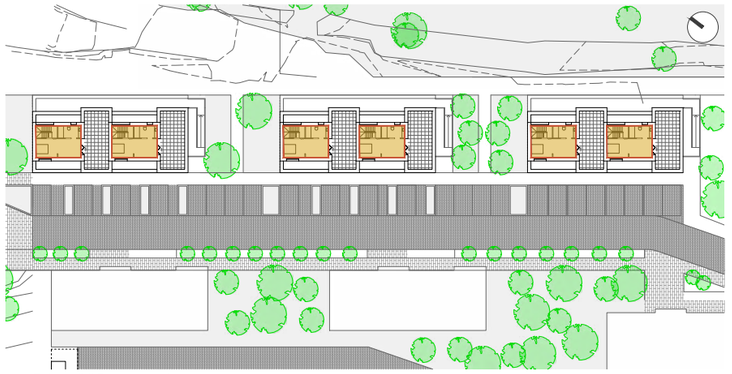
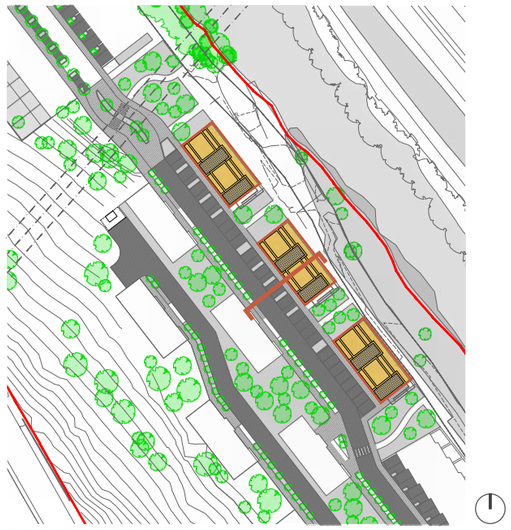
AREA 3: BLOCK E

Duplex Dwelling Type 3 + Duplex Dwelling Type 4:
18no. 3 Bed 5 Person Duplex Dwellings
Dwelling size average: 113m²

FIRST FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 3]
1:1000

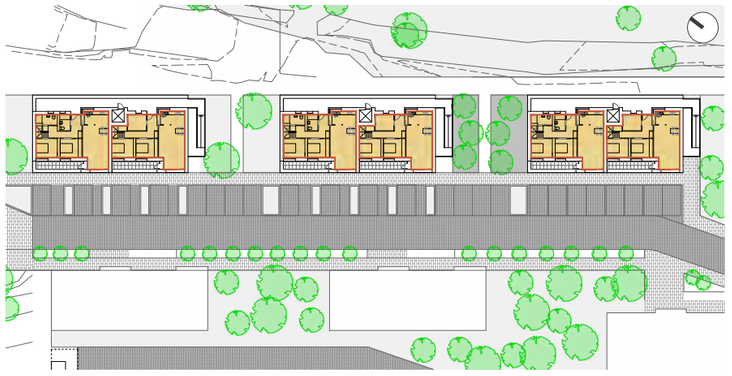


THIRD FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 4]
1:1000

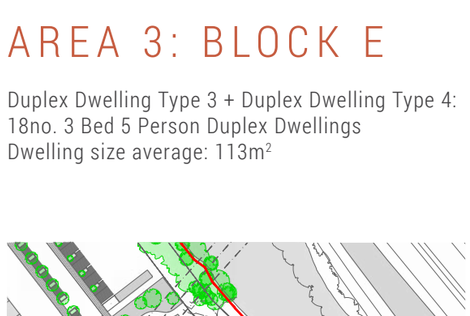


BLOCK E LOCATION PLAN
1:2000

GROUND FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 3]
1:1000



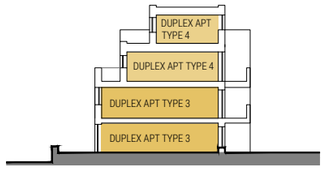
SECOND FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 4]
1:1000



