CENTRAL
QUAY

Pre-application Report Update

December 2017

RIGHTACRES
PROPERTY

Benoy

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01 INTRODUCTION

INTRODUCTION

INTRODUCTION AND THE BRIEF

In October 2016, Rightacres Property appointed Benoy to prepare a framework plan for Cardiff Central Quay.
Cardiff Central Quay framework plan presents a unique opportunity to create a new mixed use development of real value at the heart of the capital – a landmark city centre development. It will provide a new vibrant gateway for Wales that reconnects the central rail hub and the historic water front, unlocking the future developments of South Cardiff.

THE TEAM

The Client	**Rightacres property**
Planning consultant	**Urban Prospects**
Architect	**Benoy**
Transportation consultant	**Vectos**

THE BRIEF

OFFICE

HOTEL

FOOD + BEVERAGE

RESIDENTIAL

TRANSPORT

PARKING

PROJECT ASPIRATION

“CENTRAL QUAY WILL BRING TO LIFE THE SPIRIT OF THE WATERFRONT IN THE HEART OF WALES’ CAPITAL CITY PRESENTING AN INTERNATIONAL OUTLOOK WITH A CARDIFF PERSONALITY."

"THE VISION IS TO CREATE A PLACE FOR NEW GENERATIONS AND NEW THINKING FROM WHICH OPPORTUNITY AND INSPIRATION WILL RADIATE."

"LIVE, WORK, PLAY AND STAY @ CENTRAL QUAY, CARDIFF”

PROJECT ASPIRATION

RECONNECTING THE CITY AND ITS WATERFRONT.

A NEW DYNAMIC DESTINATION FOR CARDIFF.

AN INTEGRATED TRANSPORT SOLUTION.

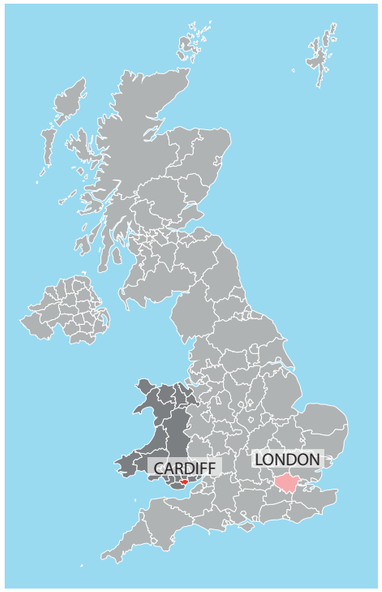
CREATING GREAT NEW PLACES TO LIVE AND WORK.

THE REINVIGORATION OF THE HISTORIC BREWERY SITE.

THE CREATION OF GREAT PUBLIC AND PRIVATE OPEN SPACE.

02 SITE CONTEXT

SITE CONTEXT



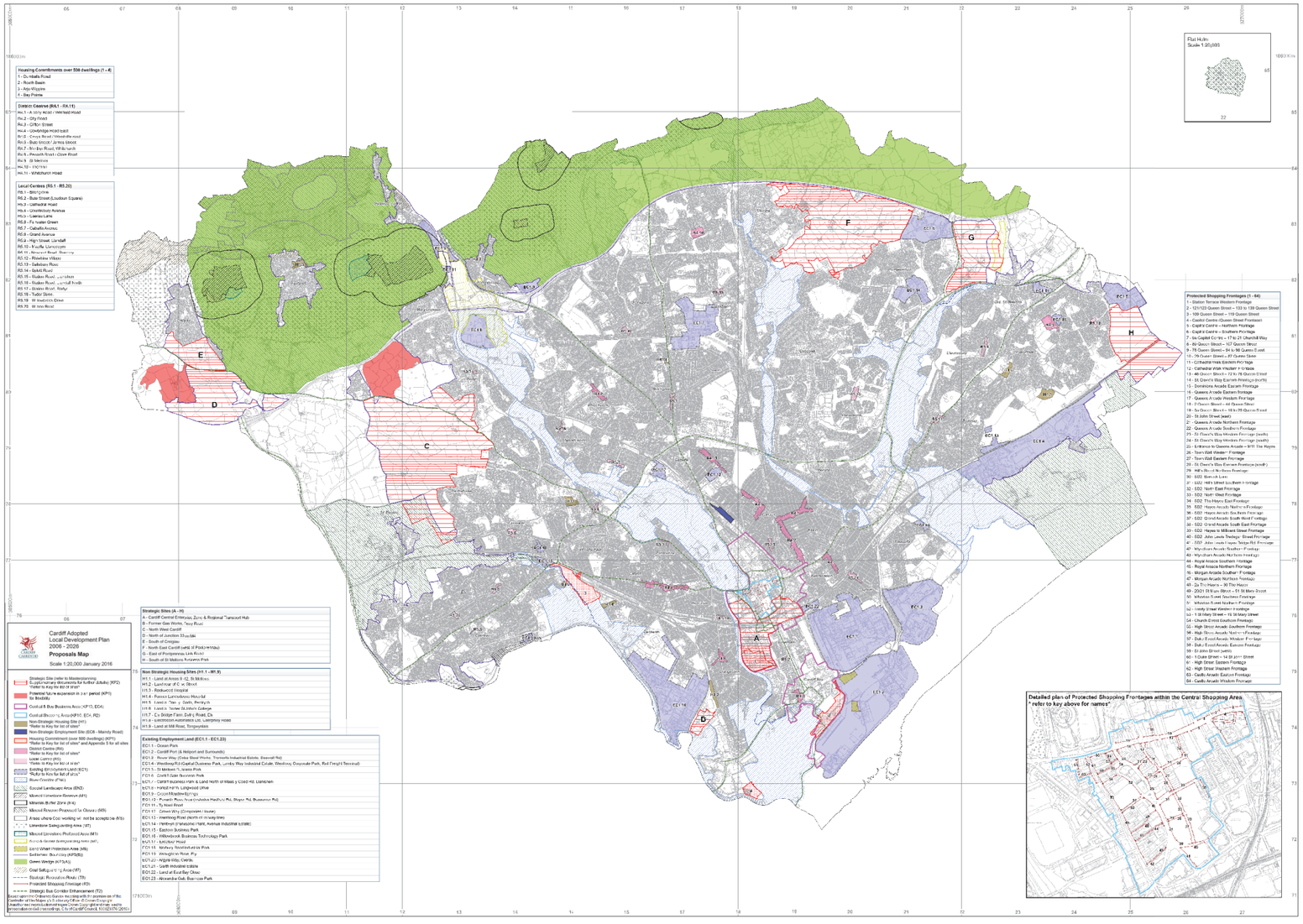
Cardiff in the UK

Cardiff the capital of Wales, is the political, commercial, cultural and retail centre of the country. With a population of 351,700 it is the largest city in Wales and one of the UK Core Cities. It is one of the fastest growing cities in the UK, regarding population and jobs. There is also a significant growth in the number of visitors. Cardiff is just two hours away from the centre of London by rail or road, with easy access to the country's other important business centres.

Central Quay in Cardiff

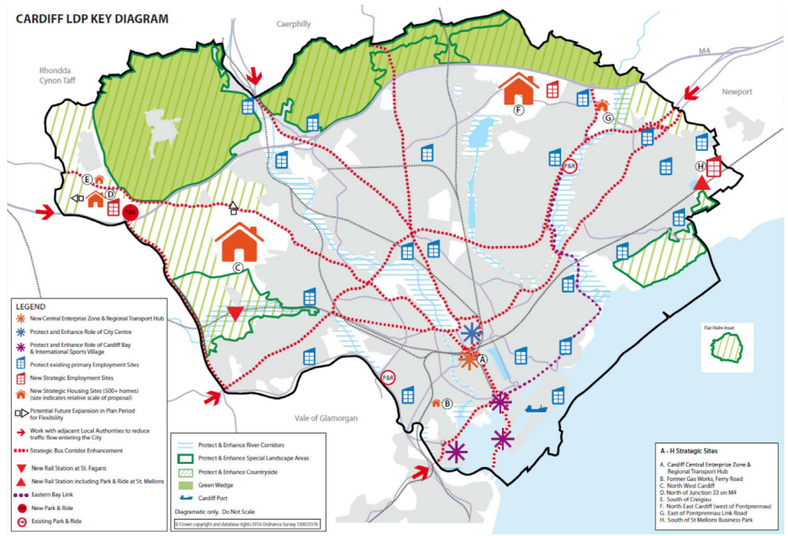
Central Quay locates south of the city centre. The 6.4 hectare site is roughly a triangular shape defined by the railway line to the north, River Taff to the west and Penarth road to the east and south. Cardiff Central Station south entrance opens to the site.

SITE CONTEXT



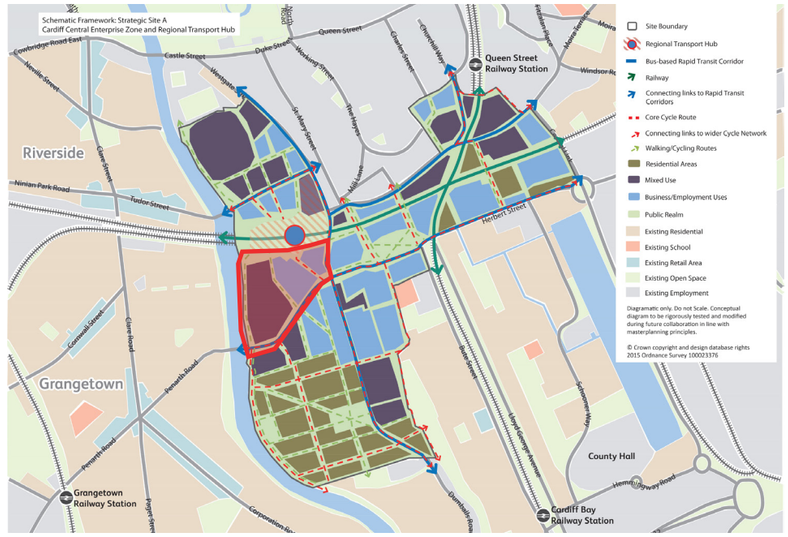
2016 Local Development Plan

The Central Quay site is identified in the Cardiff Local Development Plan 2006-2026 (adopted in 2016) as a strategic development site. It also falls within the Cardiff Enterprise Zone.



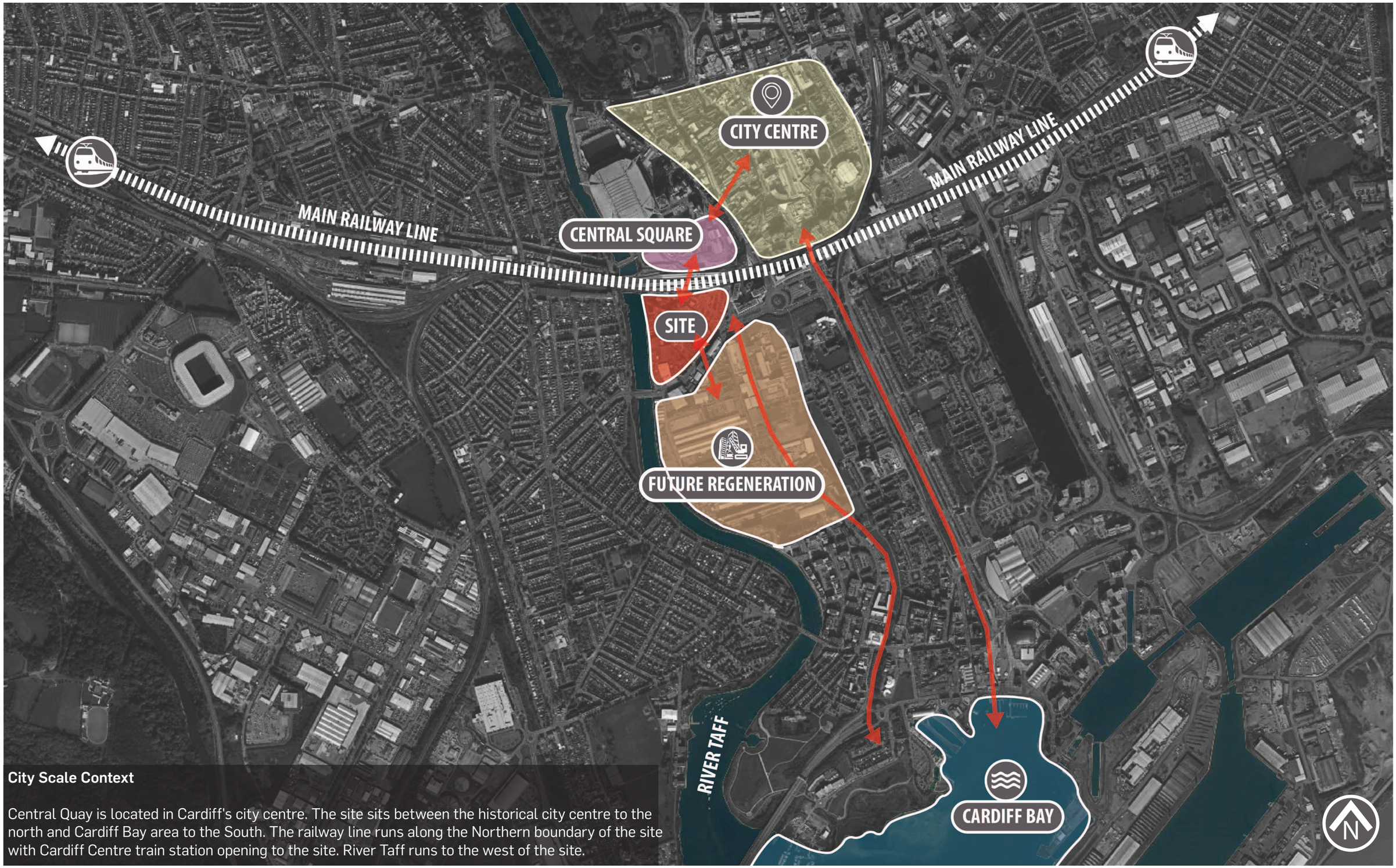
Cardiff LDP Key Plan

In Cardiff LDP Key plan, Central Quay site is identified as part of the New Central Enterprise Zone & Regional Transport Hub.



Cardiff Central Enterprise Zone and Regional Transport Hub Plan

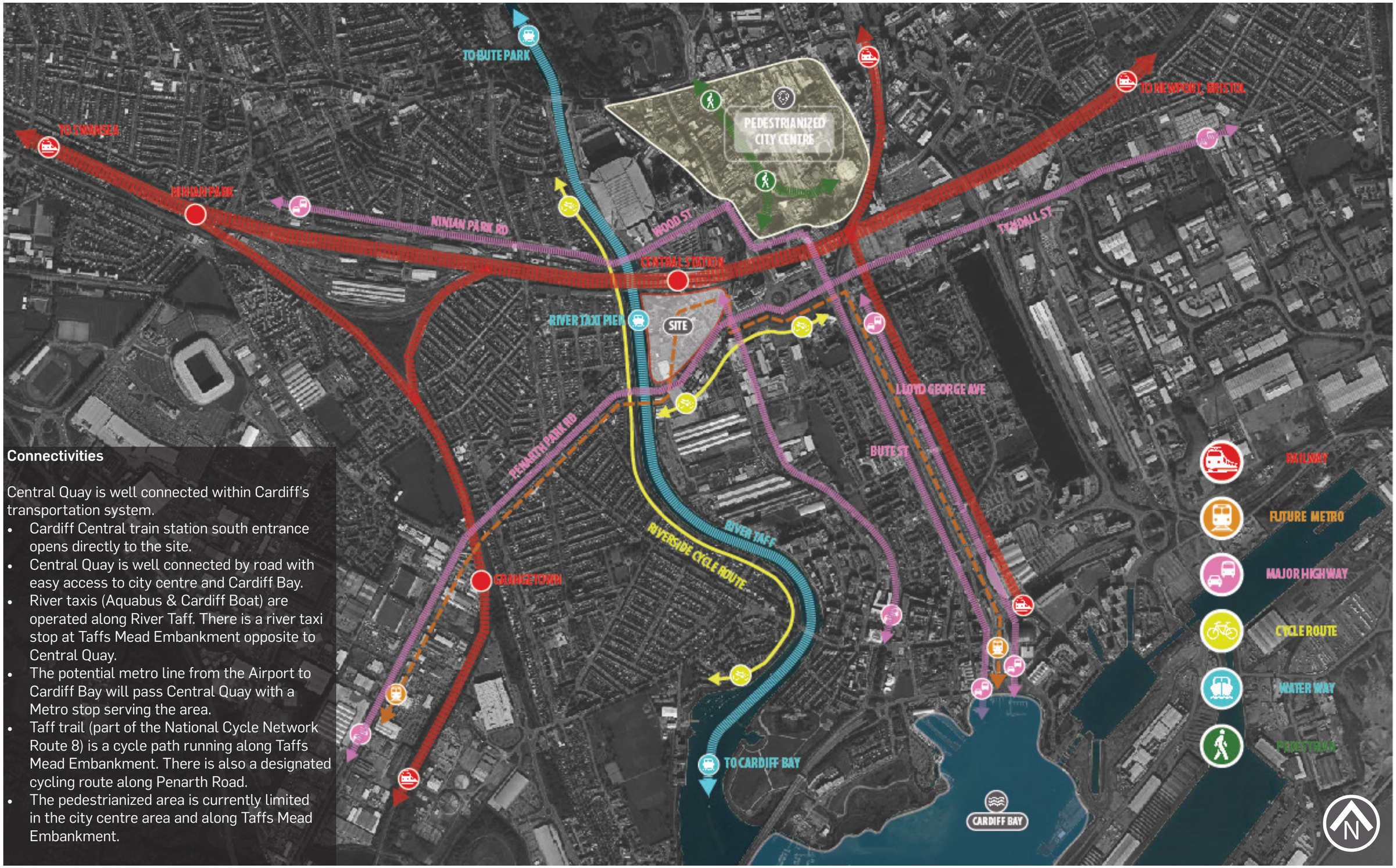
SITE CONTEXT



City Scale Context

Central Quay is located in Cardiff's city centre. The site sits between the historical city centre to the north and Cardiff Bay area to the South. The railway line runs along the Northern boundary of the site with Cardiff Centre train station opening to the site. River Taff runs to the west of the site.

SITE CONTEXT



Connectivities

Central Quay is well connected within Cardiff's transportation system.

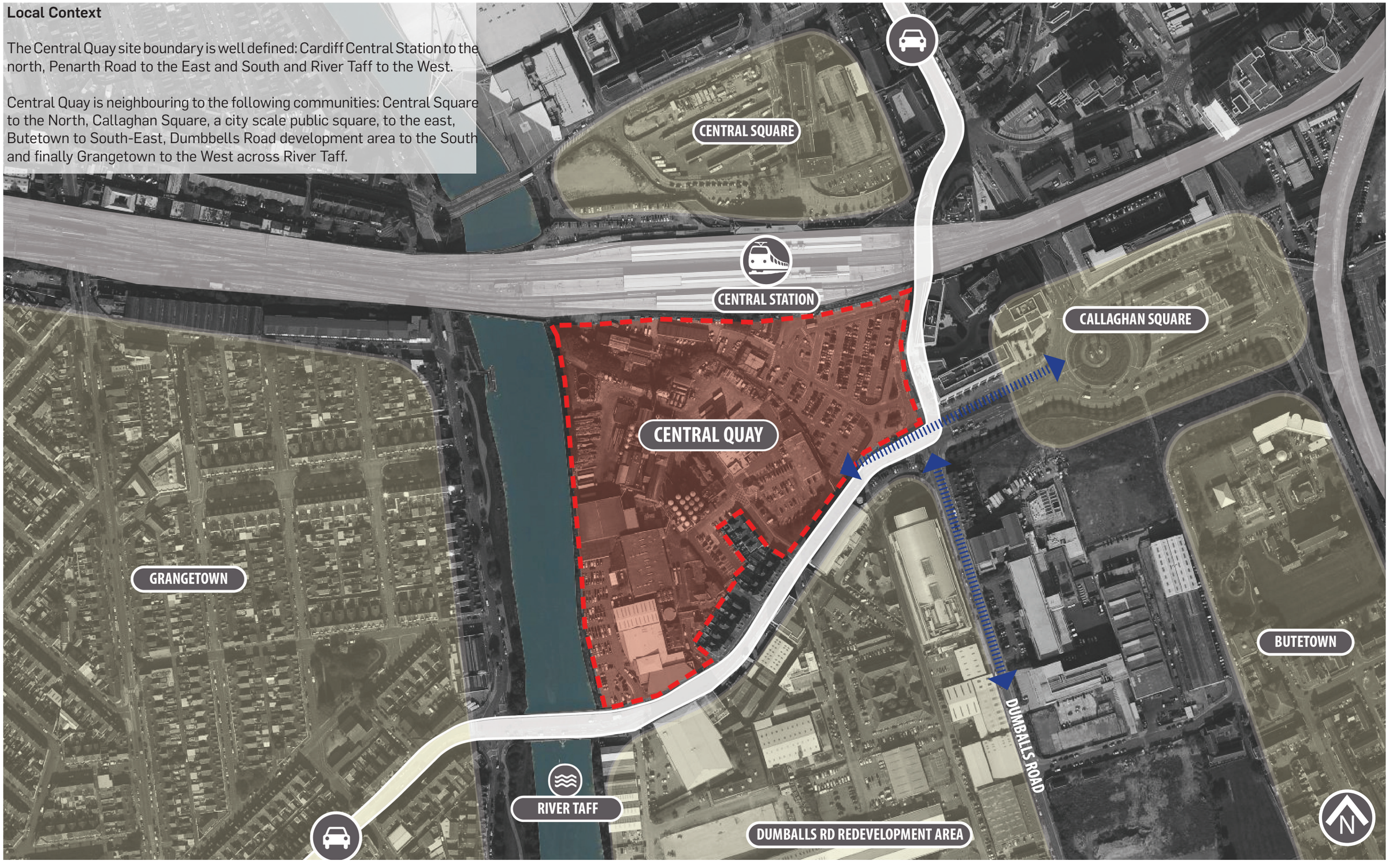
- Cardiff Central train station south entrance opens directly to the site.
- Central Quay is well connected by road with easy access to city centre and Cardiff Bay.
- River taxis (Aquabus & Cardiff Boat) are operated along River Taff. There is a river taxi stop at Taffs Mead Embankment opposite to Central Quay.
- The potential metro line from the Airport to Cardiff Bay will pass Central Quay with a Metro stop serving the area.
- Taff trail (part of the National Cycle Network Route 8) is a cycle path running along Taffs Mead Embankment. There is also a designated cycling route along Penarth Road.
- The pedestrianized area is currently limited in the city centre area and along Taffs Mead Embankment.

SITE CONTEXT

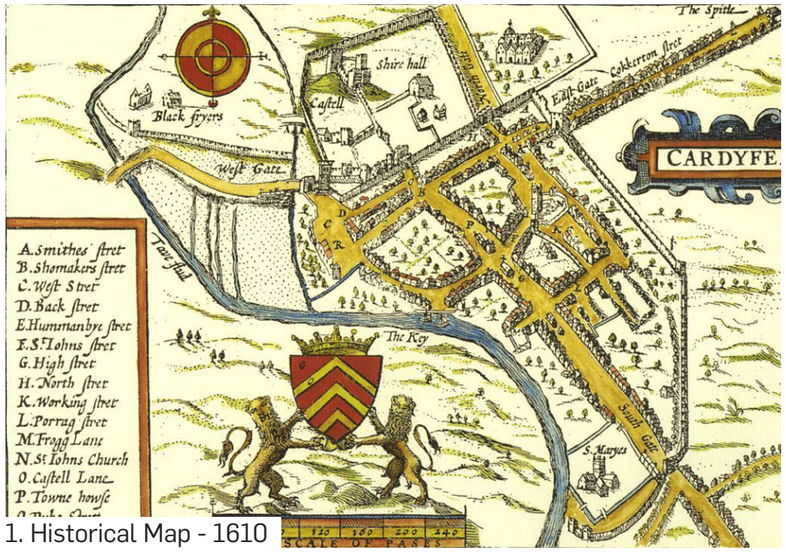
Local Context

The Central Quay site boundary is well defined: Cardiff Central Station to the north, Penarth Road to the East and South and River Taff to the West.

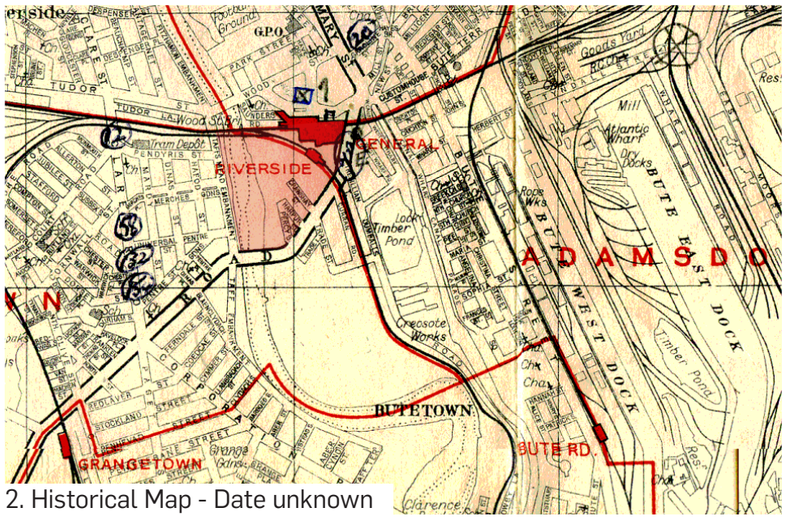
Central Quay is neighbouring to the following communities: Central Square to the North, Callaghan Square, a city scale public square, to the east, Butetown to South-East, Dumbbells Road development area to the South and finally Grangetown to the West across River Taff.



HISTORY



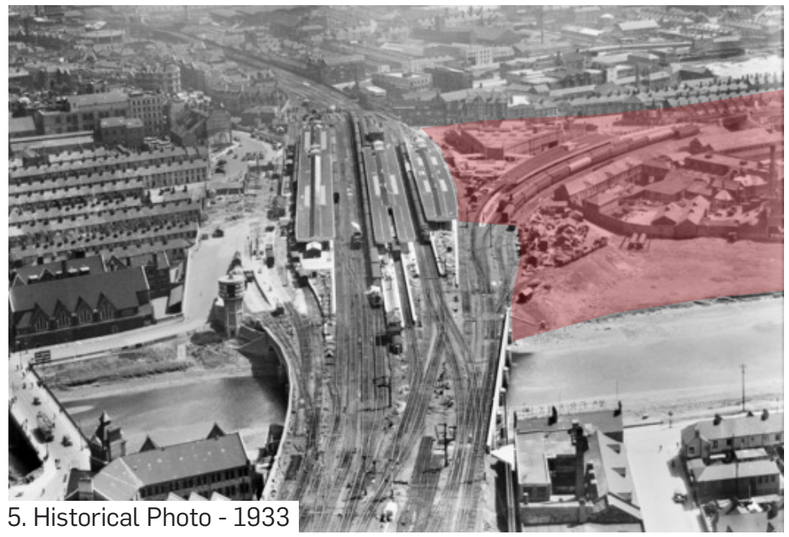
1. Historical Map - 1610



2. Historical Map - Date unknown

3. Historical Photo - Riverside Station Platform

4. Historical Photo - 1929


5. Historical Photo - 1933

6. Historical Photo - circa 1945~1950

Central Quay site was located just outside of the historical Cardiff city south gate as indicated on map 1. When the Great Western Railway was constructed, the southern part of the city, including Central Quay site was separated from the city centre. Riverside station, a suburban train station of 1893, was located within the site (map 2). The station was integrated into the Central Station in 1940. The platforms ceased to be used in the 1960s and the railway tracks were subsequently removed (photo 3). Access route ramps at the railway level is the only trace of the demolished railway branch.

As suggested in these historical photos (photo 4-6), Central Quay site was part of the larger South Cardiff area, mainly for industrial use with good connectivity to Cardiff Bay docks.

In 1884, Hancock's Brewery was established in the Central Quay site. In 1999 the Brewery was bought by Brains and has been operated under Brains management since then.

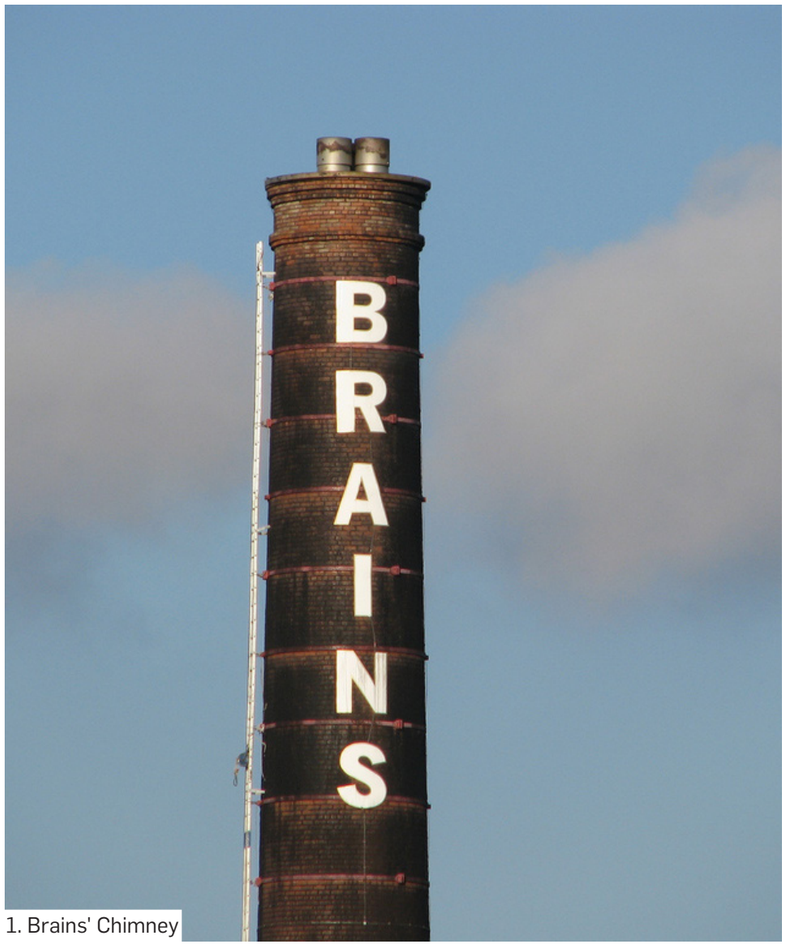
LAND OWNERSHIP

1. Network Rail – Cardiff Central Station south entrance, car park and other facilities sitting at the northern part of Central Quay site.
2. The Brains Brewery complex occupies the majority of the site in the centre.
3. A car showroom sits at the southern tip of the site.
4. Several privately owned houses sit along Penarth road.

BRAINS SITE AND THE BREWERY BUILDING

The Brains site is currently a working Brewery with a long history dating back to 1884. There are a series of industrial buildings and warehouses on the site. Although not listed, there are some buildings of intrinsic merit on the site. The chimney and the main brewery building have been familiar landmarks within the local area for many years and we intend to retain these elements. The Brewery is in the process of moving to a new purpose built campus facility within the City.

BRAINS SITE AND THE BREWERY BUILDING

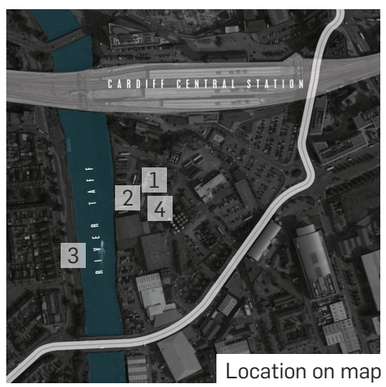


1. Brains' Chimney

2. Brewery complex

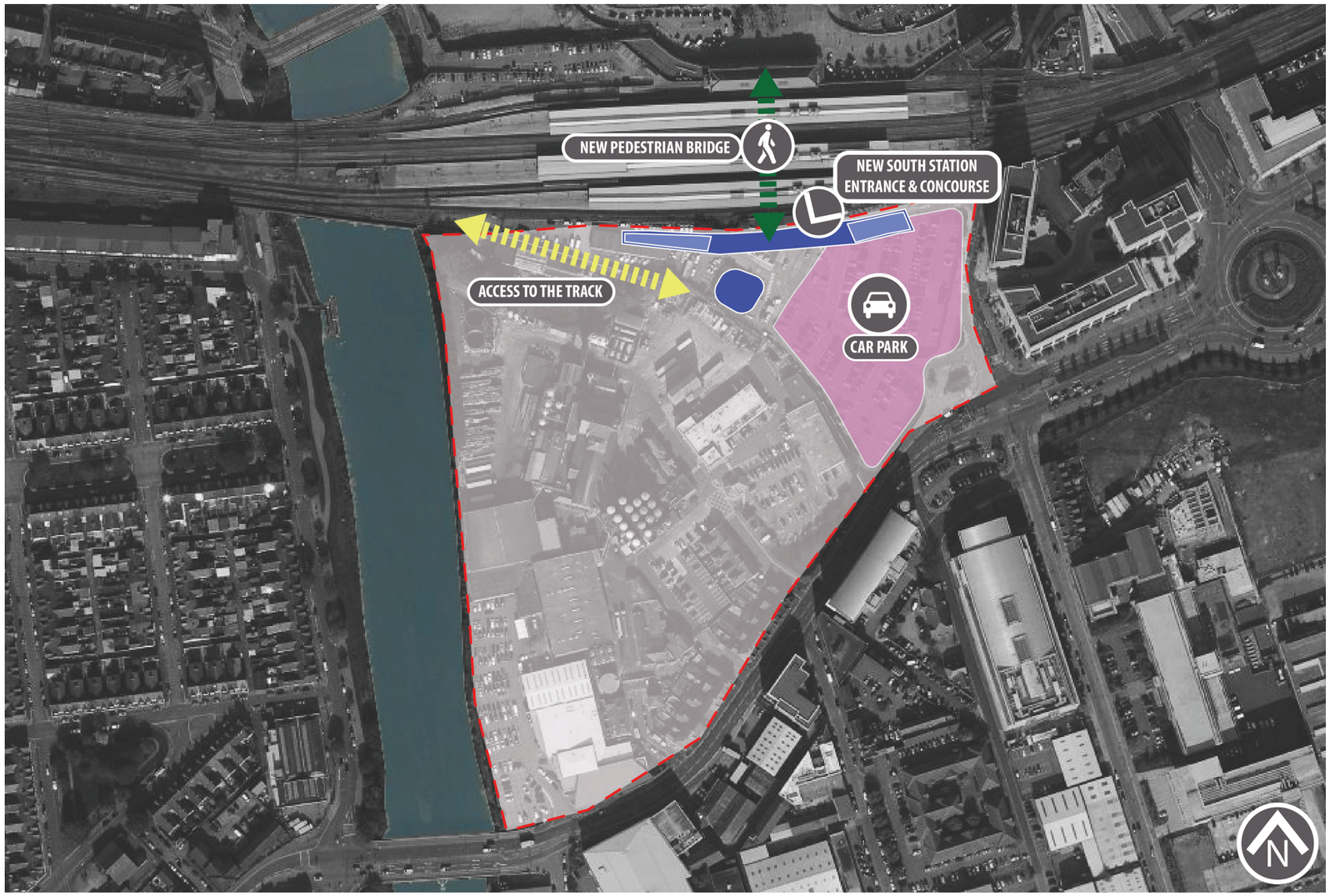
3. Brewery Site View Across River Taff

4. Brain's Truck in Brewery site



Location on map

NETWORK RAIL SITE AND CENTRAL STATION



Within the NR site, there is a small southern entrance/ ticketing kiosk to Central Station, a 450 space surface car park and a cluster of Network Rail (NR) offices/ plan facilities. There is also access to the track level for maintenance purposes located in the North-West corner of the site.

