trade-offs in the final design between the different priorities, however developers will be asked to demonstrate how their proposals address the different priorities.

The nine priorities for development on the site were summarised under the following headings:

- A place at the heart of the Usk Valley communities with its own distinct identity
- An attractive and affordable place to live
- A secure place to work
- A stimulating and secure place to play
- An engaging place for the young population
- A well connected and accessible place that is easy to find your way around
- A supportive and considerate community
- A green and environmentally friendly place
- An environmentally aware development

The vision for Cwrt y Gollen has been summarised in the following statement:

Cwrt y Gollen will be an exemplar and sustainable part of the village of Glangrwyney that will make best use of its assets and local resources, with a strong complimentary relationship to the existing communities of Crickhowell and the Vale of Grwyney.

05 Design objectives

Cwrt y Gollen has the potential to set a new standard for design within the Brecon Beacons National Park. Good design will ensure the best and most efficient use of the site and will deliver social, environmental and economic benefits.

Good design is not arbitrary or subjective and there is a broad consensus in a number of statutory documents about the design objectives that need to be met to deliver well designed sustainable development. These design objectives are set out in Box 1.

Site specific design objectives are set out below with reference to these general design and sustainability objectives. These objectives seek to ensure that the site is developed to achieve best practice whilst providing clear parameters for the development of a commercially viable scheme.

Box 1

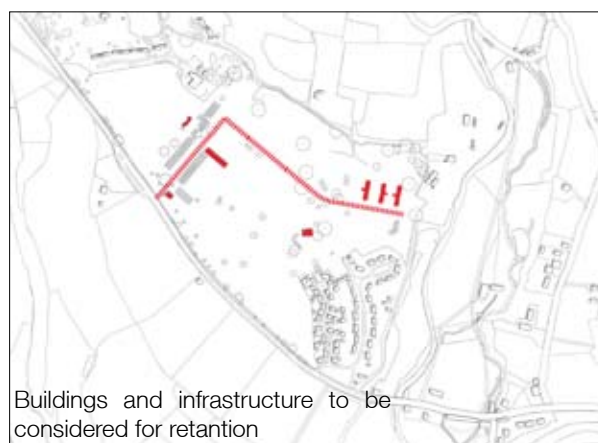
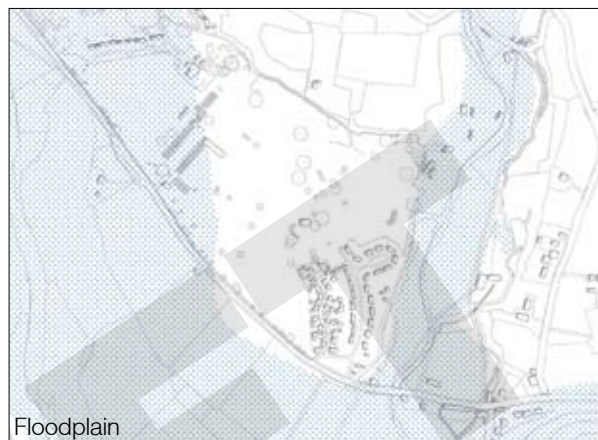
Design and Sustainability Objectives

(From TAN 12 Design, Creating Sustainable Places [Reference], Model Design Guide for Wales and 'By Design [Reference])

- 1. Natural capital:** Development should be designed to integrate with, protect and enhance the landscape and biodiversity values of the site.
- 2. Compactness:** Development should use land efficiently and where appropriate provide a density of use/population that supports public transport and commercial/community services.
- 3. Accessibility and ease of movement:** Create development layouts that are accessible to all in society, make links into surrounding areas, create new links where necessary and ensure that it is easy to get from A to B within a development.
- 4. Legibility:** Create development layouts that are easy to understand and find one's way around.
- 5. Character and context:** Development should respond to the character and local distinctiveness of site context.
- 6. Continuity and enclosure:** Streets and spaces should be overlooked with continuous street frontage.
- 7. Public realm:** Ensure high quality, attractive and safe streets and spaces for all members of society.
- 8. Diversity:** Wherever possible there should be a mix of uses, variety and choice in types of properties and places.
- 9. Adaptability:** Buildings and spaces should be designed so that they are flexible and adaptable and can be used for a variety of uses over time.
- 10. Resource efficiency:** Buildings and landscape should minimise resource use in their construction, operation and maintenance.

Key design considerations

- Development at Cwrt y Gollen should become a part of Glangrwyney and be well connected to the existing village
- Environmental sustainability should be a key driver for design and layout, including consideration of passive solar design and recycling of existing buildings
- Development should be limited broadly to the previously developed areas and remain outside the floodplain
- Wherever possible Category A and B trees should be retained
- The development should take advantage of the site's stunning natural setting