Precedent: Abode, Great Kneighton, Proctor Matthews Architects

INDICATIVE STREET ELEVATION
1:500

INDICATIVE RIVERSIDE ELEVATION
1:500

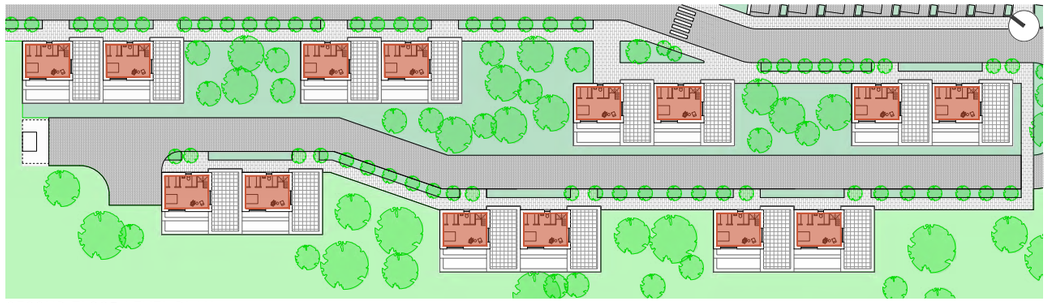


INDICATIVE SECTION
1:500

AREA 3: BLOCK F

Duplex Dwelling Type 5:
14no. 2 Bed 4 Person apartments
Dwelling size average: 81m^2

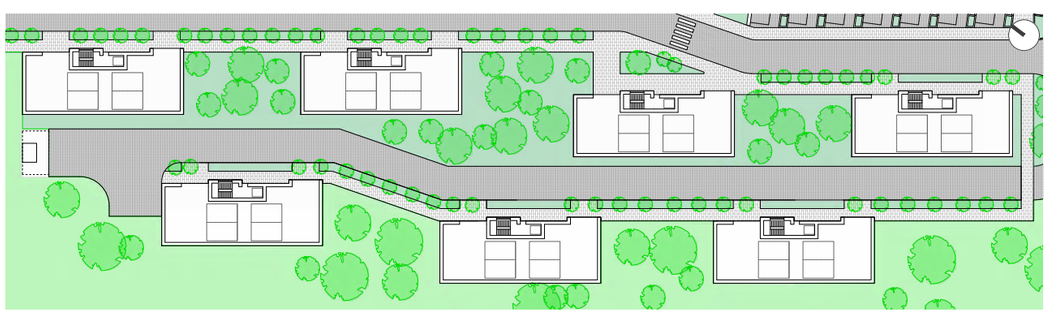
Duplex Dwelling Type 6:
14no. 3 Bed 5 Person Duplex Dwellings
Dwelling size average: 118m^2



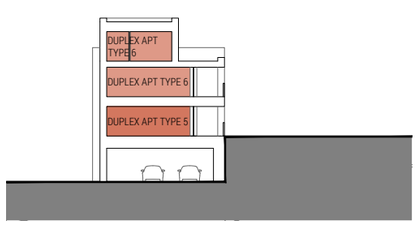
SECOND FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 6]
1:1000

