

Community & Environment Strategy

for

**Newport City Council
East Area Housing Office**

&

**Moorland & Broadmead
Community Association**

prepared by

sylfaen cynefin



Table of Contents

Preface.....	2
Acknowledgement	2
Note.....	2
List of Figures	3
1 INTRODUCTION AND EXECUTIVE SUMMARY	5
1.1 INTRODUCTION.....	5
1.2 THE STRATEGY	8
1.3 A BRIEF HISTORY.	9
1.4 PARTNERING FOR THE FUTURE	10
1.5 SO IS THIS HOUSING WORTH SAVING?.....	11
1.6 STEP BY STEP WITH THE COMMUNITY	12
1.7 MAKING IT HAPPEN.....	12
1.8 STRUCTURE OF THE REPORT.....	13
1.9 CONCLUSION.....	14
2 THE ISSUES: HOMES, COMMUNITIES AND DAILY NEEDS.....	15
2.1 WELCOME TO BROADMEAD AND MOORLAND.....	15
2.2 STARTING AT HOME	17
2.3 HOMES, FRONT GARDENS, STREETS.....	18
2.4 COMMUNITIES AND RESOURCES.....	19
2.5 DISTRICT-WIDE RESOURCING.	21
2.6 THE IMPACT OF SEGREGATION ON HOMES	22
2.7 A RATIONALE FOR ‘JOINED UP LIVING’	23
2.8 WORKING WITH THE COMMUNITY	24
3 HOMES AND BOUNDARIES.....	26
4 FROM HOME TO COMMUNITY	30
4.1 A NOTE ON LONGMEADOW.....	33
5 PUTTING THE HEART BACK.	34
5.1 BACK TO THE HEART OF THE COMMUNITY	36
5.2 ‘THE GREEN’ AS THE CENTRAL FOCUS	37
6 MOVEMENT AND ACCESS.....	40
6.1 HOME ZONES	41
6.2 OTHER CONNECTIONS	43
7 MAKING IT HAPPEN.....	46
7.1 MAKING IT HAPPEN.....	47
7.2 STEP BY STEP WITH THE COMMUNITY	48
8 APPENDICES:.....	51
8.1 APPENDIX 1: PROJECT SCHEDULE	51
8.2 APPENDIX 2 – NPFA SIX ACRE STANDARD	54
8.3 APPENDIX 3 DEVELOPMENT CONTROL CRITERIA.....	55
8.4 APPENDIX 4 - HOME ZONES	56

Preface

Community and Environment Strategy Broadmead and Moorland Park, Newport

The report presents a strategy for the regeneration of the Broadmead Park and Moorland Park district in Newport, Gwent. The estate is subject to virtually all of the maladies associated with 'traditional' council housing estates. With the support of funding from the Wales Assembly Government Social Housing Management Grant and from Newport City Council, a consultative study has been undertaken under the guidance of the City's East Area Housing Office, the Moorland and Broadmead Community Association and others.

The report concludes that a broad partnership including the local community, the Authority, other Social Landlords and the private sector should be brought together to pursue a major restructuring of the estate with the objective of establishing a more sustainable mixed tenure community. The main issues addressed are the privacy and security of homes, the physical composition and integrity of the neighbourhood, the resource base of the community and its integration with its adjoining districts and the city as a whole.



Figure 1: Proposed Plan

Acknowledgement

Drawings in the report are compiled or adapted from drawings reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright.. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Newport City Council Licence Number LA 09014L (2003).

Note.

Drawings and sketches in the report and presentation boards are indicative only. They are not 'Production Drawings'. They are the result of consultation and development to ensure that proposals are both possible and acceptable. Before implementation, much more detailed consultation will be required with residents and other stakeholders.

List of Figures

Figure 1: Proposed Plan	2
Figure 2 Welcome to Broadmead and Moorland. Trees; nice frontages; ...but why the high fence?; and no pavements?	5
Figure 3 Broadmead Park and Moorland Park in Liswerry, Newport, at the 'armpit' of the main railway line and the new Southern Distributor Road	5
Figure 4 The study area of Broadmead and Moorland with the flood lagoons, reen, railway and distributor road highlighted.	6
Figure 5 A Sisyphean task	6
Figure 6 Some examples of the residential condition	7
Figure 7 Some examples of the residential condition, contd.	7
Figure 8 The road and pathway system (the 'movement system')	8
Figure 9 An urban 'block', helping to create the conditions for residential privacy.	8
Figure 10 Residents do want their homes and gardens to be nice.	10
Figure 11 Closures of movement routes are good for nearby residents but often cause inconvenience to others	11
Figure 12 Welcome to Broadmead and Moorland. The entrance road: trees; nice frontages; ...but why the high fence?; and no pavements?	15
Figure 13 The study area of Broadmead and Moorland with the flood lagoons, reen, railway and distributor road highlighted.	16
Figure 14 The 'Green', a flood lagoon - the sluice gate is on the right; and the reen	16
Figure 15 Backs of homes, on the street. No privacy and always a concern about security.	17
Figure 16 Pathways, high fences one side; no sight of who might be round the corner.	18
Figure 17 An urban 'block', helping to create the conditions for residential privacy.	18
Figure 18 Theoretical model of a sustainable community	19
Figure 19 Proposed new and strengthened connections to adjoining areas	21
Figure 20 Physical barriers underlie the segregation of the community. [Rail line = grey; Southern Distributor Road = Red; Ditch = Green; Long terrace = Brown.]	22
Figure 21 The fenced reen through the centre of the community	22
Figure 22 Backs of homes face roadways, so residents main concerns are privacy and security	22
Figure 23 The road layout is segregating &, in the main, it is the backs of homes (in red) that face "streets"	23
Figure 24 Indication of existing tenures: Browns are Council; Blues are Gwerin HA; Pink is Charter HA; and Yellow is Owner Occupied	24
Figure 25 The August Fun Day: Another opportunity for consultation	25
Figure 26 Homes, with fronts facing public space, a 'buffer space' out front and then an absolute boundary of privacy. Everything behind the front door is private space, right through to the back fence. Access only through the front door, by invitation.	26
Figure 27 Example of a row of turned round houses in Caernarfon. This is all new boundary work, porches and windows. The back garden areas have been made private. Previously, the front door was round the other side. (We know it is hard to believe!)	27
Figure 28 Fronts and backs of homes as existing (blue is 'normal' front doors, albeit often facing quiet spaces; red is 'backs' exposed to public access)	28
Figure 29 Fronts (facing the public domain) and backs of homes (private) as proposed.	28
Figure 30 An adjoining block in Liswerry; evident boundary between public and private space; private rear gardens accessed only from the fronts.	30
Figure 31 An urban 'block', helping to create the conditions for residential privacy.	30
Figure 32 Example of 'gable end treatment' from Cae Llwybr in Caernarfon and from Aberaman. In both cases, doors, windows and gardens have been added.	31
Figure 33 A view of the indicative proposed block and street structure	32
Figure 34 How the 'Block Structure' translates into a street and pathway system	32
Figure 35 Applying the strategy to Longmeadow. [The fronts now face outwards, with their own front gardens. The courtyard may be retained for servicing and access to (e.g.) an 'extra care' unit in the remaining 'internal building.]	33
Figure 36 A theoretical model of 'good town' that meets the daily needs of its residents and other users	34

Figure 37 The 'five minute walking distance' catchment circle based on the entrance to the estate. This would cater for Liswerry and also pick up business from Alway. Excellent for our estate. Note, in passing, that the B&M community comprises less than a quarter of the homes that constitute the model 'sustainable community'.	35
Figure 38 Proposed location of proposed Community Centre. Here, it forms part of the frontage of homes facing the green and helps protect the backs of others.	37
Figure 39 At the centre, a 'village green', faced by homes all round and with convenient natural movement routes and community resources.	37
Figure 40 Indicative locations for 'quick win' play projects; small scale; two or three pieces of toddlers equipment, a single net or posts.	39
Figure 41 Estate plan with 'green' spaces highlighted.	39
Figure 42 Physical barriers underlie the segregation of the community. [Rail line = grey; Southern Distributor Road = Red; Ditch = Green; Terrace = Brown.]	40
Figure 43 Once the Liswerry Road, now a most unpleasant pedestrian tunnel under the railway	40
Figure 44 Proposed new and strengthened connections to adjoining areas.	42
Figure 45 Improve crossing to Pont Faen Road: open out; improve security of adjacent homes; slow traffic; improve pedestrian environment	42
Figure 46 Indicative scheme at the present entrance to Broadmead includes opening out the access to the tunnel.	43
Figure 47 Some examples of Home Zones	44
Figure 48 The 'Grand Prix circuit' at the rail line. Imagine it as a leafy avenue; front gardens, with gates and walls on the one side, safe and secure parking in eyeshot of homes, and various different additions all down the road. It should be lovely!	45
Figure 49 Indicative sketch of pilot scheme is being considered for the cluster from 175 to 205 Moorland	47
Figure 50 Examples of houses that have been 'turned around', and 'gable-end treatments' for corner houses from Aberaman, South Wales (above and right) and Caernarfon, North Wales (below)	50
Figure 51 Dutch Home Zones, above, and Aberaman in the Cynon Valley, South Wales, below.	56
Figure 52 A Dutch Home Zone with seating and trees in the street, below left, and a more recent example from the British Home Zone Challenge (Northmoor in Manchester).	56

1 Introduction and Executive Summary

1.1 Introduction

Figure 2 Welcome to Broadmead and Moorland. Trees; nice frontages; ...but why the high fence?; and no pavements?



One would think that a community, based on a 'garden city' model, and using a considerable experience of 'Radburn'¹ planning, would have given us a legacy of some real qualities and positive lessons for urban living. The more recent additions of the retail parks and the new Southern Distributor Road on the estate's doorstep should have brought that romantic, pastoral suburban existence up to the needs of the twenty first century.

Figure 3 Broadmead Park and Moorland Park in Liswerry, Newport, at the 'armpit' of the main railway line and the new Southern Distributor Road



In truth, it is hard to spot the benefits that have come to Broadmead Park and Moorland Park².

¹ Radburn, New Jersey, a plan conceived in the late 1920s and built soon thereafter; based on a segregated hierarchy of streets and uses (and, it transpired, of more besides). There are numerous parallels in the U.S. and Britain but, even before B&M was built, Radburn was being proved unsustainable. (See, e.g. Peter Hall 1988 Cities of Tomorrow)

² The neighbourhood will be called Broadmead and Moorland, and sometimes even B&M, from hereon. And one recommendation of the report is that, along with the streets and the house numbers, a new integrated name is found for the community. With proper street names, the district is probably just Liswerry.

The best parts of Broadmead and Moorland – the water course that runs through the middle and the green space at the centre - are both horrid. Engineering priorities have paid scant attention to the community. The 'village green' is a overflow lagoon; every now and then floodwater is encouraged into the centre of the residential community.

Figure 4 The study area of Broadmead and Moorland with the flood lagoons, reen, railway and distributor road highlighted.