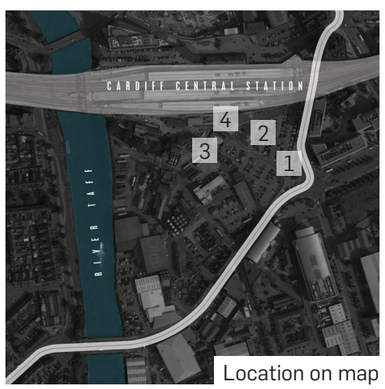
NETWORK RAIL SITE AND CENTRAL STATION

1. Network Rail Car Park

2. Approach to Rail Station

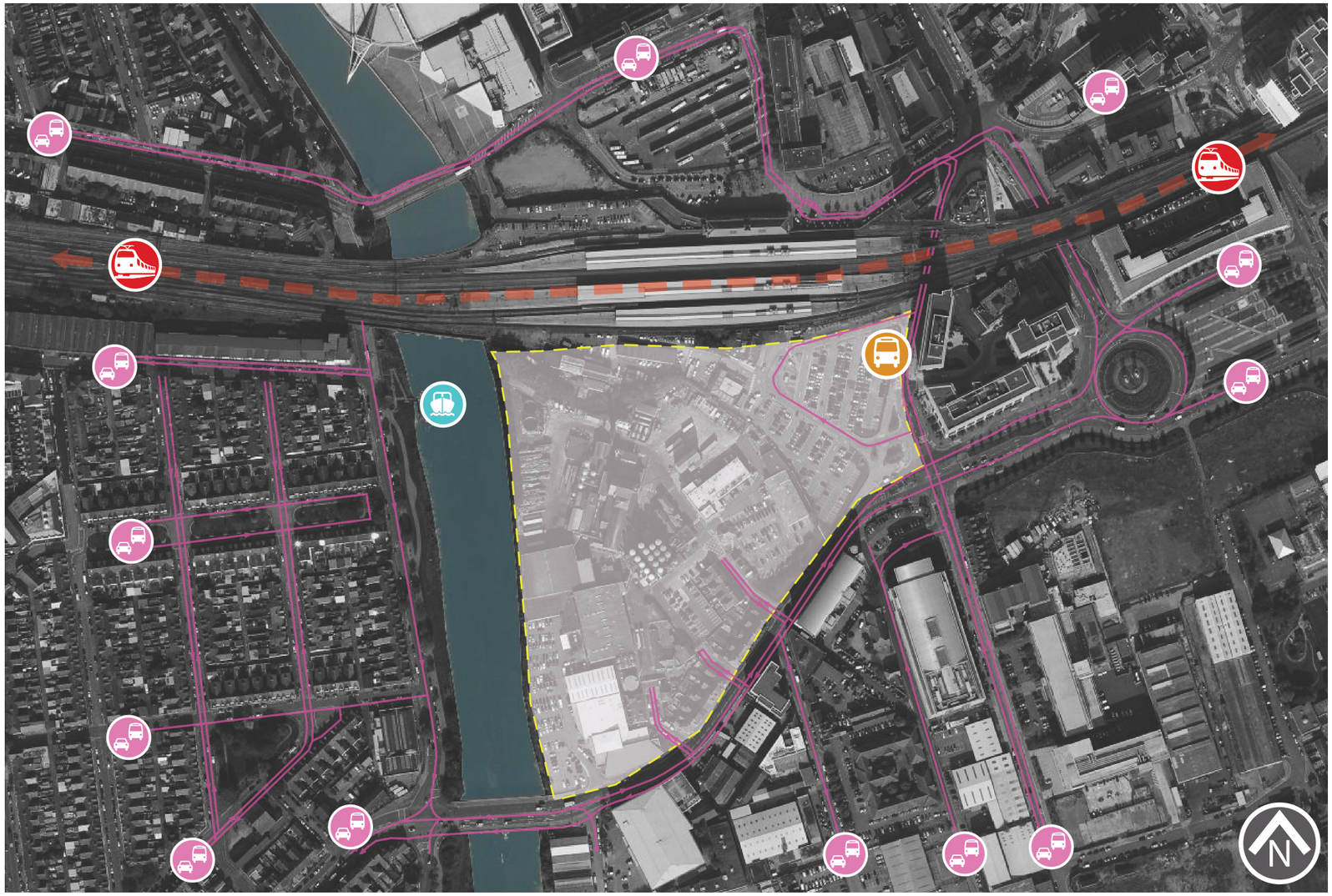
3. Access to railway track

4. Central Station south entrance



Location on map

EXISTING SITE ACCESS



Railway

- Cardiff Central Station is a main station on the Great Western line between London Paddington and Swansea.

Road

- Penarth Road is the main highway from south-west to city centre.
- Dumballs Road is the main road from Central Quay to Cardiff Bay.
- Crawshay Street, Harpur Street, Percy Street are secondary roads off Penarth Road serving the Central Quay site.

Car Park

- Network Rail Car park which currently accommodates 450 parking spaces.

Bus Stop

- Central Station bus stop JN (Bus No. 2 and Baycar) & NE2 (Bus No. 1, 89A, 89B, A, B, Baycar)on Penarth Road near station car park.

Water Taxi Stop

- There is a water taxi stop pier at Taffs Mead Embankment opposite to Central Quay on the west bank.

EXISTING SITE ACCESS

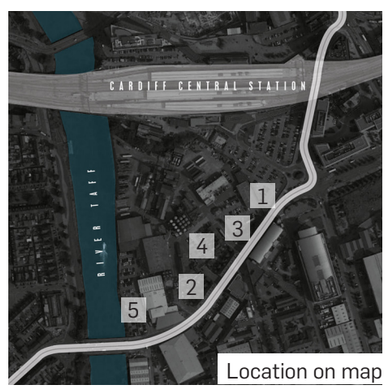
1. Crawshay Street

2. Percy Street looking south to Penarth Road

3. Harpur Street looking north to Penarth Road

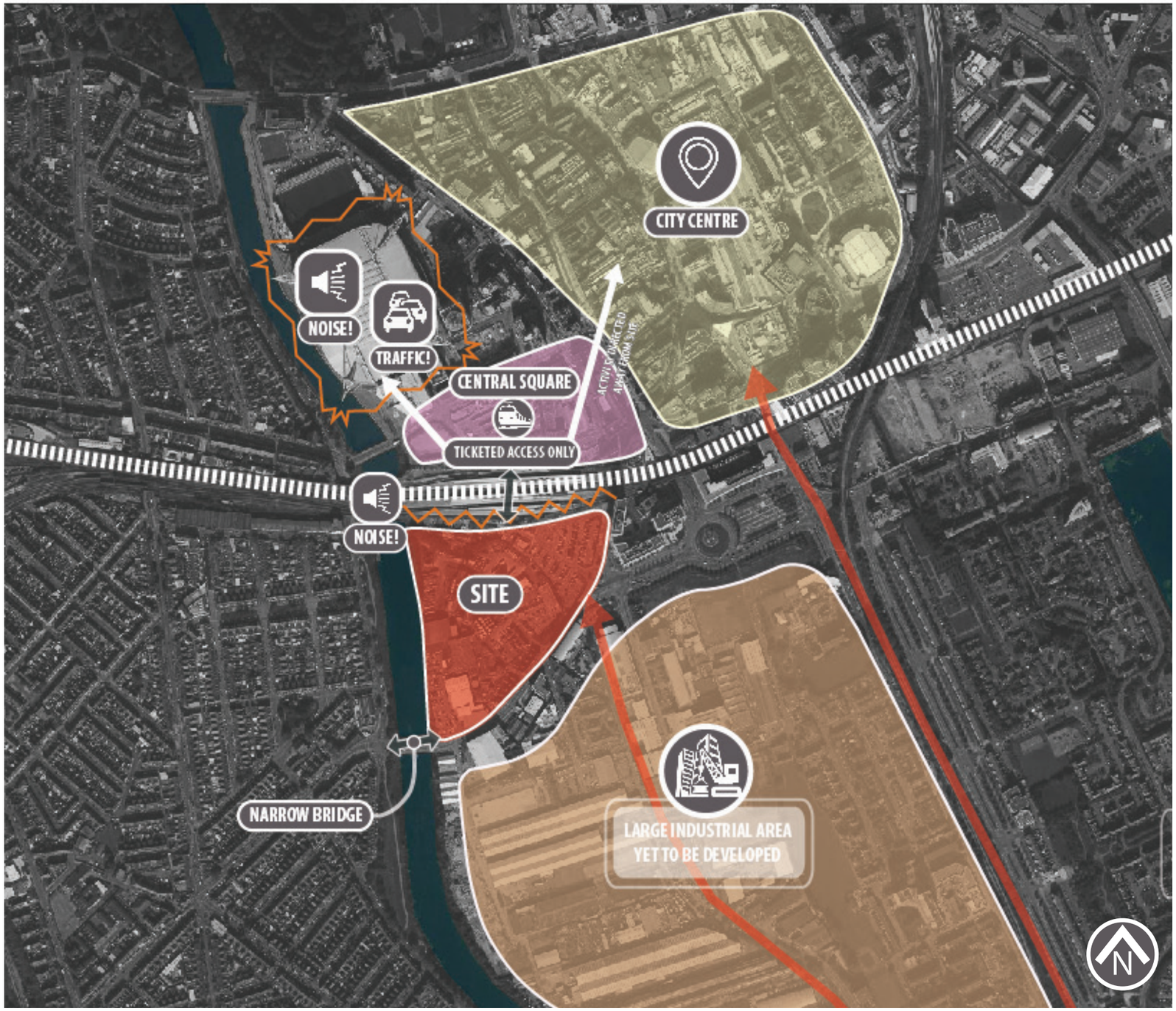
4. Harpur Street looking to the Brewery

5. BMW Showroom



Location on map

CONSTRAINTS



Site Constraints

- Central Quay is situated south of the railway line. Despite the close proximity to the city centre, the site is under developed due to poor connectivity. Currently only 20% of the railway passengers use the south entrance of the station.
- New development and future metro line may add pressure to current highway network.
- Significant traffic influx during match days/ major events.
- Railway line and nearby stadium are both noise sources.
- Noise and pollution hereby are high adjacent to the railway line and major roadways.

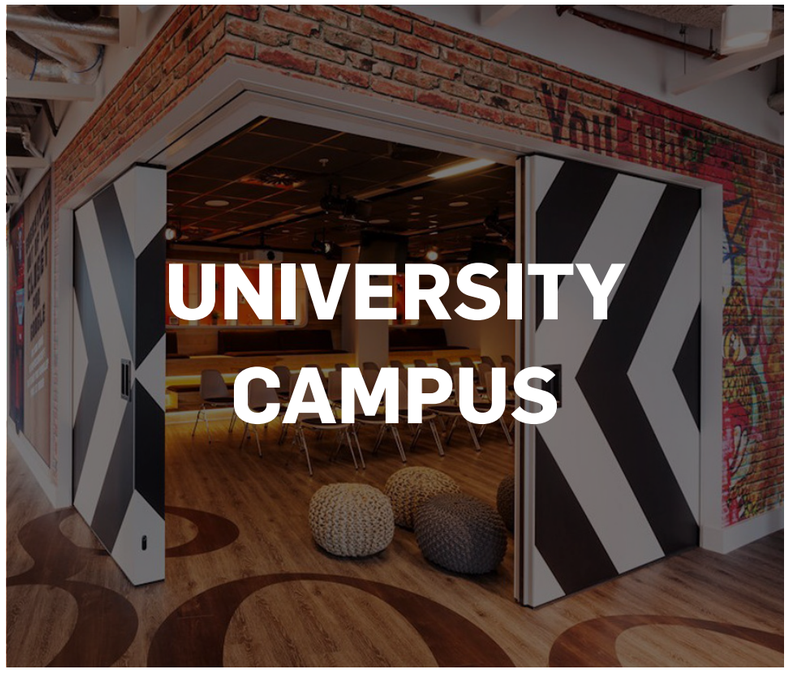
OPPORTUNITIES

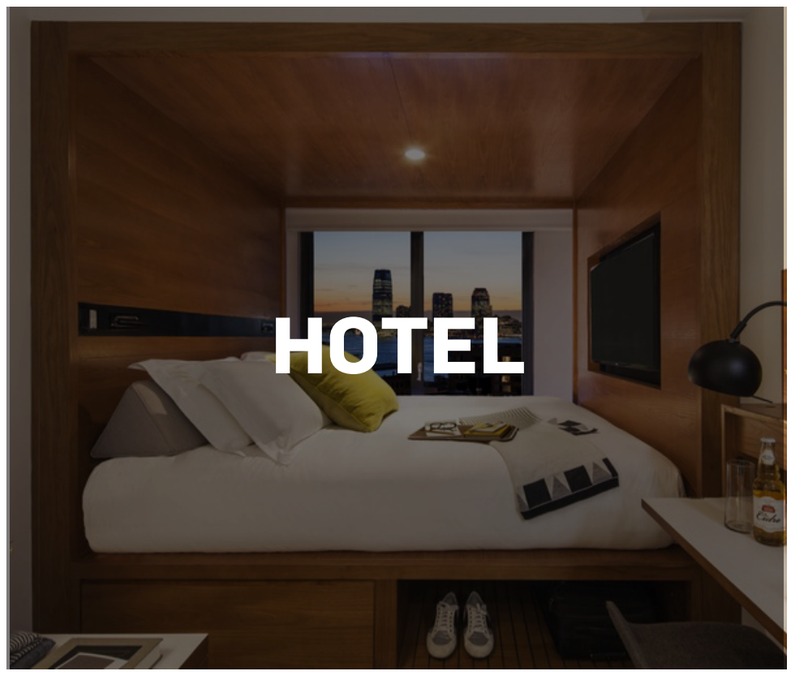
Site Opportunities

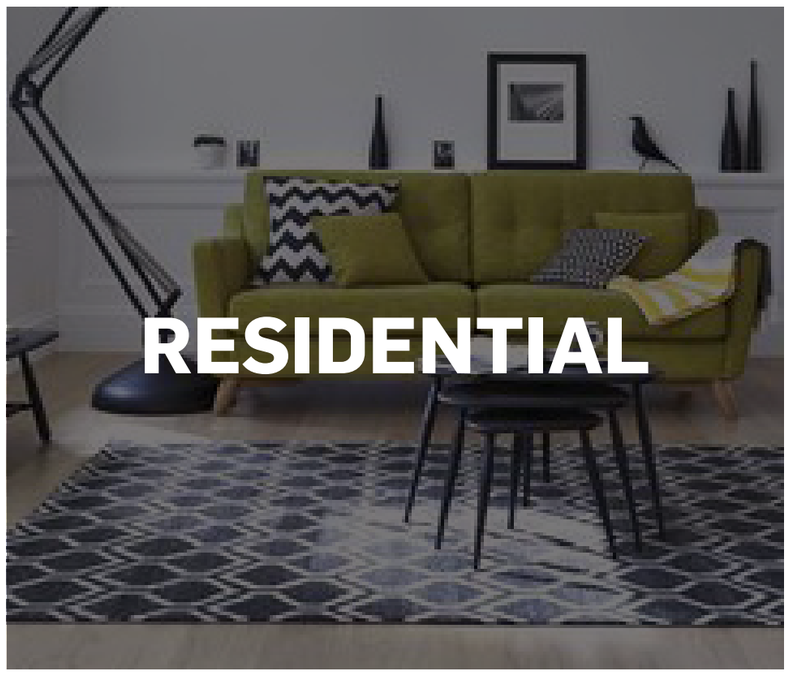
- To activate the forgotten river frontage.
- To re-invigorate the existing Brewery buildings as part of a new public amenity.
- To create a new destination for work, living and recreation.
- To improve connections to Central Station and Central Square.
- To improve pedestrian / cycle connectivity to city centre.
- To provide a pedestrian / cycle bridge connection to Taffs Mead Embankment.
- To improve connectivity to future Dumballs Rd development to the South.
- Provisional allowance for Cardiff Metro line running through the site and one stop opposite Central Station.

03 CONCEPT DEVELOPMENT

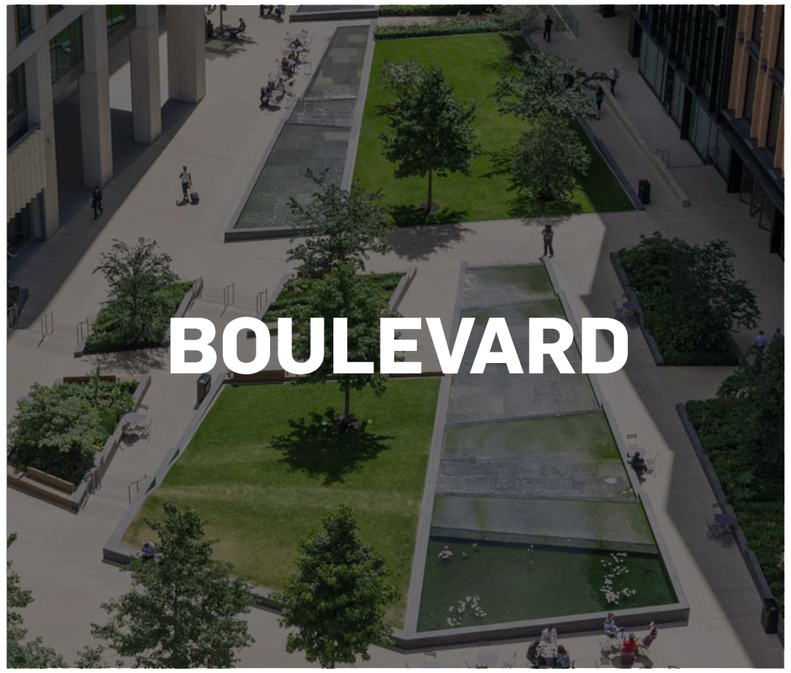
PROJECT INGREDIENTS




HOTEL


RESIDENTIAL

CONCOURSE

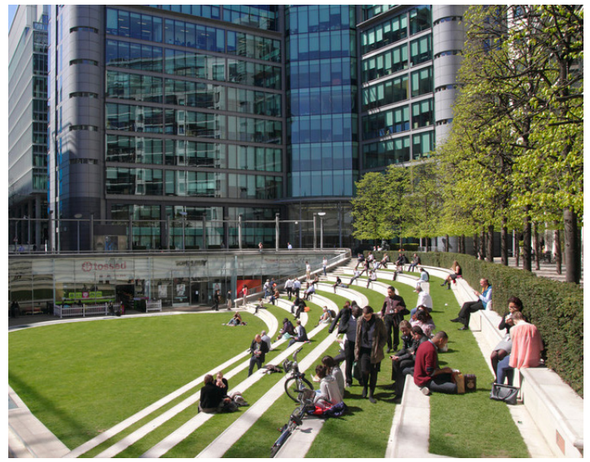

BOULEVARD

PUBLIC REALM

ART

KEY DESIGN DRIVERS

Framework Plan Principles



Framework Plan Principles

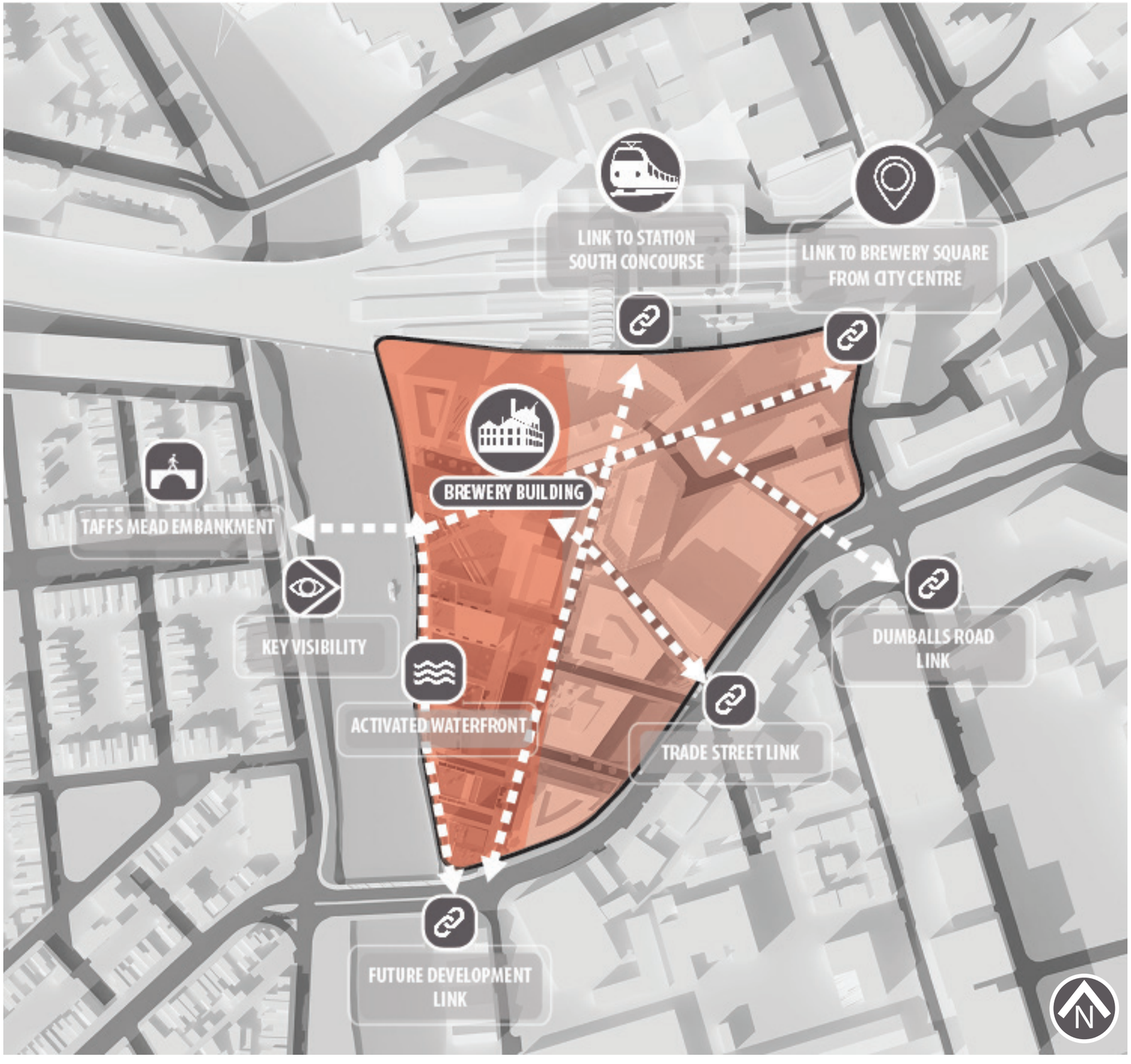
Following the discussion with Cardiff City Council, the key framework plan principles were agreed.

There are three key routes/ vistas to be provided:

1. From Penarth Rd to Brains Brewery
2. Trading St to Crawshay St, and connection with the Brewery Chimney vista.
3. Access from Penarth Rd to Central Station South Concourse.

The main spaces in Central Quay are the Station Concourse, Brains Riverside Space and Riverside Promenade. All these spaces are collected by the Main Street. Secondary local internal breakout space should be considered. Tall buildings should be placed at strategical locations and considered as part of the wider urban vistas.

KEY DRIVERS

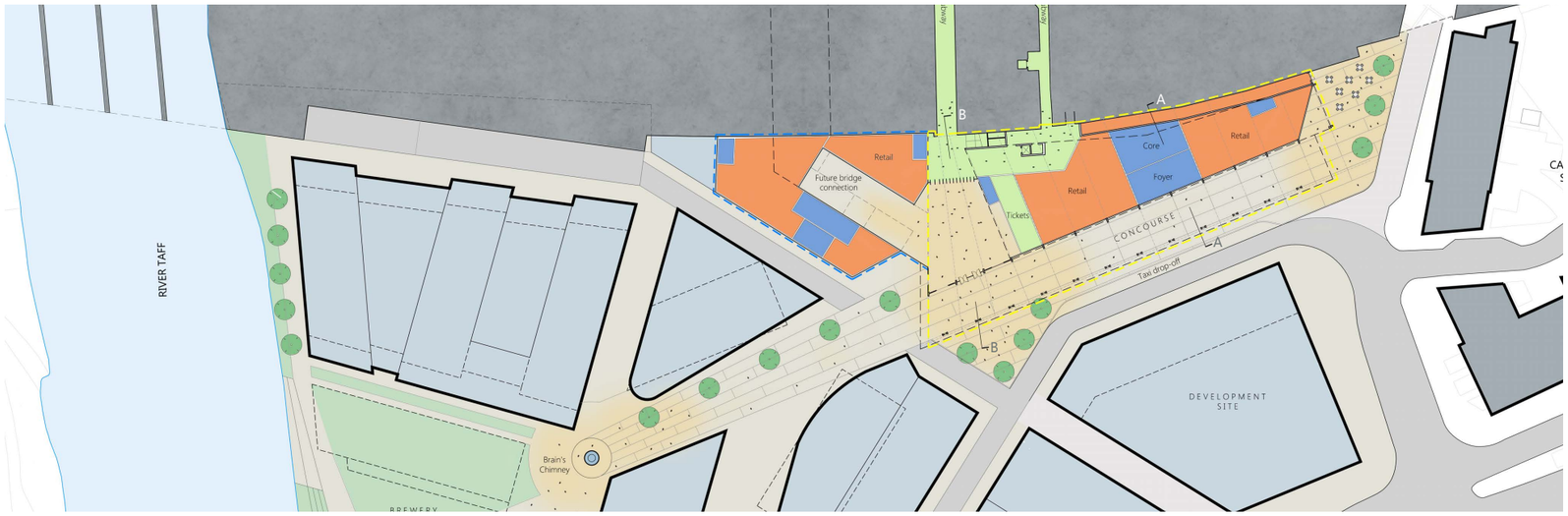


Access Routes

Developed from the agreed framework plan principles the following key access routes are established, providing an overall structure to the framework plan.

- Access links connecting the new station south entrance to the South.
- Access links connecting the City centre to the Brewery square.
- Access links connecting Dumballs Road to Central Station.
- Trade Street Connect to proposed new development in Dumballs Road area.
- Potential Pedestrian / cycle bridge link to Taffs Mead Embankment.
- Activation of the waterfront.

KEY DRIVERS



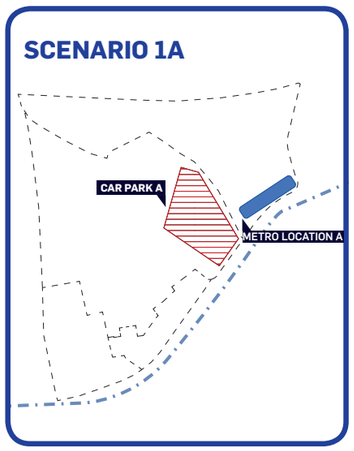
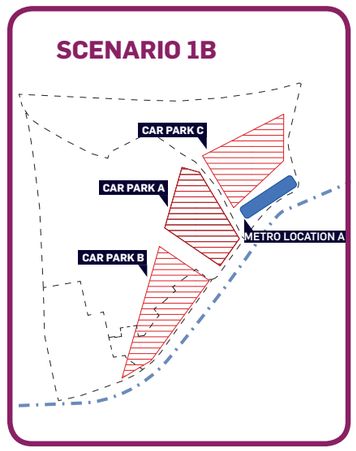
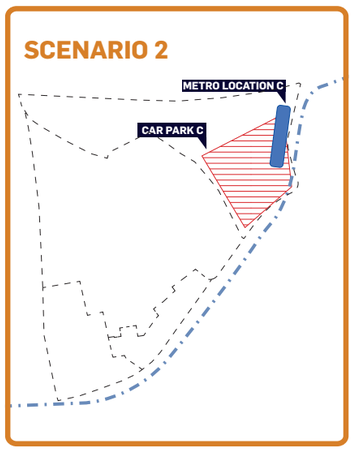
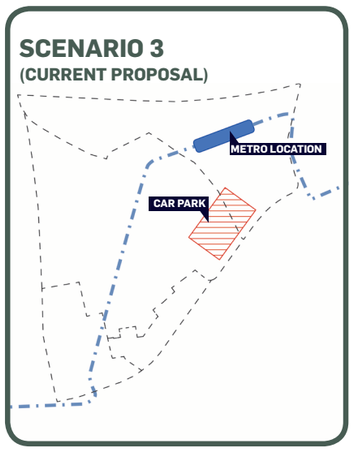
Network Rail Masterplan

A masterplan was prepared for Network Rail by Powell Dobson over the area under NR possession around Central Station. Aiming to provide:

- Increased capacity.
- Improved north-south connection.
- Enhanced south concourse.
- Providing Network Rail office/training accommodation.
- Providing retail opportunity.
- A more efficient, better connected car park system.
- NR masterplan will be incorporated into the New Central Quay framework plan.

NR masterplan shows the challenges of developing the site independently. By working with the Brains site, the constraints can be relieved, to provide a better development solution.

KEY DRIVERS

	SCENARIO 1A	SCENARIO 1B	SCENARIO 2	SCENARIO 3 (CURRENT PROPOSAL)
				
DESCRIPTION	SINGLE CAR PARK ON RIGHTACRES SITE SERVES THE WHOLE SITE.	NETWORK RAIL CAR PARK ON RIGHTACRES SITE. THE REST OF THE CAR PARK SPACES SPREAD OUT IN PODIUM LEVEL ON OTHER BLOCKS.	NETWORK RAIL CAR PARK AT THE FRONT OF NETWORK RAIL SITE, WITH OFFICE ON TOP. THE REST OF THE CAR PARK SPACES SPREAD OUT IN PODIUM LEVEL ON OTHER BLOCKS.	SINGLE CAR PARK PREDOMINATELY ON RIGHTACRES SITE, WITH SMALL PORTION OF THE BUILDING FALLS IN NR LAND.
PHASING	CAR PARK SITTING ALLOWS EARLY DEVELOPMENT OF THE SITE WITHOUT RELIANCE UPON NR. FACILITIES AND EXISTING CAR PARK BEING RE-SITED.	CAR PARK SITTING ALLOWS EARLY DEVELOPMENT OF THE SITE WITHOUT RELIANCE UPON NR. FACILITIES AND EXISTING CAR PARK BEING RE-SITED.	SEPARATE CAR PARKS IN PODIUM LEVEL MEANING THE SITE CAN BE DEVELOPED IN PHASES. NETWORK RAIL CAR PARK AT CURRENTLY CAR PARK LOCATION WILL REQUIRE TEMPORARY REPLACEMENT TO BE PROVIDED.	AGREEMENT WITH NR REQUIRED TO ENABLE EARLY DEVELOPMENT
STATION	CAR PARK IN CLOSE PROXIMITY TO THE STATION ENTRANCE. COVER ACCESS REQUIRED.	CAR PARK IN CLOSE PROXIMITY TO THE STATION ENTRANCE. COVER ACCESS REQUIRED.	CAR PARK IN CLOSE PROXIMITY TO THE STATION ENTRANCE. COVER ACCESS REQUIRED.	CAR PARK IN CLOSE PROXIMITY TO THE STATION ENTRANCE. COVER ACCESS REQUIRED.
PARKING	CAR PARK CAN BE EASILY ACCESSED FROM HIGHWAY.	MOST CAR PARKS CAN BE ACCESSED FROM HIGHWAY. ACCESS TO RESIDENTIAL CAR PARK WILL NEED TO CROSS THE SITE. SHARE SURFACE IS PROPOSED TO REDUCE SPEED. MANAGEMENT SHOULD BE IN PLACE TO MINIMISE CONFLICT BETWEEN PEDESTRIAN AND VEHICLE.	CAR PARKS CAN BE ACCESSED FROM HIGHWAY.	CAR PARKS CAN BE ACCESSED FROM HIGHWAY.
VISUAL	ARCHITECTURAL FACADE TREATMENT IS REQUIRED TO REDUCE THE DOMINATE IMPACT OF A MULTI-STOREY CAR PARK.	SINGLE VOLUME IS SEPARATED INTO SEVERAL BLOCKS AND INTEGRATED WITH OTHER FUNCTIONS. THE VISUAL IMPACT IS REDUCED.	CAR PARKS ARE INTEGRATED WITH OTHER FUNCTIONS. THE VISUAL IMPACT IS REDUCED.	ARCHITECTURAL FACADE TREATMENT IS REQUIRED TO REDUCE THE DOMINATE IMPACT OF A MULTI-STOREY CAR PARK.
METRO STOP	METRO STOP ON CENTRE LOCATION TOWARDS CALLAGHAN SQ. ON NR SITE. WITH GOOD CONNECTION TO THE TRAIN STATION.	METRO STOP ON CENTRE LOCATION TOWARDS CALLAGHAN SQ. ON NR SITE. WITH GOOD CONNECTION TO THE TRAIN STATION.	METRO STOP ON NORTHERN LOCATION ON NR SITE. WITH GOOD CONNECTION TO THE TRAIN STATION.	METRO STOP ON CENTRE LOCATION OPPOSITE TO CENTRAL STATION.