FIRST FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 6]
1:1000

GROUND FLOOR LEVEL PLAN
[DUPLEX DWELLING TYPE 5]
1:1000



UNDERCROFT LEVEL PLAN
[PARKING]
1:1000



INDICATIVE SECTION
1:500

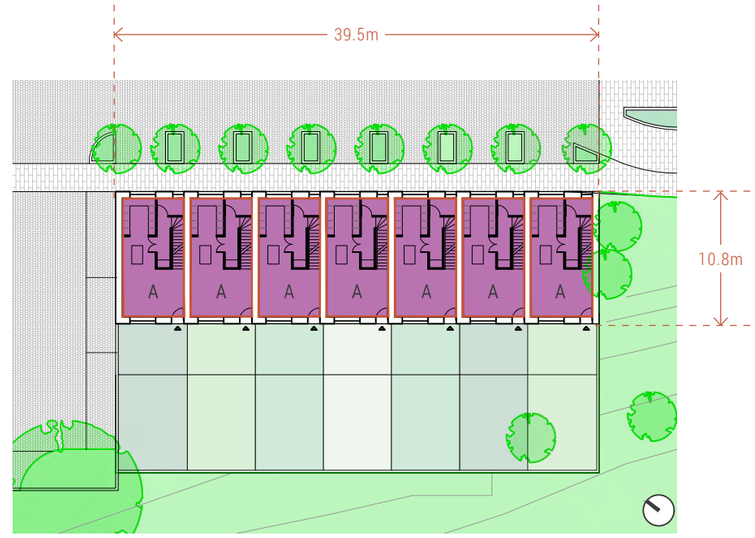
BLOCK F LOCATION PLAN
1:2000

Precedent: Sainte Adresse, Loyn + Co Architects

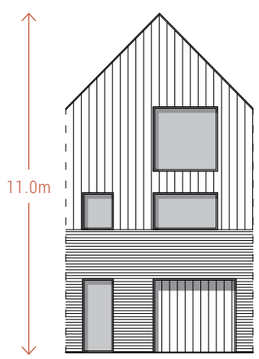
AREA 2: HOUSE TYPE A

Split level townhouse
7no 3 Bed 5 Person houses
Dwelling size average: 125m^2
All dimensions shown are indicative

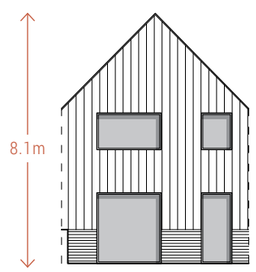
Precedent: St Chads, Essex, Bell Philips Architects



AREA 2
HOUSE TYPE A LOCATION PLAN
1:500



INDICATIVE STREET ELEVATION
1:200

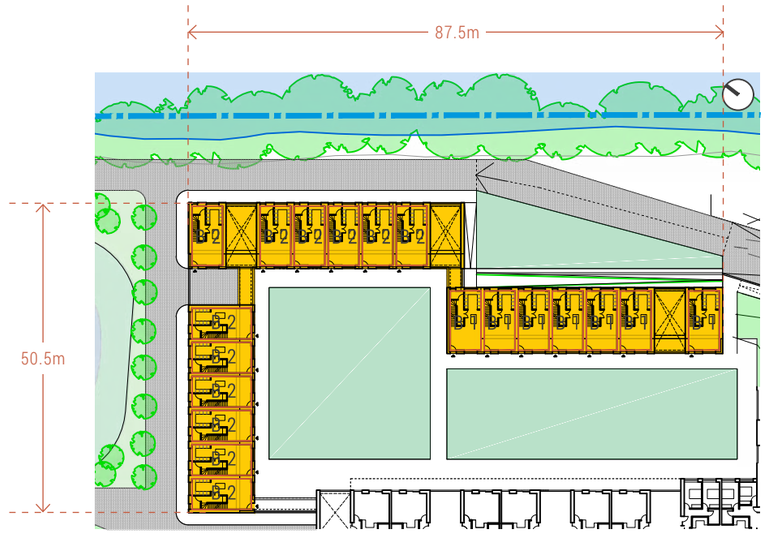


INDICATIVE REAR ELEVATION
1:200

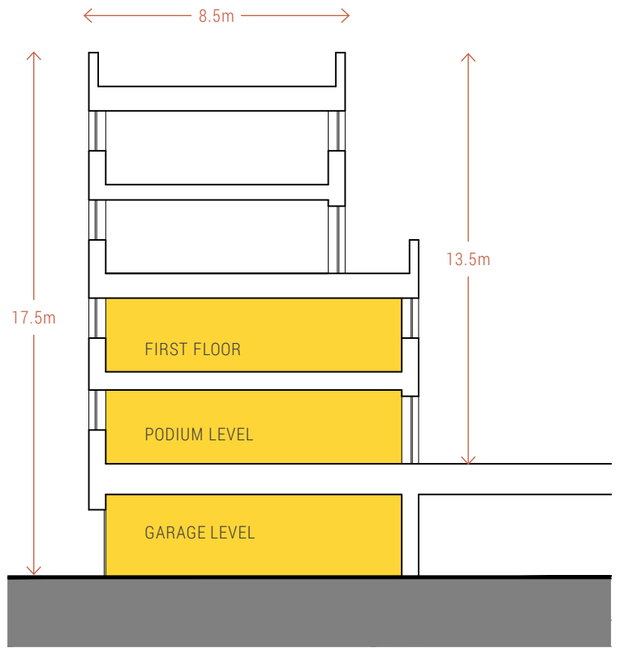
AREA 1: HOUSE TYPE B

B

Podium Houses
19no 3 Bed 5 Person houses
Dwelling size average: 116m^2
All dimensions shown are indicative