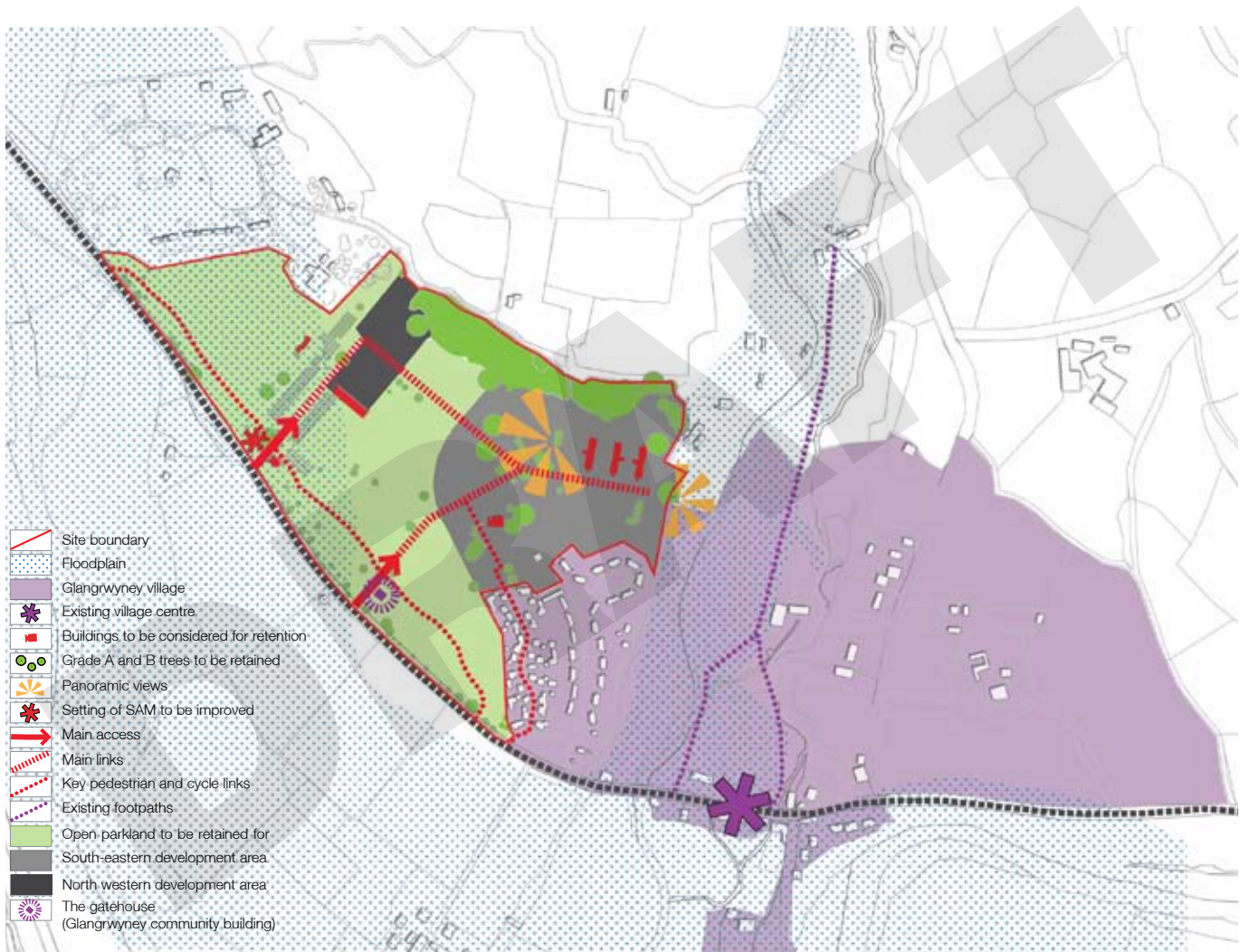


Figure 4 Design Considerations

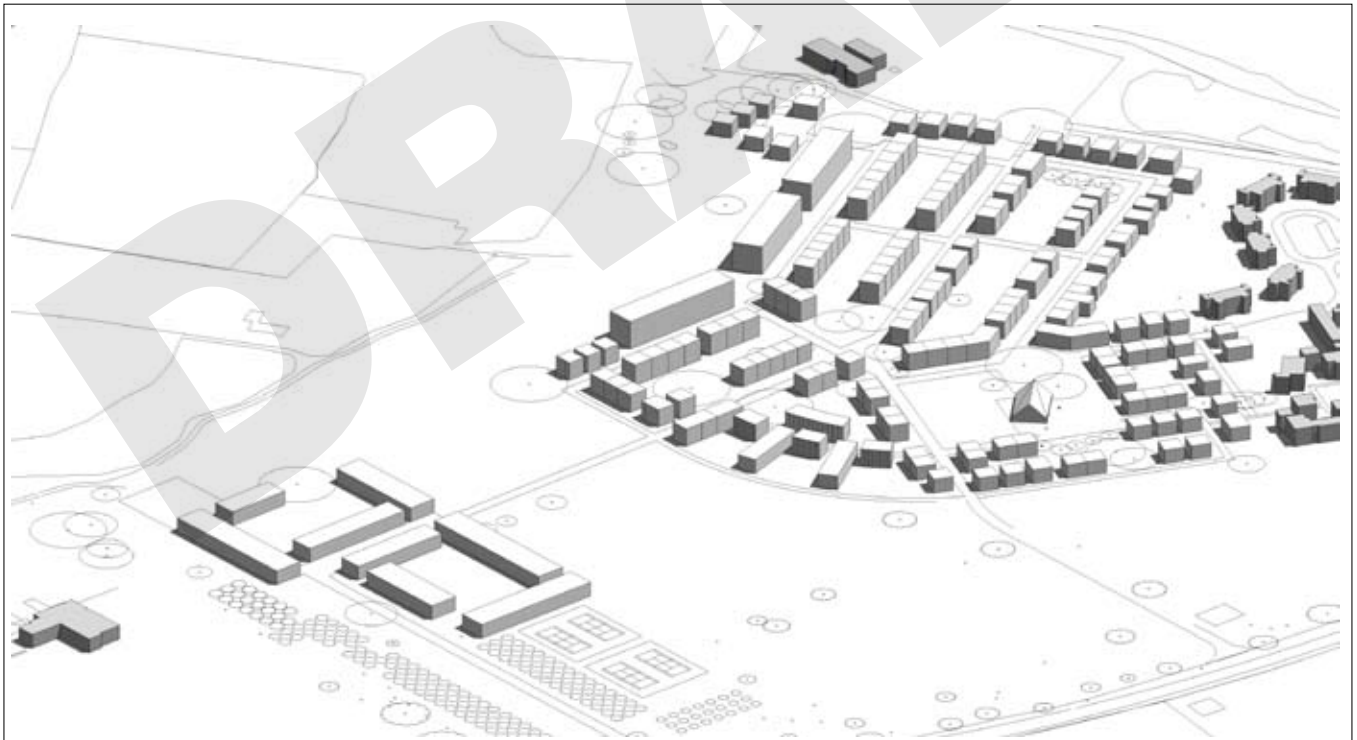
Natural capital

- All site planning and design should be preceded by an ecological survey carried out by an appropriate professional at the relevant time of the year.
- Development must be located outside the area defined by the Environment Agency to be at risk of flooding (Zones B and C2).
- Development should design in new features to promote biodiversity, including parkland tree planting and forms of sustainable urban drainage.
- Any unavoidable loss of biodiversity must be compensated for on or off site.
- Development must manage the existing natural features on the site, including category A and B parkland trees , open spaces and woodland.



