



# DESIGN + ACCESS STATEMENT

1844 LECKWITH QUAY | MAY 2020

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## INTRODUCTION

This document has been prepared by LOYN+CO ARCHITECTS on behalf of our client Phil Worthing for the site known as Land at Leckwith Quay, and is intended to accompany the hybrid outline and detailed planning applications being submitted for the site.

The document relates solely to the Outline Residential Design Application.

The document is intended to provide an overview of the existing site, its wider context and analysis of the key site conditions. It will then go on to explain the residential development proposal for the site in the context of a detailed analysis of the existing site opportunities and constraints. The document will contain sections to explain the proposal in terms of Character, Access + Movement, and Environmental Sustainability. It should be read in conjunction with all other documentation provided by the wider design team.

## PRE APPLICATION RESPONSE - SEPTEMBER 2016

The LPA considered that the overall design of the scheme is to be very urban, and very characteristic of development within Cardiff Bay... it was advised that a more sensitive design would be considered more favourably; which must reflect the transition from urban Cardiff to the rural Vale. It was also considered that the scale parameters of the two and three storey buildings on the southern plateau are generally acceptable; however it was considered that the scale of the proposed seven storey buildings that are located at the gateway and entrance to the Vale of Glamorgan were of particular concern in respect of the "gateway" blocks either side of the road. Concerns were also raised with regard to how far the site receded backwards into the ancient woodland section and bank of the site. In view of this, it was considered that the storey height of the two buildings located next to the highway into the Vale be reduced and the large storey blocks consisting of 3 to 4 storey buildings be located to the rear of the site. With regard to the northern plateau, it was discussed at the meeting that the overall height of these buildings needed to be reduced and more town houses included on the site. We welcome the inclusion of a river walk and cycle paths within the scheme. Any proposals for new development need to have regard to the context of the local natural and built environment and its special features and meet the criteria set out under policy ENV27-Design of New Developments. Based upon the initial drawings submitted at the pre-application stage, the design does not appear to take account of the environmental factors and character of the Vale to an appropriate level; rather it has produced an urban development proposal with some very high density elements.

**Parking Provision and Internal Highway Design:** The parking guidelines identify the site being in zone 6 – deep rural. This is described as areas with no local facilities within walking distance, motorised travel is required for all journeys except for the most local, public transport services are very infrequent or beyond walking distance. The guidelines state for residential apartment development in zone 6 there needs to be a minimum of 1 space and a maximum of 3 spaces per bedroom for residents and 1 space per 5 units for visitors. However given the proximity of the site to Cardiff, Appendix 6 states that a reduction in parking can be justified based on the sustainability of the site and proximity in terms of walking distances to local facilities, public transport, cycle routes and the frequency of local public transport. Need to ensure that vehicle speeds within the development are minimised. Ideally

the internal layout should be arranged to ensure that the aims and objectives of Manual for Streets are met and that internal road speeds do not exceed 20 mph. Moreover the road, footway and cycleway widths and any turning areas etc, shall be laid out in accordance the Council's Highway Standards for residential development.

**Trees and Hedgerows (Woodland) and Protected Species:** The proposed development includes the woodland located to the south west of the site which has Tree Preservation Orders (TPOs), Policy ENV11 – Protection of Landscape Features states development will be permitted where it does not unacceptably affect features of importance to landscape which trees/woodland are considered to be part of. The retention of features such as trees is considered a priority where appropriate as the character of Vale is heavily reliant upon these features. We advise that further survey, as recommended in section 6 of the above report, is undertaken. Given the nature of the river bank and surrounding habitats, we advise a robust strategy to protect, maintain and enhance habitat is prepared. We also note there are currently two ponds within the application site. We recommend that consideration be given into the ecological benefit of retaining wetland features such as these on the site. These could be utilised as part of a SuDS scheme, or retained as part of a buffer zone.

**Public Open Space and Public Art:** Based upon the Council's Draft Planning Obligations SPG, a development of 347 residential dwellings would create the need for 19,321m<sup>2</sup> of public open space, comprising of 2,013m<sup>2</sup> children's play space, 4,428m<sup>2</sup> of other children's play space and 12,880m<sup>2</sup> of outdoor sport space. Given the scale of the scheme, the council would look for the full provision of Public Open Space on site. Whilst the SPG does state that an off site contribution can be accepted in lieu of full on site provision, in this case, given the very remote location of the site to other settlements on the Vale and the absence of any opportunities to enhance any existing nearby areas of POS, in this instance full on site provision would be sought. Technical Advice Note (TAN) 12 'Design' (March 2016) Section 5.15 recognises the importance role of public art, in creating and enhancing "individuality and distinctiveness" within a development, town, village and cities. Public Art can bring distinctiveness and material and craft quality to developments, enable local people to participate in the process of change and foster a sense of ownership. It is therefore an important part of achieving design quality.