AREA 1
HOUSE TYPE B LOCATION PLAN
1:1000



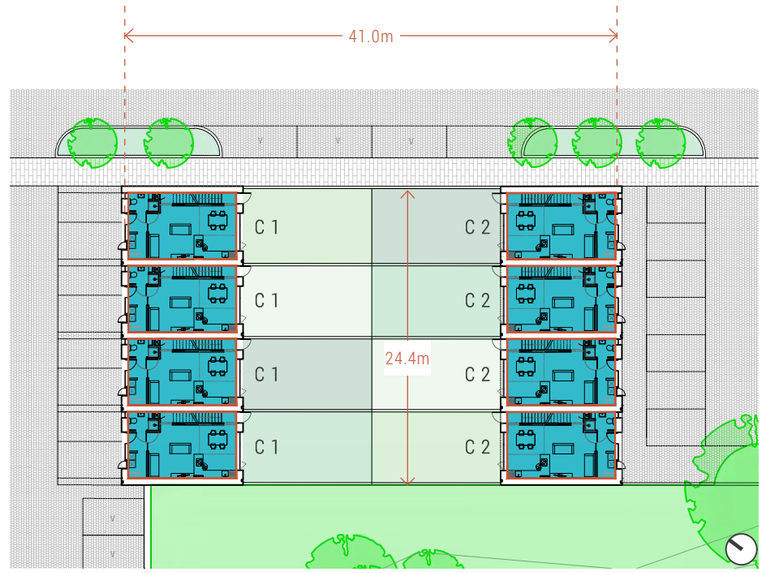
INDICATIVE SECTION
1:200

Precedent: Eddington, Cambridge, Mole Architects

AREA 2: HOUSE TYPE C

C

Mews House
8no 3 Bed 5 Person houses
Dwelling size average: 96m²
All dimensions shown are indicative