Compactness

- The development should make efficient use of the site with development densities appropriate to the village location. In practice this means residential buildings of a minimum of 2 storeys in height and average residential densities of **xx dwellings per hectare** and a typical **plot ratio of xxx (to be completed)**.
- The parking provision shall be **xxx** in line with the BBNPA Unitary Development Plan. On street parking within the centre of the development will be encouraged to support an active public realm. Street trees should be planted to visually break up on street parking. Large areas of surface car parking will be discouraged.
- Phasing should allow for an efficient development of the land over a period of years.



Typical gradation of densities

Accessibility and ease of movement

- Streets and junctions should be designed as places and should equally contribute to their place making and movement functions. The design of all streets and junctions should follow the principles of 'Manual for Streets' (DfT 2007) which has been adopted for use within Wales by the Design Commission for Wales (DCfW). A permeable movement pattern within the site should be achieved by creating a typical block size (i.e. a grouping of plots surrounded by streets) in the range of 40-70 metres, as set out in the development framework.
- Development of the site should establish safe, overlooked and comfortable pedestrian and cycle connections throughout the development, to the centre of Glangrwyney (via Martell Way) and to Crickhowell. Links between the site and public footpaths in the area should be improved. The development should contribute to a pedestrian/cycle link to Crickhowell and provide an alternative route to the A40(T) footpath and cycleway within the parkland behind
- The existing vehicle access point of the A40(T) should be retained. A second access off the A40(T) to the east will be required for safe egress in case of flooding. This second access point will also improve the connectivity between the centre of Glangrwyney and the site and enable a public transport route through the development via both access points.
- All streets and footways should be barrier free and lead directly where people want to go. All streets within the development should be designed as part of the public realm and for pedestrian priority, to create a permeable network and to facilitate way finding. Streets should predominantly be shared surface in line with an informal village character. If separate footways are required, they should be wide enough for two pedestrians to pass in comfort (min 2m). Cycling should be accommodated on street to reduce speed.
- Traffic calming should be integrated as part of the street scene. The arrangement of buildings, spaces and activities should be used as a natural traffic calmer and create a pleasant environment for pedestrians and cyclists. Speed should be kept below 20mph throughout the development.
- The use of traffic signs and other street furniture should be kept to a minimum to reduce clutter, in keeping with the predominantly residential character of the site and its rural location. Excessive use of lighting, kerbing, signage and road markings should be avoided. The following design measures will reduce clutter on the site:
 - street lights should be building mounted where possible;
 - traffic signals should be mounted on lighting columns;
 - service inspection boxes should be located within buildings or boundary walls;
 - inspection covers should be located in the footway and set out as part of the pavement;
 - household bins and recycling containers should be stored out of sight and off the footway;
 - street furniture design should be coordinated across the site and in keeping with its surroundings; and
 - guard railing should not be used unless a clear need for it has been identified.

- The space created by a junction should not be dominated by the physical requirements for vehicle movement, but by the buildings and footways. Corner should be kept as tight as possible to aid traffic calming and reflect the residential village character and create a safer environment for pedestrians and cyclists.
- Materials throughout the development should be coordinated to strengthen local identity and aid way-finding. Materials choice should reflect the position of each street in the hierarchy, with local lanes streets using smaller scale paving units than main access streets. Well-designed shared surfaces encourage low vehicle speeds and make it easier for people to occupy the space without feeling intimidated by motor traffic.