Car Park and Proposed Metro Line

Car Park

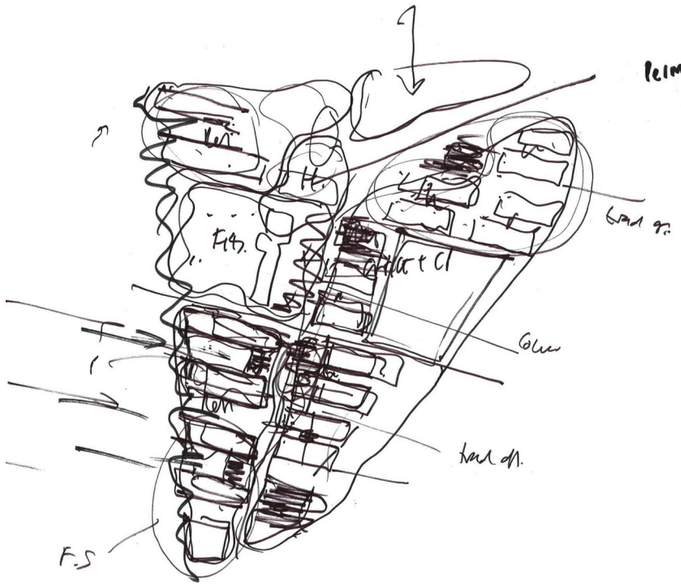
A critical consideration of the project is that the parking facility for the station (NR) will need to be maintained during the redevelopment.

A study on car park configuration was carried out and different parking layouts were considered. It was decided that a multi-storey car park located in the Brains site can be built in the first phase. This will meet NR requirements while minimising the impact to the existing surface car park during construction. Several podium/ basement level car parks will be provided across the site to meet the parking requirement of the rest of the site.

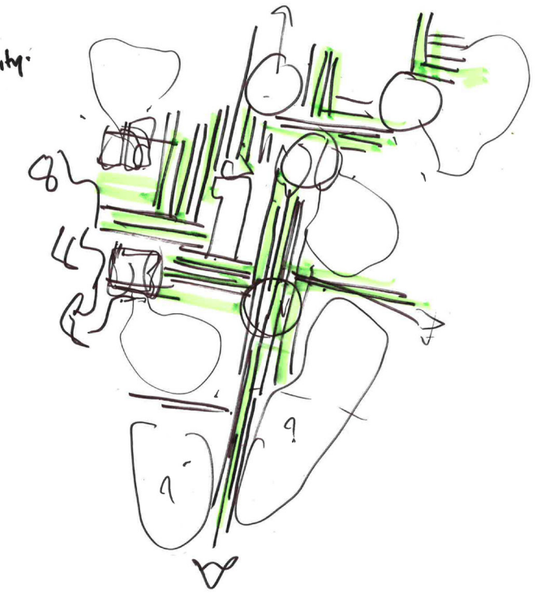
Proposed Metro line

The Cardiff Capital Region Metro Network plan shows the Cardiff Bay - Airport metro line running through the area with one designated Metro stop servicing the Central Station. It is proposed that the Metro line will run through Cardiff Central Quay site. Potential metro stop will be placed opposite to Central Station.

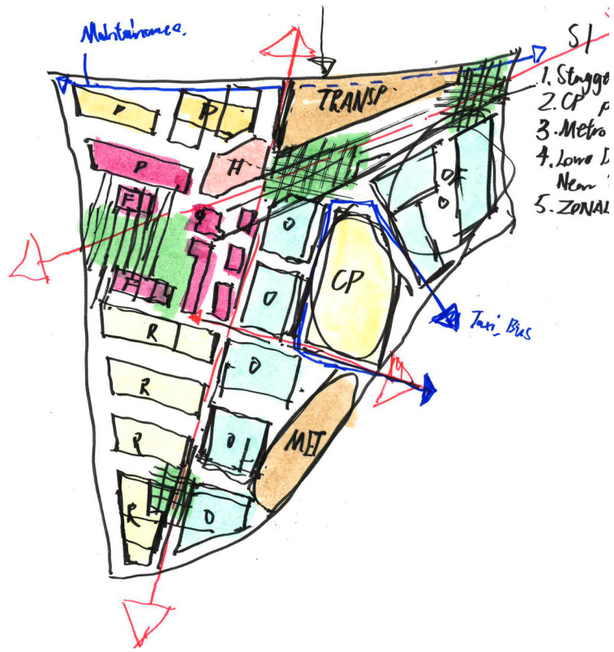
CONCEPT DEVELOPMENT



Permeability



Urban park



Zoning

Initial Sketches

In 2016, Benoy was invited by Rightacres to produce an initial study of potential development on Cardiff Central Quay site. Initial sketch ideas were prepared and considered.

Objects in the park

Fraction of the city

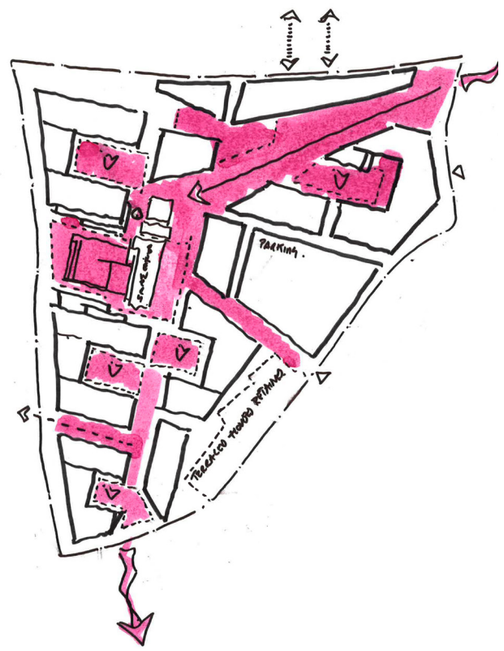
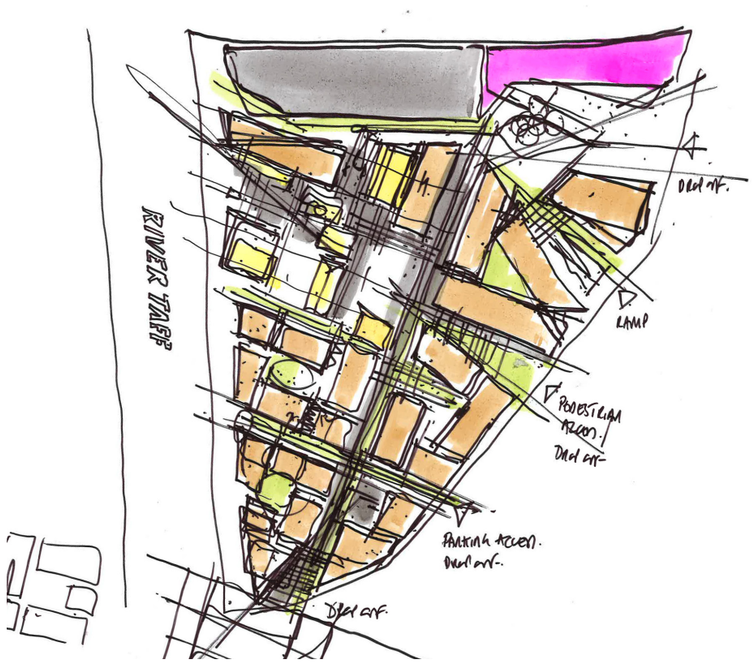
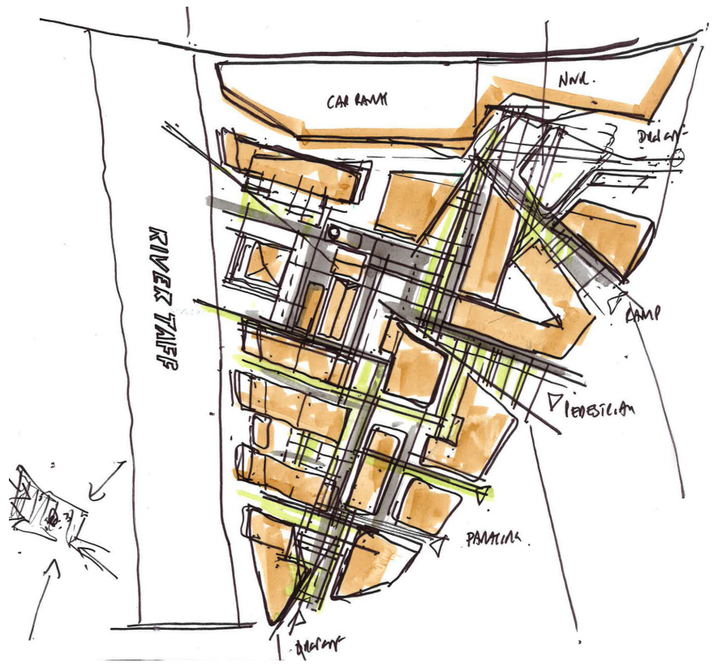


Figure - ground

CONCEPT DEVELOPMENT





25th July 2016 (Option 1)

Urban park concept - natural elements from the river Taff filter through the blocks into the depth of the site. This concept works on an adjusted grid running parallel to the Brewery building.

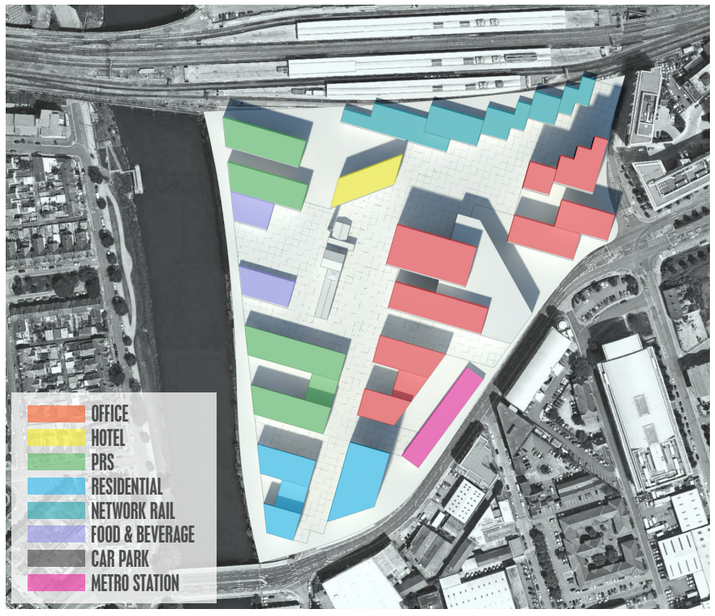
25th July 2016 (Option 2)

City block concept - city centre scale, human scale streetscape and active public realm elements combine working on a north-south grid.

Concept Design Options

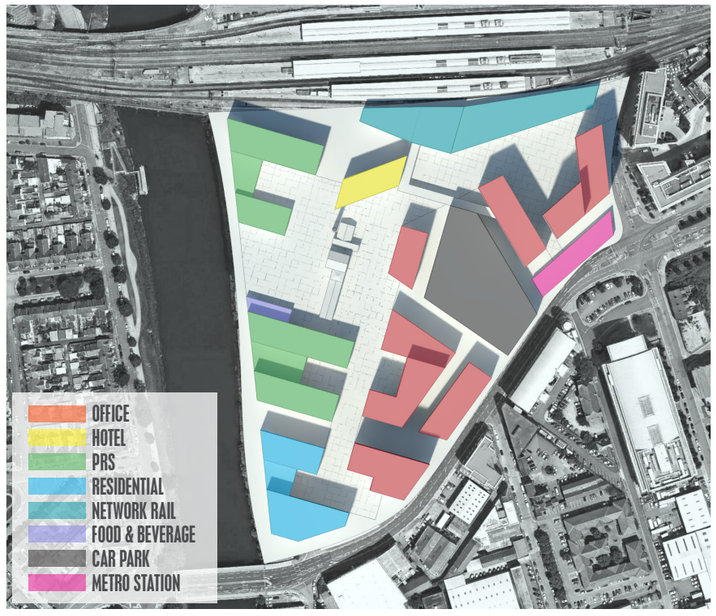
Concept options were presented to Rightacres looking at an overall framework plan of Central Quay exploring different approaches to redeveloping the site.

CONCEPT DEVELOPMENT



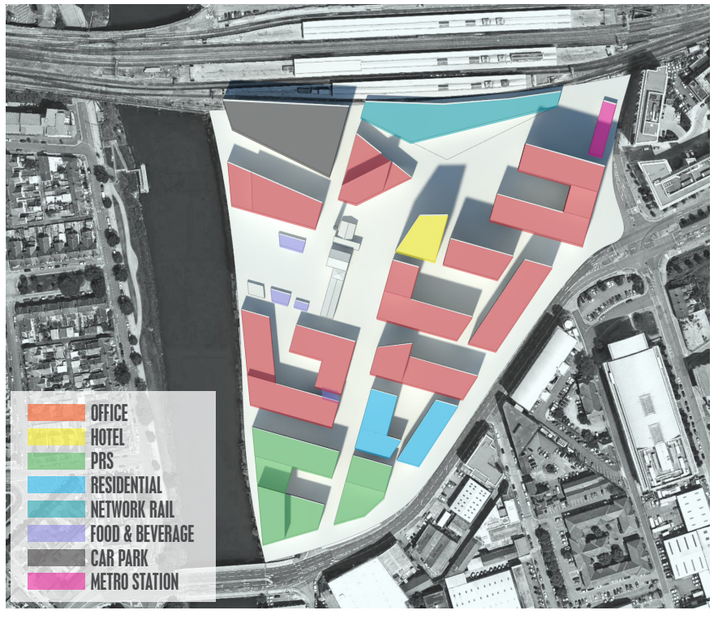
7th December 2016 (Option 1)

- Metro Station on the south
- Single multi-storey car park on Brain's site with development on top.



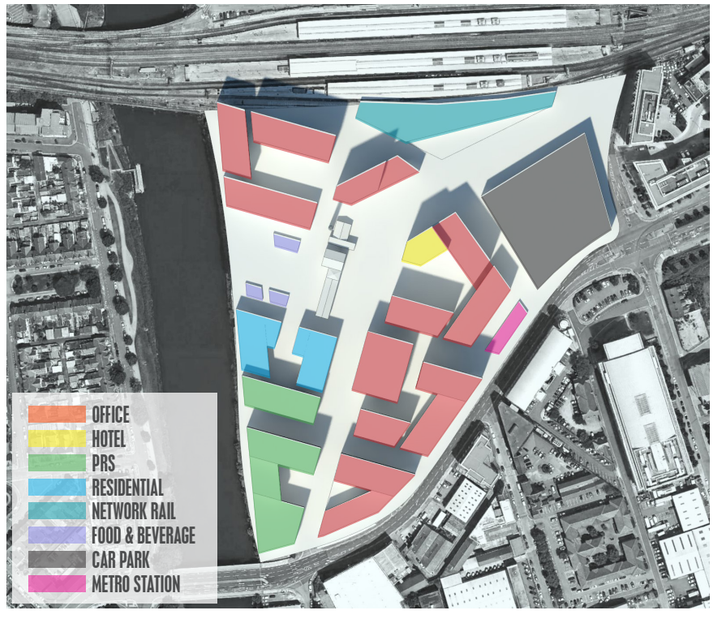
7th December 2016 (Option 2)

- Metro Station on the east
- Single multi-storey car park on Brain's site



7th December 2016 (Option 3)

- Metro station on the north-east corner
- Multi-storey car park on NR land, north-west corner of the site.



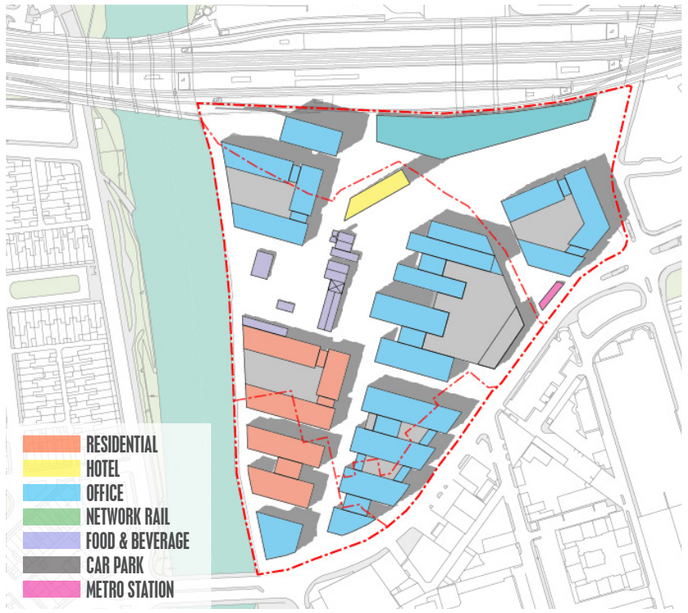
7th December 2016 (Option 4)

- Metro station on the east
- Multi-storey car park on NR land, east of the site.
- PRS located to the south west

Design Options

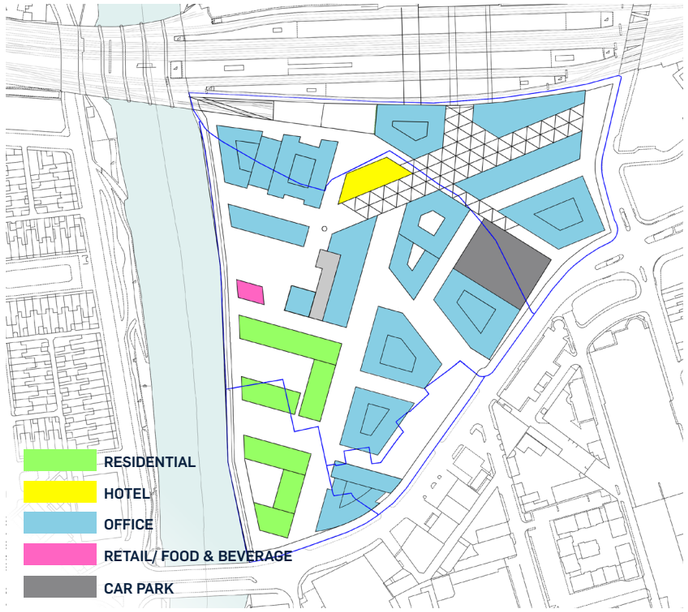
In October 2016, Benoy was appointed to produce a comprehensive consultation report for Central Quay framework plan. After engagement with the stakeholders and Cardiff City Council, the framework plan principles were established. An updated framework plan option study was presented on 7th December looking at the high level function zoning, potential NR car park configuration and the future metro stop location.

CONCEPT DEVELOPMENT



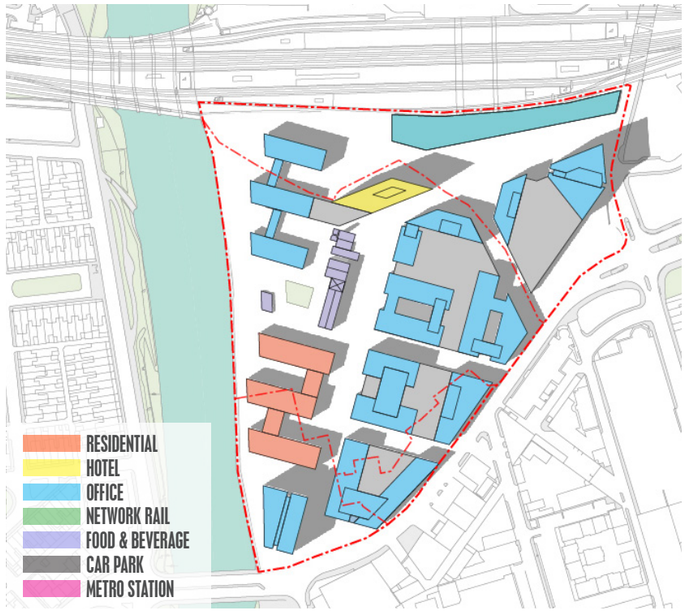
4th January 2017 (Option 1)

- Linear layout



30th January 2017

- Canopy introduced
- Framework plan adjusted according to stakeholders meeting



4th January 2017 (Option 2)

- Courtyard layout

10th February 2017

- Further development on building blocks

Design Development

During January 2017, a framework plan strategy started to emerge. Connectivity was reinforced by the introduction of a canopy system connecting the public realm over the station concourse and car park. The definition of Brewery Square started to take shape.

CONCEPT DEVELOPMENT

14th February 2017, meeting was held with Andrew Gregory and Simon Gilbert, Cardiff City Council.

Comments from the meeting are as followed:

- More obvious and direct link from Trade Street to the station.
- Consider adding a pedestrian/ cycle bridge over the river.
- Larger public space to be provided around the brewery building/ river frontage.
- Need to animate the river frontage at the ground floor level with a variety of uses.
- Development should have a city centre scale and mix.
- River front layout to consider more ‘cut outs’ and series of spaces with greater variation of building heights.
- Possible tall building at the southern edge of the site as Landmark feature.
- Trade St crossing to consider ‘super crossing’ linked to light controlled access to the site.
- Potential metro station should be close to the exiting station.

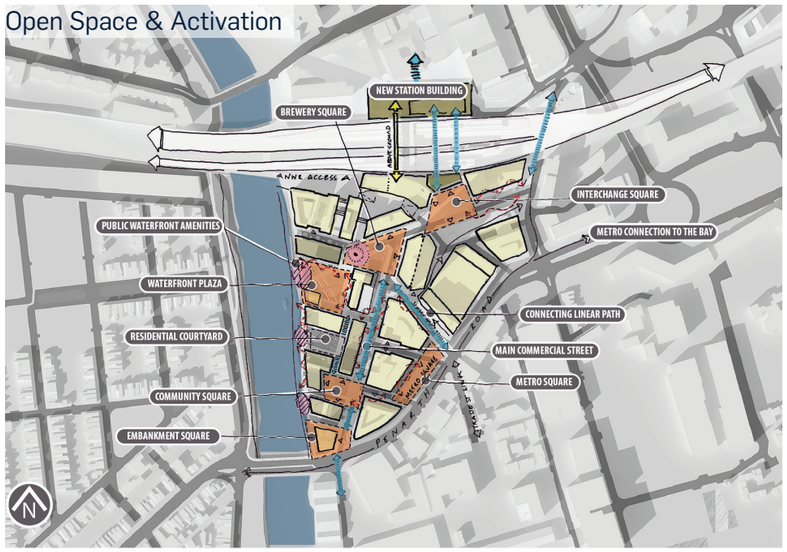
22nd February 2017, meeting was held with Clair Moggridge and Martin Smith, Cardiff City Council.

Comments from the meeting are as followed:

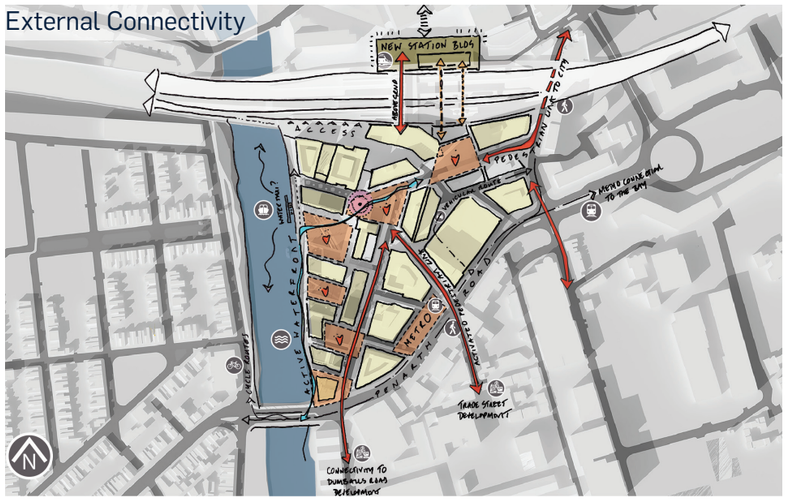
- The site will provide up to 1400 spaces for the mix of uses proposed including about 400 - 450 spaces for Network Rail.
- The framework plan shall not prejudice any future metro proposals.
- The main access to the site will be from Penarth Rd / Crawshay St with a one way clockwise loop around the site and out via Penarth road (N).
- Making Penarth Rd (N) southbound provides additional space for pedestrians with destinations at St Marys street, Saunders Rd.
- Improving the pedestrian realm under the railway bridge to Saunders road / St Marys St.
- A toucan crossing from Dumballs road to Penarth road (N).
- A toucan crossing on Penarth road near Curran embankment to link the cycle routes through the site and the embankment (Taff trail).

CONCEPT DEVELOPMENT

Open Space & Activation



External Connectivity



8th February 2017, a presentation was given to Design Commission For Wales.

Positive response was received from DCFW, valuable comments and suggestions discussed during the meeting were taken on board in the framework plan.

16th March 2017, meeting was held with Martin Smith, Cardiff City Council.

In the meeting, updates on the framework plan and the highway design were presented.

FRAMEWORK PLAN

10th May 2017, pre -application design review, Cardiff City Council.

Review comments are as follows:

- Can the scheme make reference to Callaghan Square, ideas for development on land south of Callaghan Square, emerging development ideas for land within the vicinity of Dumballs Road and the Central Station plans? This could tie the development into ideas for the wider area, and help explain its qualities. It would, in particular,highlightandclarifythespecificpedestrian/cyclistlinkages to the city centre.
- 1 Existing homes are severely compromising development and the interface is very problematic.
- The analysis should show the possible metro routes through the city centre and down Dumballs Rd to explain the positioning of any stops.
- 2 The proposed tram stop is not acceptable - it is distant and not visible from the station entrance. We propose that the stop is moved to the eastern corner – see illustration.
- The transport circulation is reasonable but we need to understand how busy the gyratory system might be in front of the station 3, if the car park is to feed into this space. The area required for adequate provision of a taxi rank, drop off and short term parking for station area needs to be clarified as the area seems to be congested, in combination with the predicted level of through traffic.
- We like the idea of the concourse 4 and its potential architectural expression.
- We welcome the proposal to widen the pedestrian (and cyclist?) Route to the city centre under the railway line 5 to the east and offer enhancement. Some clarity in the nature of the proposals would be welcome. The proposal highlights the need for cycling networks to be well integrated into the development, along with some cycle parking for the station on this southern side.
- We would welcome a better alignment of new buildings to acknowledge the position of Harper Street 6.
- The area outside the station and the Brewery Square are a little fragmented and overly complex 7 in both general form and detail. Some suggestions for simplifying these spaces are made in the attached illustration.
- The pedestrian routes are typically a little compromised from

FRAMEWORK PLAN

Dumballs Rd and Trade Street 8. We do not think that designs should assume that pedestrians will take a longer route to the station from Trade Street in particular. The design should provide good routes along direct desire lines.

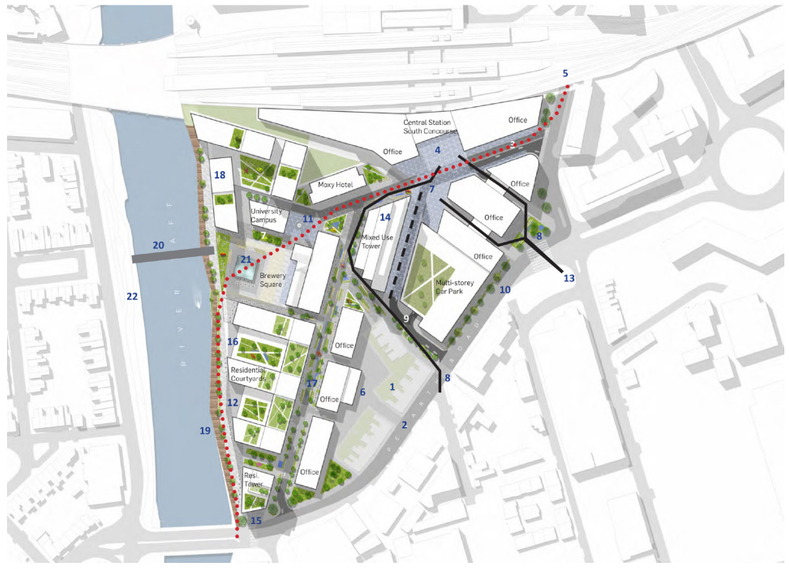
- We want to see a greater mix of uses along the northern extension of Trade Street and where the car park currently fronts Penarth Rd 9. Trade Street offers a key pedestrian route north from the Dumballs Road development area, and is currently underdeveloped as a comfortable and interesting pedestrian environment.
- In the site as currently, and with little setting. We welcome the high building at the entrance to the site from the Penarth Road Bridge. We would like to see an incidental urban space here 15 to establish some setting to this/these buildings, and create a bit of a gateway effect at the entrance to the avenue.
- Active frontage facing the river and shielding the apartment car parking is a key feature of this part of the scheme, and our acceptance of this apartment typology 16. We would welcome a strong commitment to interesting uses within these units facing the river walk and cycle way.
- We would like some clarity about the nature of the key space/street sections demonstrating when they will receive direct sun light throughout the year 17.
- We would like some clarity about the proposed university campus use, as the text is ambiguous 18. Are these high tech starter units related to a university, or some other "spin off"? Positioned here they will animate and bring life to the space but potentially bury some more interesting buildings, whilst the synergy with student uses near Dumballs Rd is lost.
- The water front should contain a very clear path for cyclists and pedestrians linking south and connecting across the site and into the city centre 19. This aspiration should be shown in all site analysis and synthesis work, as the Council seeks to establish a route along the eastern bank of the river.
- We would also like to see the introduction of a cyclist/pedestrian bridge link from Merches Gardens Grangetown into the site 20, in order to connect the scheme for cyclists on the Taff Trail and significantly enhance the quality of routes from Grangetown into the site and beyond to the city centre.
- We think that: the pavilion 21 in Brewery Square is fragmenting the space and limiting views of the river from many positions; that stepped access to the pavilion will create access complications for people with special needs/disabilities; that the building breaks desire lines across the space; and that all areas of the square should have views of the river. The square should remain roughly the same size and visually link the existing brewery building to the river. We would prefer a built form that is more consistent and coherent around such a small space.
- We would encourage a treatment of the river bank that takes people close to the water and fully integrates a river taxi stop into the space. We would like ideas to significantly enhance the western bank 22.
- The tall buildings will be of outstanding design quality
- In general, whilst we have no problem with the scale of the car park, its positioning is having an unacceptable impact on its immediate context, and also in views from Callaghan Square 10. Work to re-orientate the form of the building, or other measures to reduce its impact, would be welcome.
- We agree with the DCFW comment that the Brains chimney 11 appears isolated in this treatment. We would welcome a scheme which integrates it into a building in some way, whilst retaining it as a landmark accommodated within a vista.
- We think that the Penarth Rd and water front are key frontages, whilst there are also important views of the scheme from Dumballs Road, Callaghan Square and as you leave the bridge at the end of Penarth Rd. We would like the detailed form of the river frontage at ground floor to be more continuous 12. We would suggest care in the form of the development to the east of the site to open up a view of the station from this key location 13. We are not happy with this at the moment (see illustration). We would also suggest more thought is given to the location of the main tower 14 which could relate more to the Callaghan Square view, rather than being a little buried.

12th October 2017, pre -application design review, Cardiff City Council.

Further comments on Phase 1 layout:

- Metro Station arrangement
- Internal road layout
- Phase 1 office
- Multi-storey car park

With in-depth market research and professional advice, the original mixed use tower was found to be unviable and subsequently changed to a simpler and more efficient office building with ground floor retail/ market use.