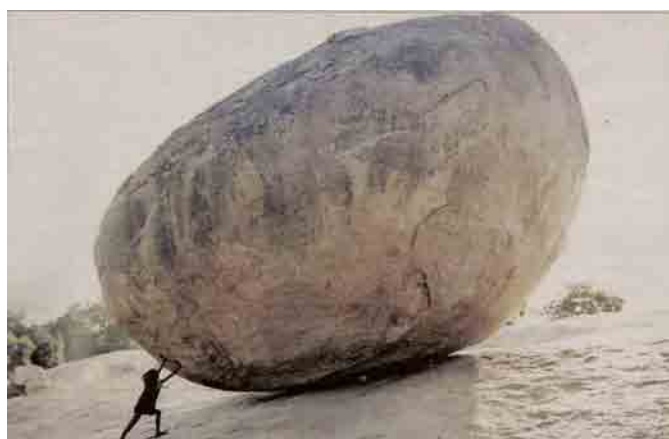


The estate is a loop of cul de sacs, distorted by a 'grand prix circuit' around the outside. Just trying to read the plan reveals that we are in trouble. Fronts? Backs? Streets? In Figure 4 above, the top half is Moorland Park, numbers 1 to 205; the bottom is 1 to 236 Broadmead Park. Try to identify where any house number might be. [Help will be given later!]

It is difficult to retain a calm and emotion-free attitude to what these and many other dreadful urban features have done to this community.

Setting aside the social cost (which is enormous), the cost to the local authority in staff time and resources has been immense. And for all concerned it seems to be a Sisyphian task: no matter how hard one works, little seems to get better.

Figure 5 A Sisyphian task³



³ The image is from Indian Wisdom, by Danielle and Olivier Föllmi (Thomas and Hudson)

Whilst mountains have been moved to accommodate the development of the distributor road and the commercial and industrial activity just beyond it, on this side of the road, there are no tangible benefits. Things just seem to be getting worse. By and large, these are just 'infrastructural' issues. The more obvious problems are closer to home.



Figure 6 Some examples of the residential condition

The conditions in which some households are expected to live are sometimes heartbreaking. In the main (and we know there are exceptions, 'problem households'), this is largely a result of the appalling structure of the estate – exposed and vulnerable homes; car-spaces out of eye-sight; gable ends that are an invitation to kick a ball against; access routes one doesn't like to walk along, hedged or fenced and personally unsafe; the same pedestrian routes that show unsupervised access to gardens and invite crime or social harassment; the public spaces that are more left-over than loved – places where one doesn't really want to leave the kids. And so on. Even to open the front door of some homes is a worry as the doorways are secluded from the watchful eye of neighbours and other people in the street.



Figure 7 Some examples of the residential condition, contd.

Most of these matters are strictly about design, about the layout of homes and gardens, the routes of pathways, the total lack of definition between public and private space. [In 'Urban Design speak', it is "the spatial structure".] The original layout of Broadmead and Moorland has proved to be a disaster (and any new development proposal that even remotely resembles any of these ideas should be rejected out of hand).

Figure 8 The road and pathway system (the 'movement system')



The study had to objectively analyse these and other matters and recommend what is to be done for this community. The Authority wisely decided to take a step back, take the long view and rationally assess how to proceed.

This report, initiated by the City's East Area Housing Office and its tenants, and developed in consultation with the community, with departments of the authority and with other agencies in the field, seeks to provide a deliverable strategy with priority projects, initial pilots that can be put in place this year and guidance on bids for related work through other departments and agencies.

1.2 The Strategy

The strategy starts by ensuring that the immediate residential environment – homes and neighbouring homes and gardens are places of comfort and refuge. The basic approach is to establish the privacy of homes with front boundaries: gardens, front walls and gates, and private back garden areas. In principle, the objective is to help create the conditions shown in Figure 9.

Figure 9 An urban 'block', helping to create the conditions for residential privacy.



On the wider scale, the strategy seeks to improve the resource base of the community by 'putting the heart back' even if we are not sure that it was ever there in the first place!) Every effort is to be made to establish and support facilities that meet the daily needs of residents.

Broadmead and Moorland will never be a bustling bit of town but it should be able to provide some communal resources. To give them a chance, it is proposed that the 'green' is established as 'central place' of the community and the reen (whether we like it or not) is a structural 'spine'. Its banks are a virtual 'promenade' through the community.

The green and the reen, both of which sit at the centre of the community, have been socially neglected for the whole life of the estate. Turning the key elements into assets rather than leave them as liabilities, is recognition of the need to focus resources to create a 'market' that might just give new investments a chance to survive.

These proposals provide a vital starting point for the estate strategy. The residential blocks establish the integrity of homes; they help identify key spaces and priority movement routes and provide the rationale for the way that blocks fit together. The movement routes will feed towards the main resources of the neighbourhood and to the resources of the city. The strategy begins to be about community.

1.3 A Brief History.

There were 441 homes in Broadmead and Moorland and a further 36 sheltered homes for the elderly in Longmeadow Court, rather lost, deep in Broadmead Park. The estate began life as a private sector development in the sixties, full of new designs and new systems. But the developer went bust. The local authority, always in need of housing, saw the opportunity for a private sector scheme to help resolve their housing demand. It should have been a good investment. History has certainly put paid to that (not unreasonable) expectation.

Broadmead and Moorland has become rather a black hole for public sector finances. It seems to generate more and more needs. At one end it is crime: a lot of what used to be called 'petty' crime, but now, too much nasty stuff. In part, this is reflected in the anti-social behaviour culture (ASBOs) that is becoming prevalent in social housing areas. At the other end, housing maintenance and the cost of managing public spaces have become disproportionately high (if the local authority had sufficient budgets to manage all the work).

In typical owner occupied parts of the city, the authority just has to keep the streets clean, make sure the infrastructure is working, and manage the parks. Here, there are acres of left over land where grass is to be cut, ball games to be stopped, parking to be controlled, fences to erect and maintain, raised inspection chambers to defend, whole gable ends of cladding to replace, vacant properties to secure, lived-in properties to secure, dumping to clear up, paths to maintain, trolleys to gather, play equipment to install, repair, dismantle, replace, graffiti to clean down, houses to find, tenants to placate. (A few matters, just for starters.) All this is to stop. It is just not sustainable.

1.4 Partnering for the future

The Local Authority has shown an admirable intention to produce a strategy to resolve this legacy. Part of the solution will be to share the management of the future, including with the private sector.

In design terms, the objective is to encourage mixed tenures as part of the move towards a mixed-use community that increasingly meets the needs of its residents.

This district will never be a perfect bit of town; that is a different matter altogether. But it can be a sight better than it is now and the report endeavours to set down some mechanisms, many of them relatively low cost, albeit apparently radical, to achieve that. But there is some major surgery to be carried out and the Authority will need help.

One focus of the community strategy is to create conditions wherein social resources can be established, supported and sustained. The commitment to bring a community centre into 'The Green' is a major focal point for the regeneration strategy and every effort must be made to maximise its contribution to the regeneration of the community as a whole and to minimise those factors that may undermine its sustainability.

The report also makes proposals to improve the integration of the district into the rest of the city.



Figure 10 Residents do want their homes and gardens to be nice.

1.5 So is this housing worth saving?

Like most Welsh communities that are subject to multiple deprivation, B&M has many nice residents and households. We have met many of them during the consultation. They care about their community. And like most residents, they have made the most of their homes and adjoining spaces.



Figure 11 Closures of movement routes are good for nearby residents but often cause inconvenience to others

Also, the local authority has worked hard enough to keep properties up to a reasonable standard, although there is still work to do to bring homes up to the Quality Standards⁴

There is also no doubt that some of the bad bits (and some of the baddies) are very bad indeed. Some are so bad that residents have demanded new fences, closure of through routes, and the like. In most cases, things have got better on one side of the fence and worse on the other. The strategy seeks to resolve matters on both sides.

Fundamentally, the problem is one of segregation. Even if the whole estate was demolished and the land sold to the private sector for new housing development, the underlying issue would not go away. (It could be better, but there is no guarantee even with all the lessons of the likes of Broadmead and Moorland behind us.) The likely outcome would be a rather isolated, car-dependent private sector estate, which would add to the transport issues of the city as a whole.

In the long run, this would be an unsustainable community and the public sector would pick up the tab again. [Remember, that is how all this started in the first place - ironic really.] This factor (of segregation) induces the conclusion that even by demolishing the whole estate and starting again, it will be almost impossible to do much different.

For that reason, the demolition option – to be really blunt – would be better looking at commercial and industrial replacements, small business units etc, with access to the new road (improved, as proposed in this report for current

⁴ The authority has produced its own programme to meet quality standards. The consultation has raised consideration of integrating some of the privacy and security issues raised in this report (boundaries, alleyways etc) into the quality standards programme.

residents). It could work but it is our view that the all-in financial package, starting with the current social cost of closing down the estate, cannot justify the limited commercial gain that the site constraints will engender, not to mention all the negotiations required.

The best market value of the land will be achieved by better integration of the land use, as is proposed in this report. If these measures can be achieved at reasonable cost then, in the long run, the worst outcome for a residentially based strategy would be to dispose of housing land at higher value. That should recover the main body of the current, or currently foreseen costs.

The recommendations are therefore based on making the best of what we have got, starting with the good side of the local community base.

1.6 Step by Step with the Community

The basics of the strategy are to establish residential privacy, maximise the accessible resources and seek to improve integration within the community and to the wider city.

Once residential privacy and security have been established, the main task is to work on the qualities of the public domain – the safety of the streets, where children can play or an elderly person can enjoy stepping out for a little walk.

Because of the unsustainable layout of the original estate, it will be necessary to undertake surgery. There are some proposals for demolitions. On the other hand, there are even more proposals for new homes. Proposals for both demolition and new build are always – always – made so as to improve the privacy, security and integrity of existing homes. For home owners, we have no doubt that these measures will certainly improve the value of properties.

The drawings show new-build proposals in red. On some of the drawings, the buildings anticipated for demolition are seen in outline. In all cases, and for all the detail of work to existing homes, there will be more door-to-door consultation and meetings before any work is confirmed. At present the report has sought to establish if this approach can work; all the proposals *can* be made to work and the next step will be to work with residents and other stakeholders to ensure that the detail works for them.

1.7 Making it Happen

The implementation of the strategy will entail major surgery and will require an innovative approach to funding. The main thrust of the report is to identify what is required and then seek means to bring in private sector (or non local authority) funding to carry it out. Let us not be naïve. This will also require LA commitment, not just from Housing but also from other departments. In essence, these initiatives are to demonstrate to other potential funders and to other housing tenures, that this community can be sustainable.

Although the strategy is a demanding challenge, it will not be delivered in one package. A strategy provides a framework wherein short-term projects can be shown to make sense. The whole 'vision' will take ten or more years to deliver in its entirety. Its import is that it will be achieved step by step. In the

first instance, each step must demonstrate to the Local Authority and its partners that it will reduce long term costs.

That is the task of the report. It provides a strategic framework; it sets out the tasks as they are currently identified; it makes priorities for projects that can be achieved (with funding) in the near future and focuses attention on potential partners for the larger scale, longer term investment strategy.