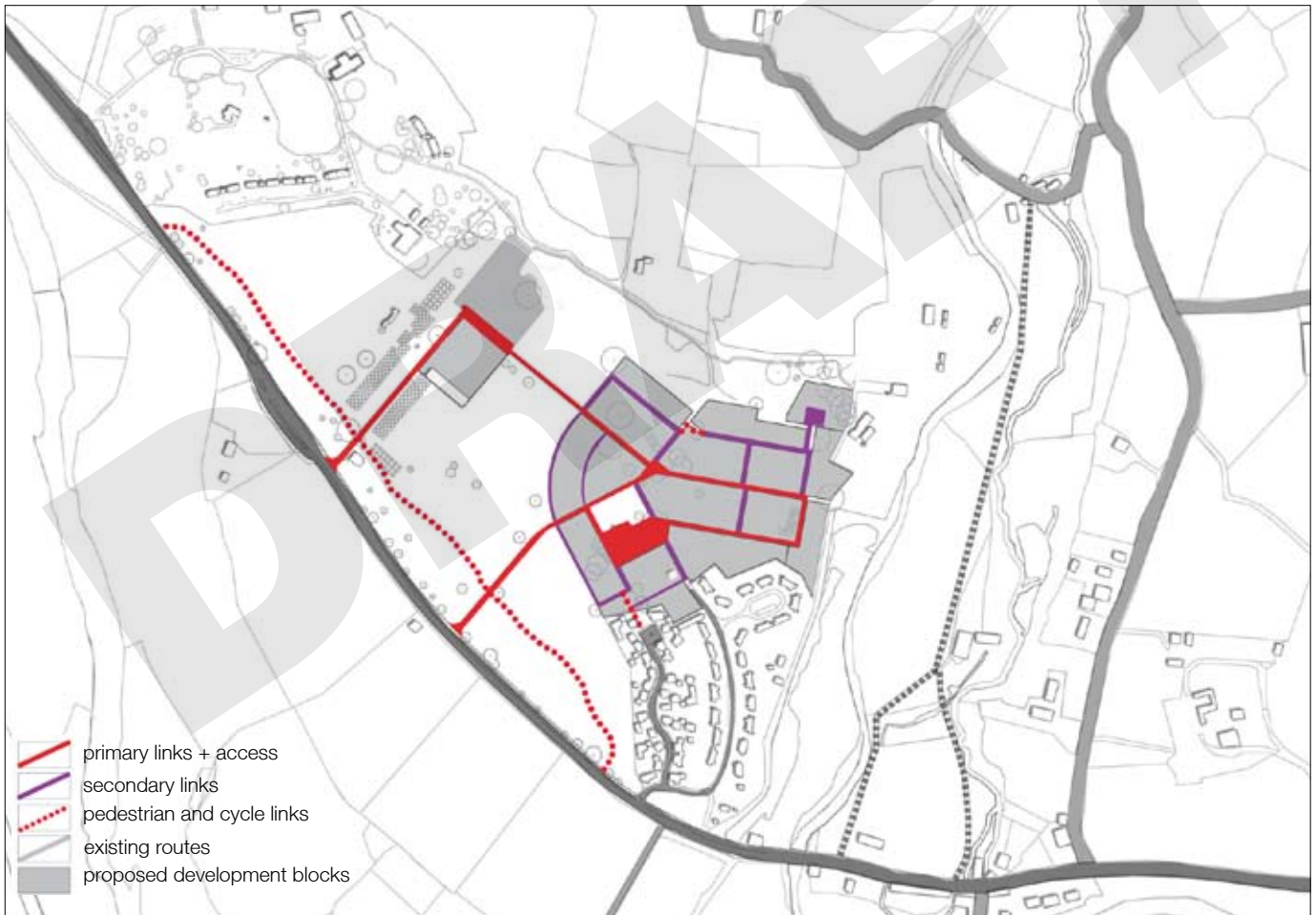


Figure 5 Movement Hierarchy

Legibility

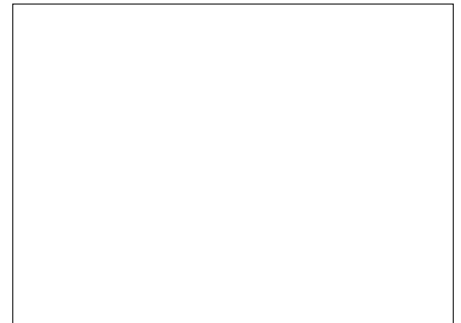
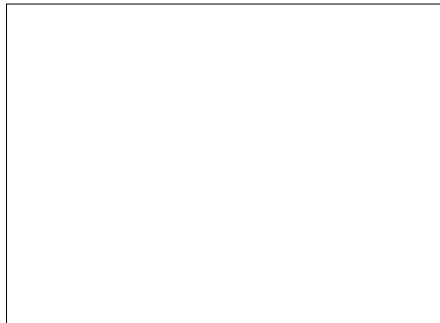
- The movement function of each street and lane should be reinforced through the design of the public realm and the scale, form and design of adjacent buildings to help people find their way around the development.
- The development should be tied in to the existing pattern of landscape, streets and spaces to reinforce this pattern and aid legibility.
- The placement and design of landscape, buildings or structures (e.g. a memorial cross) to create memorable spaces, focal points or vistas should be considered carefully and as an integral part of the design.
- A permeable movement pattern within the site should be achieved by creating a typical block size (i.e. a grouping of plots surrounded by streets) in the range of 40-70 metres, as set out in the development framework.
- Materials choice should reflect the position of each street in a clear movement hierarchy, with local lanes streets using smaller scale paving units than main access streets.



Three typical street sections: main street, village green and local lane - **to be inserted**

Character and context

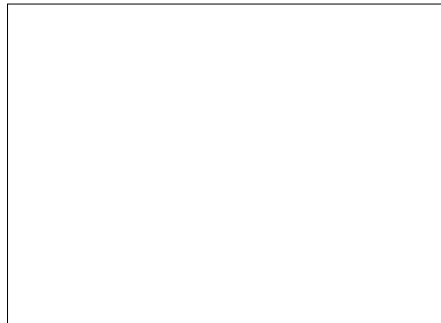
- Views towards the surrounding countryside should be maximised throughout the development to add to its sense of place and identity.
- The character of the site should also be set through an appropriate response to the edge conditions of the site, e.g. a more urban edge towards existing built development at Dan y Gollen and Martell Way and a more open edge to the woodland and the river Grwyney with a greater proportion of glazing, balconies and outdoor space.
- Building height should create a human scale whilst providing appropriate levels of enclosure. Building height should not exceed 2-3 storeys towards the front and 3-4 storeys towards the rear of the site.
- Architectural design should reflect requirements to achieve high standards of sustainable design. Innovative design and contemporary design solutions will be supported for the site.
- The developer will be expected to demonstrate how the development will relate spatially and socially to the existing settlements of Crickhowell and Glangrwyney and the community of the Vale of Grwyney
- In particular contribution to local education/community facilities will be required either by on-site provision or contribution to improvement of existing facilities in the Vale of Grwyney and Glangrwyney Village.