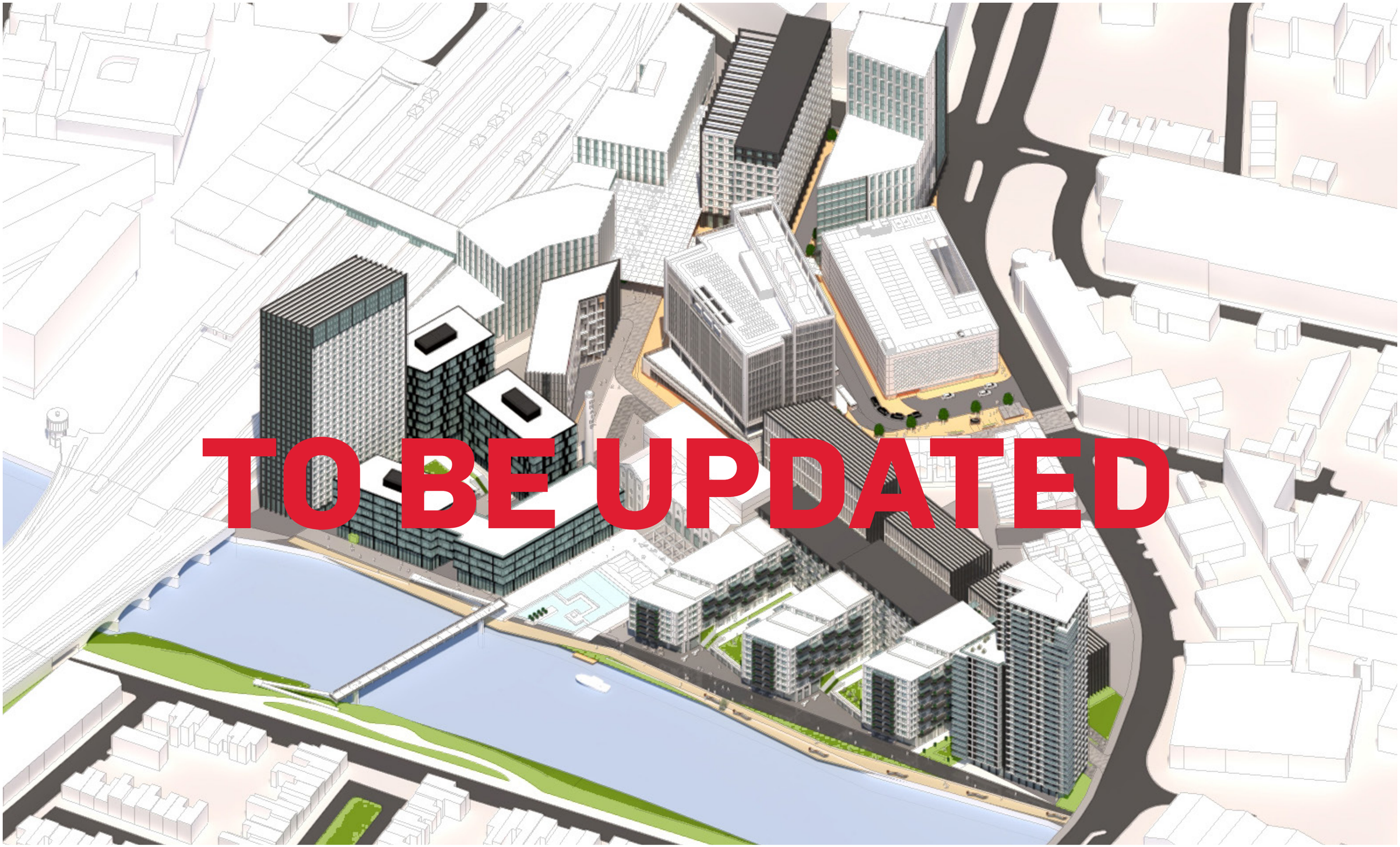


CCC Design Review comments

04 FRAMEWORK PLAN

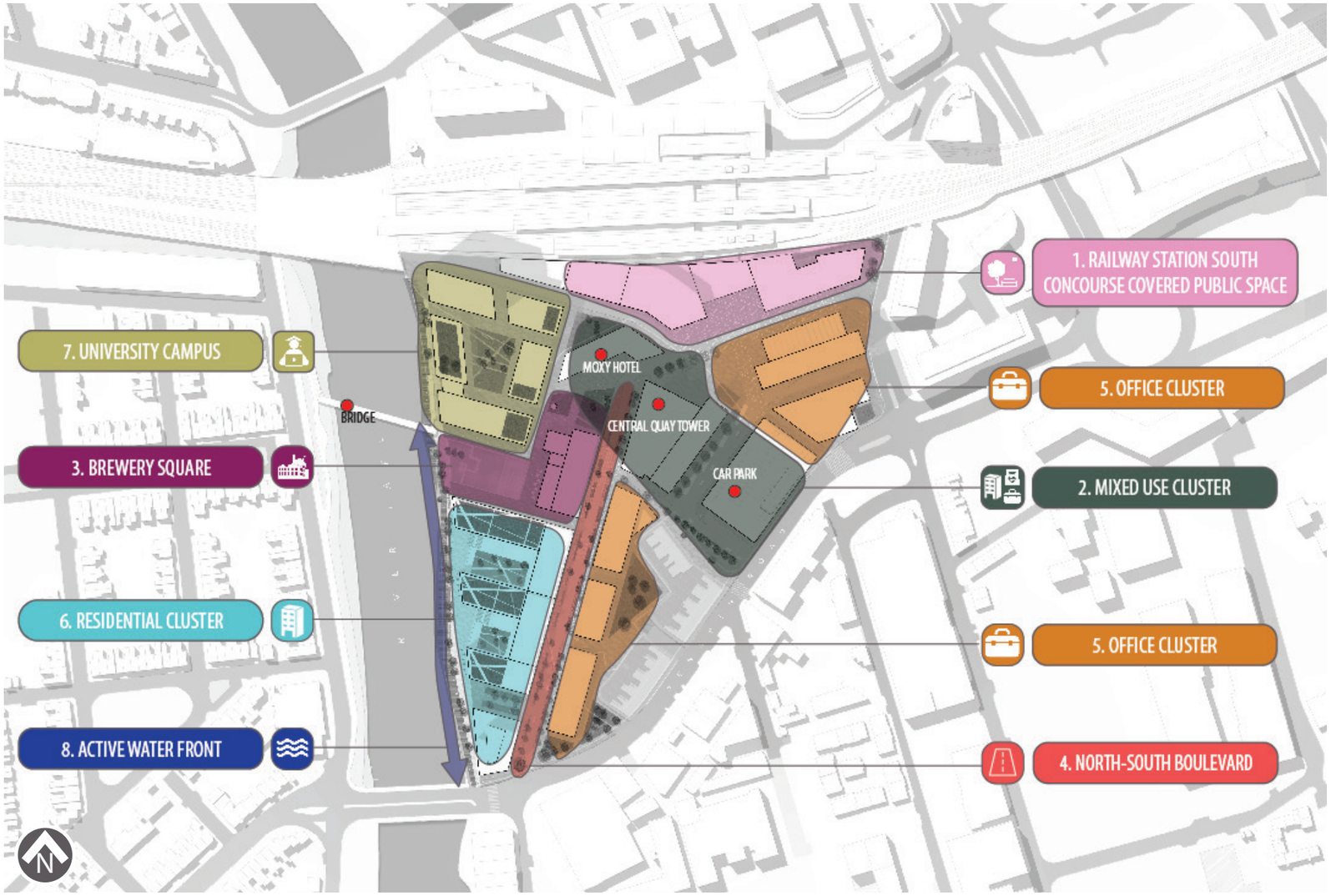
FRAMEWORK PLAN

FRAMEWORK PLAN



Aerial View

FRAMEWORK PLAN



Functional Zoning
Responding to the brief and the urban framework, the framework plan consists of the following functional zones:

1. Central Station south concourse and covered public space.
This area addresses Network Rail's requirement to upgrade the Central Station with a new enhanced south concourse and covered public space.

2. Mixed-used Cluster
- Internal vehicle route allowing access to the multi-storey car park.
- Central Quay Tower - office
- Moxy Hotel, a city centre style hotel.

3. Brewery Square
At the heart of the framework plan, the Brewery will be transformed into a new public square with F&B, Retail, Workspace and other 'meanwhile' events throughout the year. The heritage of the Brewery building will be celebrated and the chimney retained with new elements introduced to create a vibrant public destination by the river.

4. North-South Boulevard
The boulevard is the main connecting pedestrian space within the framework plan, linking Cardiff Central Station with future development to the South. This spine will accommodate the proposed new Cardiff city metro route.

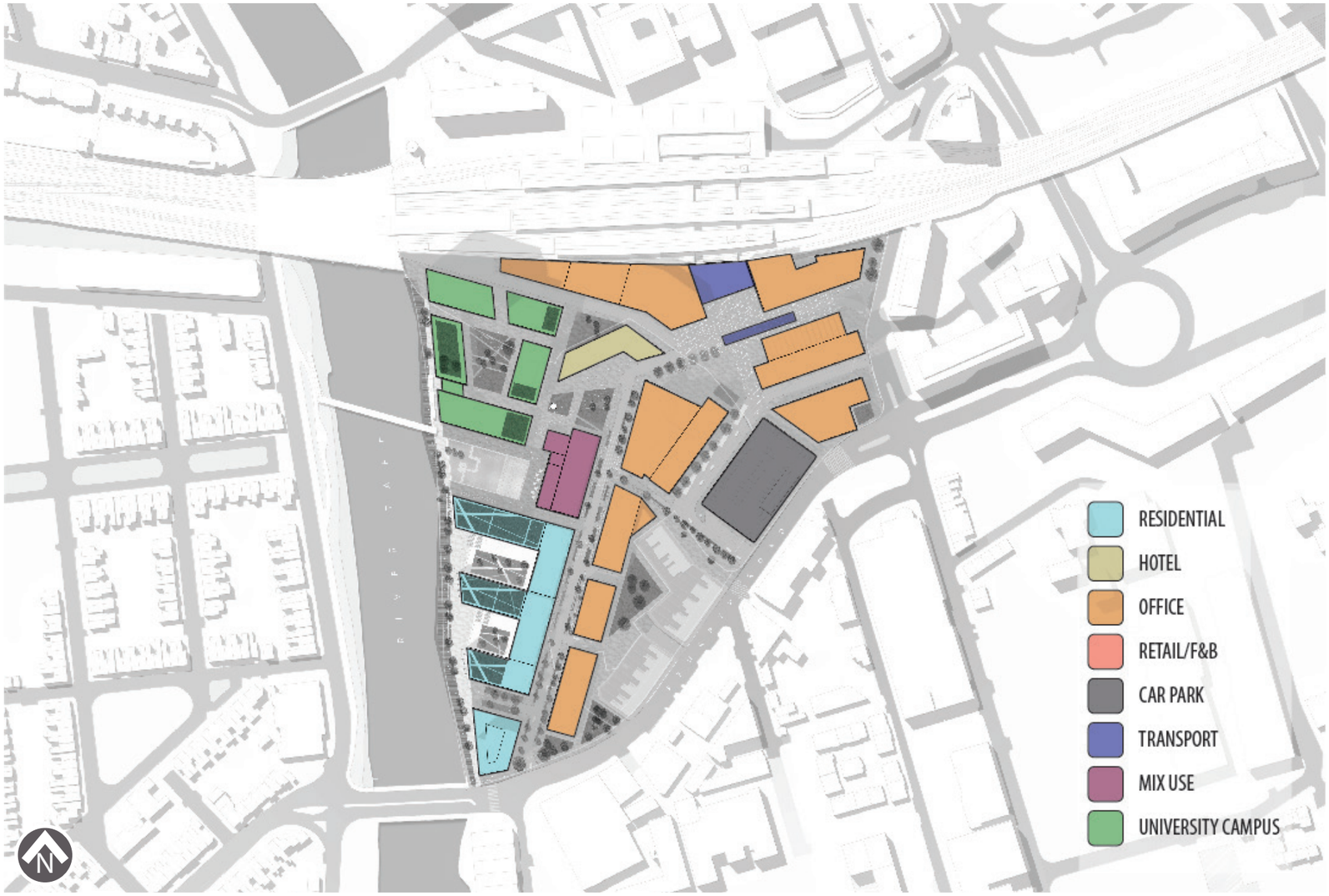
5. Office Cluster
There are two clusters of commercial space within the framework plan, one to the east end of Network Rail (NR) site and the second at the east of main North/South Boulevard.

6. Residential Cluster
There are a series of residential blocks with landscaped courtyards to the west of the Boulevard. Residential units occupy area above the podium, which houses the car park, gym and other amenities. A residential tower is located at the southern end of the site.

7. University Campus
The University Campus forming an enclosed courtyard is located to North of the Brewery Square aiming to provide a flexible and vibrant space for university research, innovative technology start-up businesses.

8. Active water front
The area along River Taff will be reactivated to provide a connection from the Brewery Square to the Taffs Mead Embankment via Penarth Road Bridge, providing a scenic alternative route for pedestrians and cyclists. A potential new pedestrian bridge is proposed connecting Brewery Square and Taff Mead Embankment.

FRAMEWORK PLAN



Typical Floor Use

Typical floor use reflects the functional zoning of the framework plan.

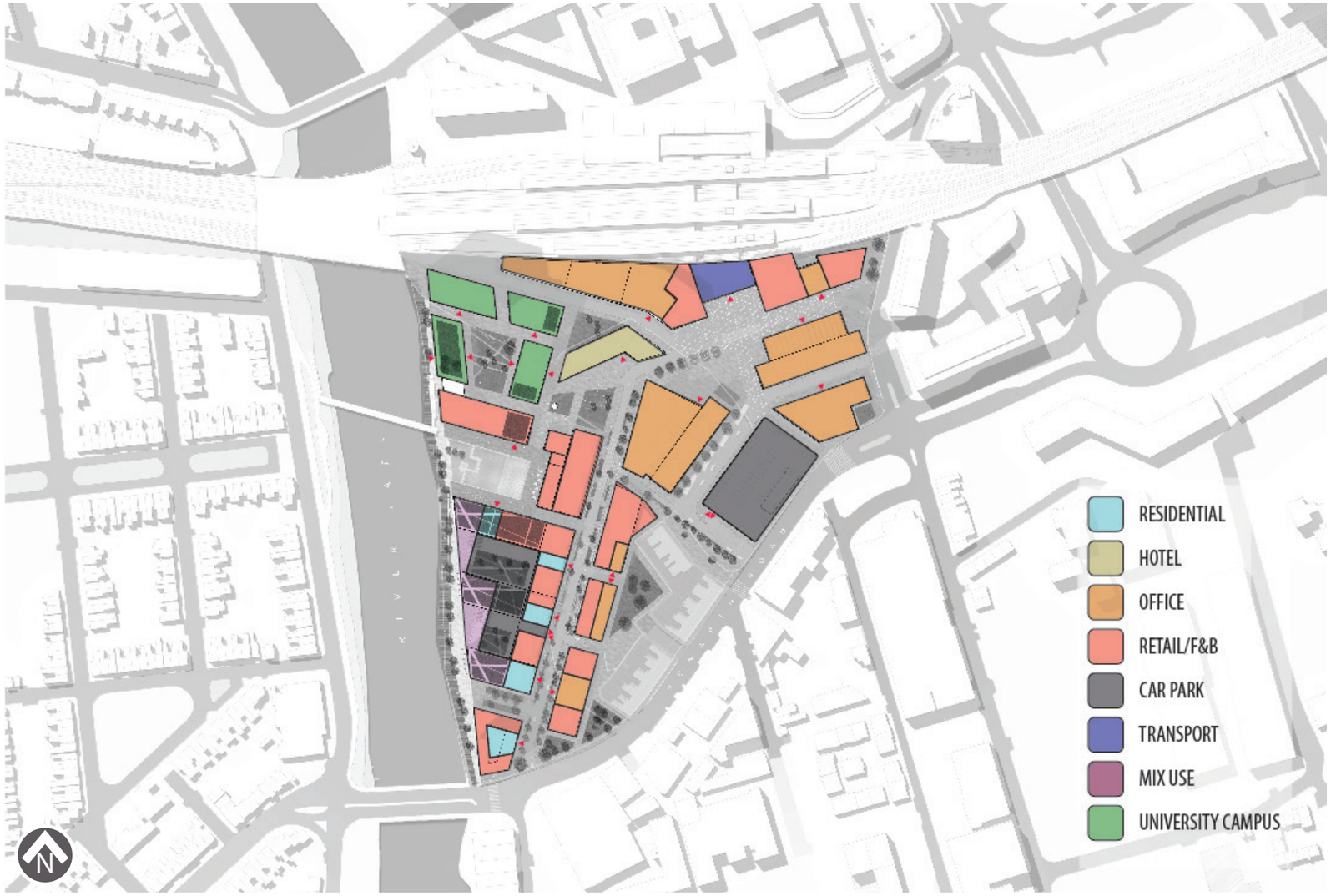
Office, residential and education are the main upper floors uses on the site, with a small portion of hotel and transport infrastructure use.

All public facing elements are arranged spatially along the main North/ South Boulevard with the Brewery Square opening up towards the River Taff.

The residential cluster is oriented towards the river front to maximise the view out.

The university campus locates North-west of the site forms a traditional 'quad' style layout with a view towards Brewery Square and the River Taff.

FRAMEWORK PLAN



Ground Floor Use

There is a mixture of uses on the ground floor.

The transport interchange is a key element to the framework plan. This includes the new extended Central Station South Concourse, Metro stop, bus stops, taxi rank and a multi-storey car park. All these functions are connected by a canopy to provide easy access in all weather condition.

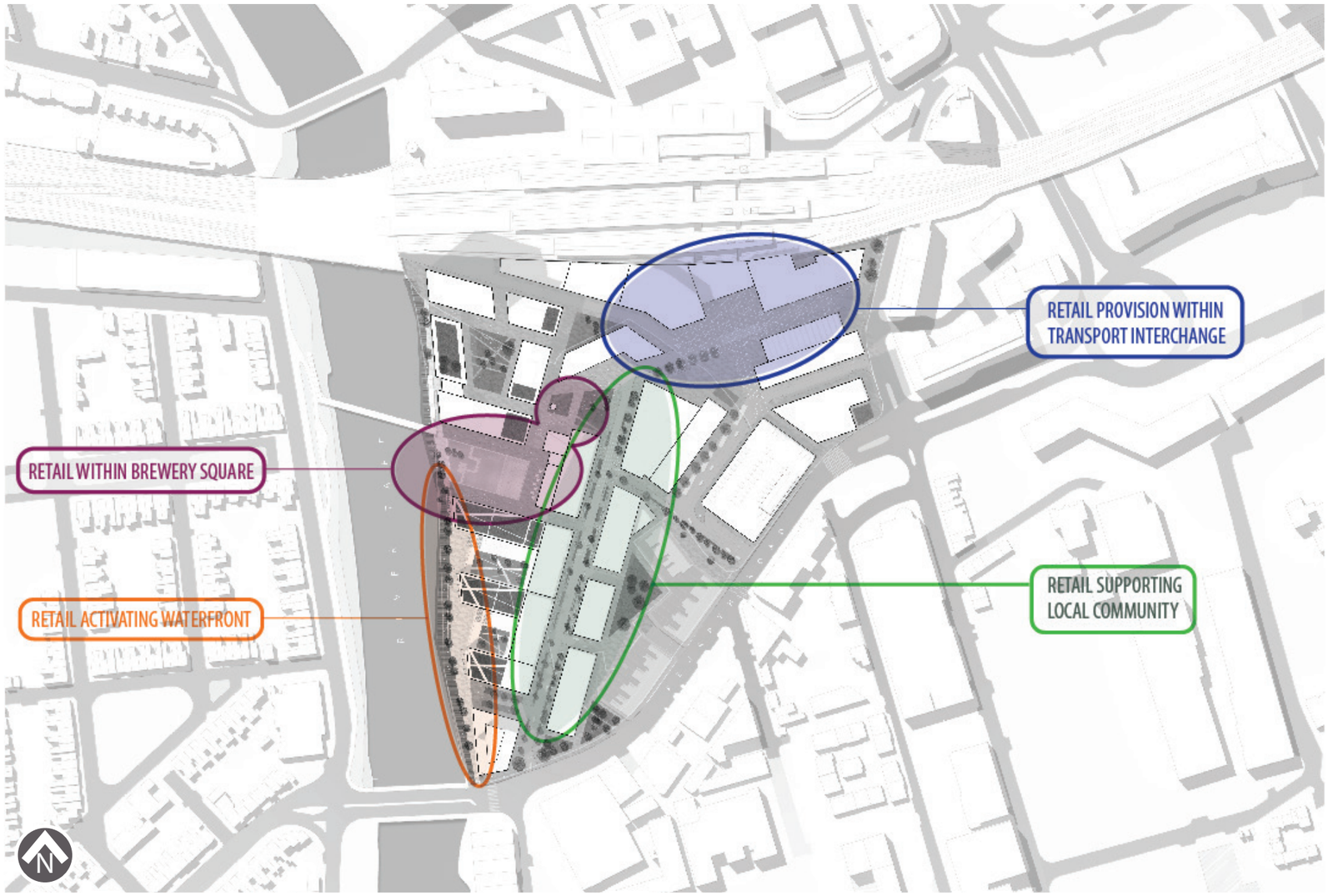
A city central style hotel is proposed locating within close proximity to the railway station.

The University campus occupies the North-West corner of the site.

Along the Boulevard, a mix of retails, office lobbies, co-working space and residential lobbies.

Food & beverage retail units are placed in strategic locations, particularly around the Brewery Square to create active frontages and a vibrant environment both day and night.

FRAMEWORK PLAN



Ground Floor Retail

Retail units on the ground floor can be defined into four distinct zones:

- **Retail provision within transport interchange**

Retail units service the Station include convenience stores, news agents and high street food chains.

- **Retail within Brewery Square**

The provision to Brewery Square is predominately F&B with small scale retail units include high quality restaurants, bars and cafés. These uses will create a move active experience for visitors and energise the public space.

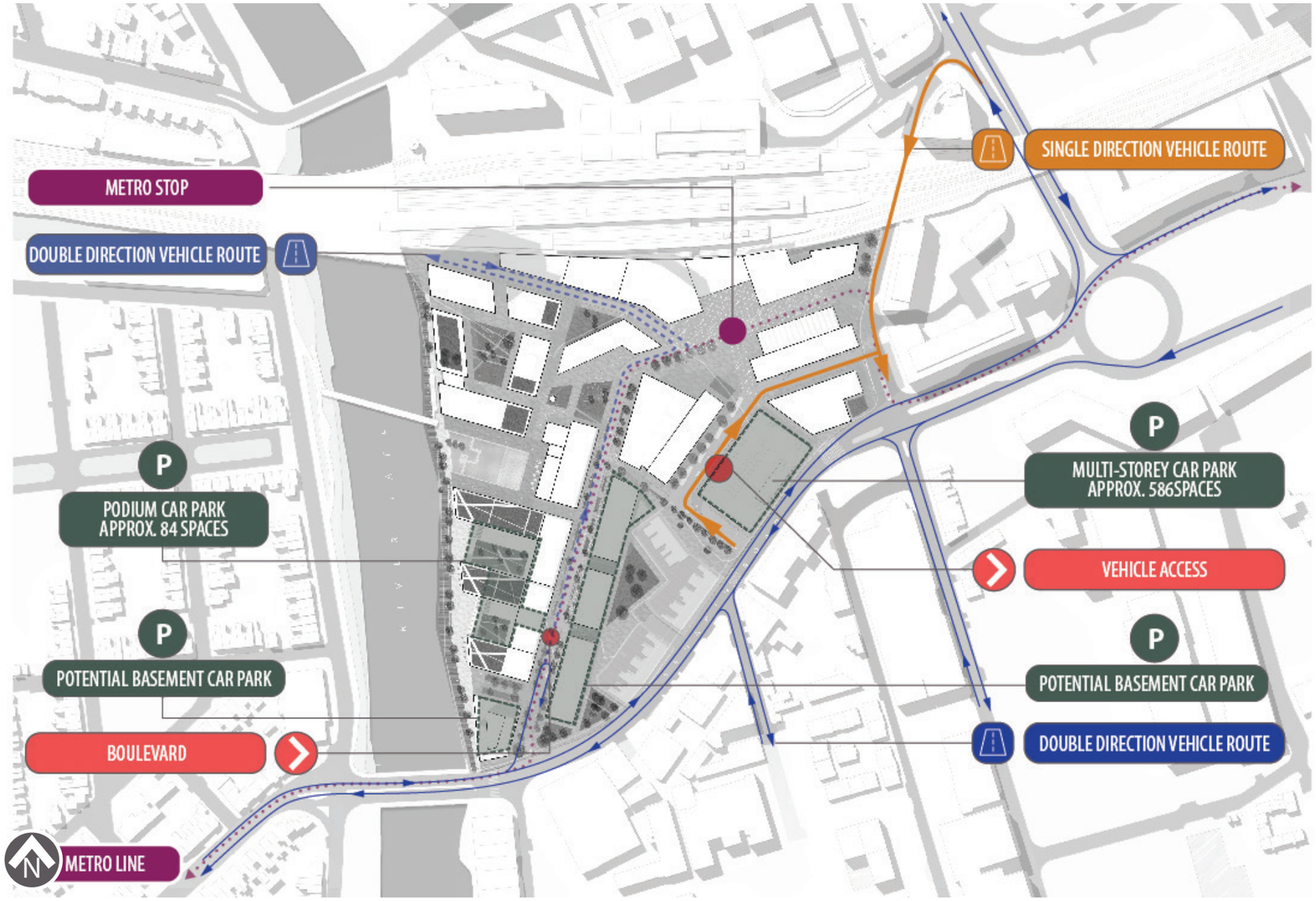
- **Retail activating the waterfront**

Independent retailers, workshops, pop-up shops and cafes activate the waterfront.

- **Retail supporting local community**

Departing from the Brewery going south towards the residential zone, the retail units are community oriented and service providing, such as local supermarket, convenient store, gym and community amenity.

FRAMEWORK PLAN



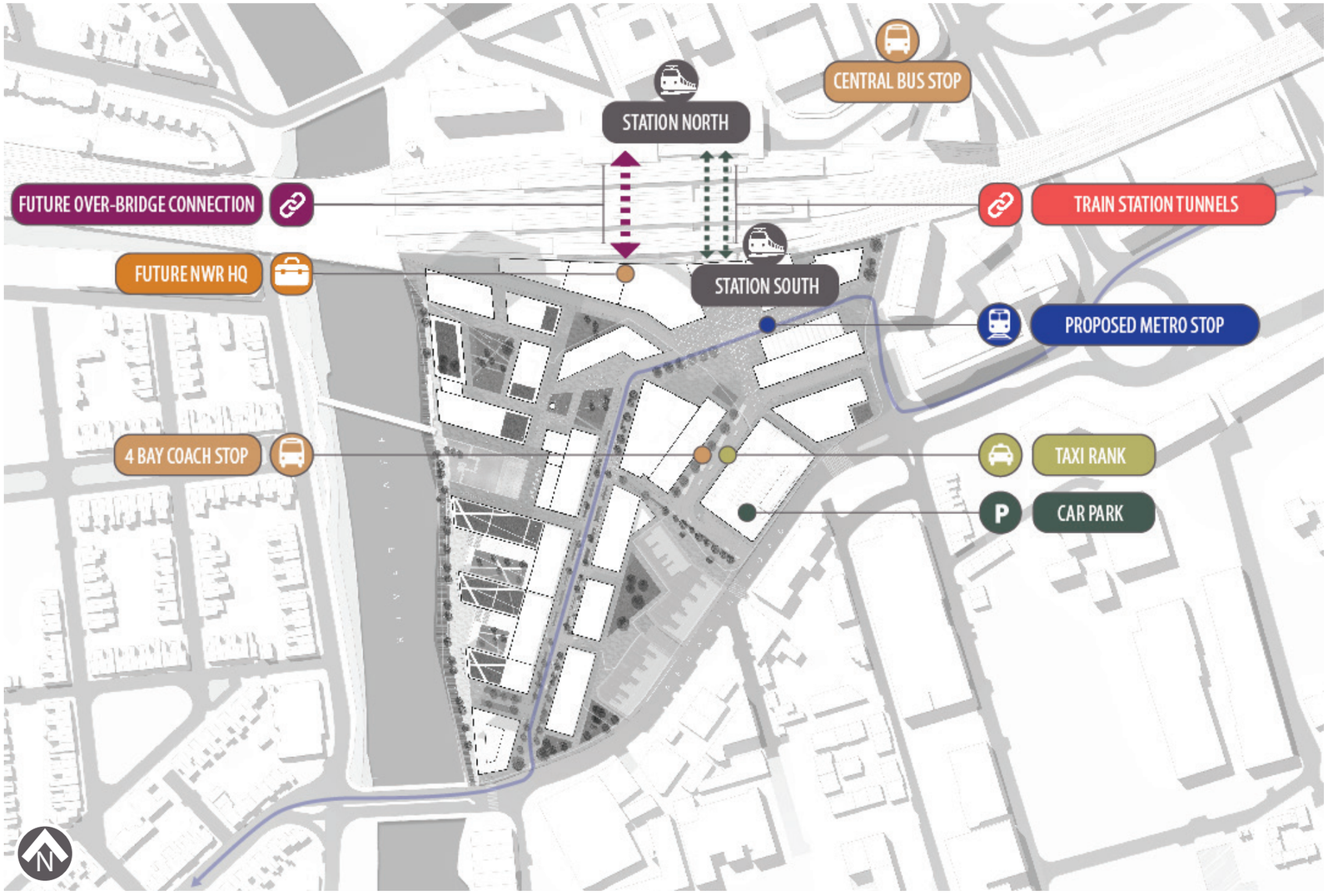
Transportation Network

There are two primary routes servicing the Central Quay framework plan.

The 'Boulevard' is the main access within the site, running North South across the whole length of the site, connecting the Central station to the south development and beyond. The new Cardiff Metro line will run through the Boulevard, with a stop opposite of Central Station. Apart from the metro, the Boulevard is mainly pedestrian oriented with shared surface to allow low level vehicle access for service / emergency vehicle to access the site and private access to the residential car park.

The main vehicle assess to the site is via a one-way road entering from Crawshay St, and exiting to Penarth Road (North). The road supports a 586 spaces multi-storey car par, 4-bay bus stop, taxi drop off/ pick up facilities.

FRAMEWORK PLAN

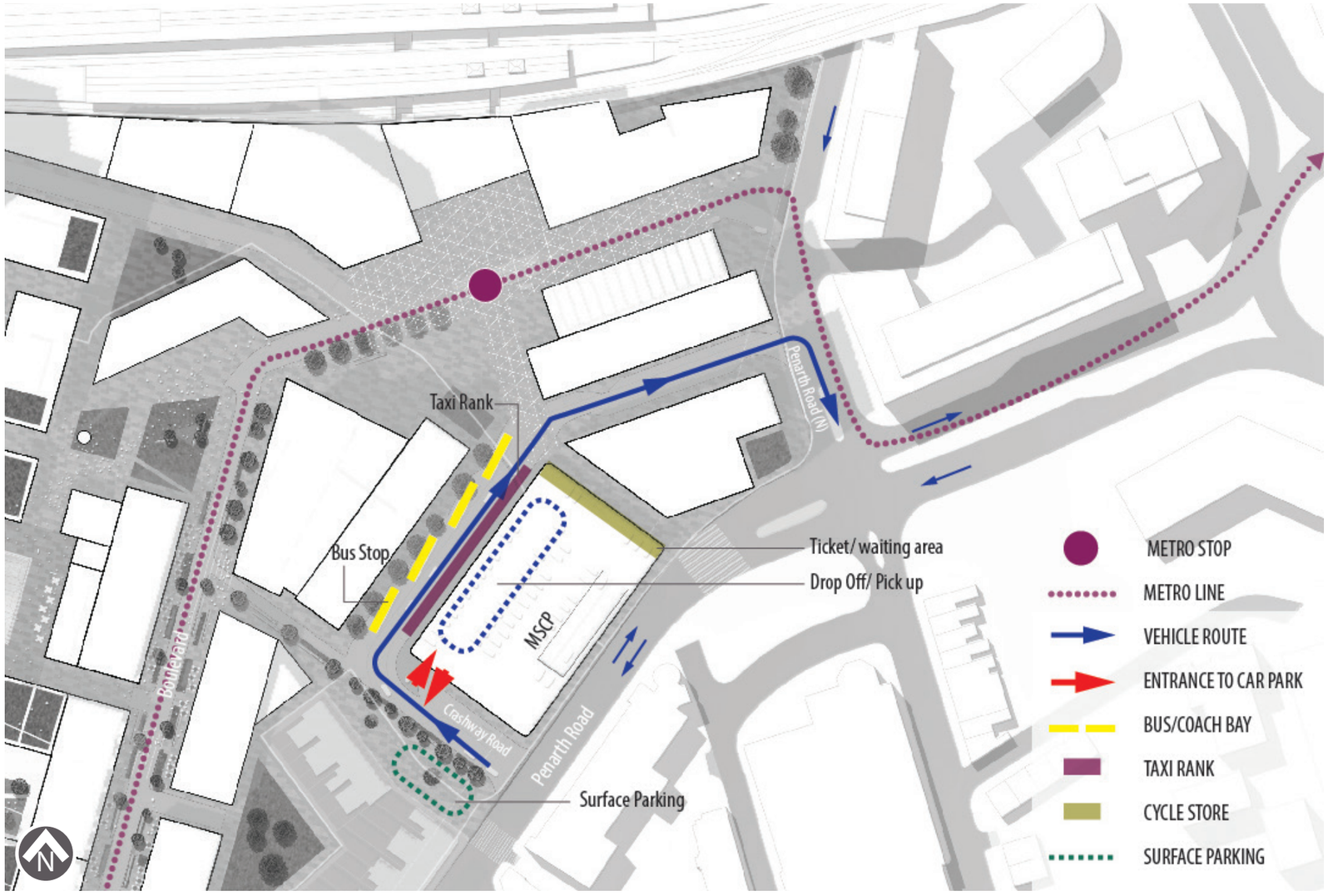


Public Transportation

In addition to existing public transportation services, the framework plan will provide:

- A new Central Station South concourse.
- A 4-bay bus stop (potential coach facility for train replacement bus service).
- A taxi drop off/ pick up point
- A new metro stop opposite Central Station.

FRAMEWORK PLAN



Ground floor Plan

Vehicle Access

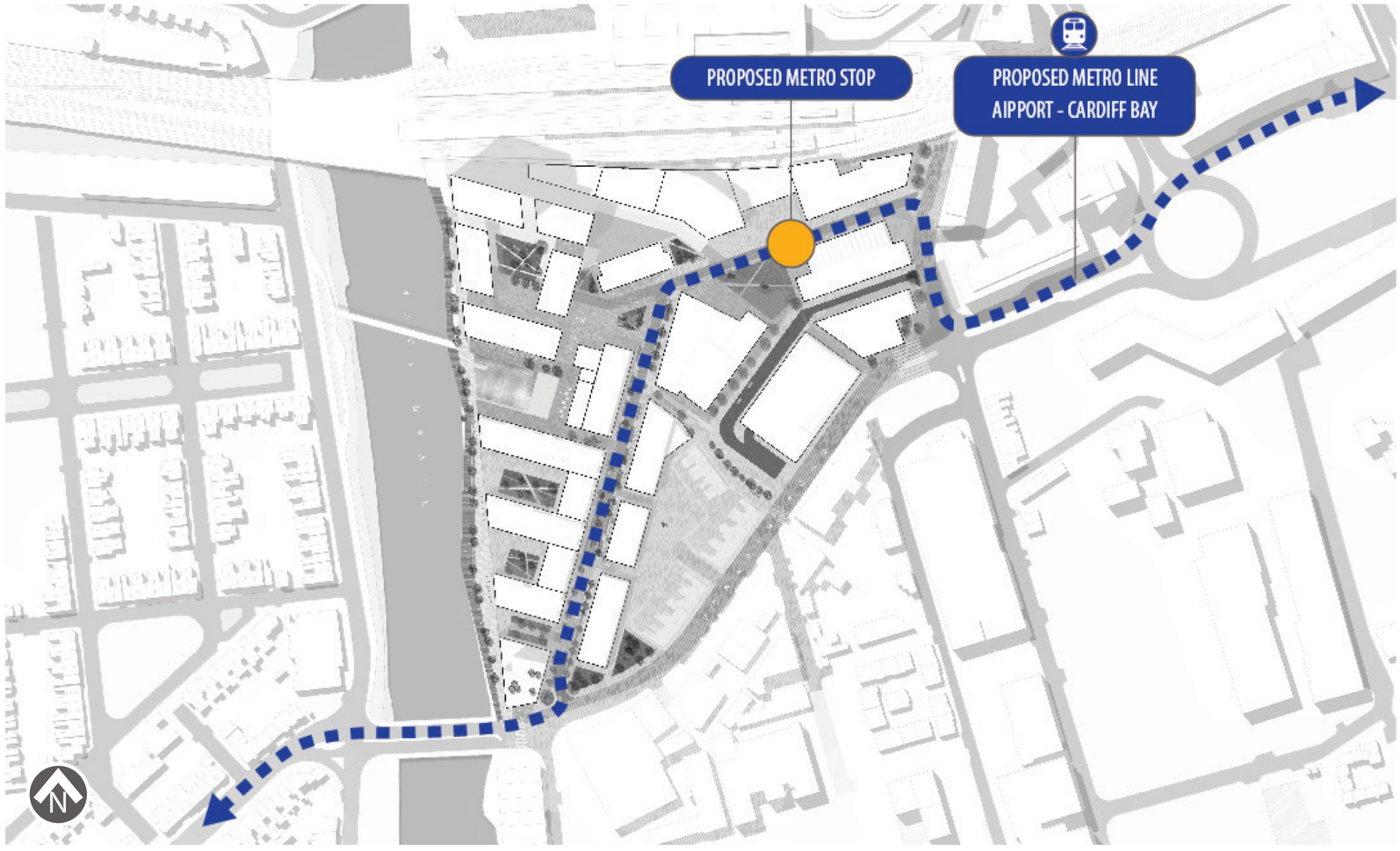
This vehicle access provides a designated vehicle route that minimises the interaction between cars and pedestrian movement through the main North/South Boulevard, in particularly outside of the Central Station. Where the pedestrian flow meets with the vehicle, a pedestrian prioritized crossing is in place. A shared surface and raised table crossing is proposed to slow vehicles and prioritise pedestrian movement.