AREA 2
HOUSE TYPE C LOCATION PLAN
1:500

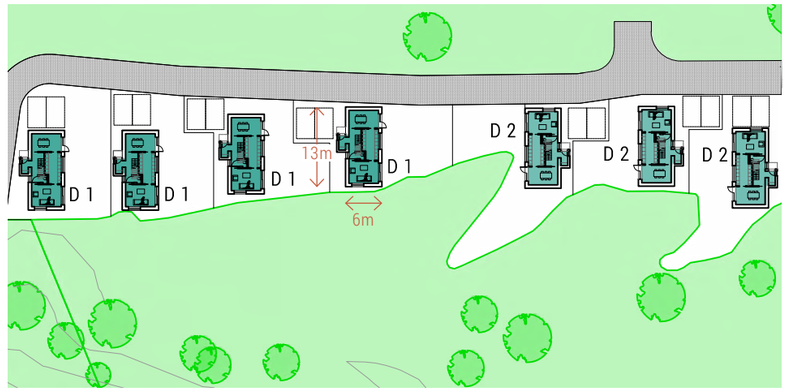
INDICATIVE GARDEN ELEVATION
1:200

Precedent: Anne Mews,
Barking, AHMM

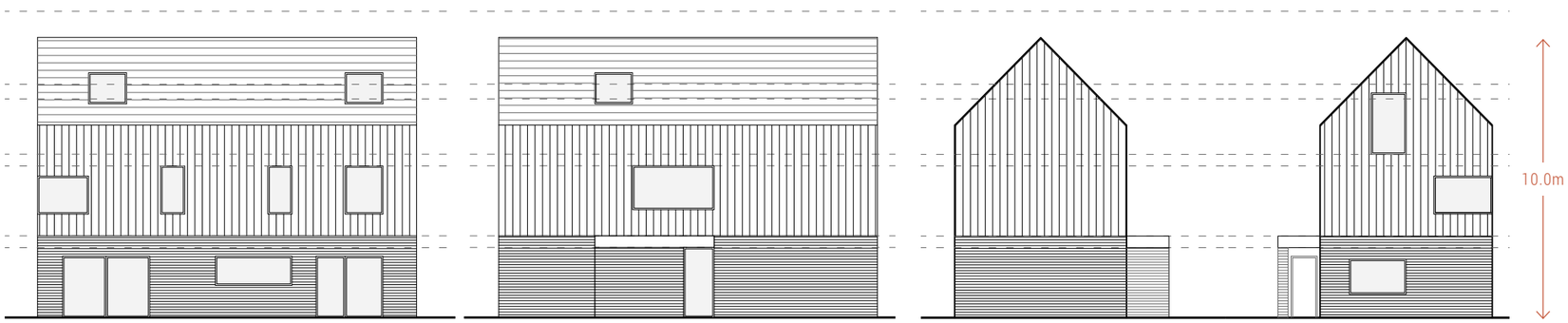
AREA 3: HOUSE TYPE D

D

Detached Barnhouse
7no 4 Bedroom 7 Person houses
Dwelling size average: 165m^2
All dimensions shown are indicative



AREA 2
HOUSE TYPE D LOCATION PLAN
1:1000



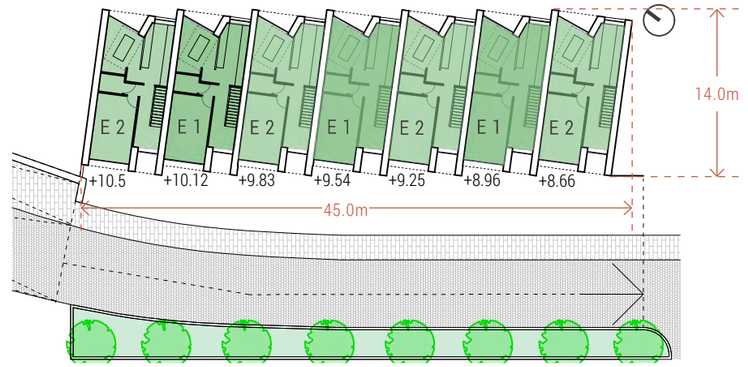
INDICATIVE ELEVATIONS
1:200

Precedent: Abode at Great
Kneighton, Proctor Matthews

Precedent: The Avenue,
Saffron Walden, Pollard
Thomas Edwards

AREA 2+3: HOUSE TYPE E

Waterside Townhouse
14no 3 Bed 5 Person houses
Dwelling size average: 178m²
All dimensions shown are indicative