Photographs to be inserted

Continuity and enclosure

- Streets and spaces should generally have consistent building lines and be defined with buildings of between 2 to 3 storeys (max 4 storeys to rear of the site).
- There should be a range of alternative parking provision options as part of the development. The parking provision should serve to maximise active residential frontage on all the streets and ensure the provision of cohesive usable shared open space or gardens for residents.
- Active frontages should be created to animate the street scenes, particularly the southeast corner of the site to define this prime location on a main route to the town centre.
- Any parking not on-street or contained by buildings shall be enclosed by high quality landscape or other elements to maintain overall continuity of frontage and enclosure of streets.

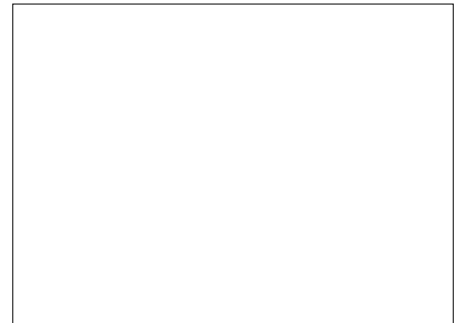
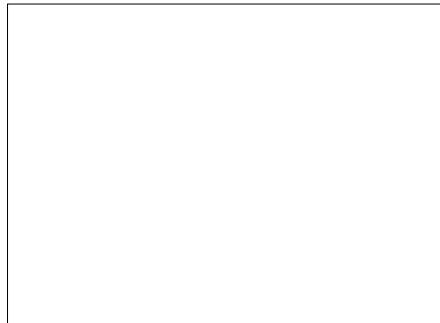


Photographs to be inserted

Public realm

- **Streets and spaces:** The design of all streets and spaces should follow the principles of 'Manual for Streets' which has been adopted for use within Wales by the Design Commission for Wales (DCfW).
- **Frontage development:** There should be clear distinctions between public and private areas throughout the development. The main access points and openings in any building should be from the principal street frontage to help animate the public realm, with all openings to the front comprising habitable rooms. Individual front doors should have direct access to the street. A regular rhythm of doors and windows must animate the edges, provide visual interest and ensure informal surveillance.
- Frontage development should not comprise garages; car ports or other service buildings. Car parking will need to avoid disrupting the continuity and enclosure of street frontage
- **Car parking:** Ground level parking along the frontage of a development should be avoided to maintain an active street frontage. Continuous parking in front curtilages of residential dwellings should be avoided as it breaks up the street frontage and impedes informal surveillance. Integral garages are only acceptable if they form part of an active ground floor elevation and form a positive integral element of the architecture of the building.
- **Street furniture:** Street furniture should be unified throughout the development and be used to strengthen the legibility of key routes and spaces. Street furniture should be designed as attractive and robust sculptural elements in its own right to ensure it looks attractive when not in use.
- **Lighting:** The public realm and streets within the development will need to be illuminated to safe standards without over-lighting to prevent excessive glare or disturbance to wildlife. It is preferable for street lighting units to be building rather than column mounted to reduce clutter.
- **Utilities:** The design of utilities must be integral to the development. Utility and meter boxes must be kept away from street frontages. Rear utility servicing should be achieved. Developers will be required to use a common service trench to minimise the area taken in providing services, and to limit impact on the public realm. A common system for TV/satellite receiving equipment should be provided to avoid clutter. Domestic and commercial M&E plant must be avoided on property frontages. External vents should not be visually intrusive and must be coordinated within the architectural treatment of the elevations.
- **Servicing:** The design of refuse storage, services and utilities must be integrated as part of the design. Utility and meter boxes should be at the rear of building, away from street frontages to minimise unnecessary clutter. Any new services will need to be coordinated and use common trenches located in roadways where possible to avoid negative effects on the public realm and maintain the flexibility for future changes. Buildings should be serviced from the street where possible to maintain and strengthen the tight urban grain of the town centre. Where private delivery or service space is required, this should be integrated within the building block and screened by buildings to avoid unsightly yards and storage areas along the street frontages. Bin storage areas should be integrated into the architecture and/or located at the rear of buildings.

- **Trees:** The site contains a large number of notable mature trees and is covered by an area TPO. A detailed arboricultural report to BS 5837:2005 has been undertaken (refer to Appendix 3). Any trees identified worthy of retention must be protected during construction and retained and managed as part of the development.
- New trees should be planted as part of the development to maintain the parkland setting, identify key routes, strengthen the character of the public realm, frame views and aid way-finding. Any development proposals must be accompanied by a tree planting strategy.
- **Green space:** The development should retain the existing open parkland fronting onto the A40(T), as well as an area of open green space between the two main development areas. New uses for the parkland area can include sports pitches and surface water retention ponds. The parkland should be managed for improved biodiversity. Public access should be made available across the parkland as part of a permissive Right of Way to provide an alternative pedestrian route and recreational resource to the new and existing residents of Glangrwyney.
- Open space/children's play areas should be provided within the development in accordance with N.P.F.A standards.
- The provision of allotment facilities and a community orchard should be considered in the parkland.
- **Other:** The site and surroundings of the standing stone (Scheduled Ancient Monument) should be enhanced as a feature at the entrance to the site. A memorial cross could be located within the site to commemorate its military past.