The access is a one-way traffic system entering the site via Crawshay Street and exits to Penarth Road North.

This access supports a designated 4-bay bus/coach stop , taxi drop off/pick up and a multi-storey car park (MSCP). This central location is then able to feed the framework plan and potentially accommodate rail replacement buses when required.

The multi-storey car park is 7 storeys high. It has 586 parking spaces including 31 disabled parking spaces. A ticketless (ANPR) parking system is proposed to avoid delays at the barrier entrance to the car park. A drop off/ pick up area for railway passengers is provided on the ground floor of the MSCP as well as a ticket/waiting area.

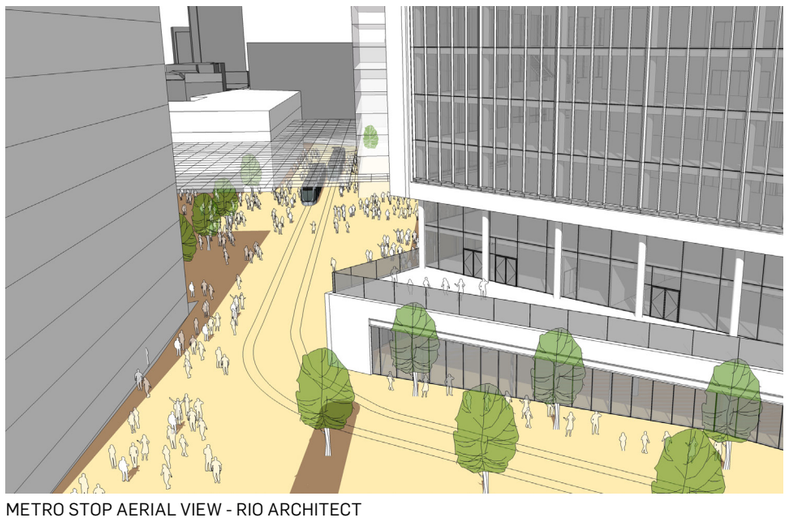
FRAMEWORK PLAN



Proposed Metro Stop

The framework plan has taken into consideration the proposed new Cardiff Metro Line. The Metro Line coming from Cardiff Bay will enter the site from the North-East corner. Passing by the Central Station South concourse, the metro line turns South down the Boulevard. Exiting the site at the Southern tip, the metro line turns west across the River Taff heading towards the Airport.

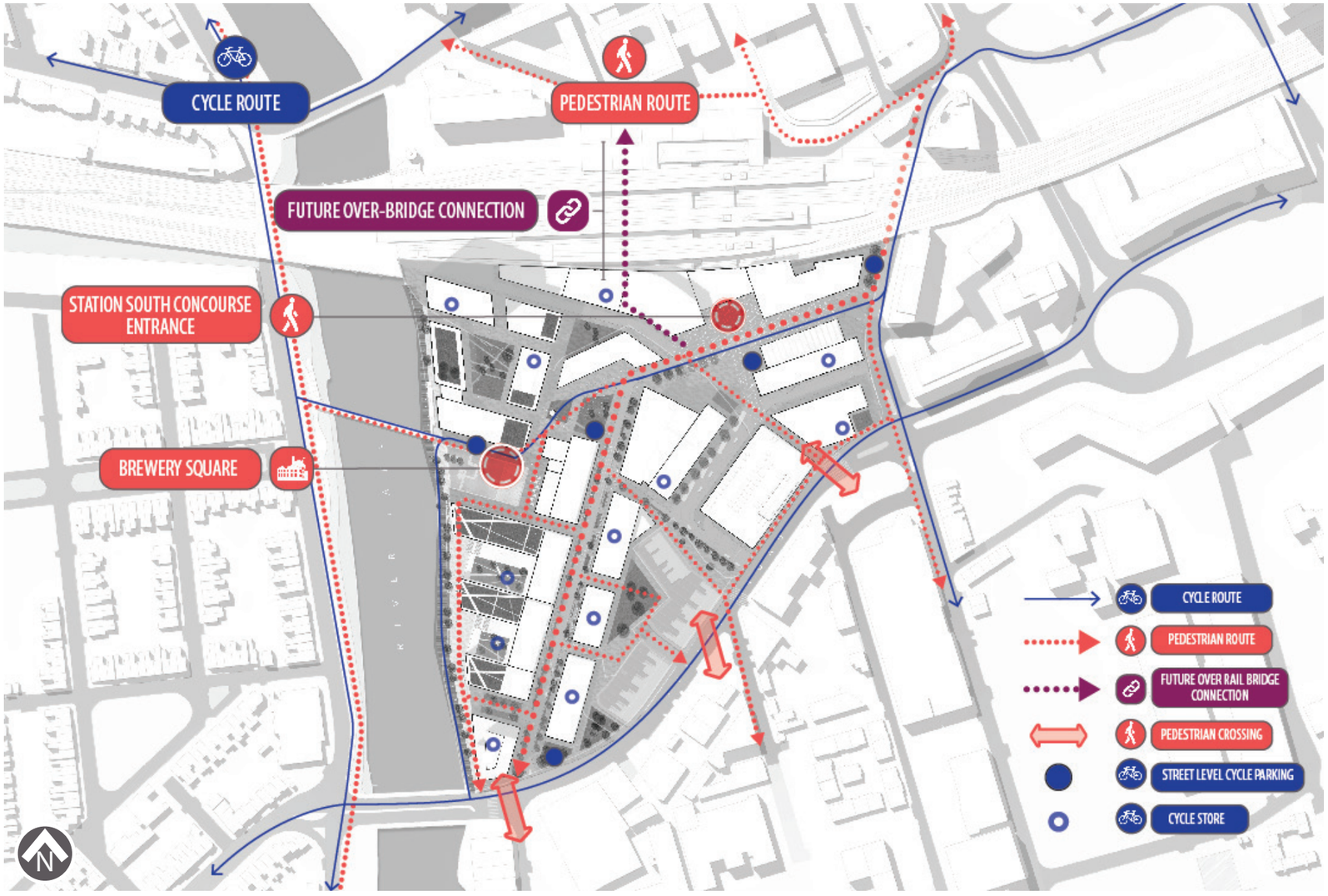
One metro stop is proposed within Central Quay Site. It is located opposite Central Train station.



METRO STOP AERIAL VIEW - RIO ARCHITECT

METRO STOP VIEW - RIO ARCHITECT

FRAMEWORK PLAN



Pedestrian and Cycle Network

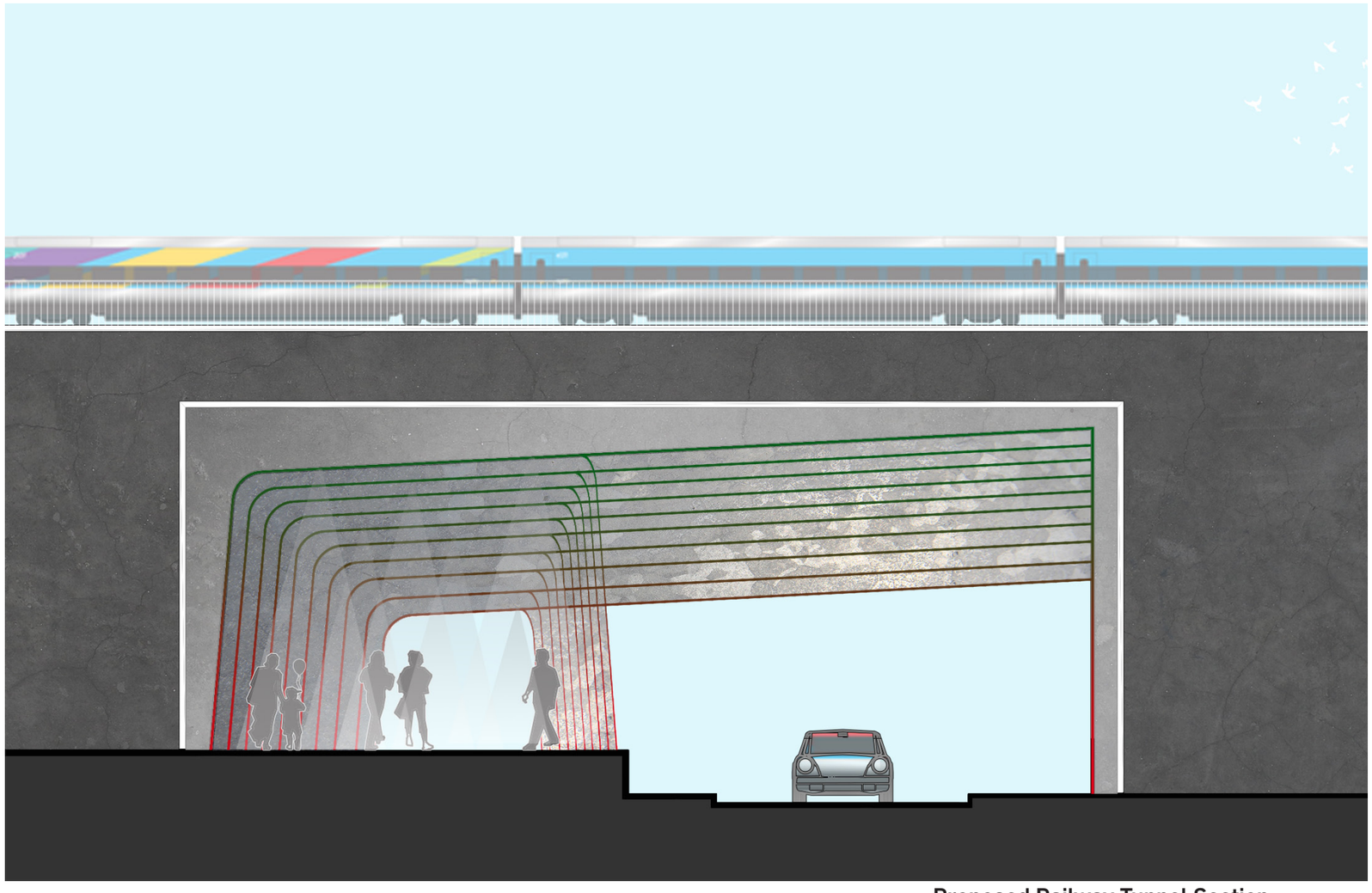
A new pedestrian route is created across the site. This network is connected to the city centre via the pedestrianised underpass under the railway bridge. A canopy is provided to cover the public space from the railway bridge underpass to the station south concourse; and from the concourse to the car park/ bus stop.

The existing cycle network is extended through the site. Creating an integrated, permeable cycling network. Cycle stores are provided within the individual building blocks, with additional street level cycle parking will also provided at strategic locations.

A potential pedestrian / cycle bridge over the River Taff is proposed connecting the Brewery Square to Taffs Mead Embankment. This bridge will bring the pedestrian / cycle trail into the heart of Central Quay site, and creating a more direct and safer East / West connection.

A toucan crossing will be provided at Dumballs Road, Trade Street and Curran Embankment junction to improve connectivity.

FRAMEWORK PLAN



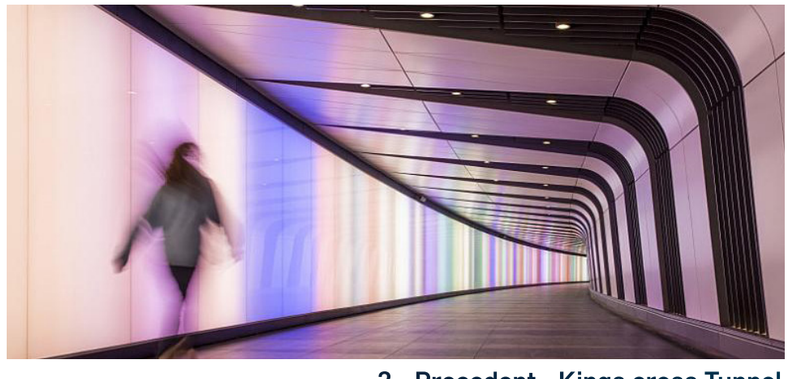
Proposed Railway Tunnel Section

Pedestrian Railway Bridge Underpass

The existing Penarth Rd (North) railway bridge underpass is the main connection between Central Quay and Cardiff City Centre. The existing underpass is a two-way road with an unwelcoming elevated footpath and pedestrian experience.

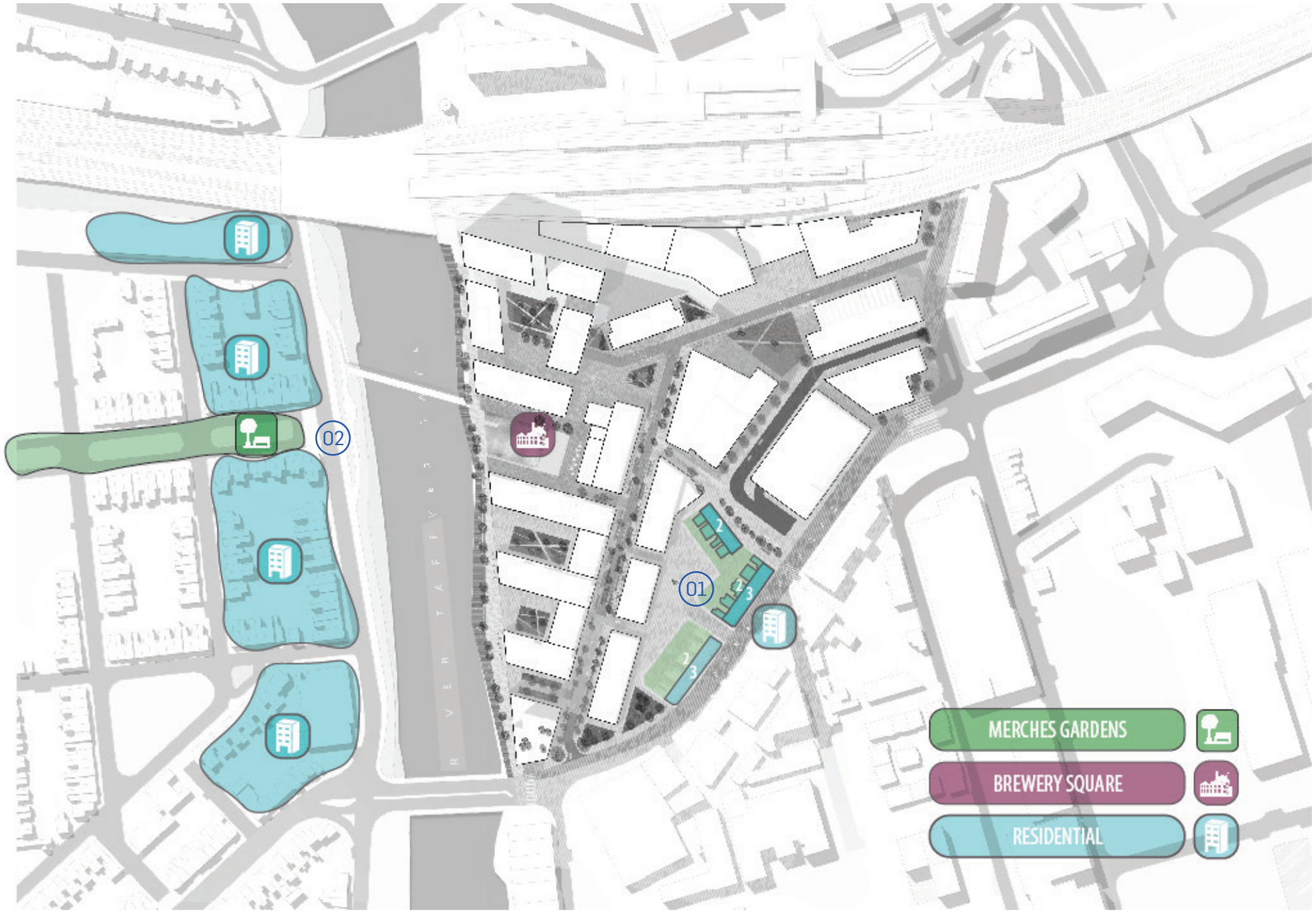
By converting this stretch of Penarth Rd (North) to a single lane, one-way road, the pavement can be widen. This provides an opportunity to increase the pedestrian capacity, and creates a safer and improved pedestrian experience. This is especially important on a match day or major events at the Principality Stadium. By separating the pavement and the road, the safety of the route is improved. A well designed lighting system will also encourage the use of this route; therefore, enhancing the connectivity between the city centre and the site.

1 - Existing Underpass Photo



2 - Precedent - Kings cross Tunnel

FRAMEWORK PLAN



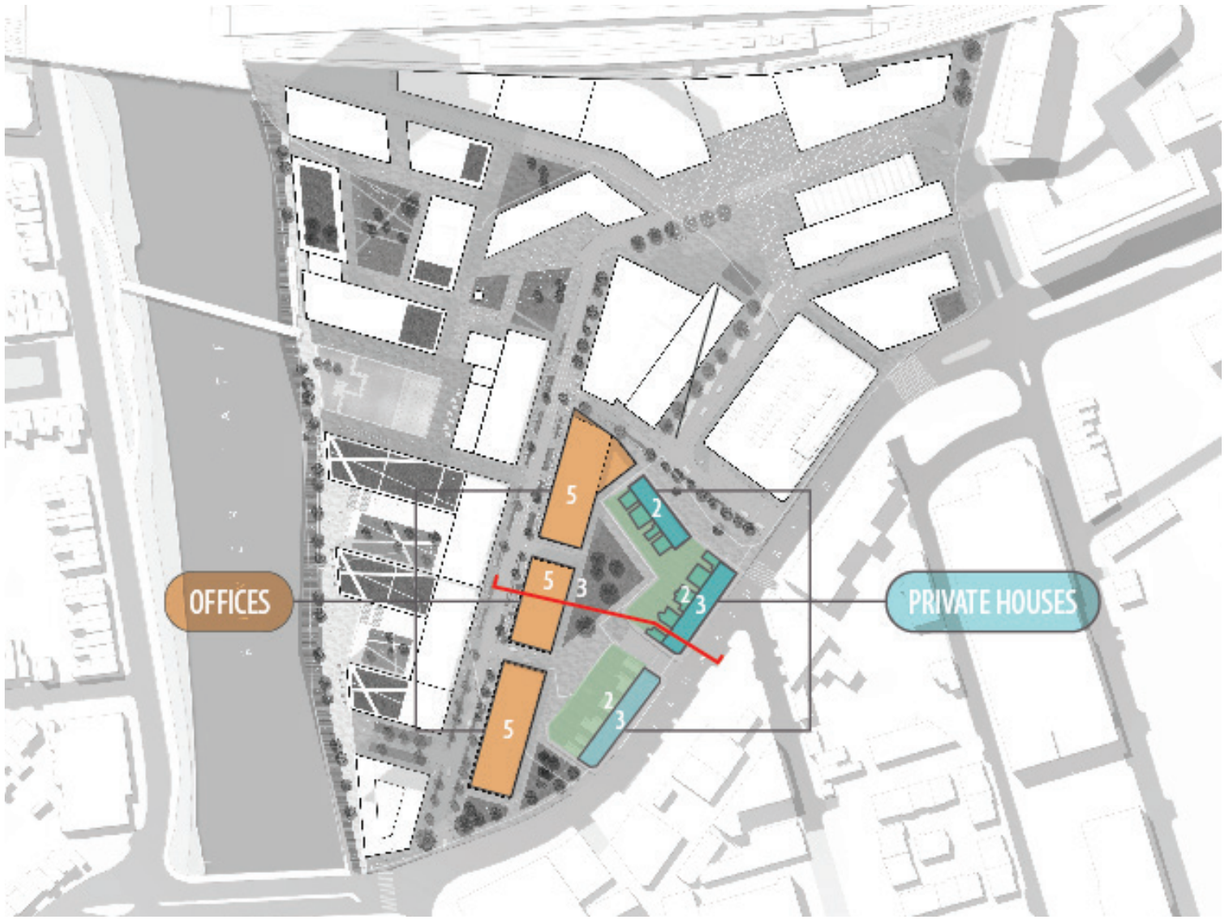
Constraints from the neighbouring residential area

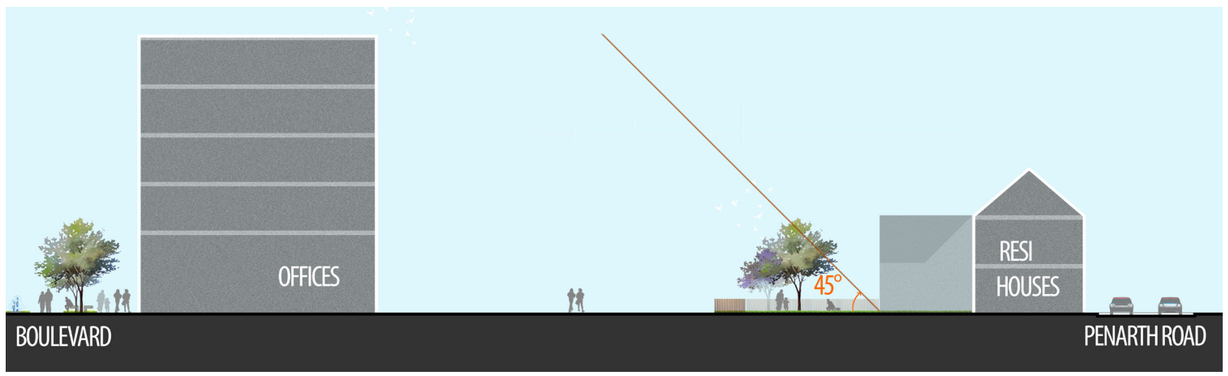
Two neighbouring residential areas have an impact on how the site can be developed.

1. There is a line of 3-storey houses along Penarth Road adjacent of Central Quay site. The framework [plan has acknowledged these houses by stepping development back to allow daylight into the west facing rooms of the houses. The street alignment of Crawshay Street is also articulated to address a new key connection between Central Station and the future development to the South.

2. Across the River Taff is the predominant residential Taffs Mead Embankment. The impact of the proposed new public square and waterfront has been carefully considered to reduce the noise impact to this community. A potential new pedestrian / cycle bridge is proposed to enhance the East / West connection.

FRAMEWORK PLAN





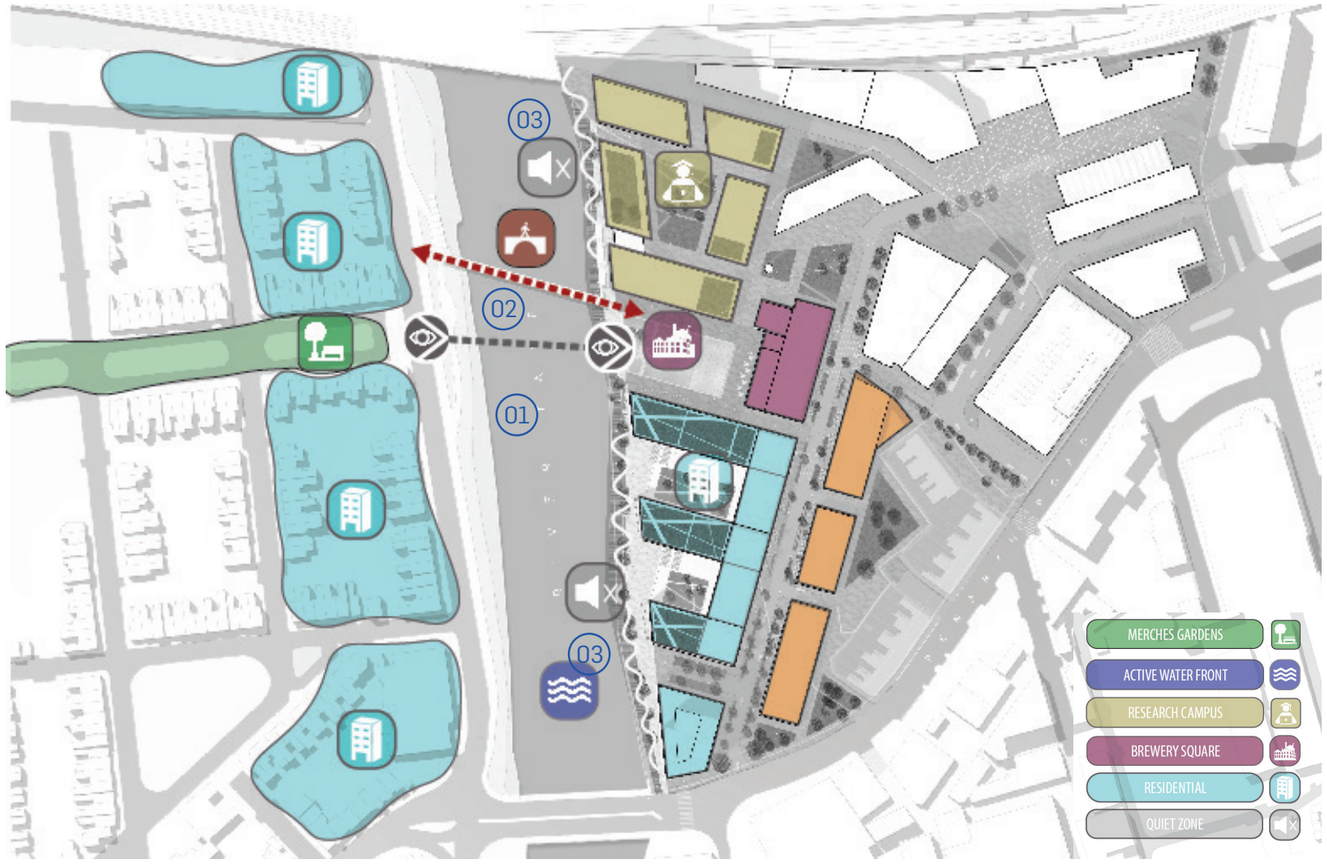
Section is for illustrative purposes. Heights and relationships to be verified with relevant surveys.

Penarth Road Residential

The Central Quay framework plan set back from the existing houses along Penarth road. The massing of the proposed offices adjacent to these houses are designed to allow daylight into the houses. The height of these offices are capped so that they do not over-shadow the smaller scale residential buildings nearby.

A large landscape garden to the rear of the offices has been developed to provide additional public space for both office workers and residents.

FRAMEWORK PLAN



Taffs Mead Embankment

The following principles are set out in the Central Quay Framework plan in response to the Taffs Mead Embankment residential area:

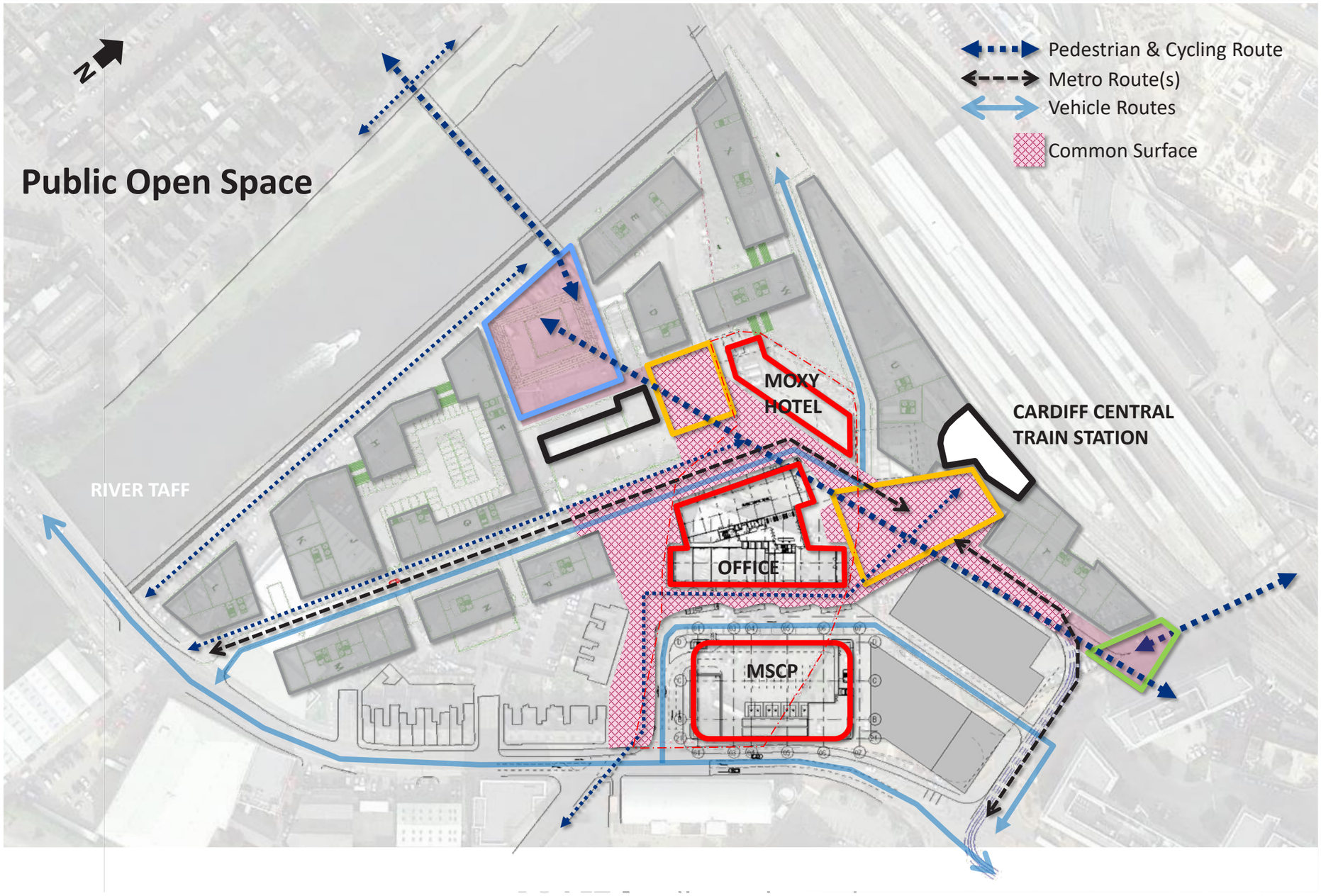
1. The orientation of Brewery Square is set away from the main residential area.
2. A visual connection is created between Merches Gardens and Brewery Square.
3. A potential pedestrian / cycle bridge is proposed to provide improved connectivity between the banks of the River Taff.
4. Quieter functions such as residential and research campus are located opposite the residential area across the river.

FRAMEWORK PLAN

View Across the River Taff

05 CHARACTER SPACES

CHARACTER SPACES

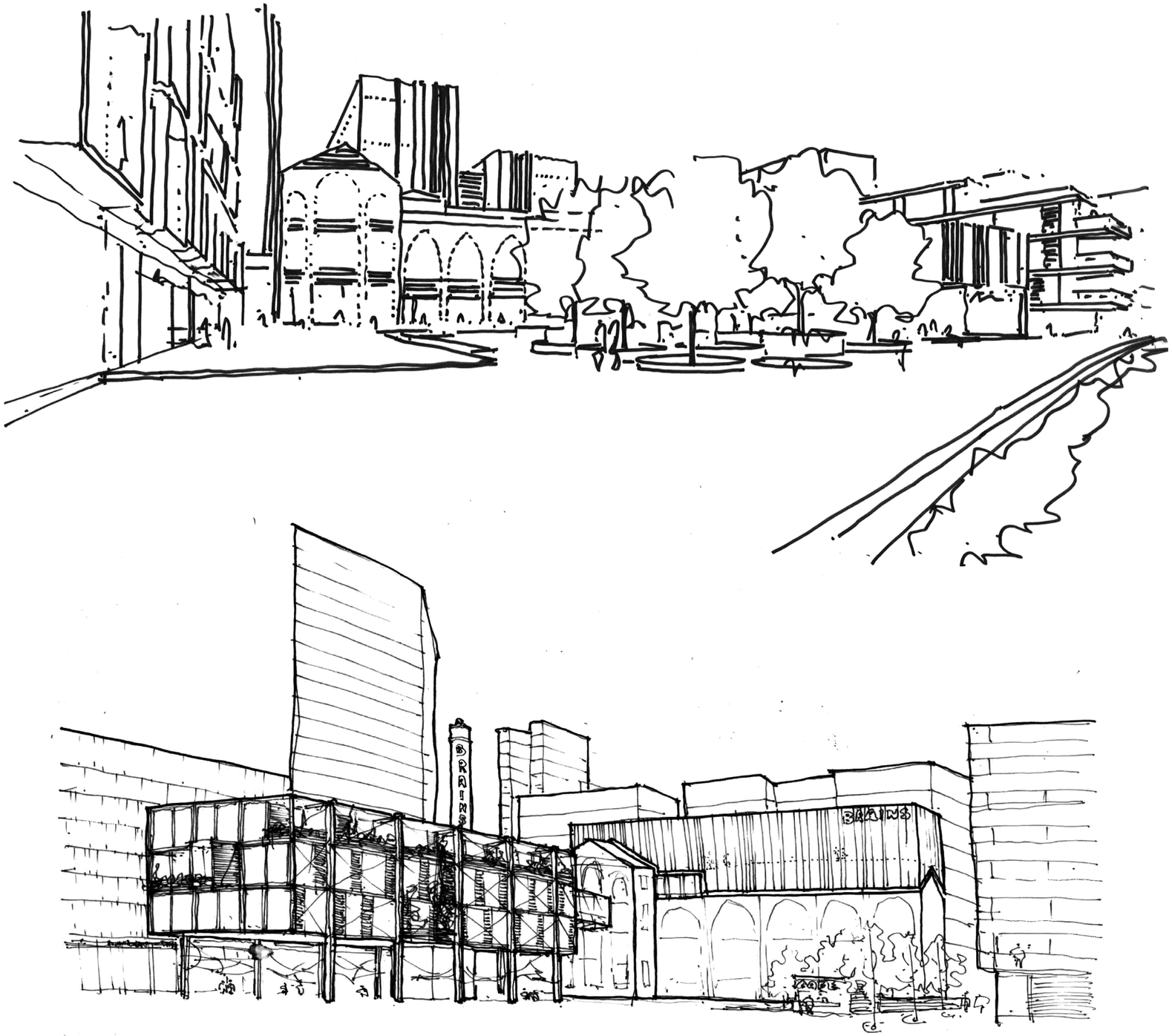


Public open space

A sequence of public open spaces is proposed connecting Cardiff City Central, via Central Station South Concourse to the Brewery Square. With potential new footbridge across the River Taff, this sequence of public spaces will be extended to Taff Mead Embankment.