## THE BRIEF

The client has requested proposals for the outline design of a residential development on the site known as Leckwith Quay, Leckwith Road, Cardiff. Any design philosophy should be developed in response to the pre application advice received in relation to a scheme for the site submitted by others in 2016.

The development site area provides approximately 8 hectares although much of this is steeply sloping and in some areas heavily wooded, resulting in a much lower developable area. To account for this a scheme that provides high density in some locations, to ensure the viability of the proposal, whilst reducing in density elsewhere to account for the site's semi-rural location, is required. Recommendations are that there is a market for good quality, well designed mid-market terraced townhouses providing a range of 2 and 3 bedroom homes with some 4 bedroom homes to be included. An optimum dwelling size is required. Car parking provision is required in order to meet market expectations. 1 space per dwelling is to be allocated and sited close to each property with 2no spaces to be provided to larger properties.

The 2016 proposal by others proposed a scheme that provided 347 dwellings, spread across 7no apartment blocks and a mixture of terraced housing types. The summary of outlining matters informing the pre application response to the design proposals is shown opposite. The key principles taken forward to inform the brief for this proposal are outlined below:

REFLECT THE TRANSITION FROM URBAN CARDIFF TO RURAL VALE.

CREATE A UNIQUE PROPOSITION, BEFITTING THE SITE THAT DOES NOT FEEL LIKE AN EXTENSION OF CARDIFF BAY.

PROVIDE A ROBUST STRATEGY TO PROTECT, MAINTAIN AND ENHANCE HABITAT + PROMOTE BIODIVERSITY.

PROVIDE PROPOSALS WHICH ENCOURAGE SUSTAINABLE PRACTICES. INCLUDE FOR RIVER WALK AND CYCLE PATHS WITHIN THE SCHEME.

THE DEVELOPMENT MUST PRESERVE AND WHERE APPROPRIATE ENHANCE THE BUILT AND NATURAL ENVIRONMENT AND HERITAGE OF THE VALE OF GLAMORGAN. ENHANCE THE SPECIAL LANDSCAPE AREA.

PROVISION OF PUBLIC OPEN SPACE AND PUBLIC ART SHOULD BE CONSIDERED EARLY IN THE DESIGN PROCESS.