Photographs to be inserted

Diversity

- The development should comprise a mix of uses including residential and employment. The main village should comprise primarily housing with associated community and possibly educational facilities. The provision of live/work units or residential institutions (Class C2) would also be appropriate.
- Whilst employment uses will be primarily contained in the north-west of the site, an element of smaller scale office and live work development should be integrated as part of the residential-led development to the north-east to maintain activity throughout the day.
- The north-western area should be developed for B1 commercial employment uses and / or residential institutions (Class C2). Other employment generating uses such as education/training facilities or D2 leisure related businesses which could be linked to recreational use of the open space in the western section of the site, may also be appropriate.
- Employment uses particularly suited to the location include: residential homes/supported living; sports and leisure facilities; offices and live-work; a local shop for the village of Glangrwyney (located in walking distance to the existing village centre).
- Residential development should comprise a range of sizes and house-types, including detached, semi-detached, terraces and apartments. A minimum of 20% of properties should be affordable. Consideration should also be given to inclusion of some live/work units.
- Consideration should be given to development of the site by a variety of developers and architects to create a naturally diverse and evolved character.
- Whilst all streets should be positively addressed by development, the village green in particular should be surrounded by active ground floor uses. This may include an element of employment and the local shop.

typical land use and housing mix diagrams (to be inserted)

Adaptability

- As set out by the development framework, blocks should build in flexibility for the future. In reality this means creating simple square or rectangular blocks of built development measuring between about 40-70 metres which are capable of being developed and subdivided in a variety of ways in line with a phasing strategy. Locations of development with adaptable ground floors with higher floor to ceiling heights are indicated on the framework plan.
- Re-using existing buildings can be the most sustainable way to develop an existing site. Development blocks should enable the option to re-use the following buildings and infrastructure:
 - three 3-storey accommodation blocks at the north-eastern end of the site;
 - the church;
 - the gymnasium;
 - the museum;
 - the cricket pavilion; and
 - road infrastructure if appropriate.
- xx % of the development should be lifetime homes.

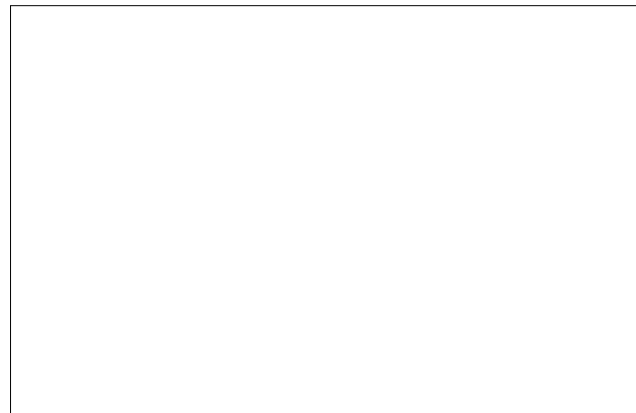


diagram showing adaptable block structure (to be inserted)

Resource efficiency

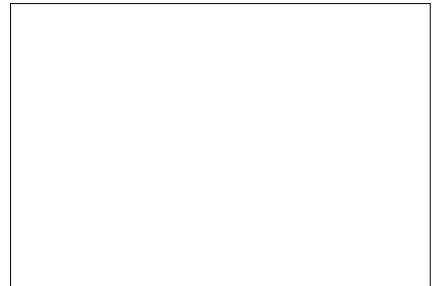
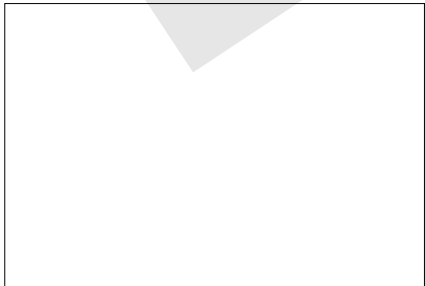
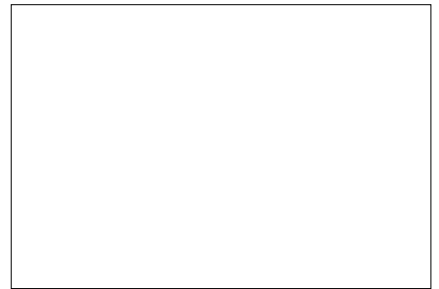
- The design of Cwrt y Gollen should seek to contribute to the achievement of the WAG commitment to achieve 'Zero Carbon' development by 2011, with all buildings designed to achieve a BREEAM Excellent rating.
- Buildings should be designed to maximise passive design – i.e. by optimising the benefits of insulation and solar gain. A balance will have to be struck between building orientation for passive design principles and urban design principles. Ideally, the orientation of buildings should be within 25-30° to south. The spacing between houses should allow for a minimum three hours solar access per day. As it is not always possible to provide southerly aspects in a complex masterplan, alternative means of improving daylight and solar access can include the use of skylights and atria. Locating utility and parking areas to the north of buildings makes good use of solar access.
- Generally, daylight will not be adequate beyond 4-6m from the nearest window. To maximise access to natural daylight and natural ventilation, buildings should not be too deep in plan (no deeper than 12-15m, depending on use) or too irregular in shape.
- Rooms facing north should have smaller windows to minimise heat loss (approximate 70:30 glazing ratio to north and between 40-60% on the south façade). Using thermal mass within the walls allows the sun to be stored during daylight hours and released back into the building at night.
- The amount of direct sunlight and overheating in the summer can be controlled with blinds, brise soleils, deciduous tree planting and efficient ventilation systems to allow excess heat to dissipate.
- The layout of the site should provide people with the choice to use safe and attractive pedestrian and cyclist routes as an alternative to the car. In addition alternatives such as car share/car pooling for the site should be considered.
- Materials with low embodied energy (i.e. natural local materials) should be used wherever possible together with construction techniques that make future maintenance and repairs simple and cost effective.



Sun path diagrams (to be inserted)

06 Development character and architectural examples

to be completed



07 Socio-economic objectives

Apart from the design objectives set out above, the development at Cwrt y Gollen should deliver the following socio-economic objectives, in line with the UDP development principles and the Vision for Cwrt y Gollen:

- public access to part of the parkland along the A40(T), including provision of a footpath and cycle way providing an alternative route to the A40(T)
- provision of safe footpath and cycle links to Glangrwyney and Crickhowell, integrating the development physically with its surroundings
- provision of community facilities benefiting the existing and future residents of Glangrwyney
- provision of a mixed use development, integrating employment and leisure-related facilities with residential development and potentially residential institution. Residential development should include a range of house types and a minimum 20% affordable units (including key worker and first time buyer housing).
- contribution to local education / community facilities
- employment development should ensure that it supports local businesses
- design should assist vulnerable sectors of society - the young, elderly and disabled

08 Development framework

The framework plan sets out the main linkages, spaces and development blocks which should form the basis of any future master plan. In contrast to a prescriptive masterplan, the framework sets out some strong principles for the development, but retains an element of flexibility to respond to changing requirements.