Of course there is much more. You will hear of houses being 'turned around', of new streets, called Home Zones (where toddlers can play on the road!!); of 'gable treatments', homes being offered side windows and perhaps even a new 'front' door where existing blank walls face public space. The strategy wants buildings (and people) that 'talk' to the streets and public spaces, with windows and doors and gates and gardens, not high security fences and snarling dogs.

1.8 Structure of the Report

The report follows the themes discussed above. After this **Introduction**, which is also an **Executive Summary**, the focus is on the issues behind the study – segregation, lack of resources, poor access and lack of privacy are to the fore. So **Section 2** reviews the nature of the estate and the issues to be resolved. **Section 3** focuses on the residential environment – how every resident should feel in charge of the space round her or his home. First we have to get the homes right. That leads to a discussion about Housing Blocks, fronts and backs, and the relationship between privacy and public space in **Section 4**. **Section 5, Putting the Heart Back**, brings these strands together by reviewing the resource base of the community. The primary focus is on 'the Green', the new resources and how they can be made to work and then sustained. And finally, in terms of strategy, **Section 6** considers the wider issues of access and integration both within the community and with the other resources of adjoining districts and with the city as a whole; that is the movement system for pedestrians, for drivers and for others.

Finally, **Section 7 Making it Happen**, looks at the partnerships, funds and costs to turn the strategy into action. How much will it all cost? Where is the money coming from? Who is going to manage this? And, "Are they going to involve me?" (We are talking of the ordinary residents here!)

If all this is going to work, the answer had better be "YES!" The best people to do this are in the community itself. If you don't care, who else will?

We trust the report provides a consensus, a framework, a strategy and some ammunition to move forward to achieve the projects that the community has identified and prioritised.

1.9 Conclusion

The strategy endeavours to maintain and protect the best parts of the community and minimise the negative aspects. It offers residents homes that are private and secure, homes that are not constantly vulnerable to abuses from outside, homes with front doors, privacy and private back gardens. The strategy also establishes a 'normal' public domain.

All visitors will come to the house through the front door, down the garden path, from the front gate, off the street. Not along a deserted space where they do not even know if they are in the right place, let alone if they can find the right house number.

One project resulting from the study, probably for local children and households, will be to provide new names for proper streets. Just like a normal bit of town.

In one sense, we hope there is nothing special in this report!

It seeks to provide 'normal' homes, where it will be safe to walk along the street, to visit the neighbours, to go shopping, to go to the club in the evening. Perhaps even to lead a normal life.

Sylfaen Cynefin

December 2004

2 The Issues: Homes, Communities and Daily Needs

At the end of 2003, an action plan was drawn up with the community and other partners working in Broadmead and Moorland. It identified a wide range of environmental and housing issues needing attention. They included: graffiti on the gable ends of houses, fencing to the rear, access to the Southern Distributor Road, trolley dumping, abandoned vehicles, general maintenance of exteriors of buildings, gardens, etc., the perimeter road round the estate, lack of community involvement and engagement, no community focal point for the estate, improve local services.

It is all there, homes, gardens, privacy, streets, access routes, resources, street safety, kids' safety, community. And that is just the section on Environmental/Housing and Creating Sustainability. There were also sections on Community Safety, Social Services, Education and Welfare. Enough already!

Apart from the desire to involve local people in the decision making and consultative process, most of these matters are about the physical composition of the estate; places and spaces to be introduced – or to be sorted out. These are the focal points of this study. There are many social matters to be addressed and support systems to be put in place or strengthened but, if many of the open sores in the physical composition of the estate are not resolved, then no end of support work can have a chance of success. Without significant changes, the best options would be to try to get people out of this environment into other areas where their needs can be addressed without all sorts of other issues stacking up too

2.1 Welcome to Broadmead and Moorland

As one enters Broadmead and Moorland Park, the first impressions are of grassed areas, quite nice houses and trees.

But there is certain disquiet in the air. That rather horrid roundabout. There do not appear to be any pedestrian footways. Perhaps something behind that galvanised railing?

By road, there are trees down one side but, to the left the welcome is of high fences, secure gates. There are high fences and gates; Why are the backs of homes facing the street?

No front doors and windows; no front gardens; no 'nice neighbourhood' feel.

Figure 12 Welcome to Broadmead and Moorland. The entrance road: trees; nice frontages; ...but why the high fence?; and no pavements?



The real 'downer' is that even as you keep going into the estate, these dreadful qualities of the public space do not get any better. Nearly all the main public routes are 'faced' by the backs of homes.

The estate is a loop of cul de sacs, distorted by a 'grand prix circuit' around the outside. Just trying to read the plan reveals that we are in trouble. Fronts? Backs? Streets? In

Figure 13 below, the top half is Moorland Park, numbers 1 to 205; the bottom is 1 to 236 Broadmead Park. Try to identify where any house number might be. [Help will be given later!]

The best parts of Broadmead and Moorland – the water course that runs through the middle, and the green space at the centre - are both horrid. Engineering priorities have paid scant attention to the community. The 'village green' is an overflow lagoon; every now and then, floodwater is encouraged into the centre of the residential community.

Figure 13 The study area of Broadmead and Moorland with the flood lagoons, reen, railway and distributor road highlighted.



Figure 14 The 'Green', a flood lagoon - the sluice gate is on the right; and the reen

But the problems really start at home.

2.2 Starting at Home

Life is just so much worse if you can't just close the door behind you and seal yourself up in your home. Shut out the world; "at least we are ok together in here; quite nice really, our wee home".

"Is the car ok?", "Who's that around the back?", "It's these kids playing football out there again.", "It's those lads drinking up the side lane again.", "I don't like going out at night.", "What'll we do?".

Most homes in Broadmead and Moorland are not safe. They are vulnerable. People worry. Much more than they should.

Others, often men, put the 'fear of death' into kids and neighbours. "No trouble here; they wouldn't dare."

Privacy and security – the sharp end of feeling good inside your own home, is the first priority of this report. This is the first 'test' by which work should be judged. Do residents feel better in their homes?

At present, residents have to force their own privacy. Homes, particularly at the backs, are often more about personal defences than about being part of a neighbourhood.

This is expressed almost everywhere on the estate; the backs of homes (which should, of course, be private and inaccessible) are often like fortresses. The top priority for residents is to establish privacy and security. All the roadways of the estate are faced by the backs of homes. The estate is inside out!



Figure 15 Backs of homes, on the street. No privacy and always a concern about security.

To get to a home is a bit of a challenge, especially if the visitor is not sure of the place – the streets are at the backs of homes. When you get there, the gateways are often securely blocked up.

Round the 'front' are quiet pathways, often not nice places to be, especially of a winter's evening. These are sometimes quite horrible places for women or elderly people. Of course, men are hard. Or at least, this environment encourages them to be so.

The first consideration then, is the vulnerability of homes. People should feel comfortable in their own homes and gardens.

Figure 16 Pathways, high fences one side; no sight of who might be round the corner.



2.3 Homes, Front Gardens, Streets

Currently, the lack of privacy and security of homes affects – and is affected by – the lack of proper streets and the preponderance of paths and alleyways. The lack of streets and blocks means that from every home there is a myriad of routes, depending on where you plan to go.

In the first instance, the study approaches these issues theoretically, based on how 'traditional town' works all over the world. We take what we know to be good from other areas and try to apply the lessons here. We also try to eliminate what we know to be unsustainable, 'bad bits of town'.

These lessons are applied first to homes, then to streets, to blocks, to neighbourhood and community. The basics are shown in **Error! Reference source not found.**

Figure 17 An urban 'block', helping to create the conditions for residential privacy.



2.4 Communities and Resources

In the Introduction, the target is to help sustain an environment where residents can obtain the 'basic daily needs' of their lives. This is particularly relevant to households on low incomes.

In Broadmead and Moorland, daily needs are not readily accessible. The estate is isolated (segregated) from the resources – basic daily needs – that a community requires. Because of the isolation, it is very difficult to introduce resources that can be sustained. There are just not enough people to support (e.g.) a local shop. Even on adjoining streets (e.g. in Liswerry), where there is also 'through traffic' generating passing trade, the shops are visibly struggling.

This is not an easy matter to remedy. Nobody comes into Broadmead and Moorland except to carry out work or to visit friends. So 'the market' is very small. How can a population of only a few hundred be expected to support local shops, community facilities, all sorts? The result is that the Local Authority has to make a long term commitment to support the community.

So what is needed in Broadmead and Moorland? In truth, nearly everything.

There is no shop for a pint of milk, a paper, let alone some decent groceries. The nearest is in Alway, or over the big road to Tesco. Just try that walk. There is no doctor's surgery; or a Post Office. There is little remaining play for young children; nothing for youth (apart from the enthusiasm of youth workers).

Theoretical Model for Sustainable Local Districts

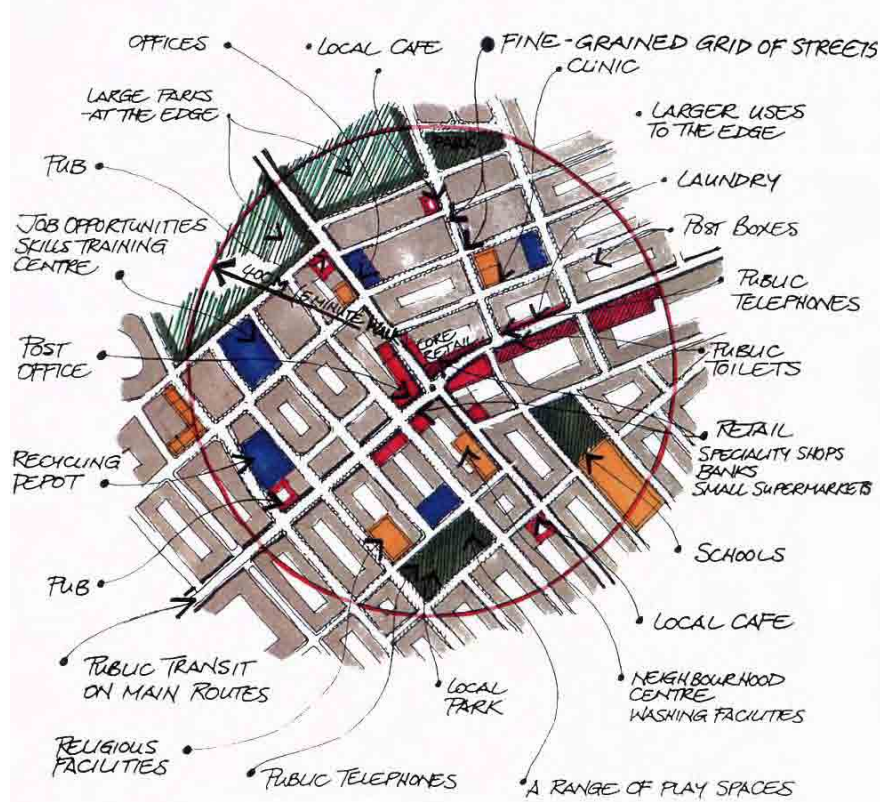


Figure 18 Theoretical model of a sustainable community

In urban design theory, the model in Figure 18 is based on a 'walkability circle' of 400 metres radius. Within approximately five minutes walking distance of every home, the residents should be able to access most of their daily needs, from their pint of milk through to access to the jobs market. Ideally, a family shouldn't even need to get on to a bus to access most of these things.