05.01 BREWERY SQUARE

BREWERY SQUARE



"TRANSFORMING THE BREWERY BUILDING AND SQUARE INTO A NEW SOCIAL AND CULTURAL HUB"

At the heart of the development will be the new Brewery Square. Within this square the existing Brains Brewery Building and the chimney will be retained and redeveloped. Together with the new buildings, this will create an iconic new destination. The brewery anchors the new square creating an active new waterfront public space mixing old and new architecture with high quality public realm and landscape.

Sketches of the Brewery Square

BREWERY SQUARE

Brewery Building

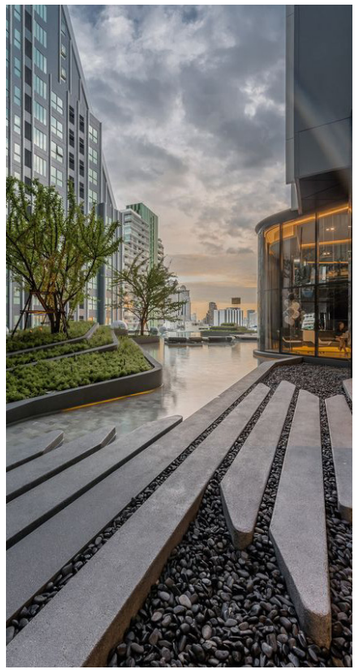
The Brewery (formerly Hancocks and currently Brains) was built in 1884, and the buildings have remained on site ever since. The main Brewery building and the chimney have been a local icon for generations and are clearly visible from trains approaching and leaving Central Station.

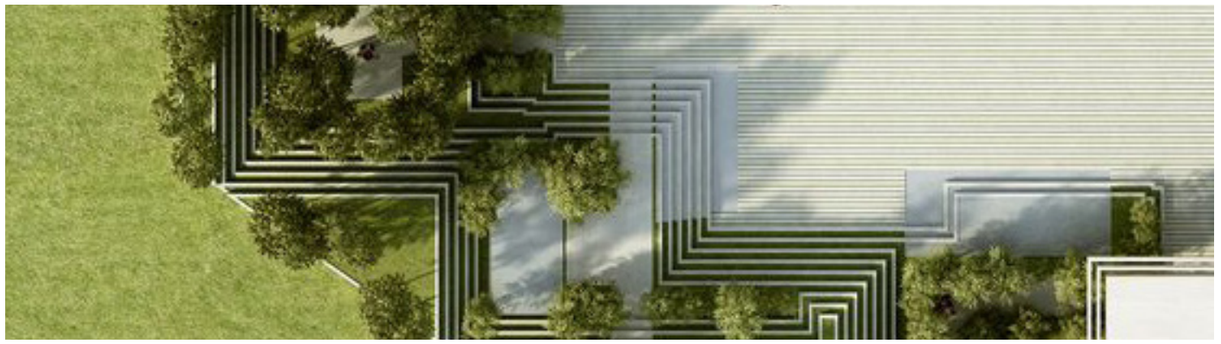
These historical buildings will be retained and re-used in the Central Quay framework plan. Together with new elements, the Brewery building will be part of an integrated public realm. The familiar view of the buildings will maintain a heritage feel of the space, while the new function for these buildings will breathe new life into the site.

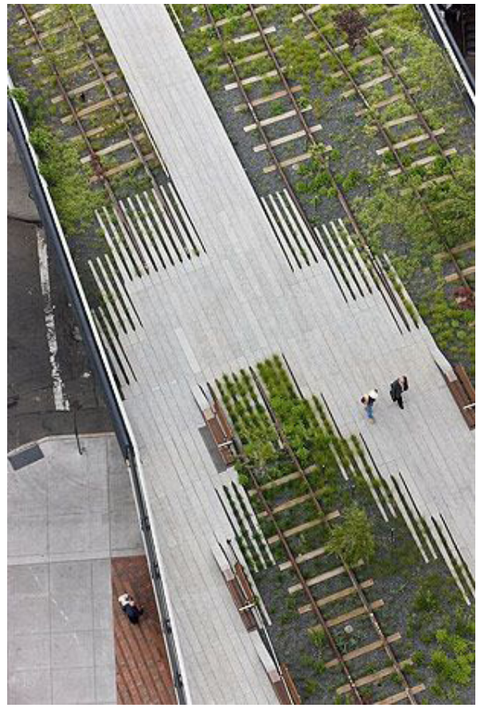
BREWERY SQUARE

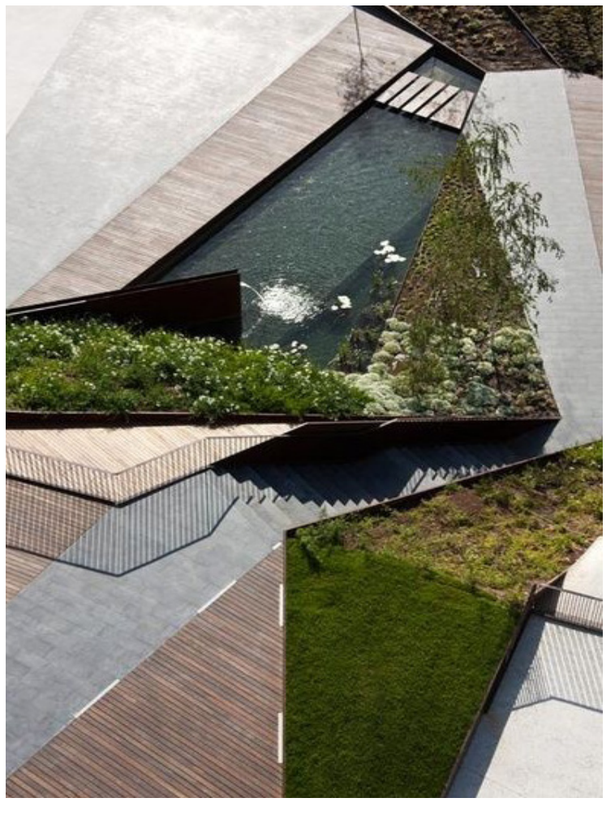
Public Realm

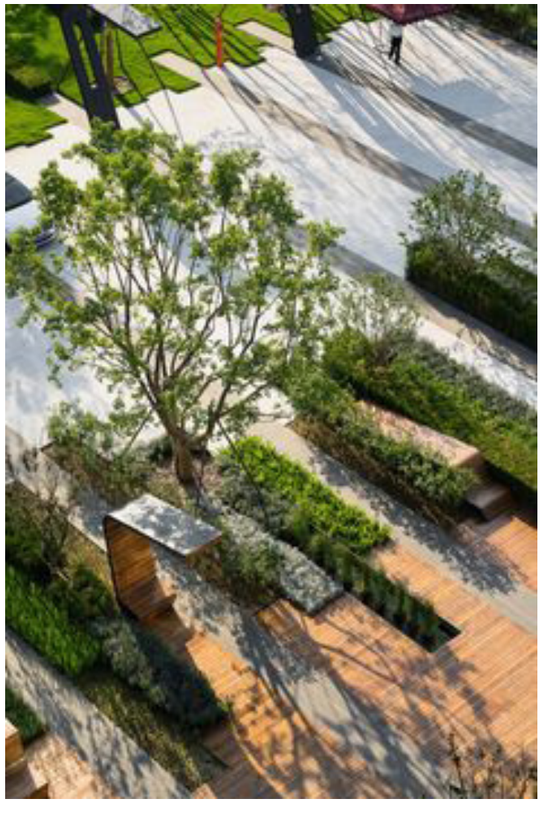
The introduction of a well considered public realm is critical to creating a memorable and successful space. Acknowledging the heritage, with the integration of street furniture and the landscape will encourage the engagement of the public. By introducing carefully located natural elements, the large area of hard landscape can be softened creating shaded and scaled places within the square.

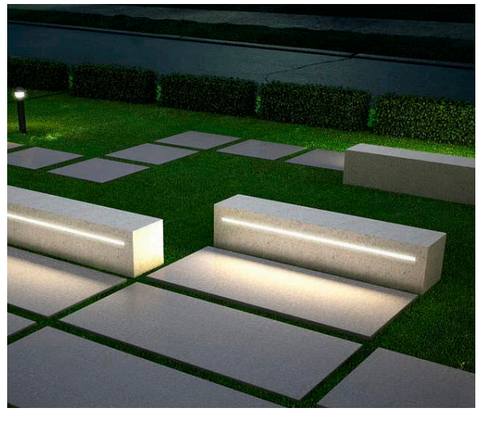












BREWERY SQUARE

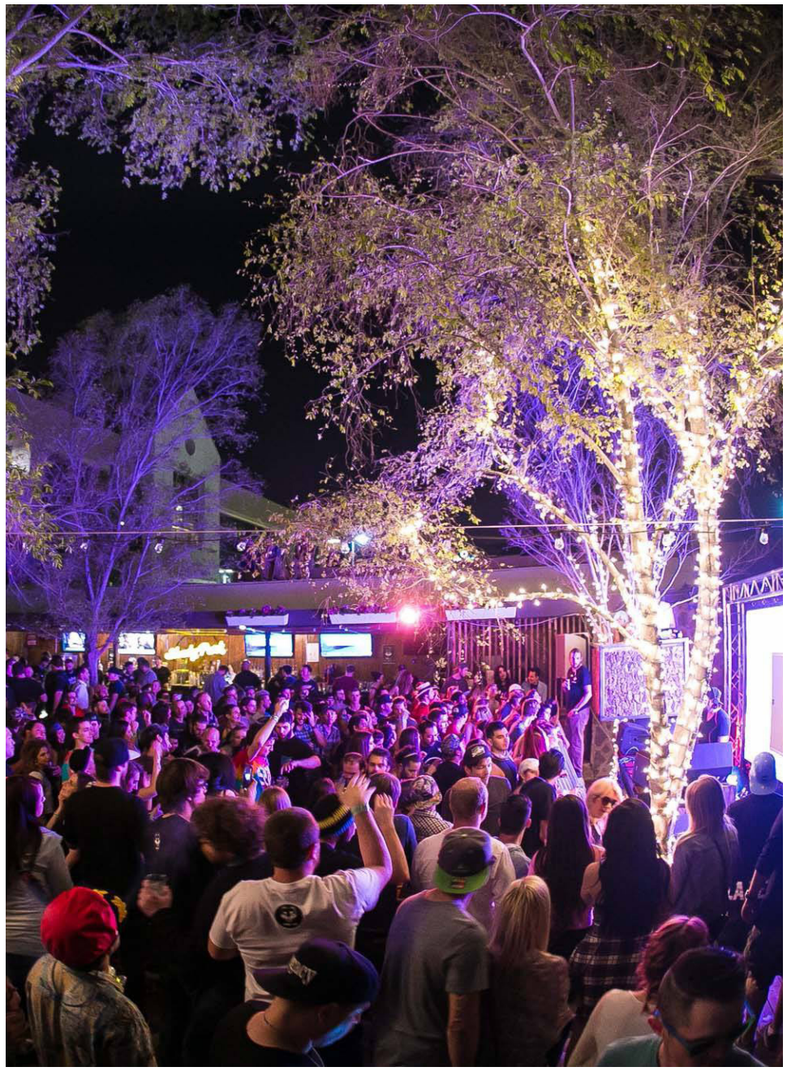
Food and Beverage

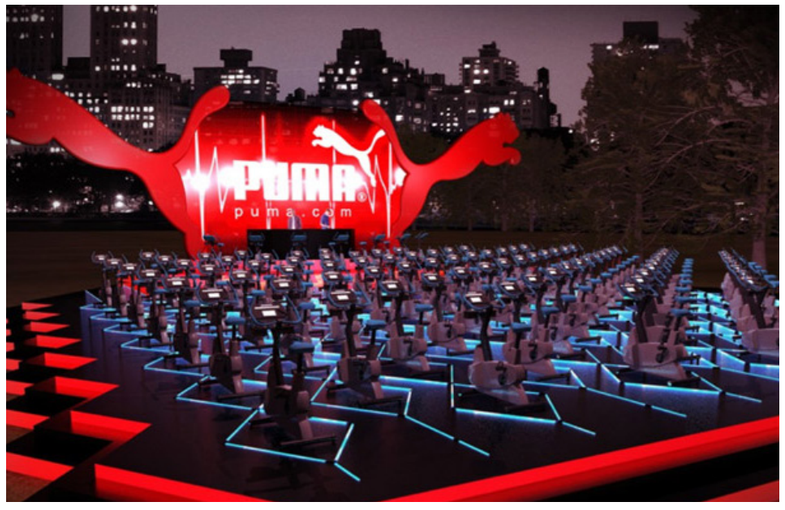
The Brewery Square is a great opportunity to create a 'Unique' food and beverage 'destination' in Central Quay. From food markets, independent traders, local brands to fine dining experiences, a wide range of F&B elements are proposed within the square. This dynamic F&B element will attract a consistent flow of visitors to the site which is vital to establish Central Quay as a new, unique destination reconnecting the City to the River Taff.

BREWERY SQUARE

'Meanwhile'

The ‘Meanwhile’ concept is a great way of attracting public engagement. Events such as an outdoor cinema, Christmas market and pop up events will establish the Site and Brand identity before the development is complete. High quality ‘Meanwhile’ experiences can also project a positive image of Central Quay brand to the public, enforcing it as a cultural hub. This will help ensure that the development is a viable, successful and attractive proposition for all.

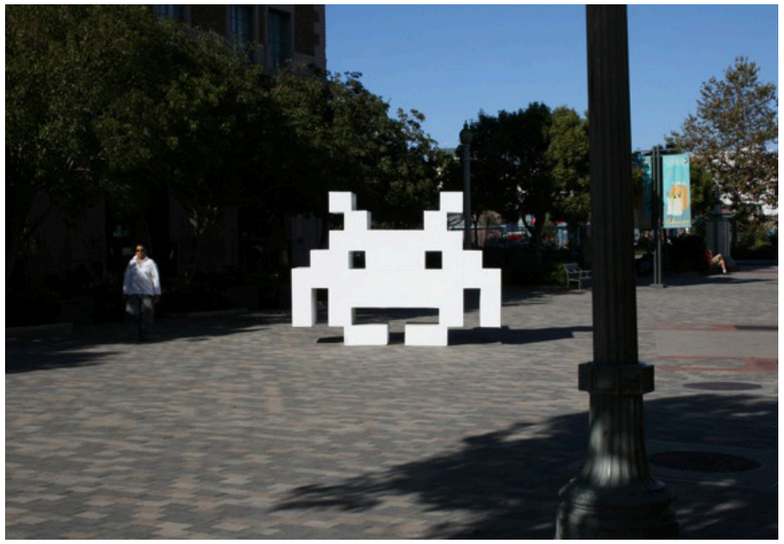




BREWERY SQUARE

Art

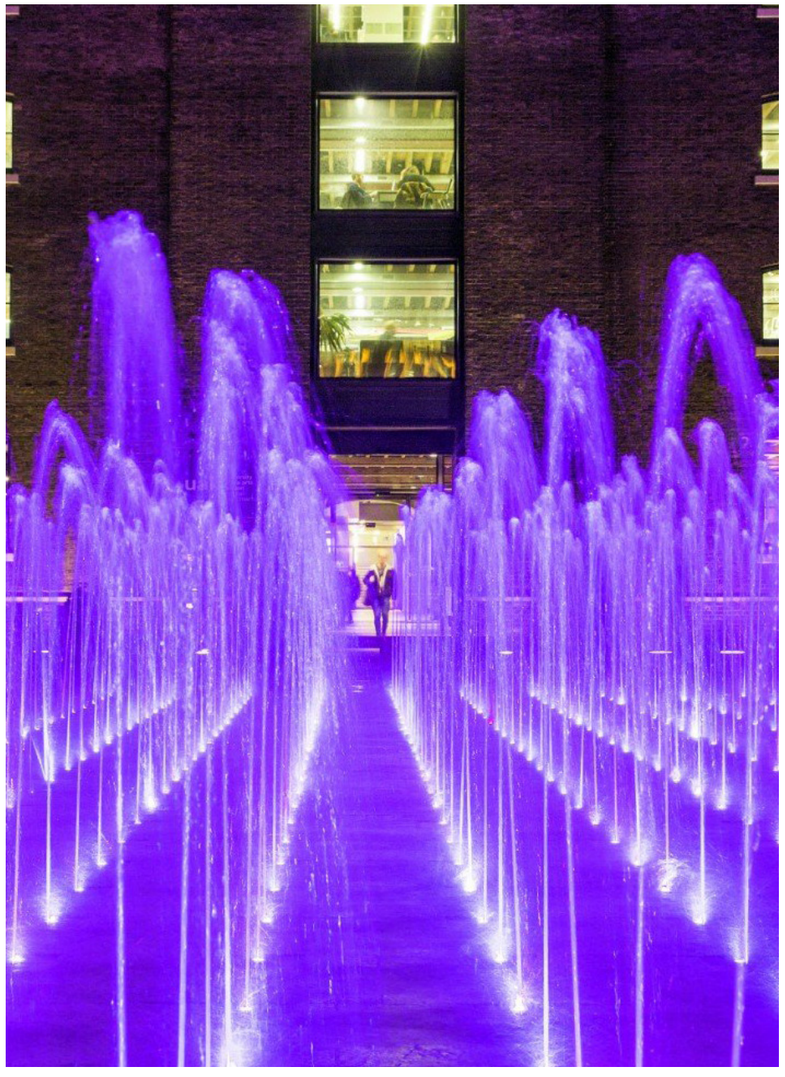
Strategically placed, public engaging art work can act as way-finding and urban markers within the framework plan. A wider public realm and art strategy across the site will invigorate the whole development. The art work will potentially permeate into public, private and elevated spaces and help Central Quay become a new artistic and cultural destination in Cardiff. With the Cardiff Metropolitan University occupying the North-West corner of the site, this will be a great opportunity to provide interactive, creative art platform in the framework plan.

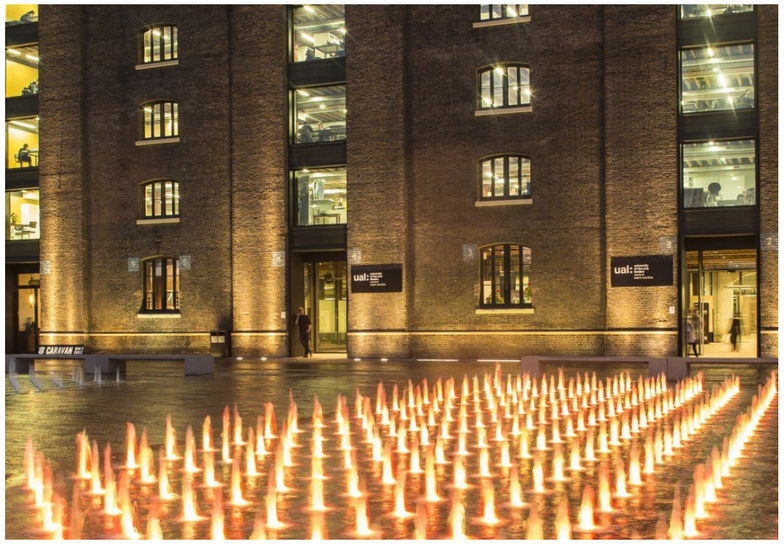


BREWERY SQUARE

Dynamic Lighting

Designed to be a new destination in Cardiff, Central Quay provides scenery that can be experienced in both day and night time. Dynamic lighting incorporating interactive events and shows will change the character of the space and elevate it from ordinary to unmissable. There are opportunities to create interactive, art led building facade and public realm.





BREWERY SQUARE

Proposed Scale

The size of Brewery Square has been carefully considered. The core space between the Brewery Building and River Taff is approximately 45 x 44m. A surrounding area with a similar size can be seen as a natural extension to the Square, providing additional capacity. In the following pages, a study has been carried out comparing the scale of some well-known public spaces across the world. A variety of different uses that can be held in the Square have also been studied to allow for a flexible, changeable environment.

BREWERY SQUARE

Rockefeller Plaza, New York (40X50m)

Art Installation

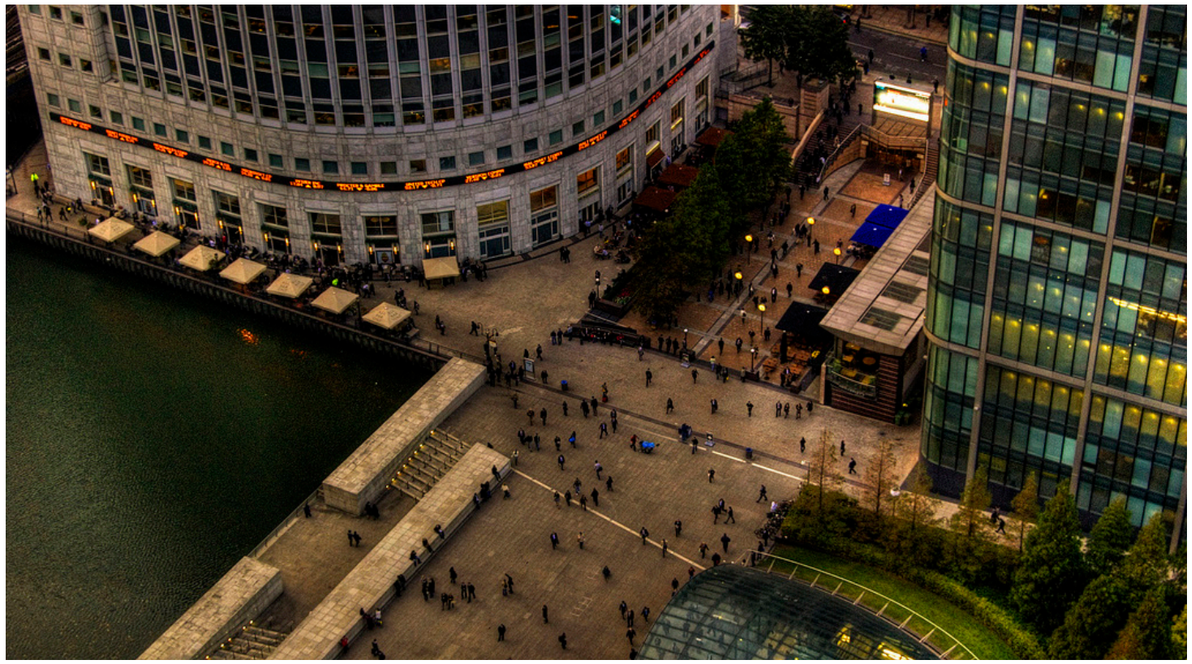
Sport

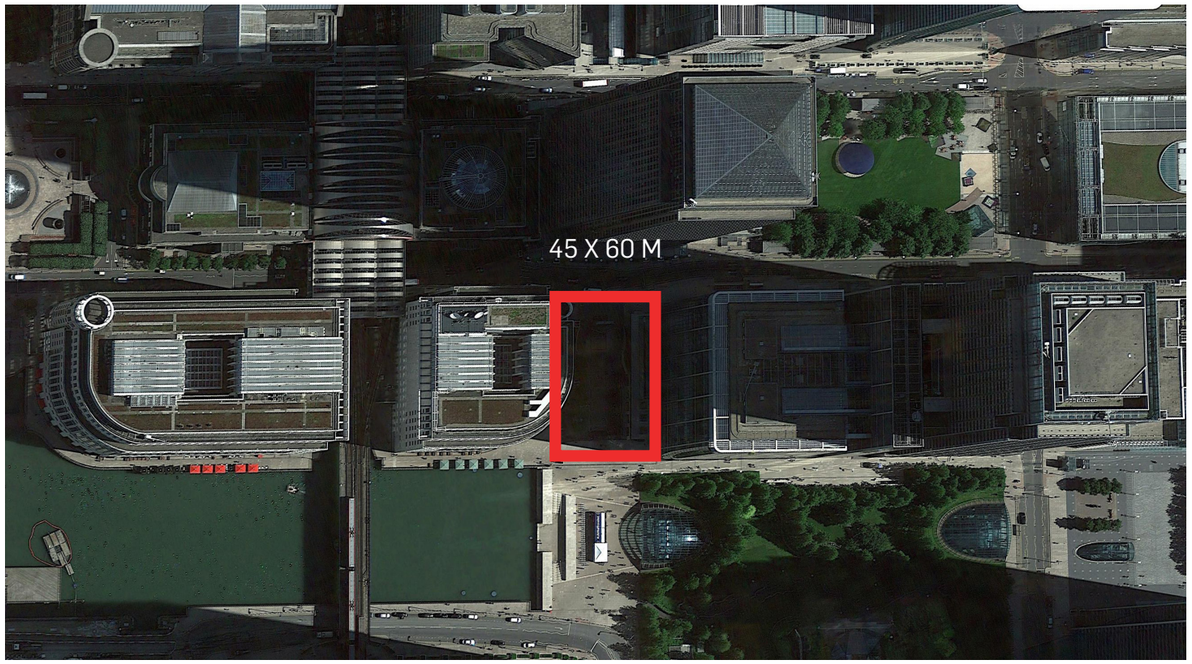
BREWERY SQUARE

Bomontiada, Istanbul (26X70m)

BREWERY SQUARE

Reuter's Plaza, Canary Wharf (45X60m)

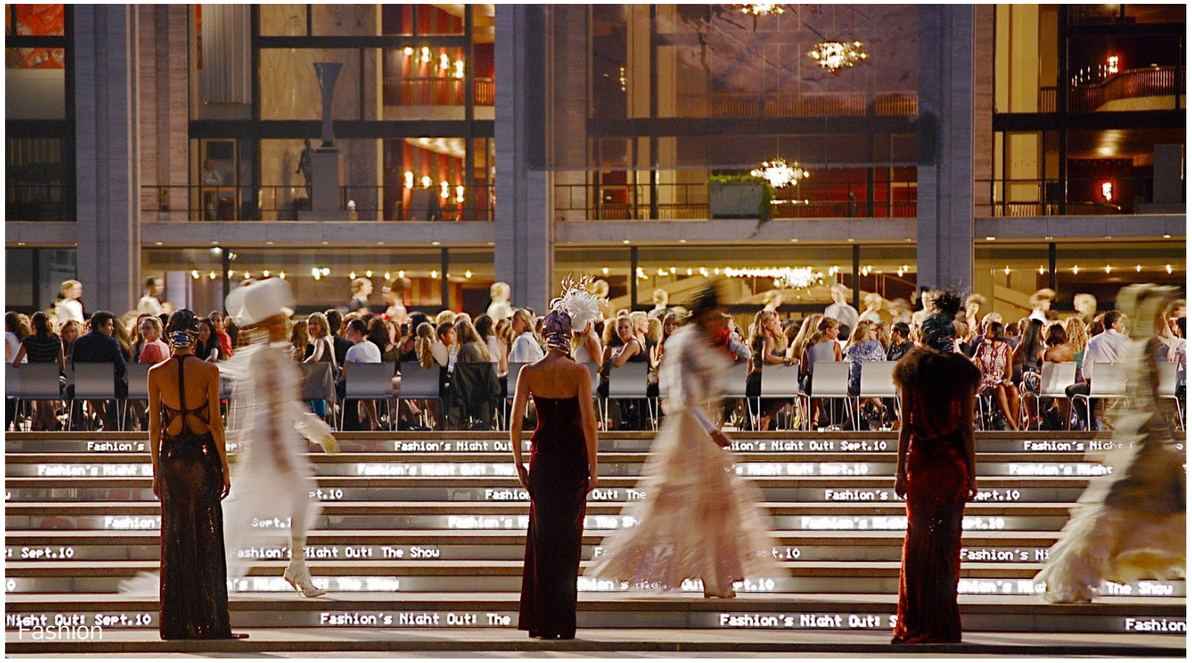




BREWERY SQUARE

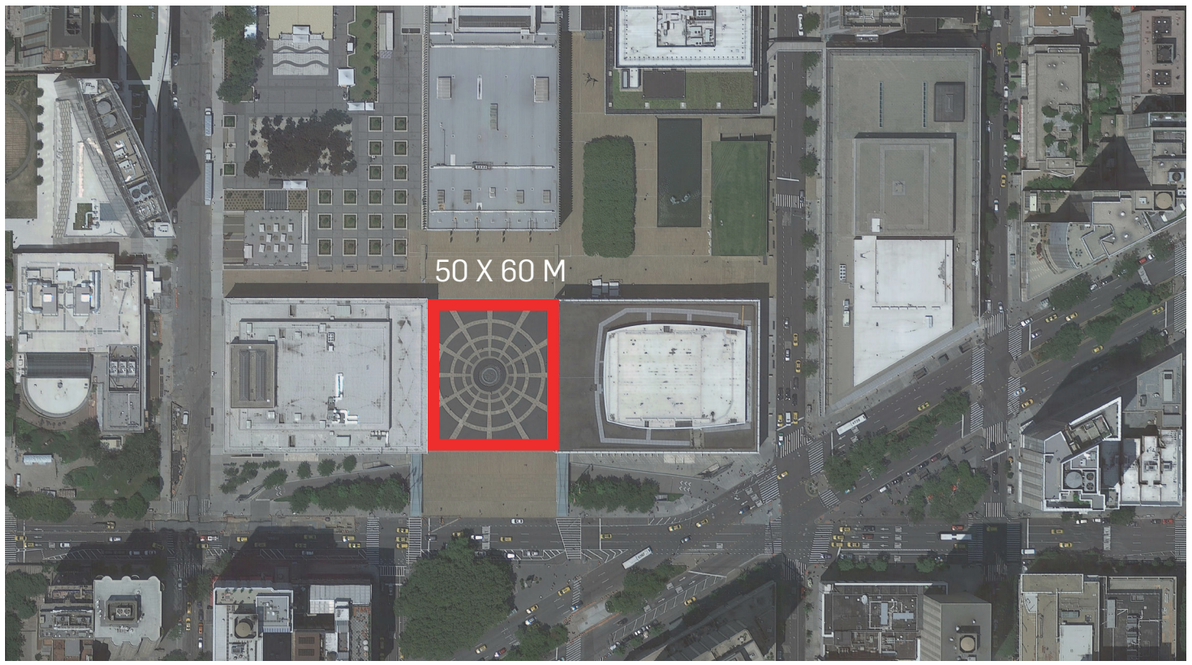
Lincoln Centre Square, New York (50X60m)

Music



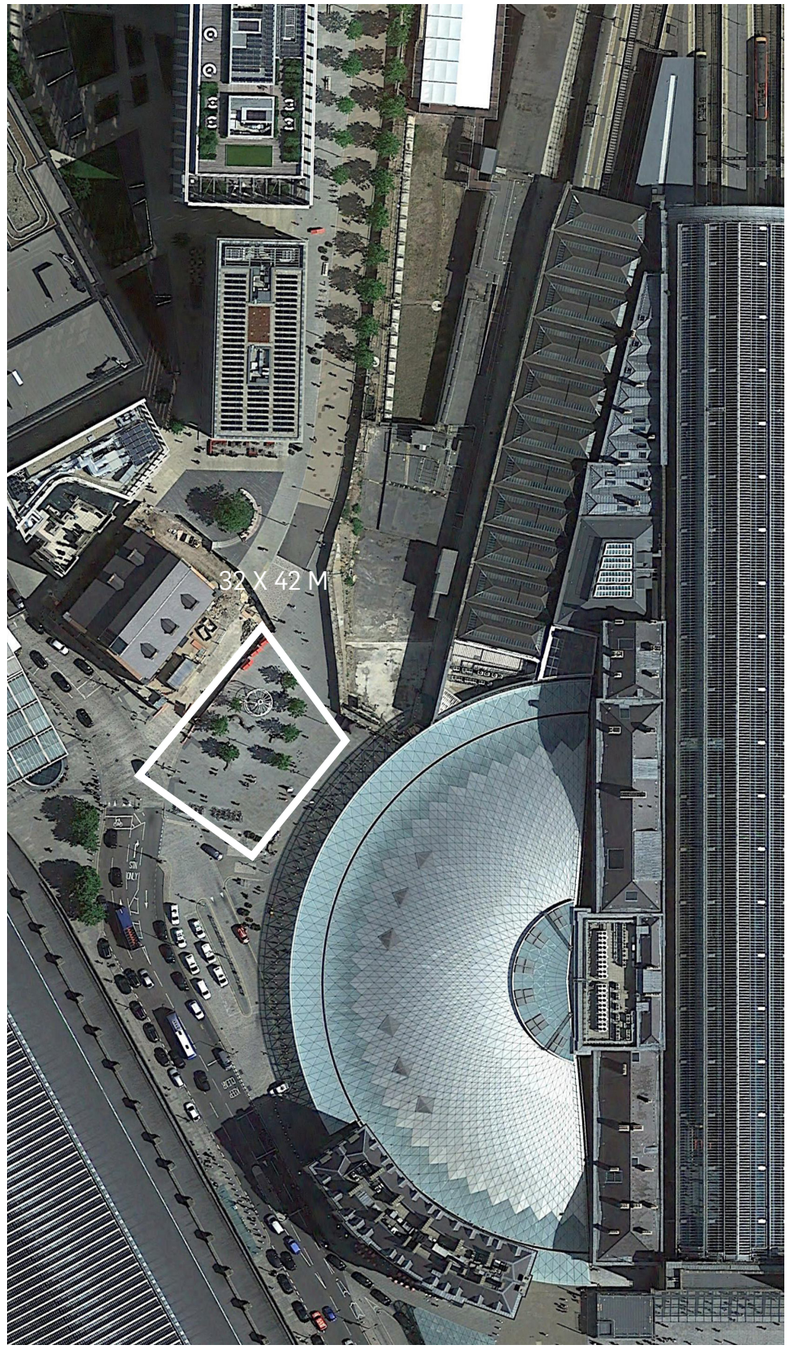
Fashion

Theatre



BREWERY SQUARE

Battle Bridge Place, King's Cross, London (32X42m)



