

CRAIG Y PARCAU

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PROPOSED MASTERPLAN



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TABLE OF CONTENTS

■ 01 INTRODUCTION

■ 02 DESIGN PROCESS

■ 04 SUMMARY



01

INTRODUCTION



1.1 INTRODUCTION AND VISION

Roberts Limbrick Architects were commissioned by HD Ltd to help prepare a masterplan framework to support Bridgend County Borough Council's (BCBC) site assessment work to inform its emerging Local Development Plan (LDP). The site is known as Craig y Parcau, as identified on the adjacent plan.

Craig y Parcau: 6.82 hectares

The Brief

To prepare a masterplan framework for the development of the site to provide:

Residential
Associated infrastructure

Broad Vision

To create new homes which are focused around the site's natural assets, including existing and proposed green and blue infrastructure.

A development that has placemaking as its focus and that is a product of the site itself: a bespoke and specific place with a robust structure that is a product of the site and its issues and opportunities.

The development will strive to be low carbon by making optimum use of local renewable resources, the energy efficiency of its buildings and through an innovative site-wide energy strategy.



Site location plan

1.2 THE SITE IN CONTEXT

The site is very well located on the edge of Bridgend Town Centre. It is adjacent to the Broadlands development giving it a residential context.

The site has good road access, being located directly adjacent to the A48.

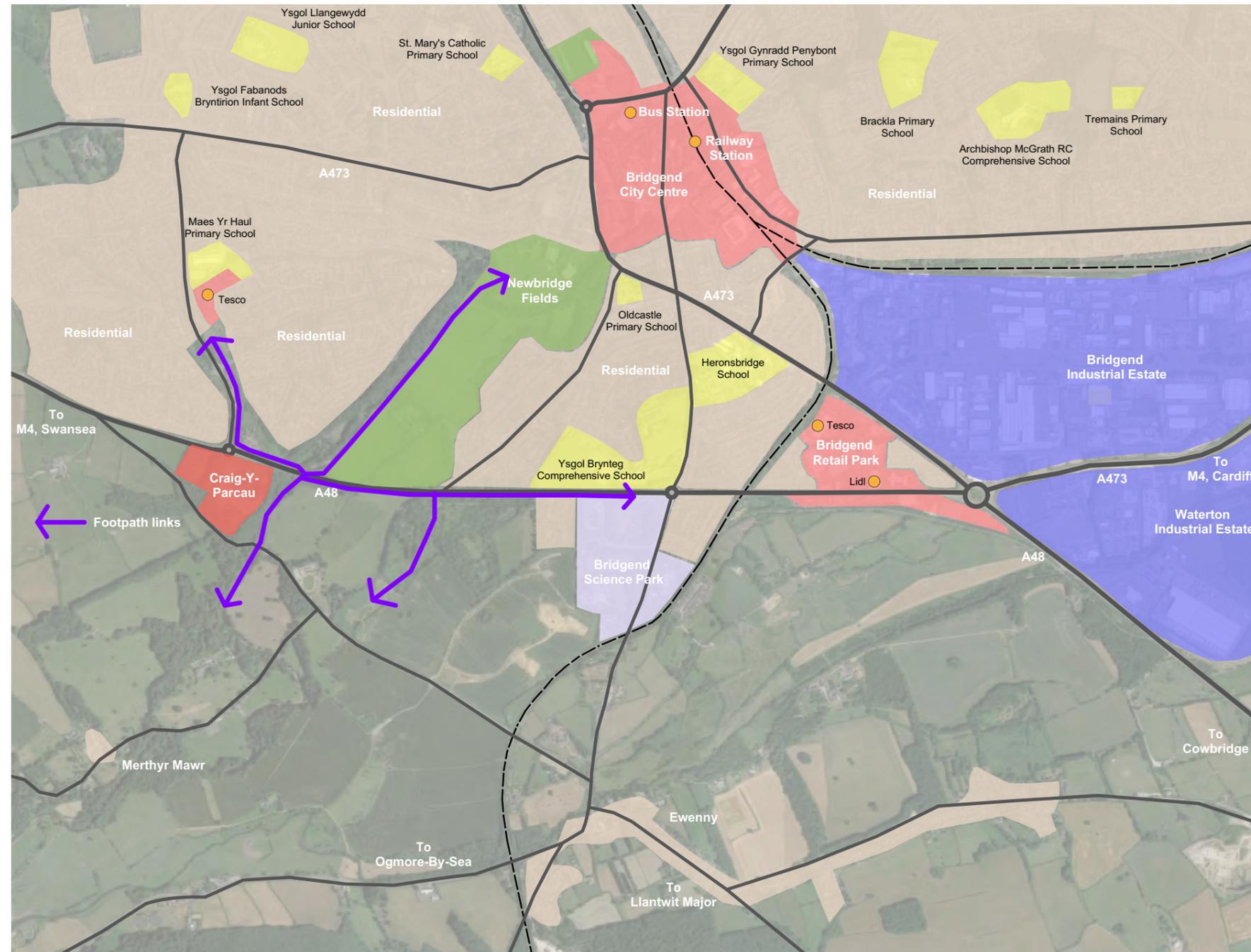
As can be seen from the adjacent plan, the site has access to a series of uses and facilities within close proximity, including:

- Bridgend Innovation / Technology Park
- Hotel
- Brynteg school
- Retail park including Tesco, Lidl, Homebase etc
- Newbridge Fields recreation
- Town Centre itself and all the facilities that the town centre has to offer.

As indicated on the adjacent plan, the above are all accessible by good footpath links, thus reducing reliance on car travel. This includes green leisure links to the town centre in the north and Merthyr Mawr in the south.

Wider access can be gained through road and rail links:

- Main line train station in the town centre
- Main bus station in the town centre in addition to local stops within 10 minutes walk
- M4 approximately 15 minutes drive to the east
- M4 approximately 15 minutes drive to the west



Site context



02

DESIGN PROCESS



2.1 ANALYSIS

The Craig y Parcau part of the site is relatively small and discreet. It is well screened from views from all directions due to strong tree and landscape infrastructure. As such, the site has a very well established landscape setting.

Running north / south through the centre of the site is a narrow 'ravine' holding a stream watercourse. The western part of the site slope towards and drains into this. The eastern part of the site does the same but also slopes from north down to south.

There is a public footpath link along the eastern boundary of the site, between the site and the Ogmore River. This is part of a strategic link connecting the site to the town centre in the north and Merthyr Mawr in the south.

Due to the natural setting and secluded nature of the site, it has a quiet, intimate character which has the potential to create an exclusive and distinctive residential development within an established natural setting.



Craig y Parcau analysis

2.2 DEVELOPMENT CONCEPT

As discussed, this part of the site benefits from a mature landscape setting. The development concept works with this to help create a development that is of the place and strongly led by its green infrastructure and assets. The key principles of the concept are:

- 1 Utilise existing vehicle access of A48 roundabout
- 2 Retain central green corridor and utilise for surface water outfall for western part of site
- 3 Retain existing mature tree planting with opportunity for natural play
- 4 Creation of development parcels which benefit from outlook onto mature landscape whilst providing natural surveillance of open space
- 5 Creation of surface water attenuation at site low points: opportunity for habitat creation
- 6 Potential to create pedestrian to existing footpath along eastern edge of site

As can be seen, the development concept for the site is a simple one but it will help to create a development that respects and benefits from the site considerable natural features, thus protecting them for the long term future.



2.3 GREEN AND BLUE INFRASTRUCTURE

The adjacent diagram clearly illustrates how the development concept principle of working with the sites existing natural features could be taken forward.

It is clear that the vast majority of the site is retained as key landscape elements. These set up the basic foundations for the development and will create a unique and attractive character. They will also help to deal with surface water drainage and offer the opportunity for an integrated sustainable urban drainage system.