AREA 2
HOUSE TYPE E LOCATION PLAN
1:500

AREA 3
HOUSE TYPE E LOCATION PLAN
1:500

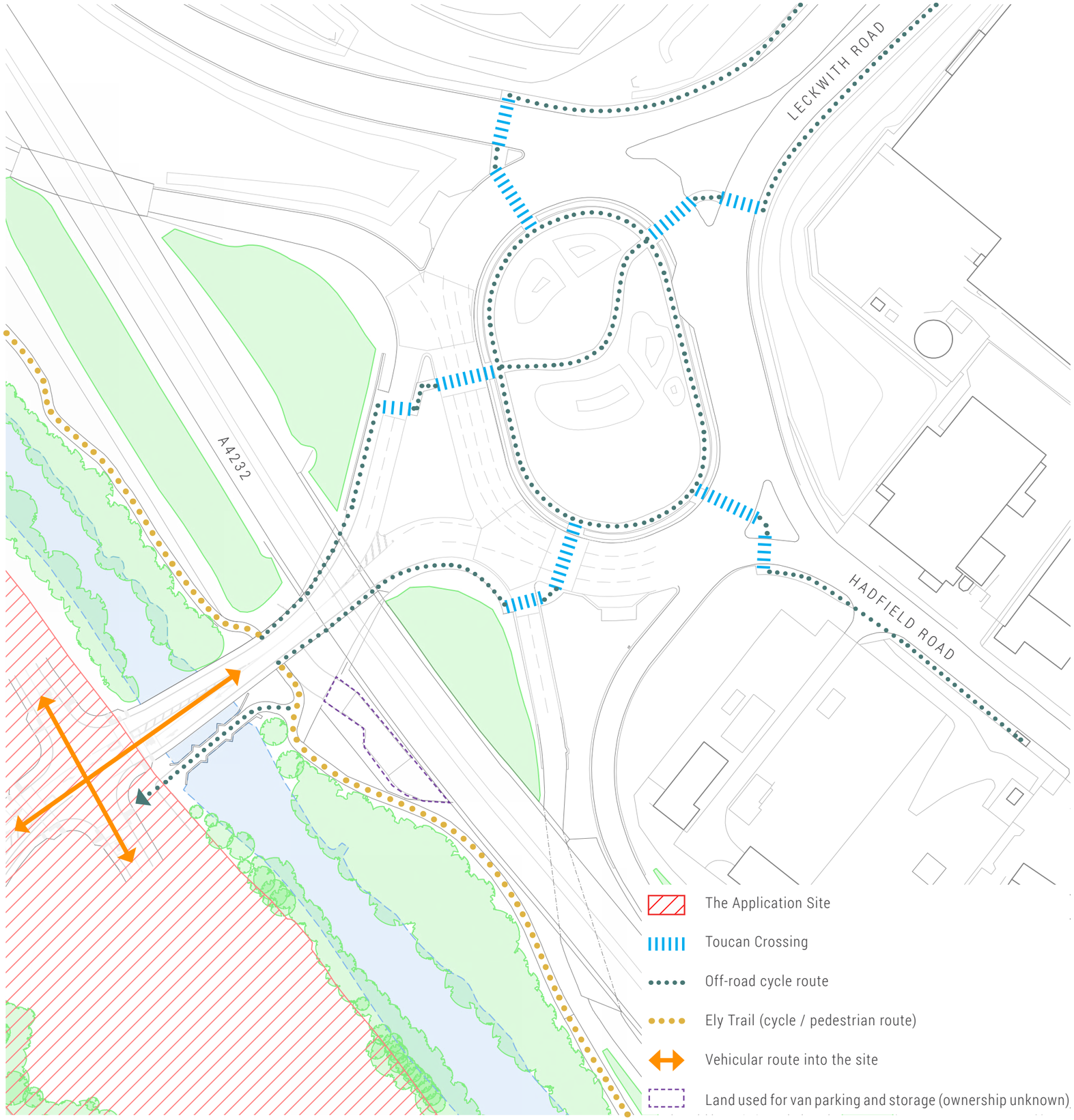
Precedent: Barton Park, Oxford, Pollard Thomas Edwards