Figure 6 Development Framework Plan

09 Illustrative layout

The illustrative layout demonstrates one of a number of outcomes of the application of the design objectives. This illustrative proposals does not present the only development option within the above parameters.

The illustrative layout opposite shows:

- A community building on the A40(T) frontage announcing the development from the road with easy access from the existing centre of Glangrwyney by foot and bicycle;
- A primarily residential-led development to the east and a courtyard type employment development to the west, positively connected by an informal open space;
- A new village green and other areas of public space;
- The option to retain the three existing accommodation blocks, the church, the museum the cricket pavilion and the gymnasium;
- High quality streets and spaces that divide the area into flexible and adaptable development blocks.

The approximate quantum of each use is as follows:

Total site area	24.8ha
Residential - led (south-east)	~ 7ha / average density ~32dph
Employment (north-west)	~1.2ha / ~3700m ² ground floor area + 645m ² gymnasium
Community facilities	to be confirmed



Figure 7 Illustrative Layout Plan



Figure 7 Illustrative Phasing Plan

10 Delivery and phasing

The development of Cwrt y Gollen will be phased over xxx years. The developer will have to demonstrate that the proposed approach to phasing will deliver the essential elements of the master plan at the right stage. The community benefits will need to be provided as part of Phase 1.

The phasing diagram to the left illustrates a typical examples. It provides the following per phase:

Phase 1: approx. 2.6ha development in the south-east, including community building, public footpath and cycle links across the parkland, village green and access roads, and 0.5ha to the north-west

Phase 2: approx. 2ha development to the south-east and 0.7ha to the north

Phase 3: approx. 2.4ha development to the east

Appendix 1

Brecon Beacons National Park Authority Approved
Unitary Development Plan (March 2007)

Cwrt y Gollen Development Principles

Site Description

3.1 The site comprises the major part of a former army camp in an area of otherwise open countryside in the Vale of Grwyney between Glangrwyney and Crickhowell. The site is generally flat, with the south western half, adjoining the main road, consisting mainly of level grass sward with scattered trees and tree groups. This area could broadly be described as 'parkland', though it does include one or two isolated buildings and the former parade ground – a large area of tarmac hard standing. The eastern part of the site is occupied by two separate groups of 1, 2 and 3 storey 1960's buildings, remnants of its former use, separated by a 'tongue' of open grassland extending to the woodland which borders the rear (north-eastern) boundary.

3.2 To the southwest the site fronts the A40 trunk road which separates the site from the flat, open farmland of the river Usk floodplain. To the northeast a wooded escarpment rises to higher ground beyond. To the south east the site is separated from the village of Glangrwyney by an area of housing formerly part of the camp, and the Grwyne Fawr river. To the north and northwest is an area of slightly elevated ground still in MOD ownership, occupied by scattered houses and other buildings set amongst groups of trees and grassland.

General Objectives

3.3 The two primary objectives are;

- to enable redevelopment of the former army camp without compromising the open parkland setting and
- to ensure that any development relates to and benefits the existing settlements of Crickhowell and Glangrwyney and the community of the Vale of Grwyney

Principal Development Constraints

3.4

- Building development to be restricted broadly to those areas in the eastern and northern parts of the site already built upon.
- The eastern areas to be mainly housing with associated community and possibly educational facilities. The provision of live/work units or residential institutions (Class C2) would also be appropriate. The number of dwellings will be determined through consultation at the detailed development brief stage.
- The northern area to be developed for B1 commercial employment uses. Other employment generating uses such as education/training facilities or D2 leisure related businesses which could be linked to recreational use of the open space in the western section of the site, may be appropriate. The area might also be a suitable site for a community waste recycling facility.
- The open parkland areas, including the tongue of open land between the two building groups, to remain open for recreational/amenity purposes, and existing isolated buildings within that area demolished unless, in individual instances, a strong case can be made for retention/adaptation for functional reasons.
- No building to be carried out on those parts of the site defined by the Environment Agency as at risk of flooding (See map. Zone B and C2).

Site Specific Requirements

Housing

3.5

- Housing layout to be designed as far as possible around existing trees with lower density of building towards western edge to soften visual impact
- A range of sizes and house-types needed, including detached, semi-detached, terraces and apartments
- Minimum of 20% of properties to be affordable housing.
- Consideration to be given to inclusion of some home/work units

Landscape, Open Space and Play Provision

3.6

- A full, detailed tree/shrub survey to be carried out as part of detailed design brief for the site
- Existing trees and shrubs to be retained and protected wherever possible as integral part of any development scheme
- In addition a substantial belt of new planting, incorporating any existing trees and shrubs, will be required between the developed areas and the open space, in order to screen the buildings from the A40 and reduce the landscape impact of the site from high ground in the area (see map).
- Open space/children's play areas to be provided within the housing and co-ordinated with the provision of more extensive recreational facilities in the western part of the site, all in accordance with N.P.F.A standards.
- The site and surroundings of the standing stone (Scheduled Ancient Monument) to be enhanced as a feature at the entrance to the site.

Access and Transport

3.7

- Vehicular access to be restricted to the existing access point onto the A40, modified and improved to provide better visibility and pedestrian safety island/s.
- Provision of pedestrian/cycle link between the housing areas and Glangrwyney village via existing housing (Martell Way), and also across, and linking with the Grwyne Fawr river corridor. Links also to be formed/improved between the site and public footpaths in the area.
- Provision of a pedestrian/cycle link to Crickhowell.