2.4 MOVEMENT HIERARCHY

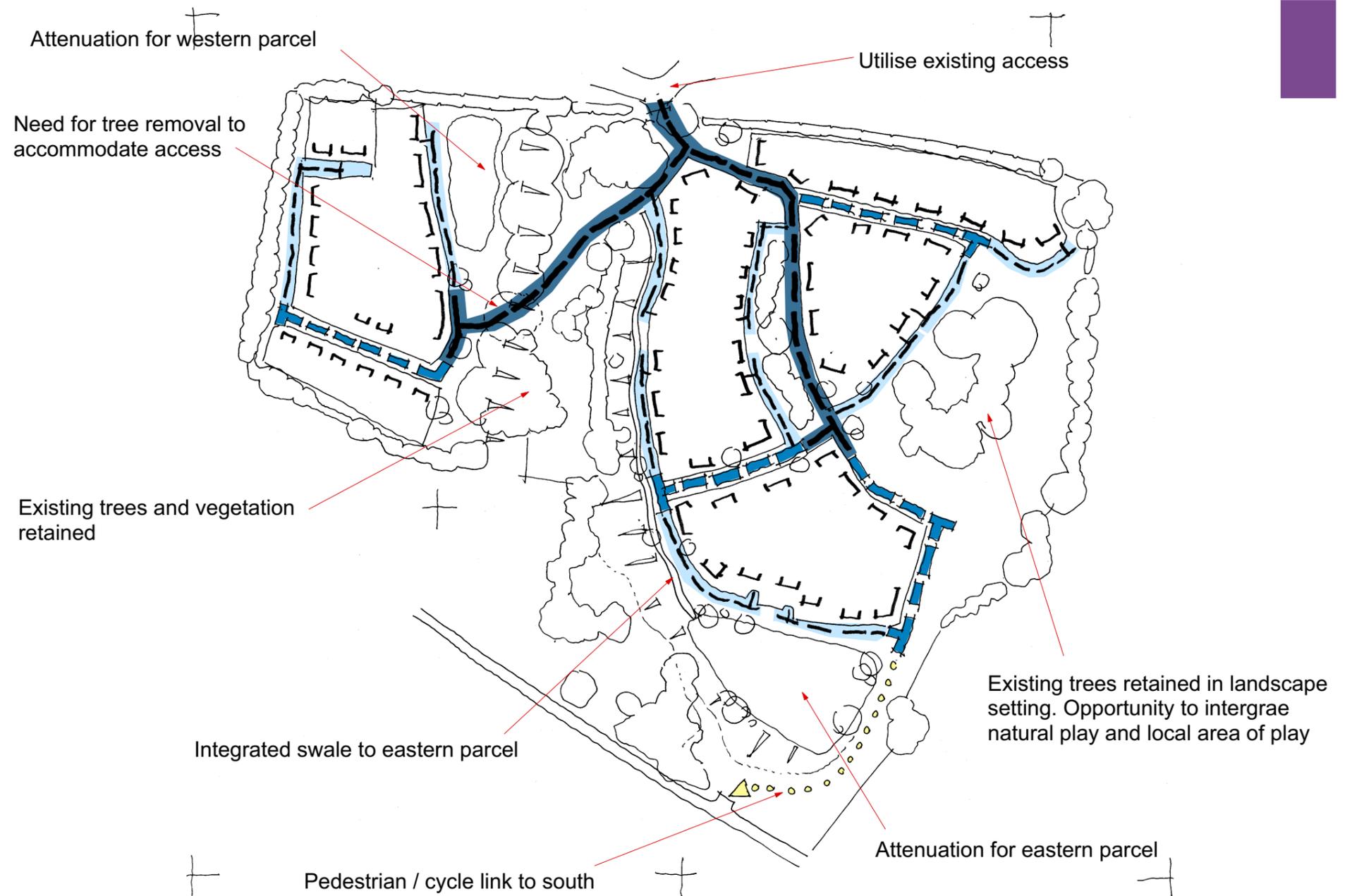
A simple movement hierarchy has been established, based around the retained and enhance green and blue infrastructure.

On an area of this relatively small size, it would not be practical or desirable to force a complete hierarchy of streets and routes. Having said that, the diagram adjacent sets out potential movement strategy.

It is intended to utilise the existing access off the A48 roundabout, subject to detailed highways assessment. Upon entering the site, this access then splits to provide links to the eastern and western parts of the site, shown in dark blue adjacent.

The above links then split to give access to the various development parcels, often terminating in discrete private drives.

There is the opportunity to provide a pedestrian / cycle link to the south as well as a pedestrian link to the existing footpath running along the eastern edge of the site.



2.5 MASTERPLAN FRAMEWORK

The adjacent Masterplan Framework is the result of the sites opportunities and constraints and is reflective of the development concept. As such, the framework is robust and reflects the characteristics and nature of the site. It is bespoke to the site.

The key principles of the development framework are:

- 1 Utilise existing vehicle access of A48 roundabout
- 2 Retain central green corridor and utilise for surface water outfall for western part of site
- 3 Retain existing mature tree planting with opportunity for natural play
- 4 Creation of development parcels which benefit from outlook onto mature landscape whilst providing natural surveillance of open space
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- 6 Potential to create pedestrian to existing footpath along eastern edge of site



2.6 LAND BUDGET

The proposed Development Framework had been analysed to give a development land budget. This is set out in the adjacent diagram. It can be seen that over half of the site is retained landscape/trees.

The residential development parcels equate to 3.10 hectares. Due to the discrete nature of the site, it is envisaged that it be developed at a low to medium density. Based on 28-35 dwelling per hectare, the site could deliver approximately 85-110 new homes.





03

SUMMARY



4.0 SUMMARY

This document has set out a proposed Masterplan Framework for the development of Craig y Parcau. It has set the development process through site opportunities and constraints, development concept and a series of design layers resulting in a robust framework which responds to the sites characters and features.

As is set out in this document, an exciting and attractive GI-led development is proposed for allocation in the emerging LDP.

The development would:

- Create approximately 86-108 new homes
- Create / retain approximately 3.72 hectares of green space for nature, play and movement, including blue infrastructure



SUMMARY **03**



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