Precedent: Riverside Wharf, Littlehampton, John Pardey Architects

INDICATIVE ELEVATIONS
1:200

SECTION 7

ACCESS + MOVEMENT



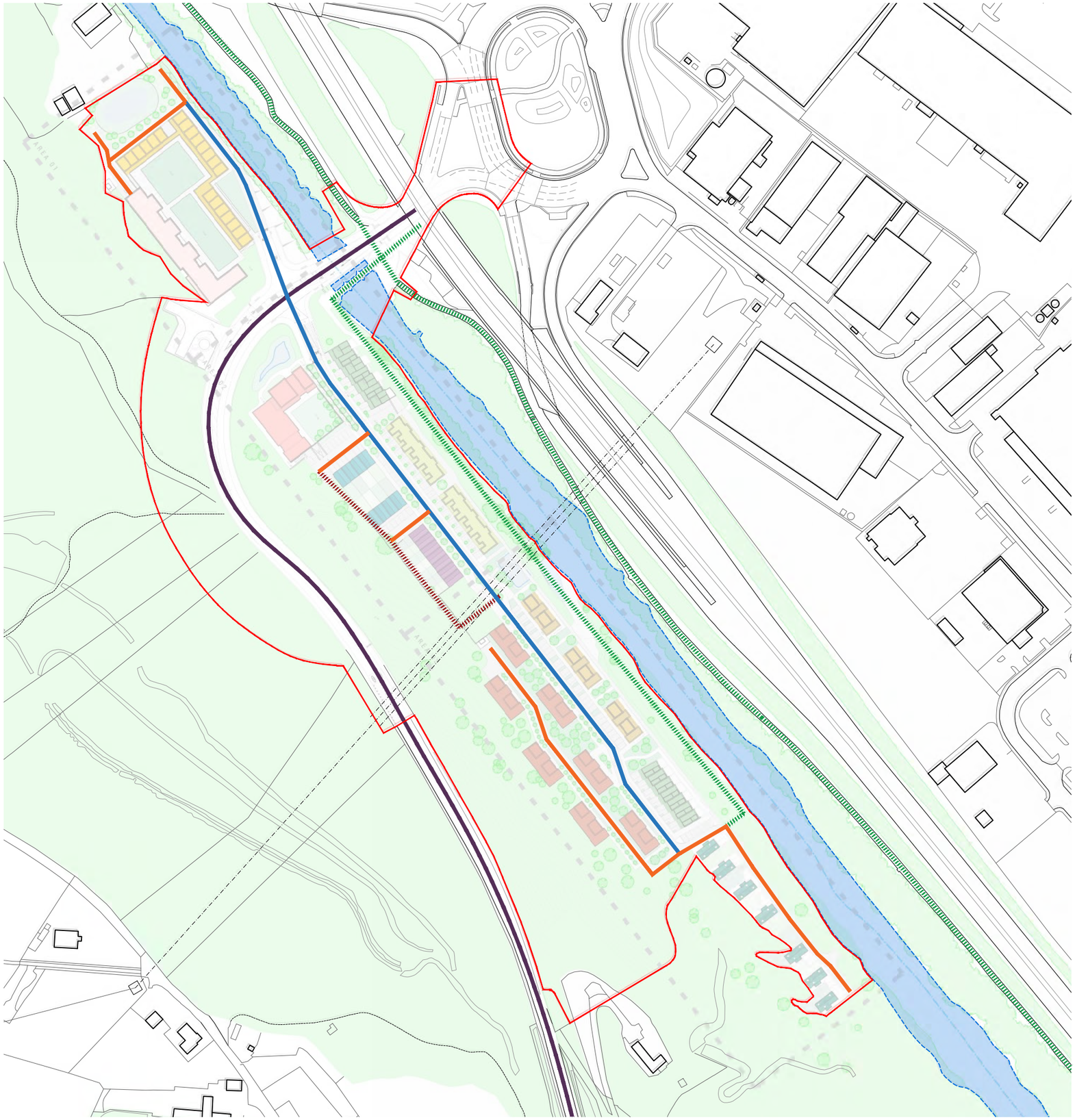
SITE ACCESS + TRANSPORT

The site at Leckwith Quay is located on the Ely Trail, providing a direct pedestrian and cycle route to Cardiff Bay, where various shops, restaurants, and employment opportunities are located. The link from the site onto the Ely trail will be remodeled to make it safer and more convenient for pedestrians and cyclists (see next page). The site is located in close proximity to the Capital Retail Park, providing everyday shopping facilities within walking / cycling distance. The local no. 95 bus route runs directly past the site, providing a regular service into Cardiff City Centre. Ninian Park train station is approximately a 15 minute walk away.

The adjacent plan demonstrates how the access into the site will be improved as part of the proposed road realignment. As described in Section 2 Leckwith Road has been realigned with a proposed road bridge to replace the existing bridge/ viaduct which is in a very poor state of repair. The new road alignment has been arranged to allow the existing road to remain open during its construction. The new bridge has been positioned immediately upstream of the existing, listed, masonry Leckwith 'Old' Bridge which is to be retained to allow pedestrian and cyclist access to the site. This will provide convenient, off-carriageway connections to the Ely Trail and Leckwith Interchange and will also provide the opportunity for southbound through-movements to be undertaken off-carriageway.

The replacement of the existing B4267 Leckwith Road represents a key element of the development proposals as the existing bridge is in a critical state of disrepair and in need of urgent repair or redevelopment. Without such repair or replacement, it is likely that the bridge will have to be closed to traffic thereby rendering the B4267 inaccessible from the east. The route and new bridge configuration presented in this application is regarded to be the most beneficial and efficient option available taking into account the constraints of the site, and, of course, is a scheme that is proposed as a part of the development thereby removing the need for it to be funded directly through the public purse. In essence, with the B4267 realigned, the access strategy for the site involves the provision of a new signal-controlled crossroads junction to provide access to the North and South of the site areas. This road axis helps to define the shift in character areas from a more urban to rural character. The accessible nature of routes to and from the site ensure however that the two sites are fully accessible in order that they function together as one neighbourhood. Access for vehicles, pedestrians, and cyclists in provided throughout however the focus is on the pedestrian and cyclist with the public realm designed to support this approach.