## MASTERPLAN BY OTHERS - SUBMITTED 2016



# SECTION 1

## SITE CONTEXT



## 🕒 SITE LOCATION + AREA

LOCATION

Land at Leckwith Quay  
Leckwith Road  
Cardiff CF11 8AU

AREA WITHIN RED LINE AS INDICATED

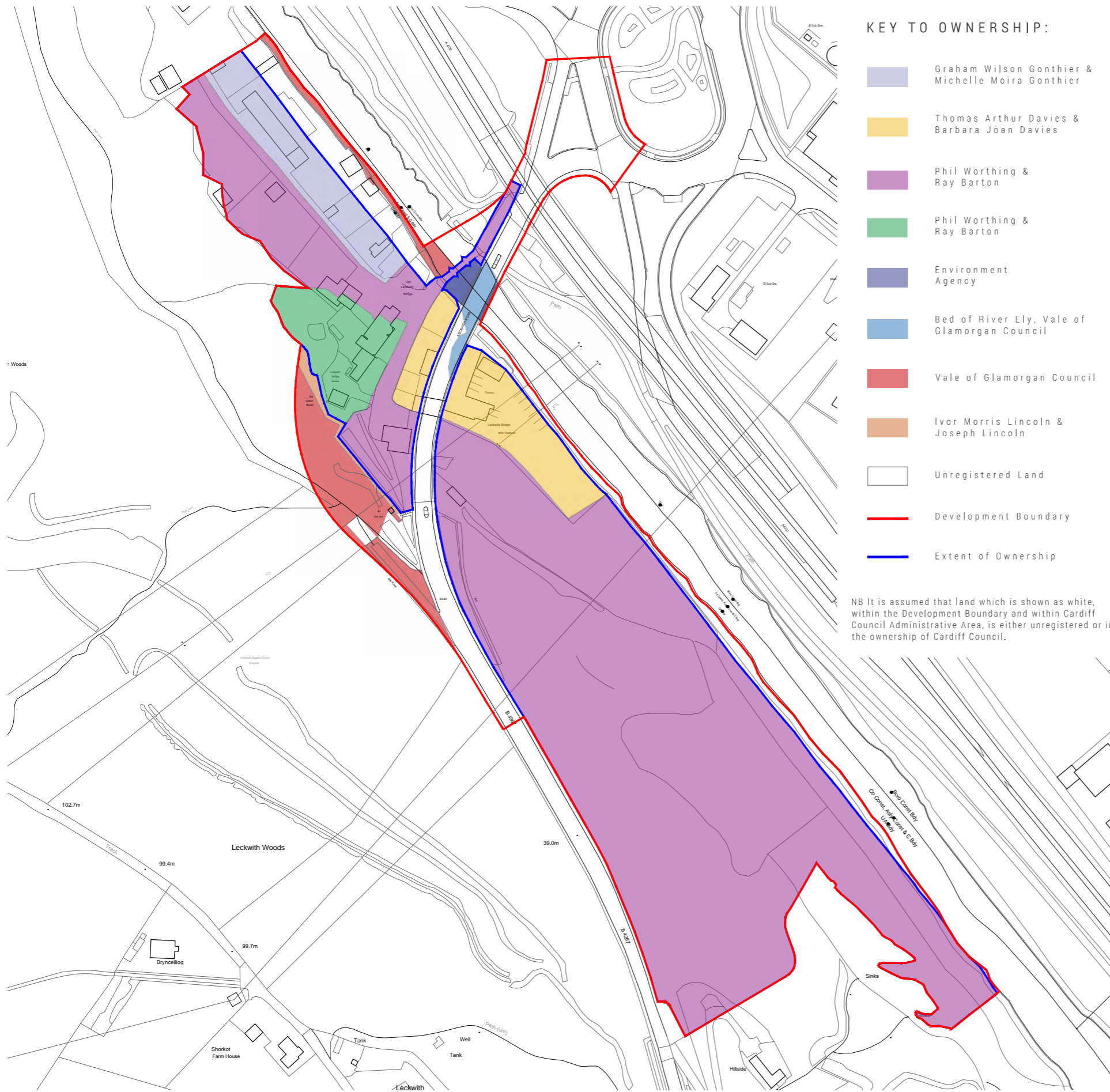
8.88 ha

SITE LOCATION IN WIDER CONTEXT



KEY

- PLANNING SITE BOUNDARY
- EXTENT OF OWNERSHIP
- ▭ WATERWAY (RIVER ELY)
- ▭ WOODLAND / DENSE VEGETATION
- INDIVIDUALLY SURVEYED TREES
- - - OVERHEAD POWER LINES
- ..... ASSUMED TOP OF RIVER BANK (SURVEY INFORMATION NOT FULLY AVAILABLE)



KEY TO OWNERSHIP:

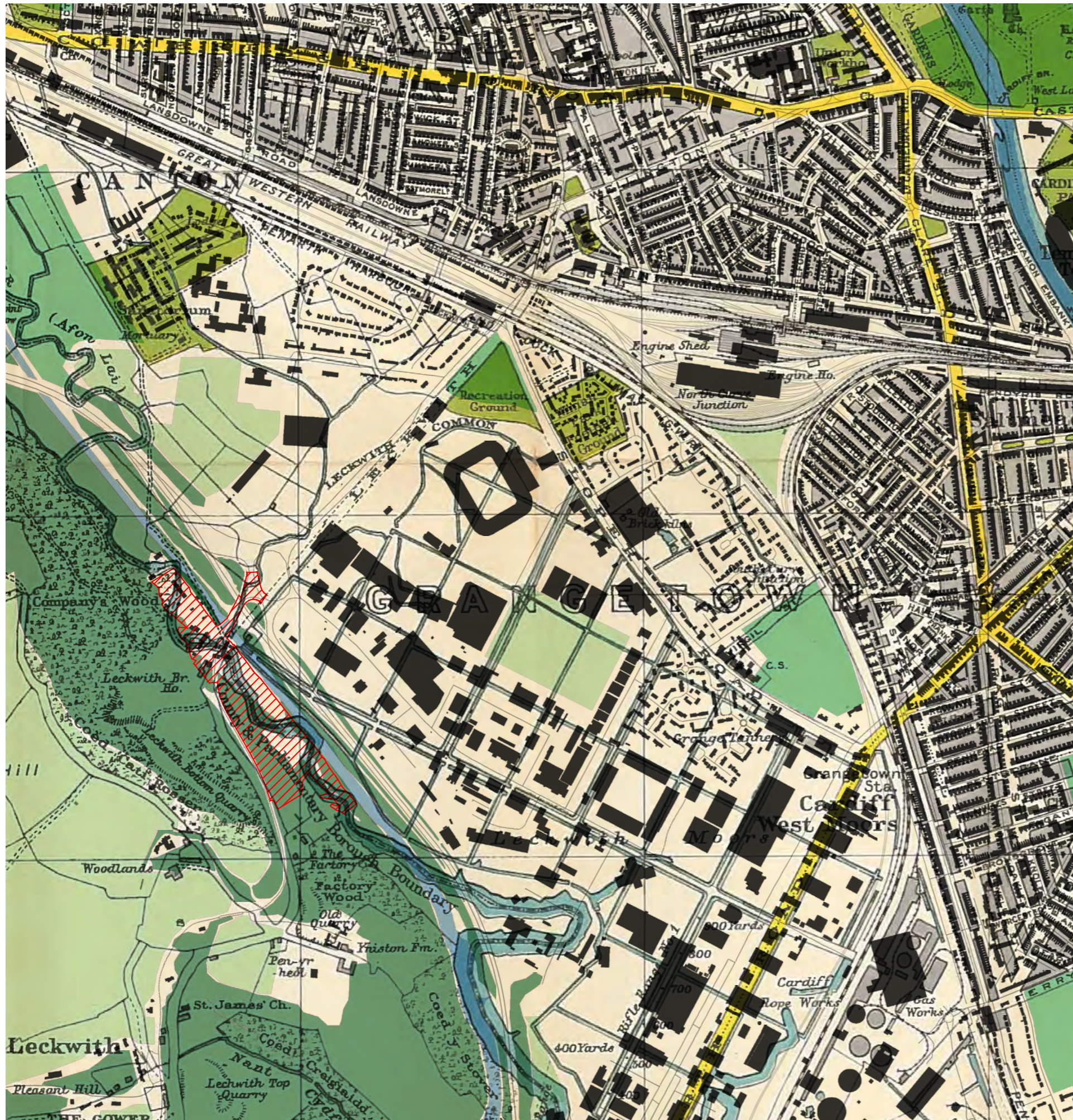
- Graham Wilson Gonthier & Michelle Moira Gonthier
- Thomas Arthur Davies & Barbara Joan Davies
- Phil Worthing & Ray Barton
- Phil Worthing & Ray Barton
- Environment Agency
- Bed of River Ely, Vale of Glamorgan Council
- Vale of Glamorgan Council
- Ivor Morris Lincoln & Joseph Lincoln
- Unregistered Land
- Development Boundary
- Extent of Ownership

NB It is assumed that land which is shown as white, within the Development Boundary and within Cardiff Council Administrative Area, is either unregistered or in the ownership of Cardiff Council.

🕒 SITE OWNERSHIP

The development boundary on the adjacent plan is shown in red, the site ownership boundary is shown in blue. There are four separate areas of private ownership within the site, plus some council-owned land, and some unregistered land.

OWNERSHIP PLAN 1:2500



## 🕒 SITE CONTEXT - PHYSICAL

### Water

Cardiff sits at the mouth of the River Taff and on the estuary of the Severn. Its waterfront, now largely defined by Cardiff Bay, historically provided the port and docks which give Cardiff its stature and which determined much of its settlement pattern. Running alongside the boundary between the Vale of Glamorgan and Cardiff the proposed development site also sits alongside the River Ely. The Ely Trail on the other side of the river from the site follows the River Ely from the coastline in Cardiff Bay to the countryside in St Fagans for approximately 7 miles. Most of the trail is traffic free and is accessible for both walkers and cyclists. The Ely Valley is one of Cardiff's green corridors with a variety of different landscapes and habitats and much of the river and its banks have been designated as Sites of Importance for Nature Conservation. Near Cardiff Bay you can see herons, kingfishers and other waterfowl. Bluebells, wood anemones and wild garlic carpet the woodlands in spring. There are also otters along the river. The unorthodox alignment of the Southern site boundary is an indication of the historic rivercourse alignment.