There's not much of this in B&M. There is a precious, if rather ramshackle, 'community centre' – it is a big room with toilets and a kitchen really; quite well used by some. And now there is a community house. That has been a real achievement. There is little else apart from helpful and supportive neighbours. There is a bus service, provided as a social necessity. Some taxis won't enter the estate.

Resources are quite an issue and will be one of the options to be thoroughly addressed in the planning of the proposed community centre. Just how many different resources can you get in there? A shop, a café, probably separate places for young people, crèche, advice centre, laundry?, all sorts. This is before even considering a surgery, welfare support, a gym, public telephone, post office, bank, pub quite a shopping list.

We know this is challenging, but we are just describing an ordinary bit of town. The absence of all these things is why it is so tough in Broadmead and Moorland.

For many, life is just such a hassle.

Some people who can't get the things they need break into other people's homes. Others know they need a car but can't afford it; that is why there are dumped cars. An old banger needs another old banger to provide spares. And some people just steal cars to get home. Others want motor bikes to get some independence.

A lack of resources brings other consequences. These things all stack up.

For now, it is identified that there is a weakness in resource provision to meet basic daily needs in Broadmead and Moorland.

And then there are the daily needs that aren't 'basic' (or maybe they are!). Play areas, access to schools, nearest bingo, places to hang about (that don't cause more aggro), clubs, bowls – we cannot be prescriptive about this list. A good community needs a vast range of activities to satisfy the interests of its residents. There is no point in being judgemental; people have every right to go about their lives and make the best of them. There are a few constraints, a few social rules to be respected but, by and large, people have very diverse interests. A good community (a 'good bit of town') will meet many of these needs. So there is a bit of work to do in B&M on that front too.

The best option for the foreseeable future is to maximise resources at locations that residents will use – that is probably to make the centre work. Fingers crossed for the new community centre. The report argues that the central area should be like a 'village green'; it is to become the main focus of activities and resources in the community.

The reason for this is to consolidate (or 'establish') and maximise a 'market', enough people to make things work.

Shops, businesses and the like are more viable at places like the Chepstow Road, often at crossroads, where more people go. That is why even these rather terrible 'centres' at Alway and Ringland work. They are at places where people tend to go anyway, by the main local traffic routes.

This is one reason why we have made the location of the community centre building rather a lively topic. If the project exacerbates the weaknesses of the district, then it will prove to be a liability for the community (and for the Authority). If it can be given every chance to work, then the community can make it work.

2.5 District-wide resourcing.

The focus of the community strategy is to create conditions wherein social resources can be established, supported and sustained. The commitment to bring a 'community centre' into the community is a major focal point for the regeneration strategy and every effort must be made to maximise its contribution to the regeneration of the community as a whole and to minimise those factors that may undermine its sustainability.

But let nothing distract us from the underlying factor that the social market base for any resources is incredibly weak - all the more reason why such care has to be taken to get everything as right as possible.

The report therefore also makes proposals to improve the integration of the district into the rest of the city, in whatever ways can be achieved. Convenient routes to schools, other local shops, clubs, recreational facilities and the city as a whole are also high priority.

This will be difficult and controversial too but such proposals must still be a central element of the strategy.

Figure 19 Proposed new and strengthened connections to adjoining areas



There is so little else to work on that these few 'connectivity' proposals demand more prioritisation than would normally be the case.

Figure 20 Physical barriers underlie the segregation of the community. [Rail line = grey; Southern Distributor Road = Red; Ditch = Green; Long terrace = Brown.]



2.6 The impact of segregation on homes

The segregation of the district is also reflected in its internal structure.

First, there is the physical division between Broadmead and Moorland; there is an 'us and them' culture that must be broken down. It is caused, in no small part, by the reën.

Figure 21 The fenced reën through the centre of the community



And then there is the spatial division caused by the chaotic layout. Residents have to force their own privacy. Homes are more about personal defences than about being part of a neighbourhood.



Figure 22 Backs of homes face roadways, so residents main concerns are privacy and security

Even where there is a cluster of proper frontages, the backs of homes (which should, of course, be private and inaccessible) are like fortresses. The top priority for residents is to establish privacy and security. But this necessity has a detrimental impact on the rest of the community.

This problem derives entirely from the structure of the estate. With paths on one side and roads on the other, homes do not know their fronts from their backs.

Figure 23 The road layout is segregating &, in the main, it is the backs of homes (in red) that face “streets”



These issues come together as ‘town’. There are the homes and their front and back gardens; then, how the homes fit together to make ‘blocks’ and streets; and then how the blocks and streets fit together to allow people to feel ok about getting around the community and accessing the resources and activities they need to lead a reasonable life.

For urban designers, the definition of the boundaries of spaces, of homes and gardens, of streets and public spaces and the ‘qualities’ of these elements are the main issues that make good neighbourhoods work. The following sections consider firstly, the homes and their boundaries (in Section 3), then the community (in Section 4), the resources that can be introduced and supported (Section 5) and how it all fits together (in Section 6)

2.7 A rationale for ‘joined up living’

The strategy seeks to integrate Moorland and Broadmead, joining together to maximise their social and economic market for new play facilities, the community centre, maybe a shop, a café; in fact, for almost everything that can be achieved..

Experience has shown that locals will need an environment in which they feel comfortable about using, or letting their children use, local resources. Resources need to be accessible.

Once residential privacy and security have been established, the main task is to work on the qualities of the public domain – the safety of the streets, where children can play or an elderly person can enjoy stepping out for a little walk.

And then there is a need to maximise integration with the rest of the city so that people can get to the other shops, schools, services and jobs that are fundamental to their daily lives.

The other aspect of joining up is that the strategy should begin to break up the 'ghetto' characteristics of the estate. A number of measures to integrate with the rest of the city are discussed. But there is also an issue of tenure.

The present mix is better than one might imagine albeit mainly as a result of the 'Right to Buy' policy. The strategy anticipates that new tenures, new partners and new residents, including new owner occupiers, perhaps via home-ownership starter schemes, will be significant contributors to regeneration.

Figure 24 Indication of existing tenures: Browns are Council; Blues are Gwerin HA; Pink is Charter HA; and Yellow is Owner Occupied



2.8 Working with the Community

These are the starting points for the detailed consultative dialogue. Drawings show proposals for blocks that establish boundaries of privacy – front garden walls all round the block. These have been used in consultations with residents. With them, the challenge is to find the means to:

- establish residential privacy and security for all homes,
- improve the connecting routes from homes to the main resource centres
- improve the natural local routes to the centre of the community
- keep public routes away from the private areas of homes and gardens (including closure of some alleyways and 'gap routes')
- integrate Moorland and Broadmead, joining together to maximise their social and economic market

Figure 25 The August Fun Day: Another opportunity for consultation



The report makes recommendations that start with the privacy and security of homes. Then we address the structure of the community – how do residents get from their homes to the outside of the community; and to the centre of the neighbourhood? In fact, where is the centre and why would you want to go there?

If people can feel good about their homes and if they can begin to find reason to participate in the social and economic activity of the community then there is a chance – just a chance – that new resources at the centre can be made to work. The proposed new community centre will be a wonderful achievement.

The strategy starts by ensuring that the immediate residential environment – homes and neighbouring homes and gardens are places of comfort and refuge. They should not be a constant worry about safety, privacy and security. There may well be social welfare and other matters to be addressed but the object of the strategy is to seek to establish a personal or family environment where there is at least a chance of living a normal life.

3 Homes and Boundaries

Private space begins at the front gate. There is a sort of 'buffer area', semi-private space, where visitors can approach your privacy and knock on the front door. But they should be aware that, from the front gate, this is very much private space. You are welcome to come and knock, but it is private.

Everything behind the front door is absolutely private. You may be invited in, but that is up to the resident. This privacy includes the back garden. Back gardens are private. They should only be reached from the front. Strangers should not be able to access back gardens. The relationship of homes to public space is via the front door. Residents should not have to (overly) defend the back garden and the back door.

The starting point is to establish a boundary between private space and public space. Normally this is the boundary between the front garden and the street. For sure, it is the front of the home. We don't want people we don't know coming round the back of the house where we do not expect them! Knock on the front door, please, like in a 'normal' bit of town.

Figure 26 Homes, with fronts facing public space, a 'buffer space' out front and then an absolute boundary of privacy. Everything behind the front door is private space, right through to the back fence. Access only through the front door, by invitation.



Privacy and security also includes the car (maybe not two or three cars; that is another matter). But the car should be safe, preferably in eye-shot, maybe on plot and certainly out front.

So the first target is to establish 'residential integrity'. Every resident should feel in charge of the space round their home.

Wherever possible, there will some 'buffer space' between your home and the rest of the world. All visitors will come to the house through the front door, down the garden path, from the front gate, off the street. It won't be along a deserted space where they do not even know if they are in the right place, let alone if they can find the right house number.

And at the back, there is a back garden that is private but from where you can talk over the fence to your immediate neighbours (if you want to – you decide who can see into your back garden!). There is no public access to the backs of homes.

An early target is to begin to establish proper front garden walls; brick walls, perhaps with a low railing on top; garden gate, double gates if there is on plot parking.

In Broadmead and Moorland, some residents have already begun to make their own boundaries. Often, the 'back' door is the one that is used most of the time. That is where the car comes to, bins are collected, etc. These work a bit like 'fronts'. Of course, round at the real front, it is quite nice and that is the door that visitors or deliveries are looking for (but it is murder to find!).

In general, the strategy has sought to establish where the best (most practical) 'front' is. In some cases this will mean 'turning houses round'! It is easier than it sounds. Usually it entails making a new front door, maybe a canopy or porch and a new pathway. Most times, there will be little or no internal alteration. It will be much better!

Figure 27 Example of a row of turned round houses in Caernarfon. This is all new boundary work, porches and windows. The back garden areas have been made private. Previously, the front door was round the other side. (We know it is hard to believe!)



Where it proves to be a little inconvenient, the payback is that, around the other side, where the front door is at the moment, residents will be offered private gardens. Often, these will be larger. All the open space out the back will become private gardens. For those few areas where that quiet green-space is precious, residents can decide what to do with it. It is up to them. No-one else should be able to get in there, except by invitation through adjoining homes.

Also, for those who have garages where the 'backs' are, there will be a new controlled access arrangement. There are no proposals to remove access to garages. But there are proposals to stop 'strangers' accessing the backs of homes.

The report has begun to identify blocks that establish boundaries of privacy – front garden walls all round the block. And we have begun to talk to residents about where the front of their home is (!), where visitors come to, where cars park. This is the discussion about turning houses around. The costs are generally remarkably low. Maybe a porch canopy, new path, front garden wall. More expensive is to put in some larger front windows, if appropriate. It is rare that (much, if any) internal alterations are required.

The following section develops these matters. First, the two diagrams show the current position with the exposed backs of homes, coloured in red (fronts in blue). The next figure shows the effect of the proposals, same colouring. There are very few locations where the backs of homes will still be exposed.