Both approach arms of the B4267 Leckwith Road will provide a one lane approach, flaring to two lanes at the stop line. The nearside lanes will provide for ahead and left-turn movements, and the offside lanes will provide right-turn storage to facilitate movements to the site access arms. The site access arms will have one lane at the stop line. All arms will provide advanced stop lines for cyclists. A 3.5m shared footway/cycleway is proposed to be provided on the northern side of the carriageway, between the proposed site access junction and the Ely Trail, and will continue northeast to tie-in with provision at Leckwith Interchange. A 2m footway will be provided on the southern side, between the proposed site access junction and the Ely Trail. Northeast of this, the footway will widen to 3.5m to provide a shared footway/cycleway to tie-in with provision at Leckwith Interchange. These features maximise opportunities for pedestrian/cyclist provision/connections within the constraints of the realignment and bridge construction, and will ensure that existing links between Leckwith Interchange and the Ely Trail are maintained for all modes of travel including buses, cyclists and pedestrians. A toucan crossing facility will be provided where the Ely Trail meets the B4267 Leckwith Road, therefore allowing for controlled crossing movements between the northern and southern sections of the Ely Trail. This will represent a significant betterment over the existing provision, which comprises an uncontrolled, refuge crossing. The proposed shared footway/cycleway south of the proposed site access junction, combined with those listed above, provides the opportunity for through movements by southbound cyclists to be undertaken off-carriageway (via the pedestrian/cycle link using the listed bridge).



SITE-WIDE MOVEMENT + ACCESS

Inclusive access design principles within the site are set out below.

It is essential to ensure within any new development that the public realm within and access into the site is fully accessible and inclusive.

Whilst the proposed level of the new access into the site did present some challenges in terms of ensuring an accessible public realm it has also presented opportunities in terms of the diversity of the proposals and an opportunity for dwelling types to develop that respond to the levels and their positions within the site; be it adjacent to the water, hillside, or nestled within the interior. Access to all front doors is at an accessible gradient. In the quadrangle, dwelling types along the waterside also have entrance doors from within the shared garden thereby working with the natural site levels to accommodate the road and parking whilst allowing inclusive access to front doors from within the shared public realm. In the woodland and riverside areas the houses alongside the access road gradually step down the site (again at an accessible gradient) bringing the site down to a constant level across the remainder of the riverside area. From the central shared public open space the levels then rise, following the natural topography of the site, with road gradients and floor levels set to maintain accessibility to front doors and where this is not possible lifts are provided within the footprint of the blocks.

A clear hierarchy of streets has been developed to create a legible road and path network. The main access into the site is at a cross roads junction off the newly-aligned Leckwith Road (B4267). From this point, the primary residential roads distribute traffic and pedestrians into the development, and accommodate several different dwelling and parking types, before branching off to secondary residential roads to access further dwellings. Separated pedestrian and cycle routes run along a riverside walkway, as well as alongside the main vehicular routes. Shared surfaces are used throughout the development as a traffic-calming measure.

PARKING

Every dwelling within the proposal has at least one dedicated parking space. These are accommodated in a combination of private driveways, integrated garages, on-street parking, and undercroft parking courts.

Larger dwellings have two dedicated parking spaces. Across the site, an allowance has been made for visitor parking at a ratio of 1 space per 9 dwellings.

Examples of the parking strategies employed can be found in Section 3 (Design Development) and Section 6 (Indicative Dwelling Layouts) of this document.

KEY

- PLANNING SITE BOUNDARY
- B4267 / LECKWITH ROAD
- PRIMARY RESIDENTIAL ROAD
- SECONDARY RESIDENTIAL ROAD
- OFF-ROAD PEDESTRIAN / CYCLE ROUTE
- WOODLAND WALK