This adjacent waterway provides a real opportunity to the site although the outlook of the dwellings and connection to this area must be balanced alongside the view of and acoustic concerns of the 'A' road beyond. It should also be noted that any works within 8m of the river would require a consent from NRW, via a Flood Risk Activities Permit. In theory development could be placed closer to the bank, provided it can be demonstrated that access is available for the river to be maintained. The masterplan will however be laid out to achieve the 8m clearance in order to negate the need for obtaining this consent. We are not aware of any local bylaws that specifically state what is needed for maintenance.

Water has always played an important role in this context and the historic map (overlaid) also shows the grid pattern of the waterways of Leckwith Moors. We can also note that along with the existing terrace one of the few other existing buildings in the area was the Pumphause.

### Built Form and Roads

Later sections analyse to a greater degree the existing grain of the wider context as it shifts from the urban/suburban grain of the residential streets to the South and West of Bute Park and the River Taff to the Sports and Retail zones separating this site from the main area of the city centre. It is also interesting to look at the development pattern of this area from before it was repurposed from marsh land and what built forms existed at that time - as described above.

### Green Space (Trees/Woodland and River Bank)

The site clearly has its own landscape character, from the natural habitat along the river to the treelined backdrop of the woodland along its Western boundary. It is also useful to look at this within the wider context of Cardiff to the North and the Vale to the South. Cardiff is largely acknowledged as a green city and its parks create links between the South and North of the city as well as creating pockets of green space within the urban grain. To the Vale side of the river the dominance of built form over green space is reversed with farms providing pockets of development within the wider rural landscape - specific to this area.

- |   |                  |   |                         |
|---|------------------|---|-------------------------|
|  | Application Site |  | Woodland                |
|  | Road             |  | Green Public Open Space |
|  | Buildings        |  | Other Green Space       |
|  | Waterways        |   |                         |





## SITE CONTEXT - CHARACTER

The site lies on a distinctive boundary - not only administratively between Cardiff and the Vale of Glamorgan, but also physically between river and woodland, built-up and rural, busy roads and hillside.

### CARDIFF - CITY DISTRICT

The success of the surrounding streetscapes, their urban design and quality and security of public space is largely defined by the following criteria:

Grain / Density

Form: Height, depth, width, scale

Diversity

Character

Routes, Streets and Legibility

Edges

Landscape

Views and Orientation

Initial observations of the surrounding context are:

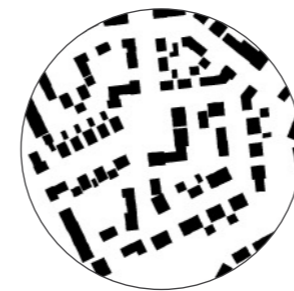
### IMMEDIATE CONTEXT - RETAIL AND COMMERCIAL

The pattern of building in the nearby commercial / retail zone is typical of this building type. Buildings have a large footprint and are laid out around a generally perpendicular grid to accommodate roads and parking. This area provides little in the way of precedent for the application site. The spaces between buildings is not clearly legible and the routes are dominated by cars and car parking.



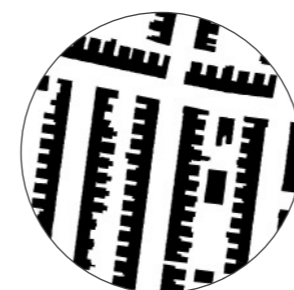
### IMMEDIATE CONTEXT - RESIDENTIAL

Approximately 1km from the site to the North East is a recent residential development comprising houses and flats. The pattern of development responds to the angles of the site, with straight rows of terraces or detached houses. Legibility is improved, the space is becoming more characterful.



### TYPICAL LOCAL CONTEXT - RESIDENTIAL

One of the most prevalent patterns of residential development in Cardiff is the Victorian terrace. Houses are laid out in an efficient grid pattern, with private gardens to the rear. Benefiting from development over time and human intervention in the design of the individual houses and the spaces between the area instantly has greater character, more diversity and arguably more legibility with a closer urban grain.