(See
Figure 28 and

Figure 29 over the page).

Figure 28 Fronts and backs of homes as existing (blue is 'normal' front doors, albeit often facing quiet spaces; red is 'backs' exposed to public access)



Figure 29 Fronts (facing the public domain) and backs of homes (private) as proposed.



The formal establishment of fronts, front gardens and private rear gardens helps to give shape to the main movement patterns in the estate and to adjoining locations. It establishes the street structure

The next step, demonstrated in

Figure 29, is to resolve how homes fit together to make streets, small clusters where homes interact with each other and with the rest of the world. This is not a difficult concept – but it is a major challenge in Broadmead and Moorland.

4 From Home to Community

In our experience, by far the best way to achieve a formal relationship between the fronts of homes and the public domain and to establish privacy in back gardens, is to form housing 'blocks' where the fronts of homes open on to the street and the backs face each other and remain sealed up, inaccessible to the public.

The basic form is all around, especially in older bits of town – see, for example, the Moorland Avenue, Greenmeadow Avenue, Greenmeadow Road, Liswerry Road block on the way out of Moorland Park. They could be prettier but they have front garden boundaries and private back garden areas. If designed right, each home can have on plot or out-front parking, as preferred.

Figure 30 An adjoining block in Liswerry; evident boundary between public and private space; private rear gardens accessed only from the fronts.



In seeking to resolve these issues in Broadmead and Moorland, design 'rules' are applied with rigour in the first instance. The establishment of privacy is first attempted through the formation of residential blocks.

Figure 31 An urban 'block', helping to create the conditions for residential privacy.



These proposals provide a vital starting point for the estate strategy. The residential blocks establish the integrity of homes; they help identify key spaces and priority movement routes and provide the rationale for the way that blocks fit together. The strategy begins to be about community.

Because of the unsustainable layout of the original estate, there will be a necessity to undertake surgery. There are some proposals for demolitions. On the other hand, there are even more proposals for new homes. Proposals for both demolition and new build are always – always – made so as to improve the privacy, security and integrity of existing homes. For home owners, we have no doubt that these measures will certainly improve the value of properties.

Drawings show the new-build proposals in red. On some of the drawings, the buildings anticipated for demolition are seen in outline. In all cases, and for all the detail of work to existing homes, there will be more door to door consultation and meetings before any work is confirmed. At present the report has sought to establish if this approach can work; all the proposals can be made to work and the next step will be to work with residents and other stakeholders to ensure that the detail works for them.

So, on top of seeking to provide 'normal' homes with front doors, privacy and private back gardens, the strategy also establishes a 'normal' public domain. It will be safe to walk along the street, to visit the neighbours, to go shopping, to go to the club in the evening, to go about a normal life.

Of course there is much more. In addition to 'turning round' some homes (described in Section 3), there are also 'gable treatments', where existing blank walls face public space. Those homes are offered side windows and perhaps even a new 'front' door (which is somewhat better than the gable wall being used as a goalmouth!). The revised block structure means that the streets and roads have to be made into spaces that are more appropriate for residential areas (the present roads are generally horrid). All existing and new streets are to be designated as 'Home Zones' (where toddlers can play on the road!!!!). More about that in Section 6.



Figure 32 Example of 'gable end treatment' from Cae Llwybr in Caernarfon and from Aberaman. In both cases, doors, windows and gardens have been added.

One project resulting from the study, probably for local children and households, will be to provide new names for proper streets. Just like a normal bit of town.

The overall aim is for buildings (and people) that 'talk' to the community with windows and doors and gates and gardens, not high security fences and snarling dogs

Once residential privacy and security have been established, the main task is to work on the qualities of the public domain – the safety of the streets, so children can play or an elderly person can enjoy stepping out for a little walk. These are the starting points for the detailed consultative dialogue.

The next stage is to fit these blocks together and Figure 33 shows the proposed whole site form as it currently stands. This is not as we would design it 'from scratch'; it is an evolved proposal, which has sought to balance the 'best option' outcomes for existing homes, including major efforts to minimise the demolition of homes, with both budgetary and development criteria that will be attractive both to the authority and to potential partners. Some areas of the plan have been more thoroughly developed than others and this is reflected in some of the more detailed sketch plans elsewhere in the text. That said, the framework as shown in the figure is the strategic basis against which all future projects should be measured.

Figure 34 shows how this translates into a street and path structure (about which see Section 6).



Figure 33 A view of the indicative proposed block and street structure

Figure 34 How the 'Block Structure' translates into a street and pathway system



Before that, in Section 5, consideration is given to the other resources, the buildings and public spaces that help to make communities good places to live in.

4.1 A note on Longmeadow.

The sheltered provision at Longmeadow in Broadmead has been considered as part of the strategy. Although subject to a separate review by the authority, there is no reason to conclude that the buildings are a problem. Like most of the rest of the estate, the homes have no proper fronts and the backs are exposed to the public and, as a result, the security issues have meant that this is a significant cost item for the Authority. Whatever is proposed for the buildings, the general strategy remains the same. Homes should be given front doors and gardens facing outwards towards, and as part of the community. It may be necessary to retain an internal courtyard for servicing and to access the most awkwardly placed units but there is no reason why these building cannot be adapted for a variety of potential tenancies.

From a strategic point of view, the important issue is that, whatever is proposed for the buildings, their future should be conceived in terms of their integrated contribution to the structure of the whole community. The provision of suitable accommodation for older people is laudable and it is particularly appropriate that people who want to stay in their communities should be happy to move from their long-time homes to smaller, more manageable apartments, where they can still live independent lives in the communities they know. The problems at the moment are that, the older one gets, the less desirable it becomes to walk around Broadmead and Moorland. It is so unreceptive and unpleasant. This strategy seeks to remedy that matter.

Secondly, independence means, in part, an ability to gain access, by a short walk, to the shops, clubs, pubs and other activities that engender a reasonably active life. Unfortunately, the segregation of this part of Liswerry determines that it will not be possible to provide all the resources that a thriving bit of town would be able to sustain. The restructuring and the new community centre will certainly help.

In all circumstances, the privacy and security of these homes and their legitimate place as part of the community are matters that have to be resolved and the principles of the strategy are as applicable to Longmeadow as they are to the rest of the area.



Figure 35 Applying the strategy to Longmeadow. [The fronts now face outwards, with their own front gardens. The courtyard may be retained for servicing and access to (e.g.) an 'extra care' unit in the remaining 'internal building'.]

5 Putting the Heart Back.

The desire (need) to increase resources available to the community is common with many social housing estates. A community with a high proportion of people on benefits is one that is most in need of ready access to economic and social resources.

Here, households are isolated from the things they need every day. No wonder there are expressions of anti-social behaviour. One challenge of the study is to maximise the provision of resources that people need to lead a 'normal' life.

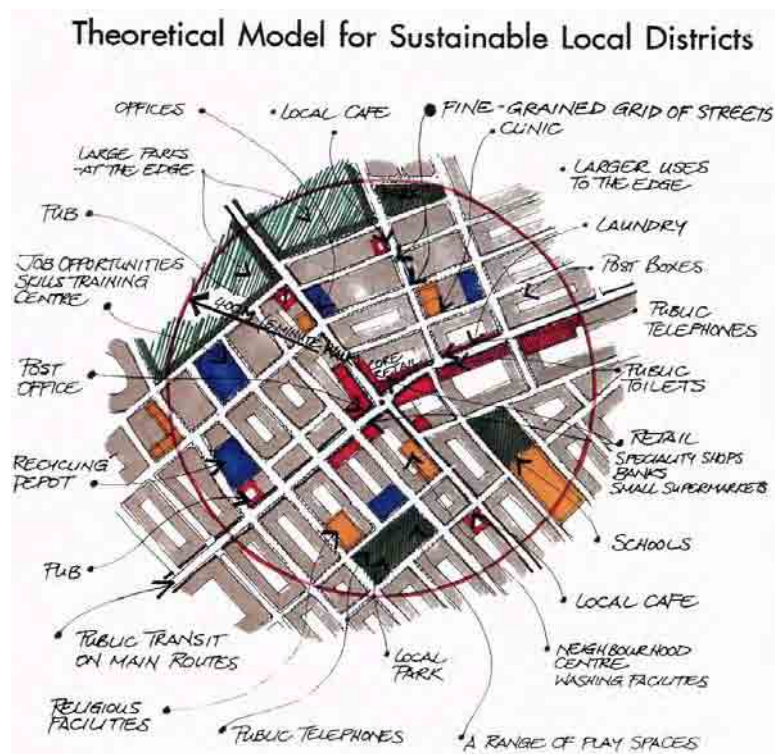
These are fundamental matters. The accessibility of 'daily needs' is at the very heart of 'good bits of town'.

Residents are to be supported in their efforts to obtain the food and services that are required to get the family through each day and week and month. At present it is pretty gruesome getting to any shop, especially on foot (and there is no escaping the fact that the trek to Tesco is not helped by the bridge and the embargo on trolleys).

The strategy seeks to integrate Moorland and Broadmead, joining together to maximise their social and economic market to sustain new and improved resources. So this section brings the strands of the previous sections together by reviewing the resource base of the community. The primary focus is on 'the Green', the new resources and how they can be made to work and then sustained.

First, what resources should be available?

Figure 36 A theoretical model of 'good town' that meets the daily needs of its residents and other users



The 'walkability circle' normally shows the five-minute-walking-distance catchment from the local shopping centre. That shows two things (amongst many). First, it shows the number of homes and businesses (the 'market') that

the shops and other resources at the centre can draw upon. If the centre is well located it will be easily accessible to a large number of local homes and it will be on a main route so that it can pick up 'passing trade'. Conversely, it also shows the great range of resources that are available to local residents.

Compare this with Broadmead and Moorland. There is no centre for the circle! The nearest shops are at Alway or over the Distributor Road at Tesco. There are a few corner shops, well outside of a five-minute walking distance range, in Liswerry. This factor alone is a major contributor to social exclusion and deprivation in our estate.

Figure 37 The 'five minute walking distance' catchment circle based on the entrance to the estate. This would cater for Liswerry and also pick up business from Alway. Excellent for our estate. Note, in passing, that the B&M community comprises less than a quarter of the homes that constitute the model 'sustainable community'.



When the circle is placed at the centre, it quickly becomes evident that there is not a sufficient market base to support shops and there is no passing trade. Indeed, because of the segregation of the estate and its 'hard edges' (rail, road, ditch and terrace, the smallness of the estate also becomes evident, in comparison with the sustainability model. Virtually no-one comes into the estate unless they have to. The best we can hope for is a 'corner shop' type facility and, below, it is proposed that efforts are made to establish one.

Potentially, there *is* a more ambitious resolution for the creation of more resources for the district. This would be to look at possibilities for the role that such an intervention could play for the whole of this part of Liswerry. There is a lack of a sub-centre in Liswerry and it may be possible to establish a few shops if they could be shown to cater for a larger market. If a forum can be brought together in which this wider strategic option can be considered constructively (and this is certainly a matter for the Local Authority as a whole), then there is a strong argument for a project to locate a few shops and other resources where the roundabout at Moorland and Liswerry Road currently sits. There, such resources would also be able to cater for a 'market' in Liswerry and draw some people through from Alway. It would make sense as a sub centre or, at least, as a 'corner shop', especially as some development is being proposed for that space elsewhere in the report (house-building to consolidate blocks and protect the backs of homes). (See Section 4).