Art & Meeting Place

Viewing Platform

BREWERY SQUARE

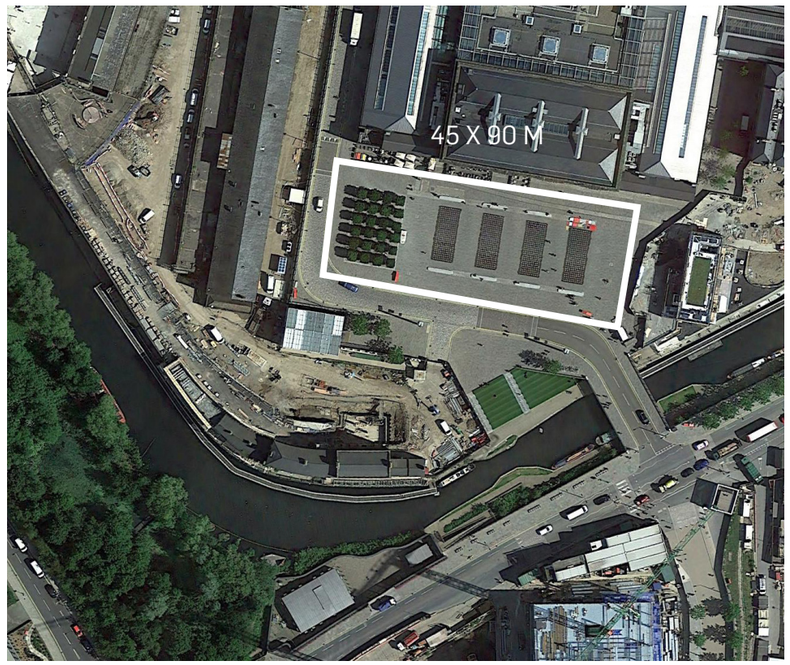
Granary Square, King's Cross, London (40X90m)

Design Pop-up

Art

Music

Sport



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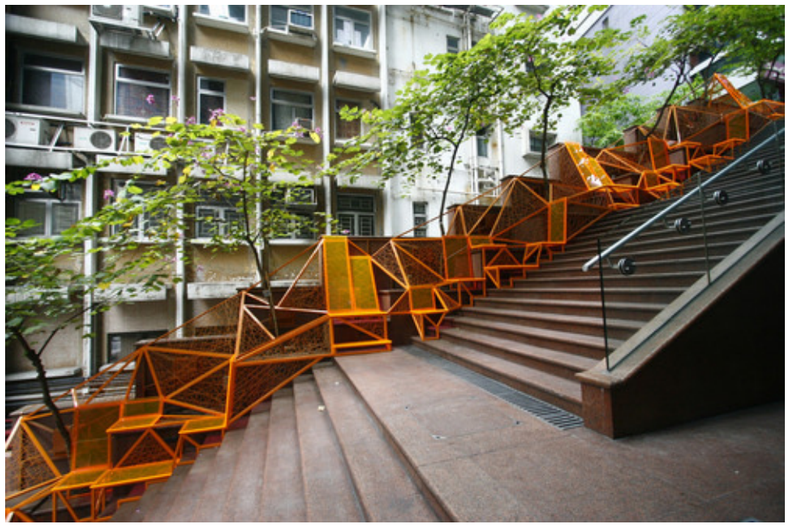
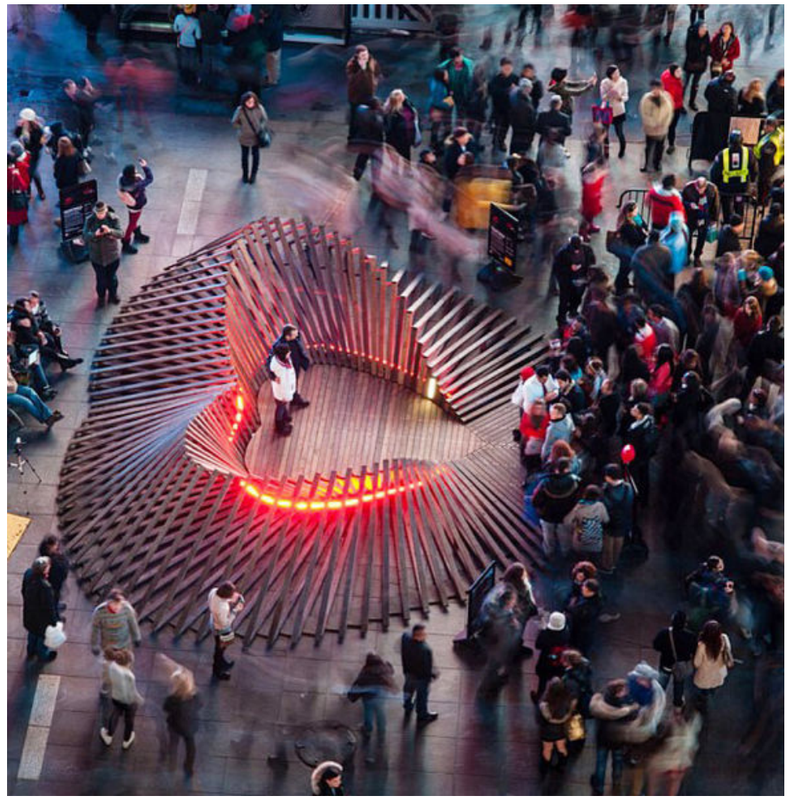


Proposed Use - Permanent Contents

- Installations
- Soundscapes
- Resident Audio Visual (Big Screens)
- Integrated Landscape



BREWERY SQUARE

Cinema

Proposed Use - Temporary/ Flexible contents

- Live Performances
- Family Shows
- Product Launches
- Fashion Shows
- Fan Zones – Sporting Events
- Art Installations
- Exhibitions
- Markets
- Fairs (Book fairs)
- Community Activities

Fashion

Pop-up

BREWERY SQUARE

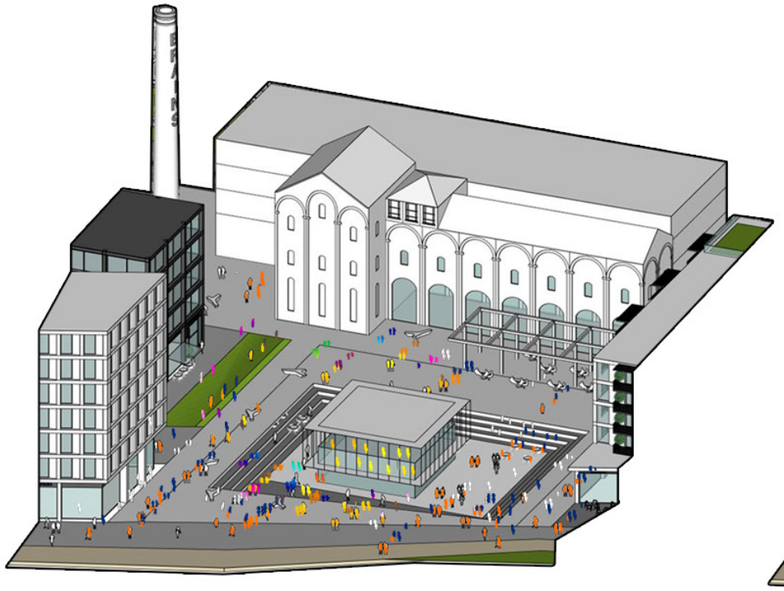
Exhibitions

Pop-up

Product Launch

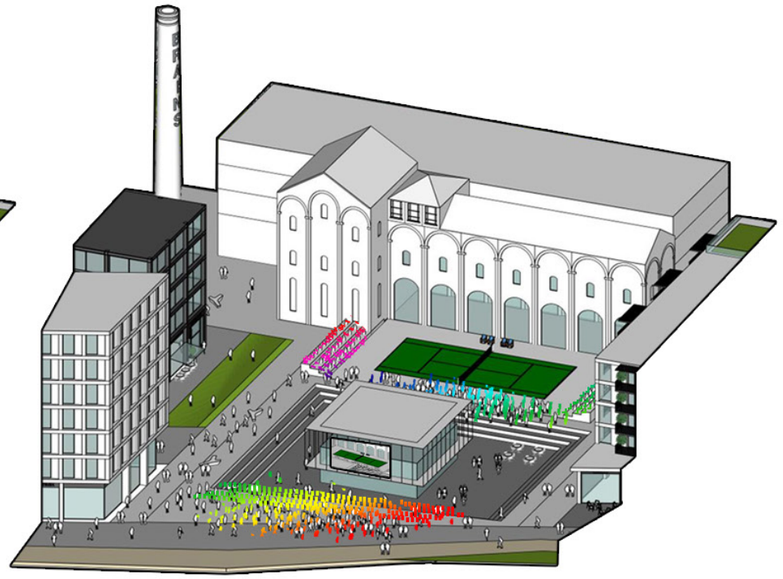
Community

BREWERY SQUARE - OPTIONS CONSIDERED



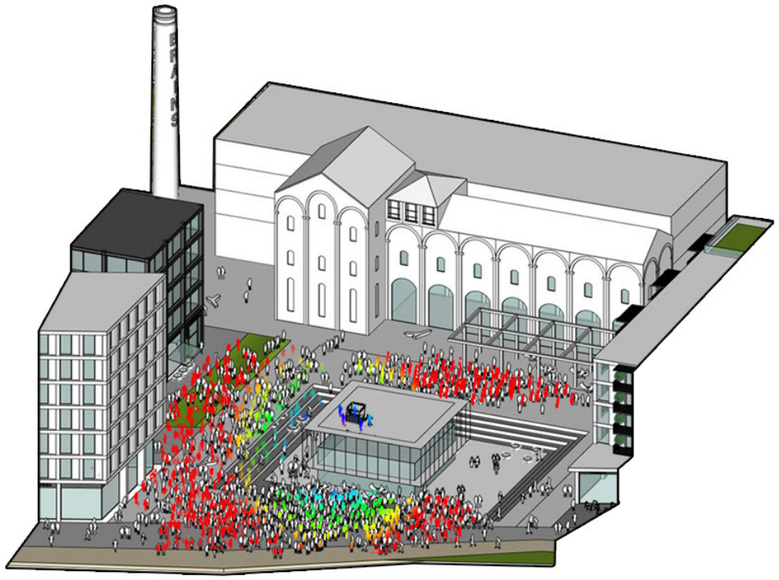
CENTRAL ANCHOR & CANOPY

-Food & Beverage
-Outdoor Seating
-Viewing Platform



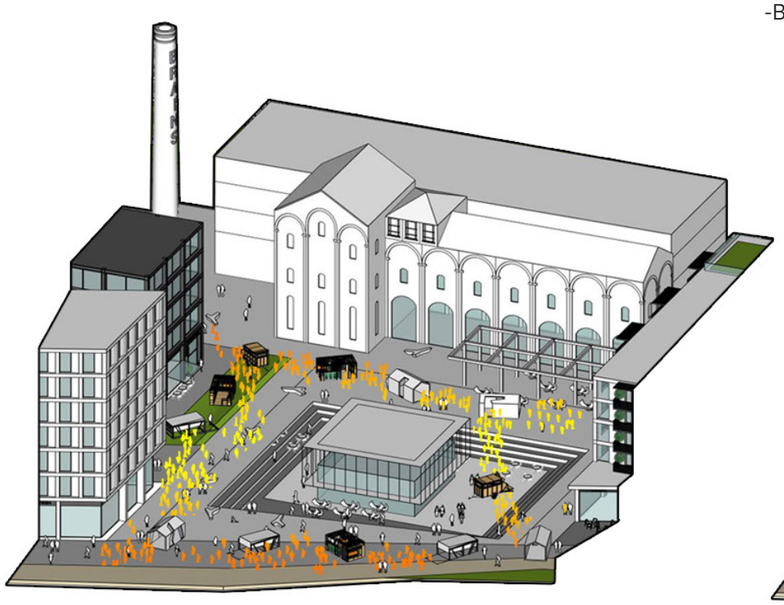
SPORTING EVENTS

-Charity Sport Events
-Community Sports
-Boxing, Tennis
-Book signings



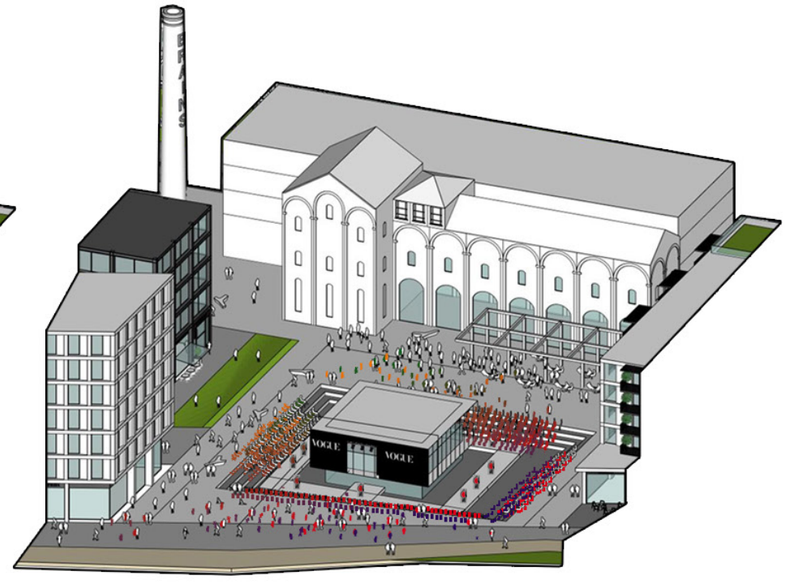
PERFORMING ARTS

-Music Events
-Theatre
-DJs
-Performing Arts



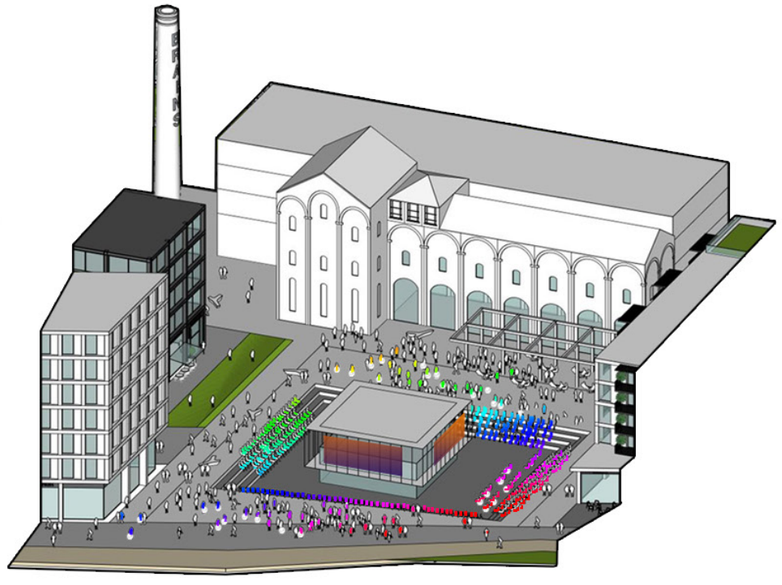
POP-UPS & FESTIVALS

-Populating the brewery square with pop-up structures
-Design Fairs
-Food Markets
-Book Signings



FASHION & SHOWCASING

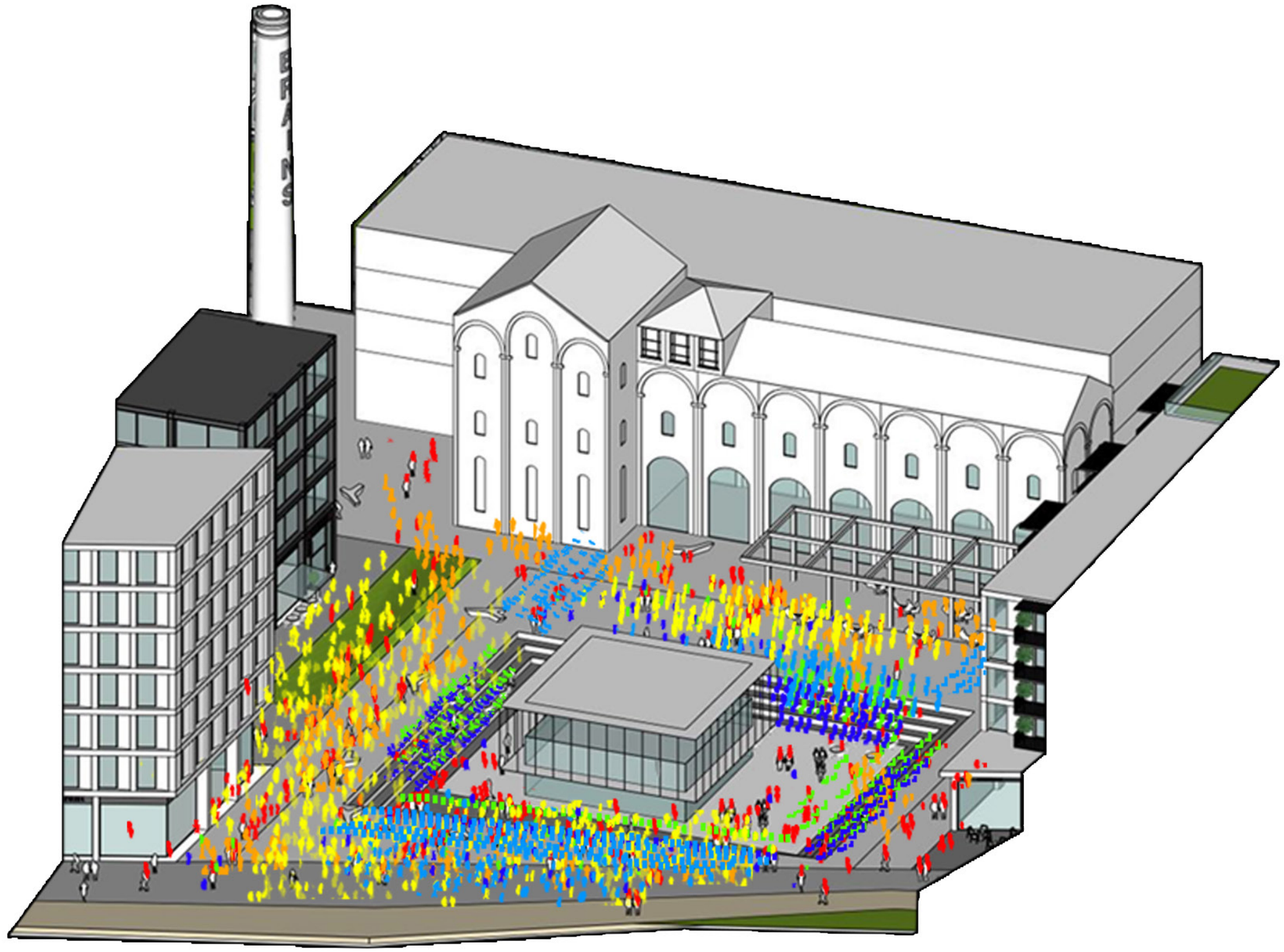
-Fashion Shows
-Product Launches
-Product Showcasing



CINEMA & SCREENINGS

-Cinema
-Film Premiers
-Product Screenings
-Sporting Event Screenings

BREWERY SQUARE - OPTIONS CONSIDERED



Fashion & Showcasing

Cinema & Screenings

Central Anchor & Canopy

Sporting Events

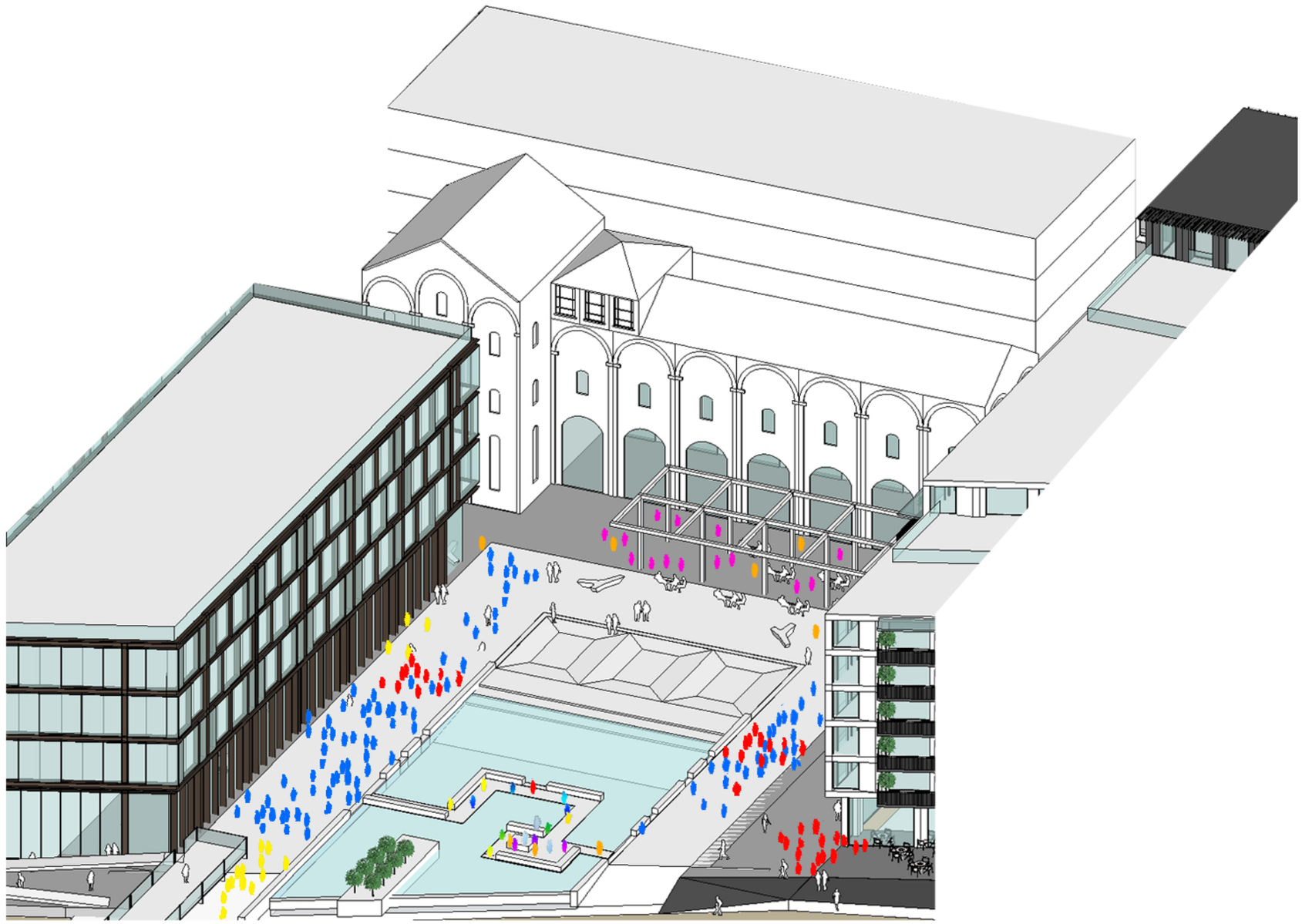
Pop-Up Festivals

Music Events

Activity Compilation

- There is a strong pedestrian flow from the Central Station concourse to the Brewery Square and waterfront.
- The centre of the square acts as an anchor point and congregate / meeting point.
- The square accommodates a range of different typologies utilising all parts of the square and the buildings surrounding it.

BREWERY SQUARE - PREFERRED OPTION



The scale and a sense of enclosure of the square is created by the buildings surrounding it with activated ground level amenity.

The proposal creates a large water feature as the main focal point of the square. The water feature is designed as the extension to the River Taff. It brings the water much closer to the heart of the public space.

In contrast to the current river front which does not allow for close encounter with the water; this design provides a great opportunity to provide the public an imitate interaction with the river.

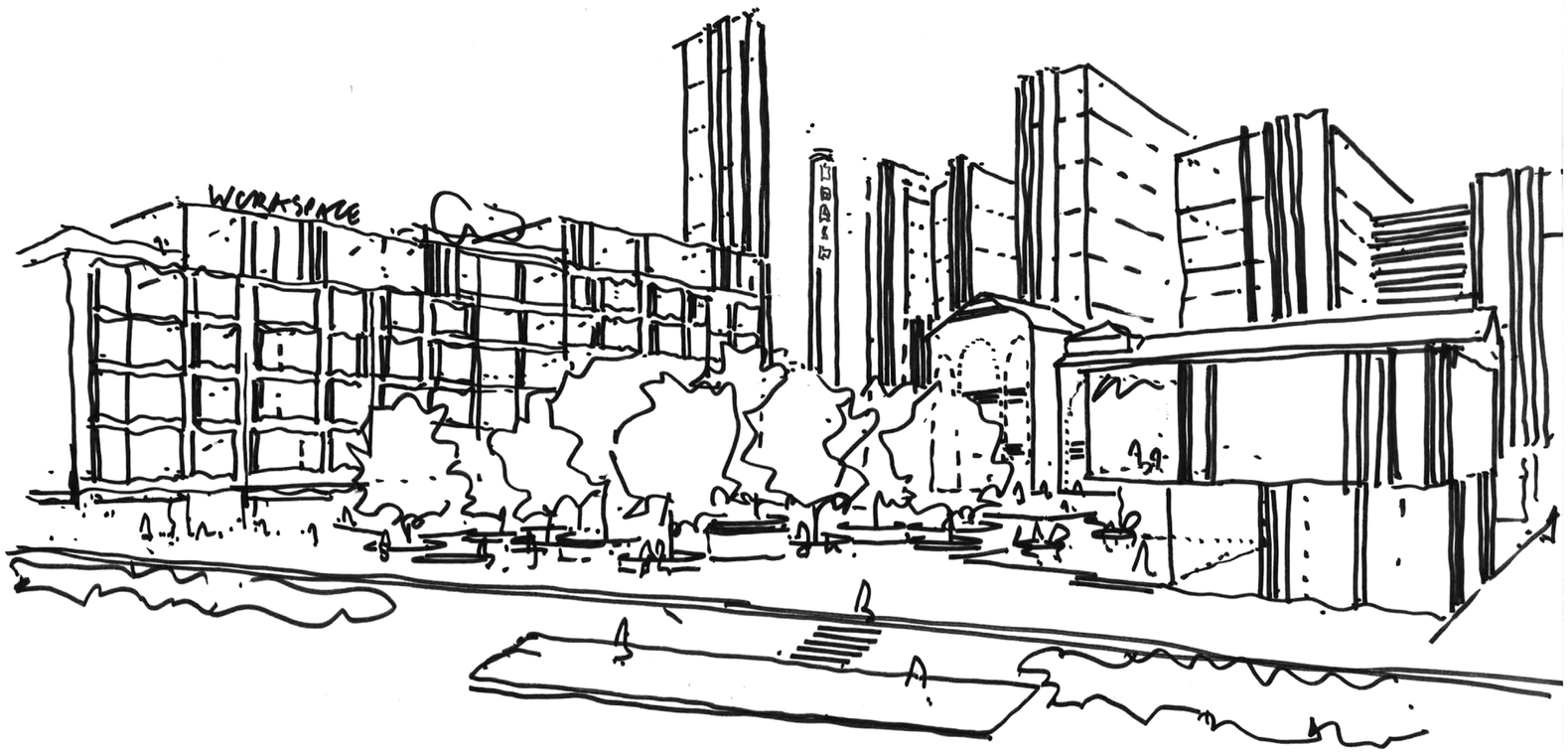
This arrangement also allows for great outdoor seating spaces opportunity for the F&B units surrounding the square.

BREWERY SQUARE

Brewery Square

05.02 WATERFRONT

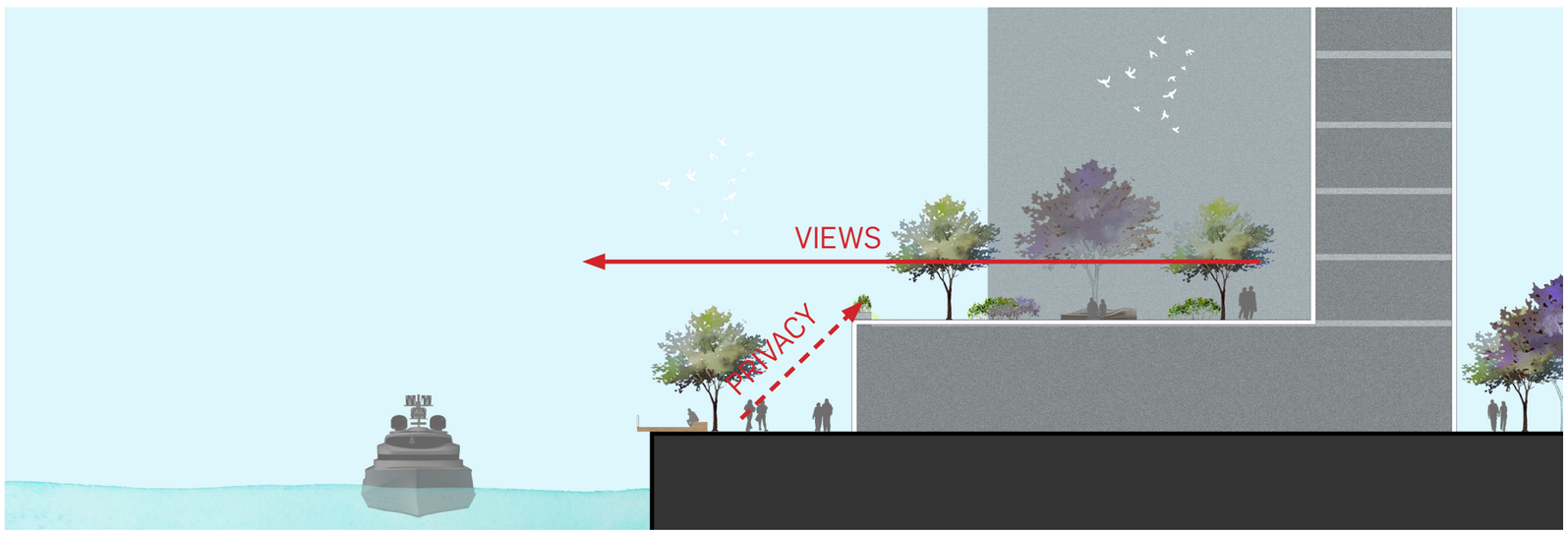
WATERFRONT



Sketch of the waterfront

REDISCOVER THE WATER FRONT

Existing buildings on the site have turned their back to the waterfront and there is a lack of interaction between the site and the river. The redevelopment is a unique opportunity to rediscover this forgotten city centre waterfront. Providing clear, safe and activated pedestrian and cycle routes along the river will help to reconnect this forgotten amenity. Elevated private residential amenity is afforded views to the River Taff with privacy and seclusive from public thorough fares.



Waterfront Section

WATERFRONT

Taking advantage of the scenic waterfront, an active, pedestrian and cycle-friendly route has been created. Designated cycling and pedestrian footways are proposed running along the waterfront. As an alternative to the hustle & bustle and activity within the main spaces, the waterfront offers the opportunity for relaxation, recreation and leisure pursuits as well as small pockets of F&B and retails.

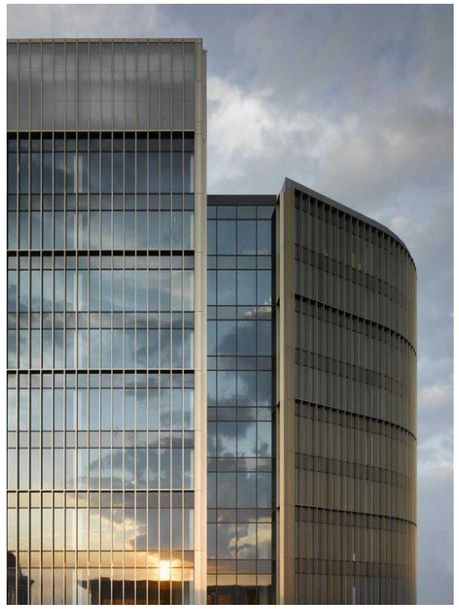
WATERFRONT

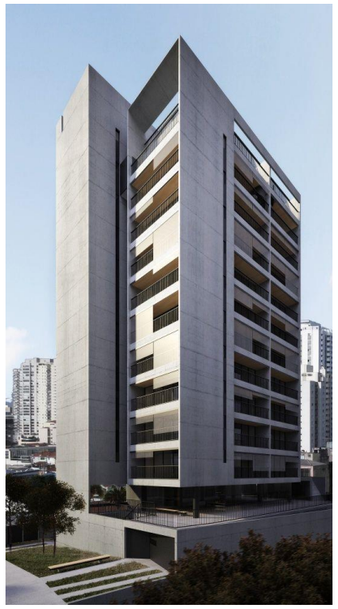
Waterfront View

05.03 CENTRAL QUAY TOWER

CENTRAL QUAY TOWER

Sketch Render of the Office Development





New Landmark Building in Central Cardiff

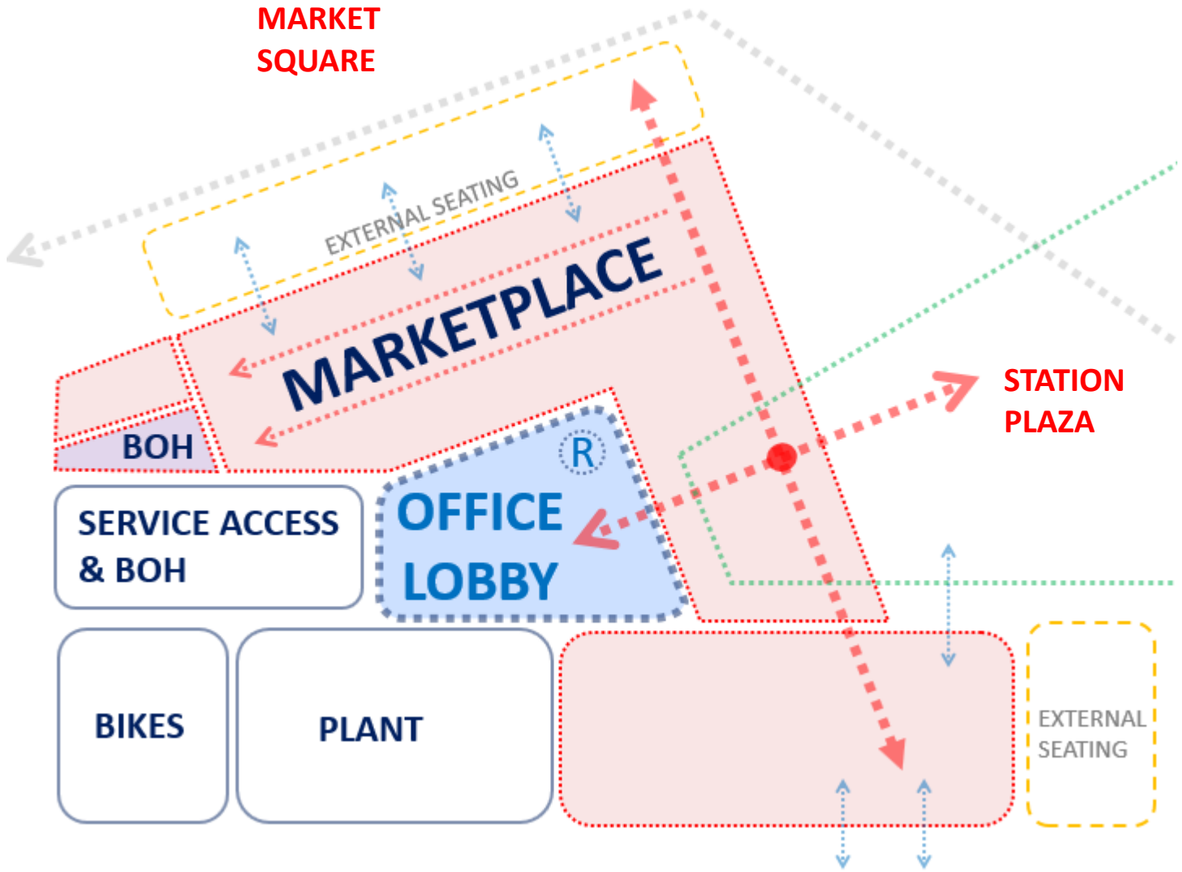
The Ledger – a new 11 storey, circa 220,000 sqft landmark building in Central Cardiff, is predominantly office space with retail space at ground floor. The building is closely linked to Cardiff Central Station South Plaza and Market Square. This development forms part of Phase 01 and will set a design quality benchmark for future developments.