# SITE CONTEXT - CHARACTER

## VALE OF GLAMORGAN - SEMI-RURAL

'Geographically, Leckwith has always been difficult to define.' The original parish included the area between Leckwith Hill and the edge of Cardiff up to the railway, at that time open country and marshland. This is where Cardiff City football ground, the athletics stadium and retail park now sit. Although often referred to as 'Leckwith' this area is now part of Cardiff and distinctly separate from 'Leckwith village' which sits at the top of Leckwith Hill, in the Vale of Glamorgan. Existing maps show that as well as the small built-up area along the B4267 and surrounding open land, Leckwith village includes Leckwith Hill, known as Cock Hill, down to the river Ely. Historic maps show that this was a manor belonging to Cardiff Castle, supplying farm products to the castle from the mid 1400s to 1926 when the farms were sold.

'Leckwith was always very self-sufficient, Victorian inhabitants being described as farmers, lime burners, dairymen, bridge keepers and so on. It is remarkable that even though very close to urban Cardiff the unspoilt rural nature of the area and its extensive woodlands have not changed for centuries.' It is the closest part of the Vale of Glamorgan to Cardiff City giving a unique combination of rural environment and seclusion whilst within easy reach of the city centre.

The sites of most of the old farms in Leckwith remain, White Farm and Ynyston have been developed for private housing, Brynwell, Woodlands and Bullcroft remain as single buildings while Beggan remains a fully working cattle farm and also vineyard. Other notable houses include the Forester's cottages on the Gower common, built when the Forestry Commission managed much of the local woodland, and a small number of stone built Victorian houses. The ruins of an old long house remain beside the church.

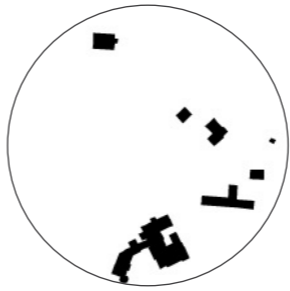
To the south and west of the site are large areas of woodland comprising Leckwith Wood and Factory Wood Site of Importance for Nature Conservation and the Ely Valley and Ridge Slopes Special Landscape Area (SLA). The most prominent feature in the landscape is the hillside which rises up from the south west edge of the site. This can be clearly seen in these aerial images, and as a dominant feature of the views towards the site from the north east (top image). The site is well concealed in views from the surrounding area, in part owing to dense tree cover, and also in part because the A4232 flyover which runs along the site across the river.