It is considered (by us) that, whilst the proposal could be made to work, it is likely to be too challenging (to the system!) at this stage. It is proposed that these matters are discussed further with the City Planners and others. They do not impinge on the immediate priorities of the strategy.

[For us, the analysis has revealed that, for the current level of design investigation, the urban design, urban structure and commercial viability of such a proposal can be made to work. The most difficult part will be to open out the tunnel under the rail line. This is already one of the objectives of the strategy, whatever happens, albeit probably to a lesser scale. (The present pedestrian route is unacceptable.) For a sub-centre development, it would be important to ensure that the route under the rail line is virtually free from all the negative aspects that are currently evident. This is unlikely to be commercially attractive.

Nonetheless, from the point of view of this study, it is important that improvements are made to that route and this is likely to require some public funding. The present approach is to partner in and maximise the private sector/ housing association development value, to ensure that it is in their commercial interests to meet the specific requirements of the strategy. If this part of the strategy is to proceed – and it is strongly recommended that such improvements at the ‘gateway’ to Moorland are progressed – then there will be some public sector financial input required. Clearly, these matters need to be explored further with Planning, Economic Development and other departments of the authority as well as with potential partners.]

There is a strong case to seek to re-establish a ‘central place’ for Liswerry as a whole but, whilst we have identified the issues and begun a tentative approach to integrate with the wider community, the task is somewhat beyond our brief! So....

5.1 Back to the Heart of the Community

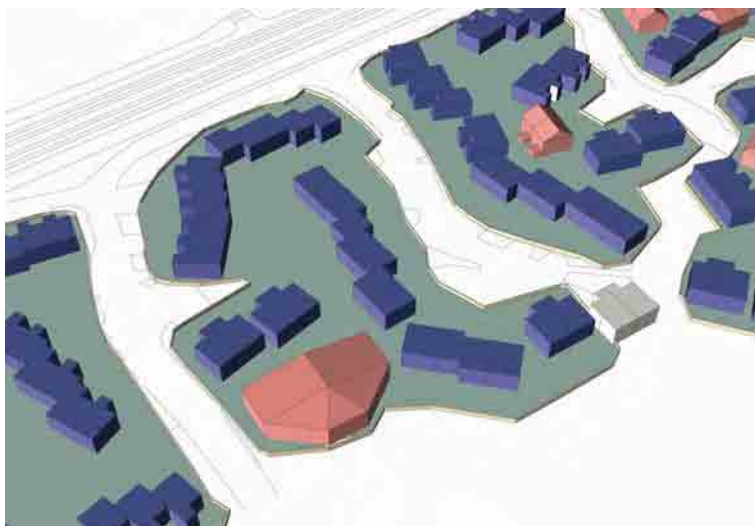
The more likely option for the provision and consolidation of resources in B&M is to maximise the resources that will be provided by and around the proposed community centre. For us, part of the centre should be a shop; probably a community shop, partly subsidised; perhaps run by volunteers; somewhere to get some groceries, a paper, a pint of milk, maybe a cup of tea and toast. There are a few ways that can be made to work, especially if it is linked to other community activities and a place where people are inclined to go – right there in the middle, on the road to everywhere!

The study also revealed a discussion regarding the exact location of the proposed building. It is the (strongly held) view of the consultants that the proposed pavilion building, exposed on all sides, is virtually guaranteed to be subject to abuses. It will be very difficult to physically defend.

The recommendation is that the building is located further to the north, as shown in Figure 38, where its front can be properly defined, its back made secure, and where it will also contribute to the resolution of other matters, in this case as part of the resolution of residential privacy for adjacent homes.

The proposed Community Centre is currently the subject of funding bids. Should it fail (and we certainly hope not), that should not detract from the principles set out here, to establish central resources on or near the green. Without the building, there would be a need to consider how the ‘fronts and backs’ issues of adjoining homes would be otherwise resolved. The principles are as on the drawings; in this respect the building uses are secondary.

Figure 38 Proposed location of proposed Community Centre. Here, it forms part of the frontage of homes facing the green and helps protect the backs of others.



5.2 'The Green' as the central focus

The strategy starts by recognising the reality of these key elements at the heart of the community. The Green and the reen are to be considered as assets rather than as the liabilities they currently are.

The green and the reen, both of which sit at the centre of the community, have been socially neglected for the whole life of the estate. In both cases, environmental funds can be approached to assist with their renewal. This is one of the easier sectors for potential funding and approaches will be strengthened if they are seen to come from within a wider community and environmental strategy. Even better, if they are seen to be endorsed by a range of partners to the strategy.

The 'green' is to be the central place of the community; local people will decide exactly what should go there but there is little doubt that a significant provision for young people will be one of the main ingredients. Bids should go in soon for such a provision.

Figure 39 At the centre, a 'village green', faced by homes all round and with convenient natural movement routes and community resources.



To achieve this, the first task is to pursue a strategy with the Environment Agency to fill in the 'lagoon'. That process has been started but there is some way to go.

The 'village green' is an overflow lagoon; every now and then floodwater is encouraged into the centre of the residential community. The idea that this might be reasonable or appropriate is almost disgraceful. Every effort should be made to remove these lagoons. In engineering terms, their role is marginal and, in these times of increased flooding and global warming, alternative and more substantial measures should be being addressed, elsewhere. Apart from these engineering matters, the two main lagoons at the centre of the community and at the south-west corner of Broadmead are major contributors to the poor environmental quality at the very heart of the neighbourhoods.

It is proposed to permanently close the sluices, fill in the lagoons and make a level 'village green' with some new community resources, including a decent youth recreation court and 'hang about' place. The same applies in Broadmead. In both cases, further consultation with residents will decide how the spaces should be improved. There is plenty room for other types of community space – toddlers, quiet garden, all sorts – residents can decide.

In Broadmead, there are proposals for new community resources, but the lagoon area is designated for new housing to establish privacy and security for existing homes and to give structure to this poorly laid out quarter.

The Authority has also made a commitment to seek funding for a new community centre on 'the green' and the proposals to improve the lagoon area should be pursued in conjunction with that project. Together, and with the proposal to formalise the frontages of homes facing the green, there is a chance of making the centre work.

Further, the reën has always been a problem; the latest solution has been to spend a fortune erecting galvanised fences, which consolidate the actual and perceptual divisions of the two communities. The fence is to protect the children and stop dumping.

Whether we like it or not, the reën is a structural core of the community. Its banks are a virtual 'promenade' through the community. Fronts of homes should face it, pathways follow it and more structured crossing points link the community across it. Efforts should also be made to pursue an environmental project to develop its environmental qualities (including safety, of course). It may be possible to develop an anti-pollution strategy or the like, but the salt water nature of the reëns make this a more complex subject than can be resolved in this study. Nonetheless, funding is available for such a project⁵.

Other resources should be 'dotted' around the community and it is for residents to take the initiative. At present, (especially for proposals that are difficult to comprehend in their entirety), it is not so easy to envisage new

⁵ In consultation, the study has often met with desires to culvert the reën or cover it over. Well, let the politicians and others go for that too, of course. Our recommendation is to try to find solutions yourself; there is no evidence that you will get support from other quarters connected with the reën. Apart from anything else, it would be hugely expensive. The study does conclude that new bridges would be desirable, perhaps even one for motor vehicles. History has proved that these matters have to be addressed extremely carefully but that may be the best we can hope to get from the engineers' budgets.

arrangements for play equipment for children.

The Home Zone concept, discussed in Section 6, will permit more, small scale play facilities closer to homes, where young children can learn to play outdoors and be safe, within eyesight. Locations for such activity should be in nearly every street.

In the meantime, it is proposed to pursue play and recreation projects in a number of locations. The obvious ones are on the far side of the green, on the triangle (perhaps the first to be filled in). There, should be located a good sized recreation court for young people; maybe also a 'teen zone'. Possible sites for short term projects are shown on the diagram.

Figure 40 Indicative locations for 'quick win' play projects; small scale; two or three pieces of toddlers equipment, a single net or posts.



In addition to improving and sustaining the resources available within the community, the complementary task is to improve and maximise integration with the rest of the city so that people can get to the other shops, schools, services and jobs that are fundamental to their daily lives. The spatial structure and 'movement systems' are the final pieces in the jigsaw of the physical form of the estate.

By the way, for a community that appears to be so barren, the proportion of green space is remarkably high. There is no excuse for not making better use of public spaces.

Figure 41 Estate plan with 'green' spaces highlighted.



6 Movement and Access

Presently, there is only one (and three 'half') connection(s) on to the estate: the main one is off the Liswerry Road, where the row of homes (3-49) on Moorland Avenue seals up the options on that edge.

The only other potential linkage is the proto-connection from Broadmead to Pont Faen Road. Already, we will not be popular seeking to strengthen the connection to there!

Figure 42 Physical barriers underlie the segregation of the community. [Rail line = grey; Southern Distributor Road = Red; Ditch = Green; Terrace = Brown.]



The other two 'half' connections are the slip road in (for buses only) from the SDR and the dreadful passage under the rail line to Always. That is the unfortunate Liswerry Road, a formerly important little road until the railways arrived (a wee while ago now!). It continued to work reasonably well until the level crossing was removed in the 1960s.

The crossing was replaced by that dreadful tunnel. It is a horror. That is the link to the nearest shops at Always and as they are the subject of a redevelopment programme, there is further reason to seek improvements to the tunnel. [Heaven knows how that can be funded but it is certainly worth some effort.]



Figure 43 Once the Liswerry Road, now a most unpleasant pedestrian tunnel under the railway

The main proposals for connections, movement routes, and streets aim to improve:

- routes, both within the community and with the other resources of adjoining districts and with the city as a whole; that is the movement system for pedestrians, for cars and for others.
- connecting routes from homes to the main resource centres
- natural local routes to the centre of the community
- other access routes including to the social club and to Tesco

Section 4 set out the rationale for the block structure that provides the framework for the long term strategy. Here, consideration is given to the main movement routes, firstly to the centre of the community (where it is suggested that there is the best chance of establishing new resources – but only if it can be shown that they will be used by the whole community); secondly, to maximise the integration of the two halves of the community; and thirdly to feed towards the main connections with the outside world – to where people want to go.

6.1 Home Zones

Before discussing new 'roads' (which will be universally unpopular!), it is recommended that the community seeks an 'in principle' agreement (with the Local Authority) to designate the whole area as a 'Home Zone'.

Home Zones have been around in Holland for over thirty years now. Residential streets are safe places, for people where cars are welcome (because people want their car at the front of their home) but have to travel at slow speeds. This is people space – cars do not have priority. Streets, are designed in consultation with local residents. Typically they are paved, full width; a few trees, places for kids to play, adults to sit; maybe a barbeque; local residents decide.