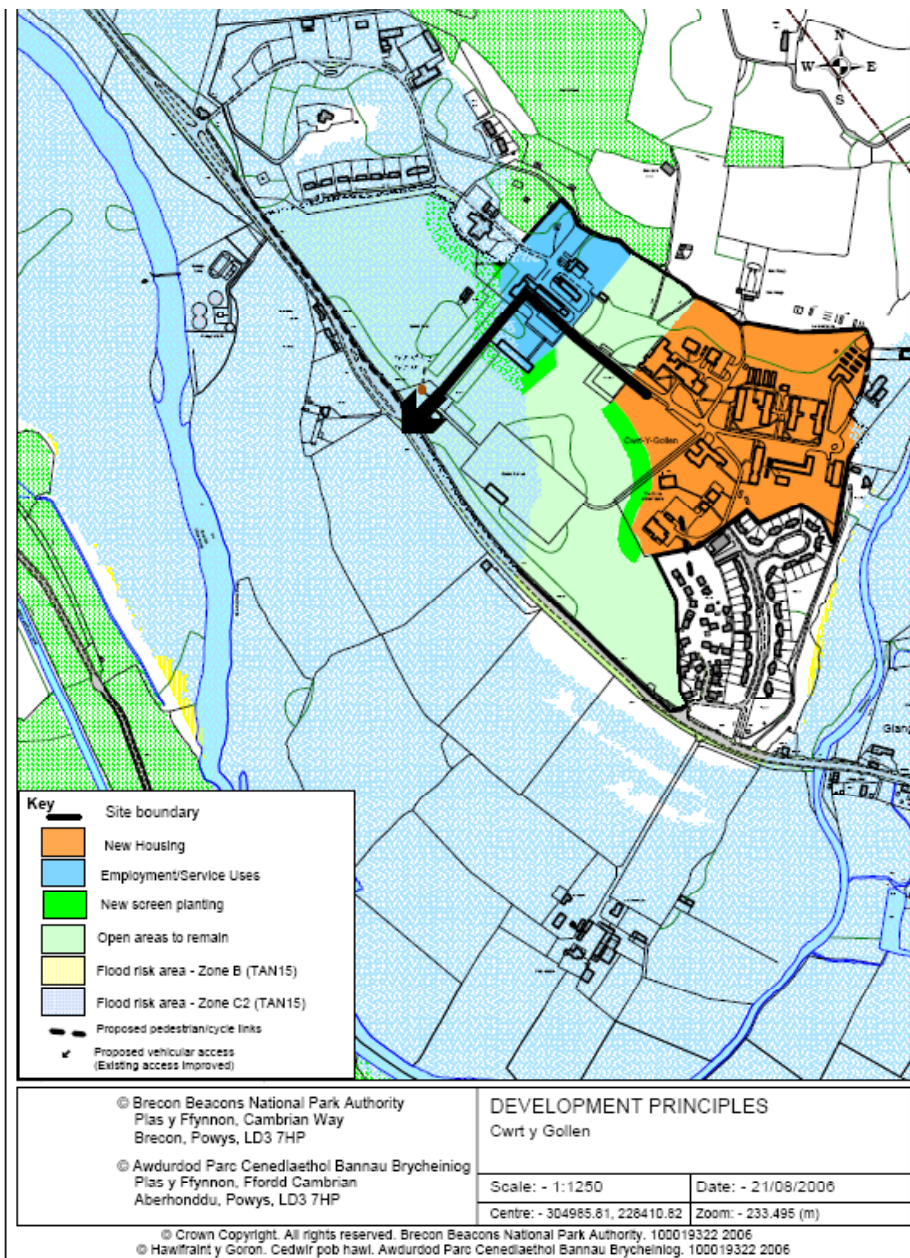
Education and Community

3.8

- The developer will be expected to demonstrate how the development will relate spatially and socially to the existing settlements of Crickhowell and Glangrwyney and the community of the Vale of Grwyne
- In particular contribution to local education/community facilities will be required either by new on-site provision or contribution to improvement of existing facilities in the Vale of Grwyne and Glangrwyney Village.
- The possibility of providing a community waste collection/recycling facility within the commercial zone, will need to be explored.

Utilities/Drainage/Sewerage Constraints

3.9 Development of this site is constrained by problems with the public sewerage network for which no Regulatory improvements are planned under Dwr Cymru Welsh Water current Capital Investment Programme (April 2000 March 2005). Should this site be promoted for development in advance of DCWW investment developers may be required to fund the essential infrastructure improvements



Note: The drawing provides a broad indication of the location of uses but the exact boundaries may vary when detailed plans are prepared, to reflect identified needs and site specific considerations

Figure A1: Brecon Beacon National Park Authority UDP Development Principles Plan

Appendix 2

Vision checklist

The table below sets out how the development framework performs against the priorities set out in the Vision for Cwrt y Gollen:

VISION PRIORITY	PERFORMANCE OF FRAMEWORK
Priority 1: A place at the heart of the Usk Valley communities with its own distinct identity	Final brief to be evaluated against the priorities
Priority 2: An attractive and affordable place to live	
Priority 3: A secure place to work	
Priority 4: A stimulating and secure place to play	
Priority 5: An engaging place for the young population	
Priority 6: A well connected and accessible place that is easy to find one's way around	
Priority 7: A supportive and considerate community	
Priority 8: A green and environmentally friendly place	
Priority 9: An environmentally aware development	

Appendix 3

Jerry Ross Arboricultural Consultancy, Tree Survey & Constraints Report (Feb '07)

(bound as separate document)

LDADesign