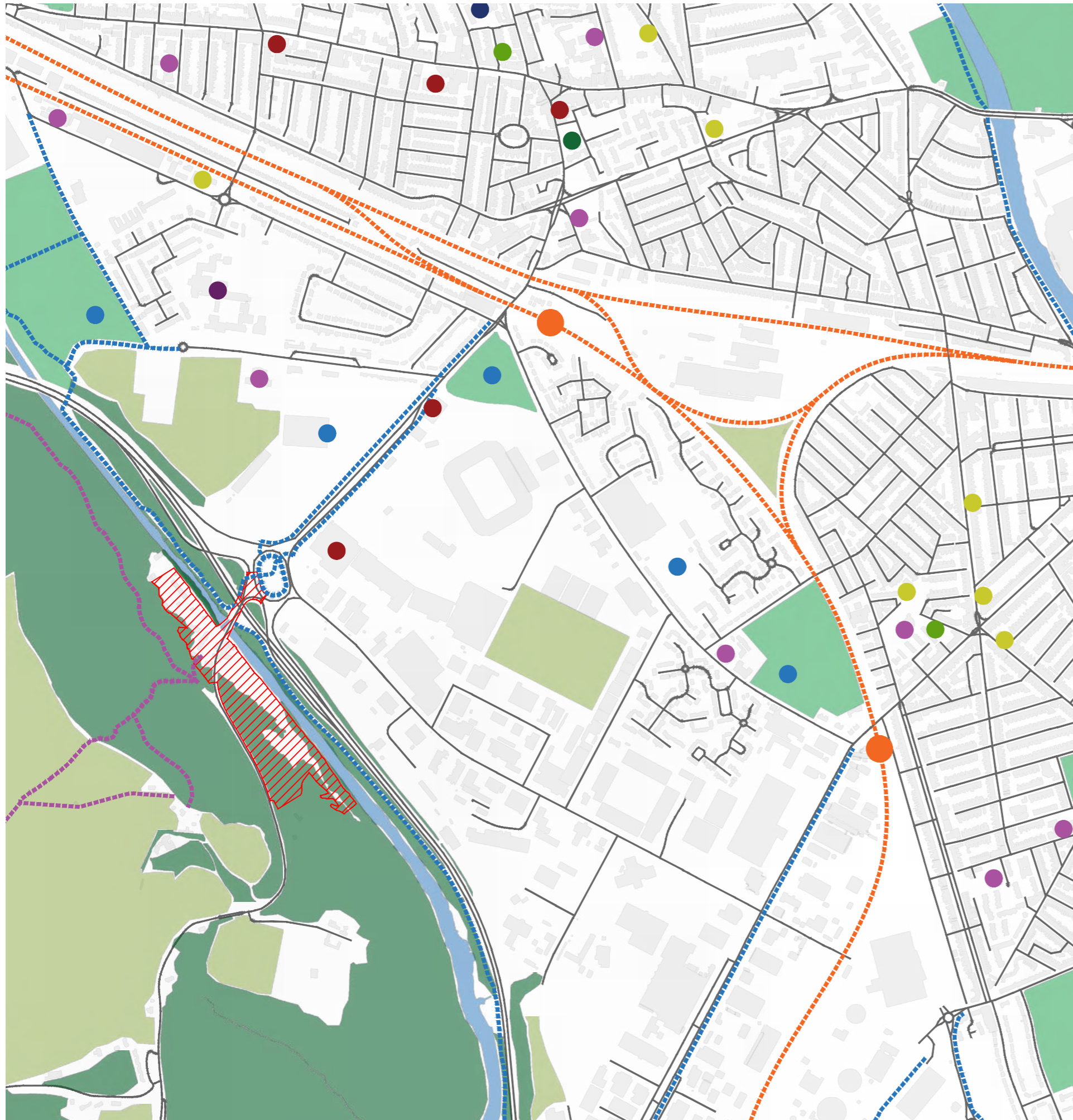
## TYPICAL LOCAL CONTEXT - RURAL

To the south west of the site, in the Vale of Glamorgan, is a rural area with occasional clusters of buildings. This pattern is typical of rural locations with farmsteads associated with large areas of land. The landscape has a huge influence on the character of these dwellings.

In terms of a suitable reference for a local housing vernacular the local towns/villages of Penarth, Dinas Powys and St Andrews Major provide the nearest points of reference. With the terrace housing following a similar style and scale to Cardiff although the housing in Dinas Powys and St Andrews Major is distinctly more rural. Interestingly a number of housing developments in these areas from the 1970s took a Scandinavian style approach to their design and appearance. These houses are typically characterised by a single storey masonry element with any storeys above this often clad in dark stained timber or an alternative material to masonry.

Source: [http://www.michaelstonandleckwithcouncil.co.uk/Michaelston-CC/Michaelston\\_Leckwith\\_History\\_10639.aspx](http://www.michaelstonandleckwithcouncil.co.uk/Michaelston-CC/Michaelston_Leckwith_History_10639.aspx)





## 🕒 SITE CONNECTIONS + LOCAL AMENITIES

Proximity to Local Amenities including schools, surgeries and shops is shown on the adjacent map along with connections to transport methods. These include:

### WALKING + CYCLING




















The Ely Trail runs along the whole length of the River Ely within the Cardiff City Council boundary. The Trail is a mainly off-road stone-dust path suitable for cyclists and walkers and it is possible to walk and cycle from Cardiff Bay to St. Fagans. You can join the Trail from Leckwith Road at the foot of the hill, across the existing stone bridge from the development site. Rising up the hill from the site and into the centre of Leckwith the area has many public rights of way across the fields to Michaelston-le-Pit, Wenvoe, Ely and Dinas Powys.

### RAIL, BUS + CAR

Regular bus services are accessible from bus stops located on the B4267 Leckwith Road; whilst parts of the site are slightly beyond those suggested by the Institution for Highways and Transportation (IHT) as 'acceptable' walking distance, this is not considered to be a significant barrier given the frequency of services and provision of pedestrian links between the site and the bus stops. Ninian Park railway station is located around 1.1km from the site and provides regular services to Cardiff Central, which in turn provides access to regular services to wider destinations such as London, Manchester, Swansea and Bristol. The site itself is also only 2.5km to the southwest of Cardiff City centre.

### BOAT

There is an informal marina to the South East of the site downstream along the River. There is an existing jetty/quayside on the development site which suggests the river would be navigable to this location by light craft. An adequate turning area would need to be provided as the height of the listed bridge means upstream cannot be reached by boat. The scale of the river in this location is reminiscent of a canal which suggests the opportunity for canoes or lighter craft as long as they would not pose a risk to the existing wildlife. It also starts to suggest a possible approach in terms of the architectural vernacular to be developed in response to the site identity.