These will not be achieved in one go; it will be piecemeal. If a 'designation can be achieved, then the community development workers can work with local residents to obtain funding for play equipment or environmental work that will begin the process of transforming the street-scape. In most areas, it is anticipated that the developer that is partnered in for house-building at locations identified in sections 3&4 as being required to help form blocks or protect the backs of existing homes, those developers will be required to fund the Home Zones (and more besides) under 'planning gain'.

The Home Zone approach puts the quality of the residential environment at the top of the design considerations. In residential streets, it is the people and not the cars that are to the fore. The reports proposals to improve the 'road network' and the integration of the district in whatever ways can be done, should therefore be considered in the context of 'Home Zones' and not as 'roads' in anything like the sense we have become rather unfortunately inured to.

The proposed and strengthened connections are shown again in Figure 44

Some of these will be difficult and, no doubt, controversial. Indeed, some will be so controversial locally that, for example, the connection to Pontfaen Road may have to go down the list of priorities, so that residents in adjoining areas, who feel that they are going to be adversely affected, can see that good things are happening in their neighbouring communities. On the other hand, the proposed scheme will improve the environment for residents on both sides of the divide and this is rather a good example of a project that may find environmental funds and the like to allow it to partner with Highways and maybe Crime Prevention to progress early. It would certainly be a worthy project to get underway as it would send positive messages in many directions.

Figure 44 Proposed new and strengthened connections to adjoining areas.



The Pont Faen Road link is an important connection and should be the subject of a small environmental and 'Home Zone' type scheme to open out the area, protect the boundaries of homes and slow down the traffic.



Figure 45 Improve crossing to Pont Faen Road: open out; improve security of adjacent homes; slow traffic; improve pedestrian environment

Part of the proposed development scheme for that adjoining area of Broadmead should be required, in its development framework, to make the link to the Pont Faen Road and further justify that connection in private sector terms.

All these proposed links are to be central elements of the strategy.

There are so few available connections that each is precious in its own right.

6.2 Other Connections

In the design development for the new road, businesses, supermarkets and lots more besides have been accommodated. But the community has been further segregated, despite all the evidence of how difficult it is to live there.

The proposal to 'integrate' (connect) to the new distributor road is another that can be achieved; this time, with some will from the Authority, in a foreseeable timescale.

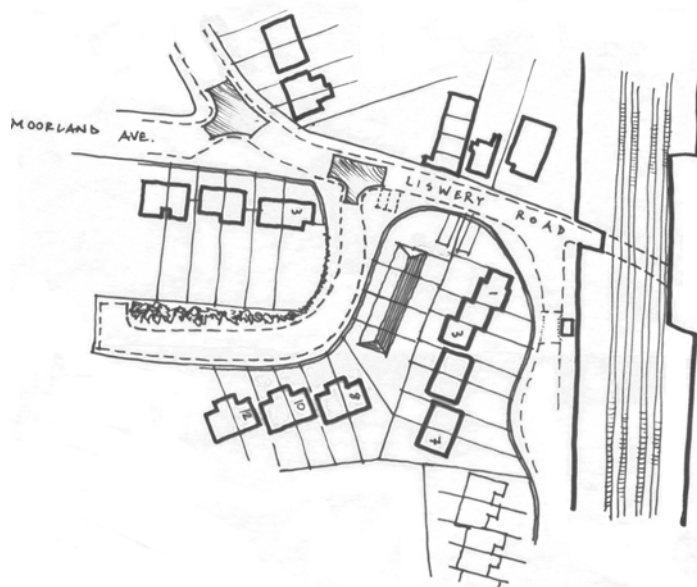
Two improved connections to the distributor road are proposed: one, for pedestrians, towards Hartridge High School and Ysgol Casnewydd and perhaps to cross to the club (the ground level pedestrian crossing has been removed!); the other for in-out access for vehicles onto the link road. [The pedestrian connections to the Liswerry High School and the college are also a major matter in relation to the distributor road.]

The loss of the ground level crossing place and the introduction of a footbridge at a less useful location have made access to both the supermarket and to the social club less, rather than more convenient. There is guaranteed to be more vandalism to fencing and people crossing the busy road between gaps in the traffic. The pedestrian provision there, whilst apparently financially impressive (with the footbridge), is remarkably thoughtless and inconsiderate.

Proposals to review that crossing and to open a proper pathway to the north are quite modest..

Similarly, as discussed above, if the proposal to regenerate the shopping centre at Always is to proceed, then there is a major case to improve the Liswerry Road footway under the railway line. That would be good for the B&M community and good for business at the new centre. Part of the proposals for the entrance to Moorland opens out that space towards the tunnel. Work to widen and lower the pedestrian way is highly desirable. It is currently a very unpleasant environment. An indicative proposal for that area is shown in Figure 46

Figure 46 Indicative scheme at the present entrance to Broadmead includes opening out the access to the tunnel.



And then there is a need to maximise integration with the rest of the city so that people can get to the other shops, schools, services and jobs that are fundamental to their daily lives.

It is proposed to improve these connections at every potential opportunity.

None of these matters is easy but most are relatively minimal both in terms of resolving the dreadful segregation of the district and in terms of the financial commitment that may be required. There is so little else can be done to integrate Broadmead and Moorland with the rest of the city.

We have consciously drawn attention to these apparently peripheral matters. They demonstrate the extent of strategic considerations that are required to regenerate the neighbourhood. In terms of the strategy for the whole community, they are just the tip of the iceberg.

This theoretical approach, based on how 'traditional town' works all over the world, then begins to inform how the estate's street network should function.

The 'internal' pedestrian, cycle and traffic system is conceived to be for residential communities. Of course, residents have to get their cars to their homes and park them where they can be seen but the primary concerns are pedestrian safety, play and recreation and the qualities of the street environment. Cars are welcome, but they must be driven slowly. The street layouts will make it very difficult to go fast. There will be trees, play, car-parking bays in unusual locations, seats, perhaps picnic tables, maybe a barbeque or two. Local residents will decide that.

The street system is conceived to improve the public environment. It also improves the security and privacy of homes. Streets are safer because, instead of walking down lonely alleyways, more people walk along the street. Streets play their part in bringing the community together.



Figure 47 Some examples of Home Zones

No longer will public footways pass right in front of people's windows (and especially not back windows); no more gable ends open to abuses. It is proposed to close all alleyways and give them to adjoining homes.

The ground rule is that going about one's daily business should not impinge on the privacy and security of other residents. No back alleys or cutting through gardens; pedestrian (and vehicular) routes should be along streets that are used and watched by local people – just like a normal street in town.



Figure 48 The 'Grand Prix circuit' at the rail line. Imagine it as a leafy avenue; front gardens, with gates and walls on the one side, safe and secure parking in eyeshot of homes, and various different additions all down the road. It should be lovely!

7 Making it Happen

The strategy is described both in the text here and on the drawings, which are incorporated into the report and are also available in large format.

Drawings have been part of the consultative process from the beginning of the study. Each consultation offers new thoughts and information and the proposals have evolved to the level they are presented here. There are also some 'detailed' proposals and photographs, showing how some of the proposals might look, closer in.

The plans and images are produced to examine if proposals are acceptable and can be made to work. We wouldn't draw them if they weren't possible. On the other hand, these are not 'production drawings'; they are 'indicative'. In all cases, there will be further detailed consultation with residents. There will be many changes and improvements. At this stage, they demonstrate the principles in action.

The 'home, block and street' drawings provide the main ingredients of the development strategy. There are only a couple of areas where more detailed consideration is required – the area to the side of the community house is one of them. There is time to work that through as the strategy progresses. Different events will happen in different sequences: for example, early success with funding bids for the community centre will necessitate attention being given to the adjoining homes. This is one reason why we have been so hard in the discussion about the building's location and orientation. These latter matters are as important as the building itself, if it is to make a sustainable contribution to the community.

The drawings show 'new-build' proposals in red. On some of the drawings, the buildings anticipated for demolition are seen in outline. In all cases, and for all the detail of work to existing homes, there will be more door-to-door consultation and meetings before any work is confirmed. At present the report has sought to establish if this approach can work; all the proposals *can* be made to work and the next step will be to work with residents and other stakeholders to ensure that the detail works for them.

Because of the unsustainable layout of the original estate, it will be necessary to undertake surgery. There are some proposals for demolitions. On the other hand, there are even more proposals for new homes. Proposals for both demolition and new build are always – always – made so as to improve the privacy, security and integrity of existing homes. For home owners, we have no doubt that these measures will certainly improve the value of properties.

7.1 Making it Happen

The key to the success of the strategy will be the community itself. The Local Authority is keen to launch pilot schemes to initiate the process of renewal and to demonstrate to residents that it is going to work:



Figure 49 Indicative sketch of pilot scheme is being considered for the cluster from 175 to 205 Moorland

The Housing Department has put its heart and soul into this study. They have as good a reason as the residents. When they look back coldly at Broadmead and Moorland, it has not been a pleasant experience for them either. There is a good chance here to sort it out, for the benefit of everybody.

The strategy seeks to create the conditions wherein new resources can be sustained, not wrecked. There is plenty of evidence on the estate of what not to do, where not to put play resources, for example. This strategy proposes to put new resources right out in the open as a legitimate part of the community, including for young people. All sections of the community should be catered for.

The envisaged outcome is 'just an ordinary bit of town' that, by and large, looks after itself, subject to the usual inputs of service providers. It will be a community of mixed tenures and a variety of activities. At present it is a huge liability, not just for the rent collectors but also for housing maintenance, for social services, for the police, for youth workers, for the health service, for landscape management and, worst of all, for many residents.

The Local Authority has shown an admirable intention to produce a strategy to resolve this legacy. Part of the solution will be to share the management of the future with local people and also with others, including the private sector. Whilst every effort is to be made to maintain the provision of affordable rented and owned homes, there is no doubt that the private and housing association sectors have a role to play, not least in bringing new and upgraded homes into the community. The report has demonstrated that they are needed to 'plug some of the gaps' and protect existing homes but also to bring much needed funding into the estate. Without them, it is going to be very difficult for the Housing Department to fund much of this.

7.2 Step by Step with the Community

The basics of the strategy are to establish residential privacy, maximise the accessible resources and seek to improve integration within the community and to the wider city.

These are fundamental matters. The adequacy of the home and the accessibility of 'daily needs' are at the very heart of 'good town' or, in this case, the lack of them has resulted in 'bad town'.

Implementation requires partnerships, costings and funds to turn the strategy into action. How much will it all cost? Where is the money coming from? Who is going to manage this? And, "Are they going to involve me?" (We are talking of the ordinary residents here!)

If all this is going to work, the answer had better be "Yes"! The best people to do this are in the community itself. If they don't care, who else will?

The themes of the report evolved in the consultative dialogue: privacy issues, the form of blocks, where fronts are! The discussion moved on to the practicalities of turning houses round! These are big issues to absorb and there is still much consulting to do. 'Turning houses around' is now a consultative issue!

The costs are generally remarkably low. For individual homes maybe it will be a porch canopy, new path, front garden wall. More expensive is to put in some larger front windows, if appropriate. It is rare that (much, if any) internal alterations are required.

The implementation of the strategy will entail major surgery and will require an innovative approach to funding. The main thrust of the report is to identify what is required and then seek means to bring in private sector (or non local authority) funding to carry it out. Let us not be naïve. This will also require LA commitment. In essence that should be directed towards initiatives that demonstrate to other potential funders and to other housing tenures that this community can work.

Although the strategy is a demanding challenge, it will not be delivered in one package. A strategy provides a framework wherein short-term projects can be shown to make sense. The whole 'vision' will take ten or twenty years to deliver in its entirety. Its import is that it will be achieved step by step. Each step must demonstrate to the Local Authority (in the first instance) that it will reduce their long term costs.

That is the task of the report. It provides a strategic framework; it sets out the tasks as they are currently identified; it makes priorities for projects that can be achieved (with funding) in the near future and focuses attention on potential partners for the larger scale, longer term investment strategy.

Organisationally, the Authority will require a corporate approach; there are so many inter-related issues that it will be unbearable if the community has to wait in the queue of every department before it can make progress. For that reason, it is vital that the authority as whole makes an 'in principle' commitment to the strategy. Although the Housing Department has clearly demonstrated its commitment to the project, the task is beyond their immediate budgets, and staff responsibilities. So, first there is a need for a

corporate partnership embracing virtually every section of the authority from Finance, Development and Property through to Youth Work and Social Services.

There are some 'up front' questions posed for these departments. Housing has to examine its budgets and capacity for this task, its policy for older people, its ability to plan funding for some of the basic elements (such as boundary walls, gates and fences), its willingness to partner with other RSLs and possibly the private sector to progress the strategy. Implementation will require all these and more. It is likely, in the present climate, that it will also demand new approaches to ownership and management.

The Property and Economic Development Departments will have to do their own sums. Much of the strategy anticipates free or low-cost land deals with other agencies but demanding 'planning gain' requirements. Most of the substance is in this report, but not the detail. Every 'contract' made must firstly examine who is paying for all adjacent work.

Highways are asked to commit to the 'Home Zone' principle. It is not much to ask and agreement will certainly encourage the community to progress funding bids for environmental projects, play equipment and the like to be located on streets, close to homes. Of course, these will have to be agreed with the Department. More challenging will be the proposal to open out the connections to the rest of Newport. Some of these proposals are both culturally and financially demanding (they go against the grain of mainstream Highways' thinking). Others, whilst challenging some of the shibboleths, may be easier to stomach as they can be partly funded by bringing in other funds and (frankly) do not have any impact on the major road systems. (The more we think of the Pont Faen connection and although it may be controversial with private residents there, the more we think this could be progressed with support from Crime Prevention, Environmental Funds and Housing. It will need tacit and explicit commitment from Highways.

And so on!

Indicative costs for boundary work, 'turn-arounds' and the like have been provided separately to the Housing Department and their own staff have also begun to map possible costs. There is no doubt that a significant commitment will be required but it is stressed that the key task is to seek a development partner, possibly on a long-term, whole site basis who can see, and find the capital for the long term benefits and returns on the investments that are being proposed.

To finish, examples of some of these elements are provided over the page.



Figure 50
Examples of houses that have been
'turned around', and
'gable-end treatments' for corner houses
from Aberaman, South Wales
(above and right)
and Caernarfon, North Wales (below)



8 Appendices:

8.1 Appendix 1: Project Schedule

The following schedule provides some indicative costs for typical work identified in the report. These are then applied to a pilot project. Please note that, as there has been no detailed design work carried out, these costs are for indicative purposes only. Further, the exact nature of the work to be carried out will also be subject to further detailed consultation with residents and to the budgetary parameters of potential funding agencies

Note: Please also refer to the accompanying Community & Environment Strategy and its drawings for further information on the work that is being considered..

Costs shown are exclusive of fees and VAT. Typically, but dependent on contract values, charges, disbursements and professional fees can amount to 15-20% and VAT at 17.5%. All estimates are highly speculative at this stage as they depend greatly upon the detail and the quality of materials to be used, as determined, for example, by local residents, statutory agencies and/or the local authority. Ranges reflect efficiencies that could be achieved through combining elements or projects. Phasing, priorities, project partners and funding are still to be resolved by the local community, the local authority and funding agencies.

	PROJECT/DESCRIPTION	APPROX. COST
1.	Boundary Works	
	Allow for preparatory site excavations and demolitions, including taking down existing boundaries and digging out existing surfaces within the following work descriptions.	
	Construct new low masonry walling with galvanised mild-steel railings fixed along top copings, to lines and levels indicated (mainly to back of footways, but in some places extended to encompass waste verges), including excavations and footings, total height no greater than 900mm.	£250/m
	Hang single, matching mild-steel pedestrian gates to new front garden paths.	£100 ea.
	Hang double, matching mild-steel vehicular gates to new front drives	£200/pair
	Hang solid, close boarded high timber gates at sides and between homes, in conjunction with boundary works.	£250 ea.
	Erect front garden division fencing comprising mild-steel post and coated rigid mesh, 900mm high and including foundations.	£75-100/m
	Erect 1.5-1.8m high solid, close-boarded timber fencing to rear gardens including foundations.	£75-100/m
	Lay new front garden paths 900mm width in non-slip PCC paving flags from gateways to front doors and to side gates.	£500 ea.
	Lay tarmac driveways where space allows, including edgings.	£1000 ea.
	Allow for transferring garden furniture/sheds/washing lines, etc. between gardens.	£150 ea.
	Make good lawns/borders/patios etc upon completion.	£200 ea.

2.	Improvements to Homes	
	Construct new pitched, roof-tiled timber porches to current back doors, including necessary drainage modifications.	£1,500
	Hang new secure front doors in place of existing back doors, including house numbers, letter-boxes, glazed vision panels	£750
	Special improvements to homes with blank gable walls that face public space, e.g. At corners of blocks. Should include new openings for windows (up to 4) and new opening for front door, (some internal modifications required), and some boundary changes	£7,500 – 10,000
3.	Street Improvements	
	Introduce Home Zones design principles to stretches of residential streets to change priority of uses within these streets to favour and protect pedestrian activity. Achieved through re-paving and reorganising space to slow down traffic and allow installation of new community facilities, such as; - small children's play equipment, residents seating, recreation equipment, tree/shrub planting, reorganised resident parking bays that allows for some on-plot provision, (see 7 Boundary Improvements). As determined by local residents.	Further feasibility work required, but typically £1,500-2,000/m
	Tabling of junctions where residential streets come out onto circuit road, eg. Pedestrian style paving across the junction, tightened corners and raised roadway levels - all designed to slow traffic entering and leaving streets and making crossing safer and more convenient.	£15,000 - £20,000 each
	Construct pavements to roadsides (where they are not present) along outer circuit road, including edgings and drainage modifications.	£250/m

	SUMMARY OF COSTS APPLIED TO BLOCK 175 -205 MOORLAND	£	£
	Front Boundaries	75,000	
	Rear Fencing	26,000	
	Paths and Drives	30,000	
	Gates	15,000	
	Patios/Washing Lines etc.	25,000	
	SUB-TOTAL		171,000
	Front Doors and Porches	45,000	
	Gable-end improvements	30,000	
	SUB-TOTAL		75,000
	Streetworks – Pavements and junction improvements (not including home zone treatment, which requires special funding)	120,000	
	SUB-TOTAL		120,000
	TOTAL	£	366,000

8.2 Appendix 2 – NPFA Six Acre Standard

(Minimum Standards for Outdoor Playing Space);
National Playing Fields Association, NPFA (1992).

"...the Standard calls for a total allocation of 0.6 - 0.8 hectares of play space per 1000 population... this is broken down to an allocation of between 0.2 and 0.3 hectares for outdoor equipped play space for children of all ages, and between 0.4 and 0.5 hectares for casual or informal play space within housing areas."

"The recommendations describe the minimum amount of space which should be provided for play within a certain walking time of a child's home."

"The recommendations call for the provision of different types of play areas for a range of age groups and appropriate for their needs. Most frequent, and therefore closest to home, are small areas for younger children. Less frequent, and therefore more likely to be further away, are larger areas for older children".

"Play areas should be sited in open, welcoming locations, not on back land with accesses along high-fenced narrow alleys."

"They should be overlooked by houses and/or from well-used pedestrian routes."

8.3 Appendix 3 Development Control Criteria

Below, are offered baseline development control criteria for the restructuring of areas of homes and for the development strategy for all new buildings, recreation and environmental proposals for the area. Note that no view is taken here as to house typologies, density or architectural style.

The proposed controls are based on the lessons learned from the structure of the present settlement (and many others).

The following basic controls are recommended.

- *Any new-building or restructuring of street layouts shall be based on a simple grid structure of 'Home Zones' streets feeding towards the main connector streets and central areas of each district;*
- *New developments must be arranged to support current and new community facilities, i.e. local shops, parks and community resources, and designed to compliment the local street pattern, with streets linked to the existing street grid, wherever possible.*
- *New developments are to be organised in "blocks" with houses facing outwards, (front doors and windows overlooking streets), and back gardens made virtually inaccessible to public entry. Pedestrian and vehicular access to homes is to be from the fronts.*
- *Protect exposed backs (gardens) of existing properties by building new homes with rear gardens, backing on to the existing, to form blocks with well defined and unbroken boundaries between public and private space.*
- *Blocks and streets are to be arranged for the convenience and safety of pedestrians and linked to existing street layout (not back lanes). Direct 'desire lines', routes to local shops, parks, and other community resources are to be maintained and reinforced.*
- *All public space (including streets and parks), is to be clearly defined and overlooked by the fronts of houses, shops and businesses and, where appropriate, by 'active' fronts of homes (i.e. windows and doors).*
- *Street frontages are to be created on homes facing parks and, wherever possible, to both sides of access routes to all public ways.*
- *Where new developments are desired, Home Zone criteria are to be used. These should be a fundamental element of Section 106 (Planning Gain) negotiations for new-build and infill projects.*
- *Culs-de-sac are to be discouraged.*

Note: diagrams and illustrations of some of these criteria are provided in the main body of the report.

8.4 Appendix 4 - Home Zones

Home Zones – safe residential streets – began in Holland and then Germany over 30 years ago. Examples can now be seen right across mainland Europe, from Sweden in the north to Spain in the south.

Most importantly, residents have a say in what their street should be like, E.g. Parents may expect small play facilities for young children; the elderly might like fixed street furniture for socialising with the neighbours; teenagers could request a basketball net or teen shelter.

Other essential ingredients might be; community gardens and street trees; new front garden boundaries; organised and protected parking near the fronts of homes, all designed to encourage very slow car movement (not much faster than walking pace).

Government encouraged pilot schemes are completed across Britain; a £30 million Challenge Fund for local authorities has ensured that many more are now underway.

There are just a few examples in Wales that use Home Zone criteria including work carried out by our own staff in 5 streets at the Llwynypia Terraces in Rhondda, (from the early 1990's) and the recently completed Rhos Nathan Wyn play street in Aberaman .



Figure 51 Dutch Home Zones, above, and Aberaman in the Cynon Valley, South Wales, below.



Figure 52 A Dutch Home Zone with seating and trees in the street, below left, and a more recent example from the British Home Zone Challenge (Northmoor in Manchester).