- |   |                          |   |                           |
|---|--------------------------|---|---------------------------|
|  | Application Site         |  | Outdoor Sports Facilities |
|  | Road                     |  | Primary School            |
|  | Buildings                |  | Secondary School          |
|  | Railway line             |  | Doctor's Surgery          |
|  | Railway Station          |  | Supermarket               |
|  | Traffic free cycle route |  | Library                   |
|  | Public Right of Way      |  | Community                 |
|  | Waterways                |  | Cultural / Arts           |
|  | Woodland                 |   |                           |
|  | Green Public Open Space  |   |                           |
|  | Other Green Space        |   |                           |

**SECTION 2**  
SITE ANALYSIS

# SITE BOUNDARIES

## NORTH PLATEAU - NORTH EAST BOUNDARY

### BOUNDARY CONDITION : WATERSIDE

The most prominent site boundary, facing onto the riverside and bounded by the bank and rivercourse below. Direct relationship with the A4232 running parallel to the site. Introduces acoustic constraints. There is an exclusion zone setting any proposed development 8m back from the edge of the river bank. Views along this boundary are provided upstream to the North and downstream to the South. With the best views potentially short range and low level to the water and Ely trail on the opposite bank. The ecology report identifies the unique character of the waterside edge and the natural habitat this provides, marked occasionally by individual native tree species.



## NORTH PLATEAU - NORTH WEST BOUNDARY

### BOUNDARY CONDITION : PARTY WALL + ACCESS

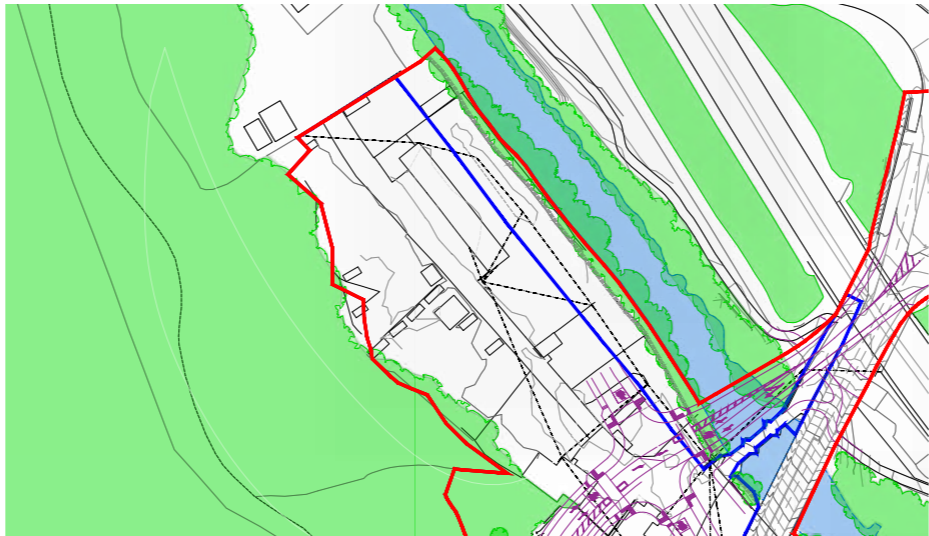
This boundary marks the divide between two areas of land ownership, and is apparent on site as a fence. The land outside of the development boundary is not intended to be altered in any way and as such, the current access point must be maintained in the proposals.



## NORTH PLATEAU - SOUTH WEST BOUNDARY

### BOUNDARY CONDITION : WOODLAND BACKDROP

Similarly to the North West this boundary is shared with a different land ownership. The character of the boundary is defined by the base of the hillside, and the edge of the woodland. There are retaining walls in places where plateaus have been created in order to build close to the base of the hill. The new road alignment is also proposed to puncture this existing boundary allowing the new roadway to join the existing tree sheltered road to the South of the site.



## NORTH PLATEAU - SOUTH EAST BOUNDARY

### BOUNDARY CONDITION : ROAD FRONTAGE

The current 'edge' of the north plateau is defined by the existing road bridge of Leckwith Road. This is intended to be demolished and replaced with a new road alignment. The previous Pre Application scheme suggested high level apartments abutting this roadside condition. The Pre Application feedback suggested a lower rise block would be more suitable in this location. The frontage along this boundary needs to respond to its facing boundary on the South Plateau but also protect future residents from the roadside noise conditions.