CENTRAL QUAY TOWER

Lobby

The Lobby is primarily an extension to the public realm. People can move freely into the Lobby and then either proceed into the Marketplace or into the Office Lobby. The large spatial volumes and permeability of façade treatment strengthens visibility of active frontage, which is significant on the ground floor. It is anticipated that the ground floor retail areas will be frequently used by office workers, commuters and travellers, and must therefore be designed appropriately.

CENTRAL QUAY TOWER



Marketplace

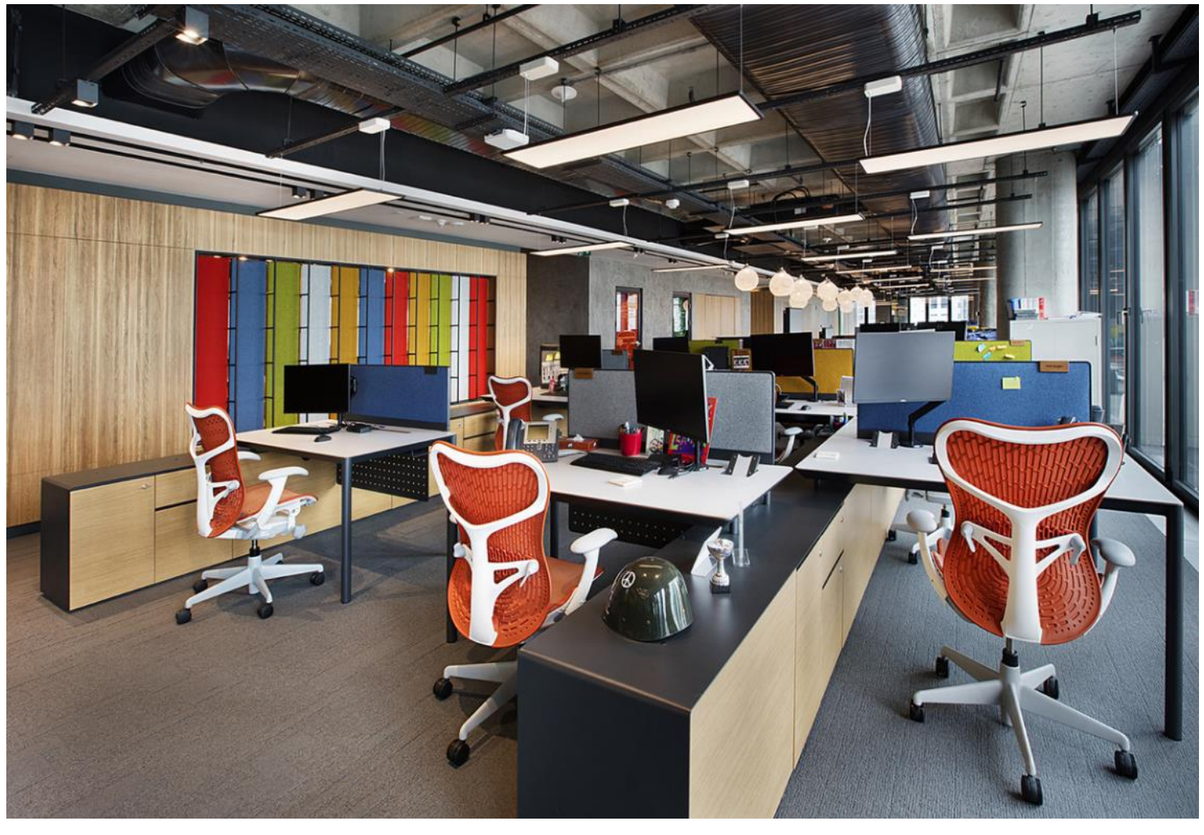
The integration of Office Lobby and Marketplace, provides a very unique environment – one that will become very characteristic to Central Quay. The Market offer is aimed to encourage local independent traders to operate from a contemporary market environment – one that enhances the vision and vibrancy of Central Quay. The main building axes reinforce the important relationship the building has with both Station Plaza and Market Square.

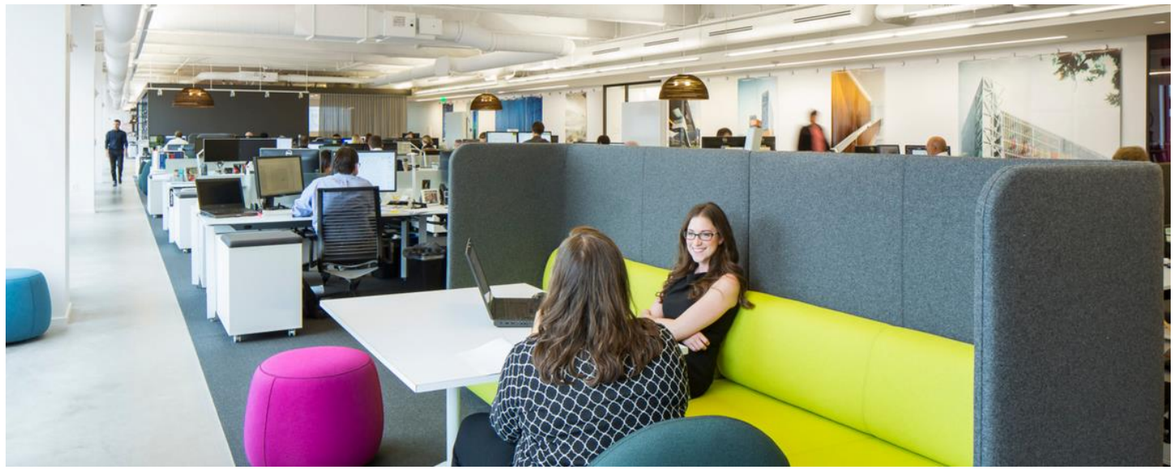
CENTRAL QUAY TOWER

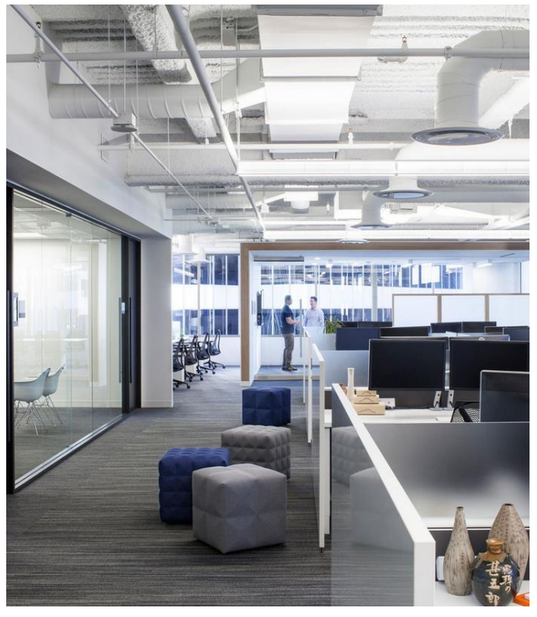
Reception and Roof Terrace

The main Office Reception is located on the Roof Terrace level to provide visitors with a memorable experience – with views overlooking the River Taff, towards Cardiff Bay, over the City centre and Caerphilly mountain beyond. It is proposed that a lounge bar and gym are located on this level also. The design seeks to celebrate the unique and expansive views towards both the city centre and Cardiff Bay.

CENTRAL QUAY TOWER



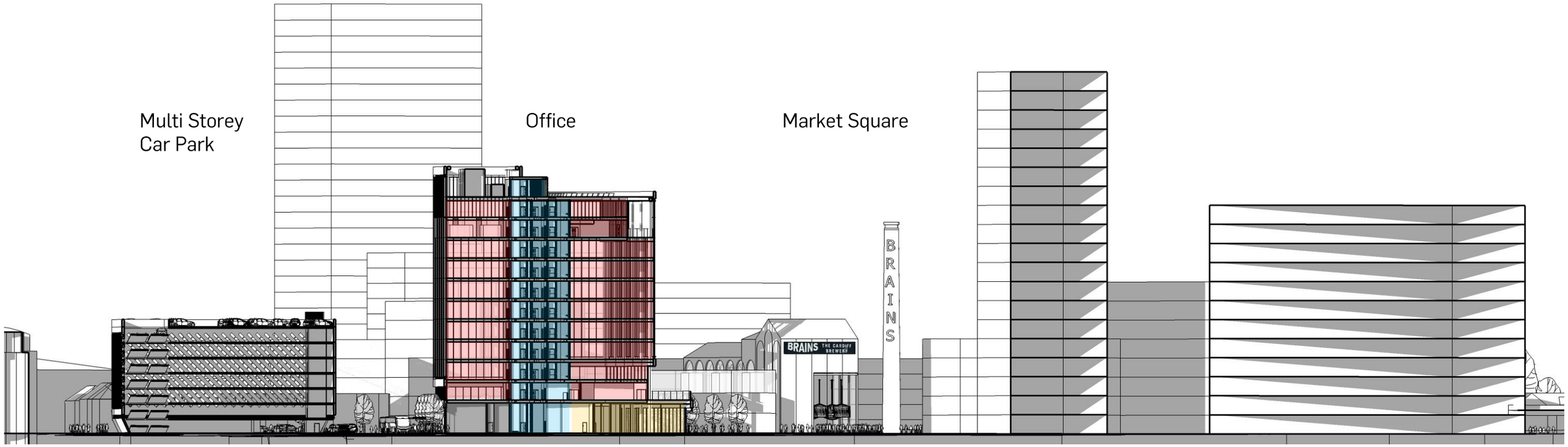




Office

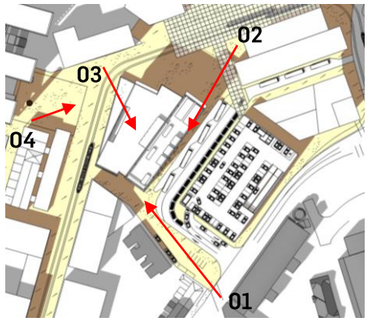
The office working environment is constantly evolving. Flexibility is key to high quality office space providing the ability to accommodate changes in operation from large corporate headquarters to SME's and start up businesses. Breakout spaces encourage collaboration and innovation whilst quality working environments have a crucial role to play in workers well being.

CENTRAL QUAY TOWER



Preliminary Section Through Phase 01 Development

CENTRAL QUAY TOWER



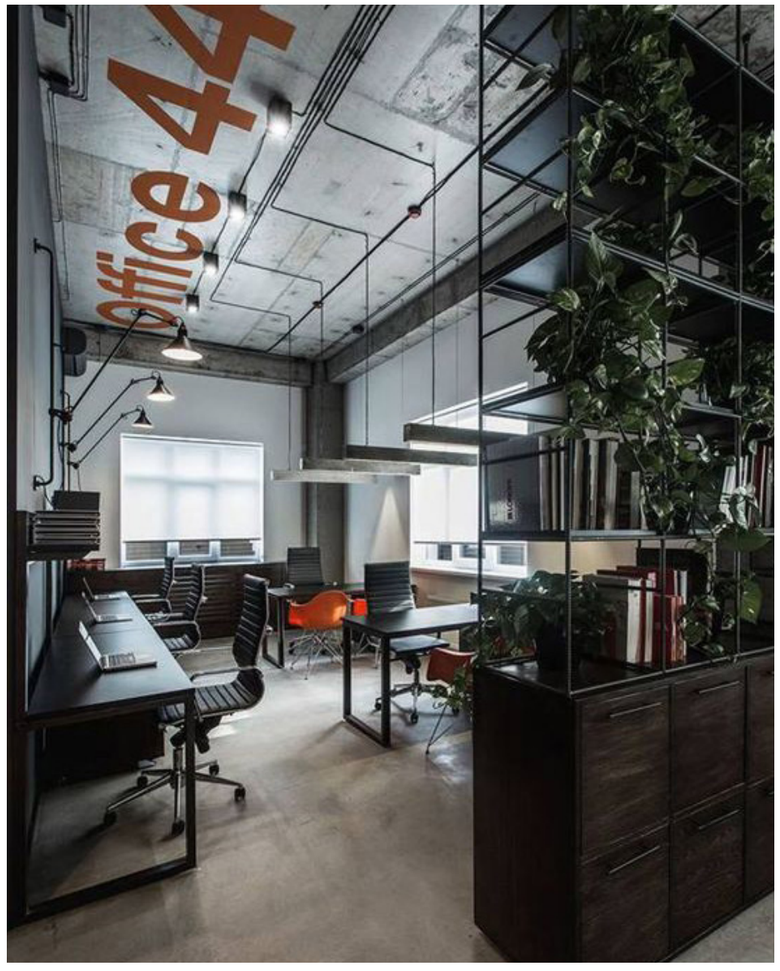
Model Camera Views

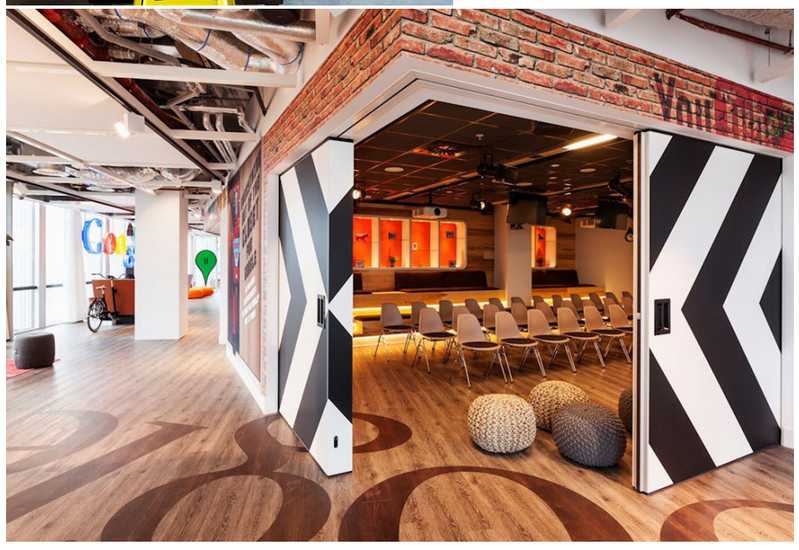
05.04 UNIVERSITY CAMPUS

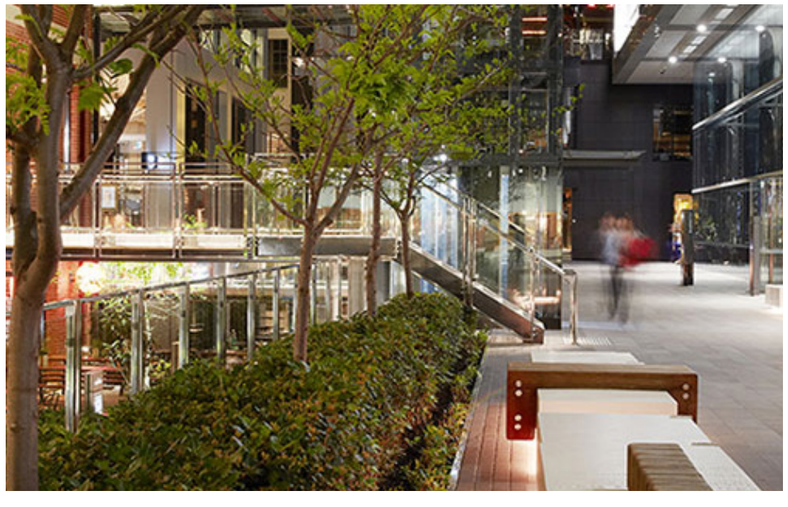
UNIVERSITY CAMPUS

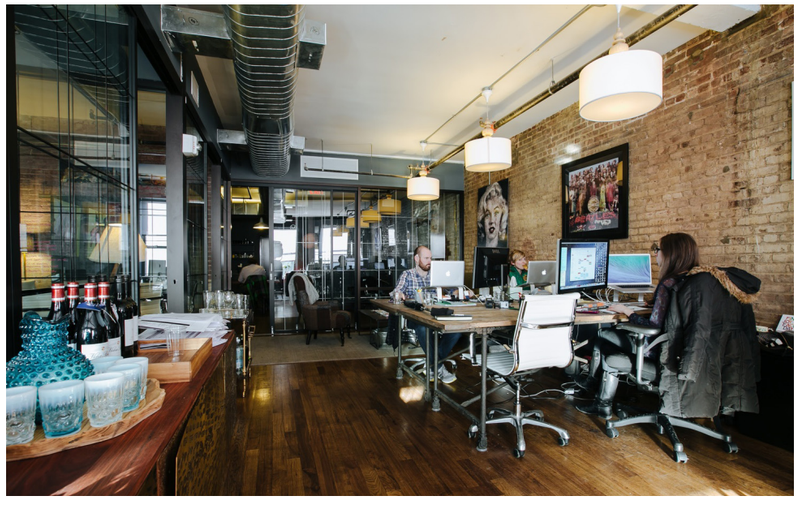
INNOVATIVE WORKING MODEL

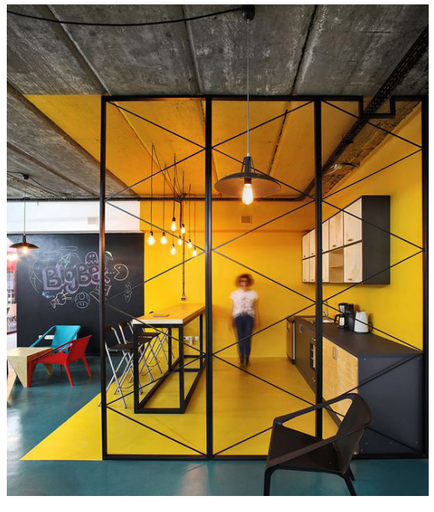
In contrast to conventional corporate office workspaces, the University campus aims to harvest the latest technology and front end research from higher education institutions across the city. A flexible working model, intelligent office and healthy lifestyle is key to attract innovative-thinking entrepreneurs to establish offices in Cardiff's city centre. This, together with an integrated co-working model incubator space for small-scale business, cutting edge technology business will create a truly innovative, forward thinking working model for Cardiff Met University and it's students.

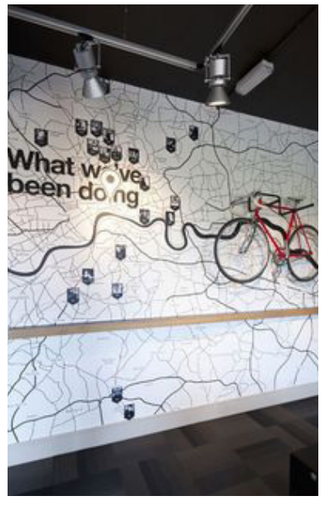












UNIVERSITY CAMPUS

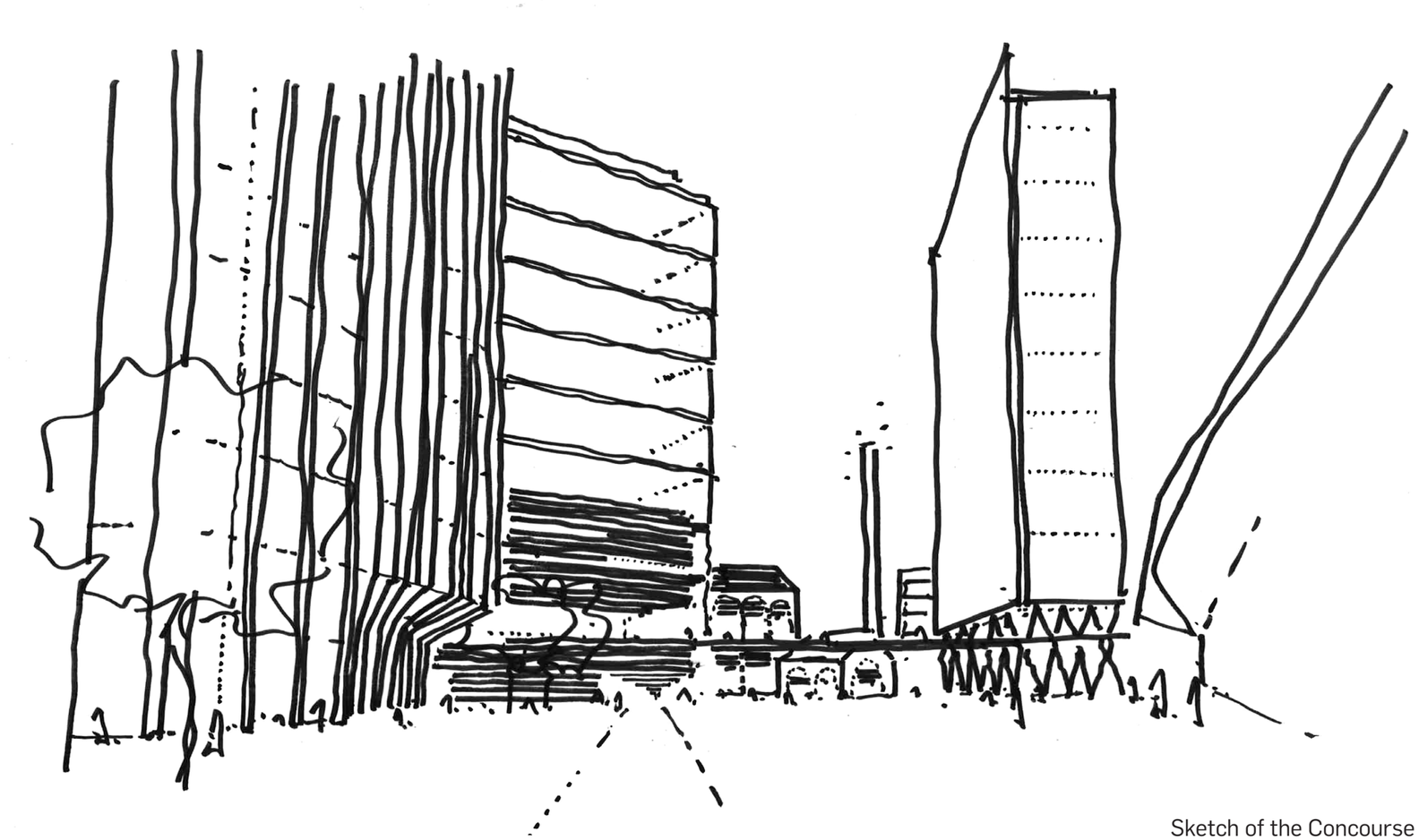
Cardiff MET University Campus Proposal by Sheppard Robson

Cardiff MET University Campus Proposal by Sheppard Robson

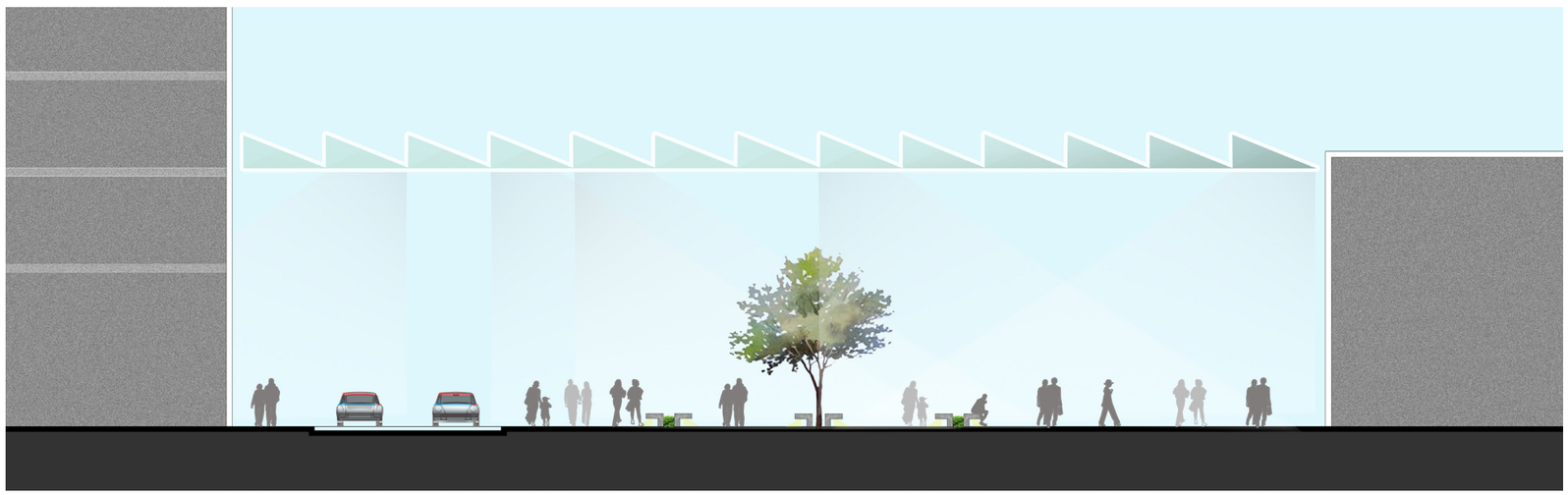
University Campus Street Level View by Benoy

05.05 CONCOURSE

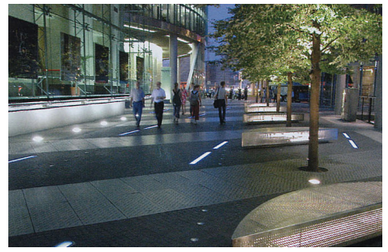
CONCOURSE



Sketch of the Concourse



Concourse Section

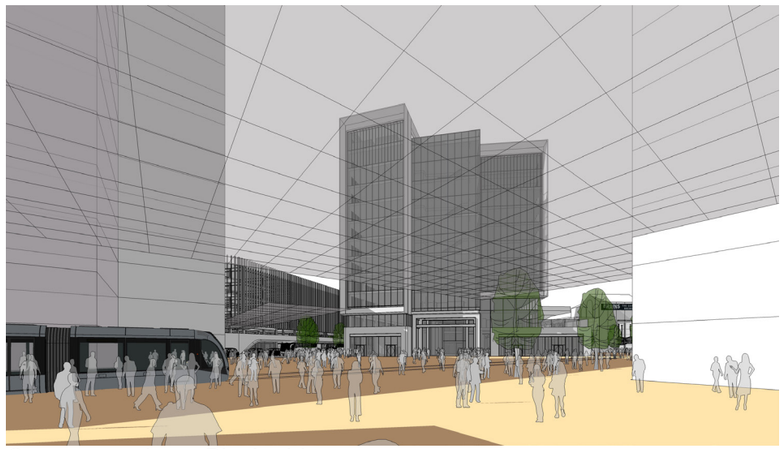


ENHANCING THE REGIONAL TRANSPORT HUB, PROVIDING HIGH QUALITY PUBLIC REALM

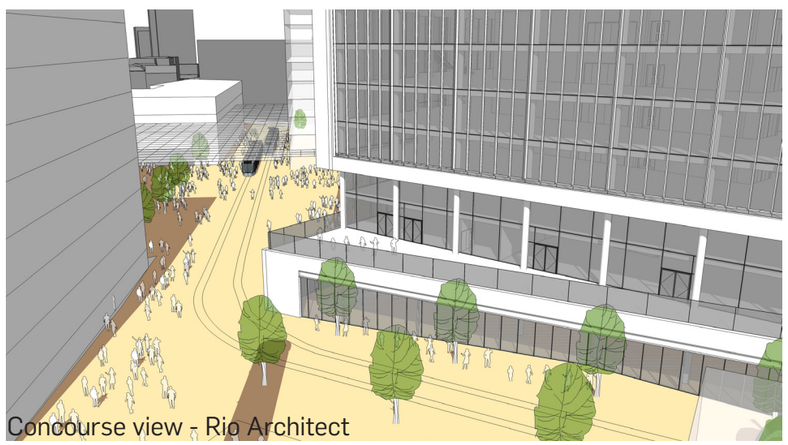
Central Station South Concourse is an integrated element of the overall framework plan. The new concourse will increase the capacity of the station and improve pedestrian flow, experience and event management, generating revenue for station related operations as well as being a new front door to the city.

CONCOURSE

The Central station south concourse will be improved to provide an increased passenger capacity, more generous ticketing area and improved commercial opportunities. A Canopy over the concourse might be explored. The canopy will also extend to the multi-storey car park and bus/coach stop to provide covered access for commuters. This potential landmark structure creates a seamless protected pedestrian environment from station to car park.



Concourse view - Rio Architect



Concourse view - Rio Architect

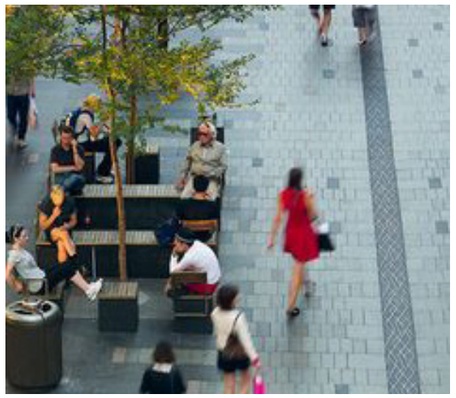
View from the Central Station south Concourse to Brewery Square

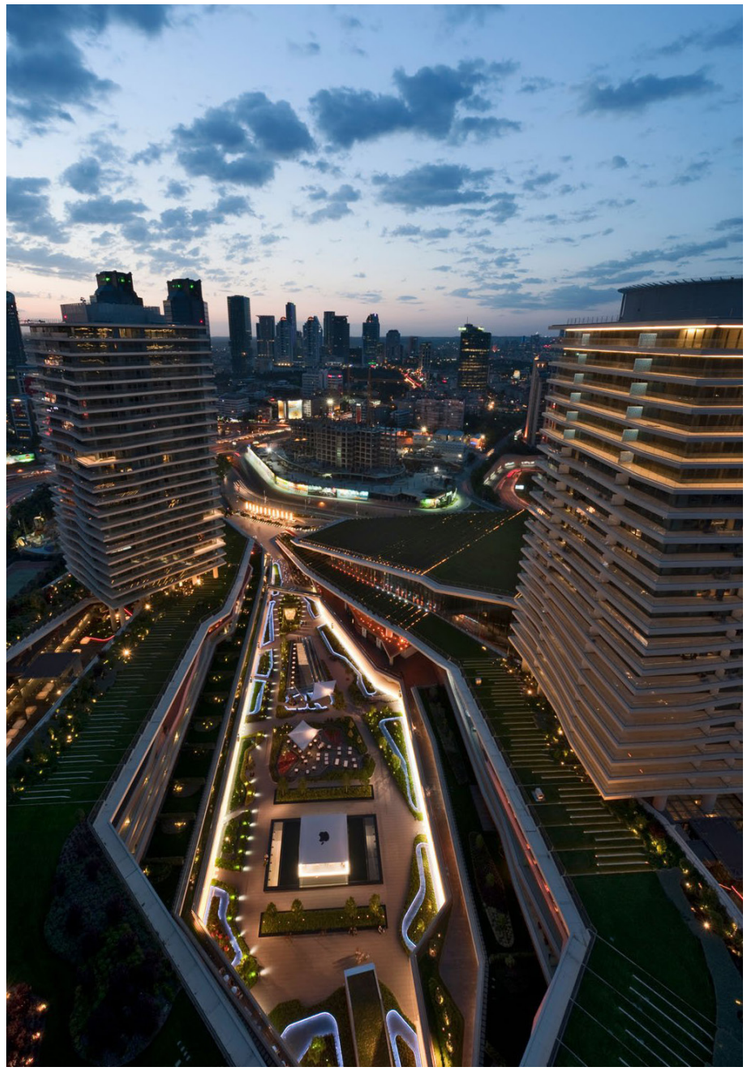
05.06 NORTH-SOUTH BOULEVARD

NORTH-SOUTH BOULEVARD

A SHARED SURFACE TO CREATE A PEDESTRIAN FRIENDLY ENVIRONMENT

The Boulevard is the main pedestrian spine of Central Quay framework plan. This main pedestrian street runs North-South across the site, connecting the Central Station South Concourse to the proposed Dumballs Rd development. Shared surfaces are utilized to create a pedestrian friendly environment. Retail and F&B units on either side of the street provide an active frontage to the space.





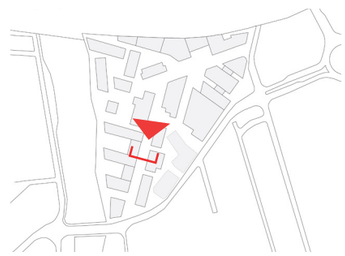
NORTH-SOUTH BOULEVARD

View of the Boulevard looking North

NORTH-SOUTH BOULEVARD

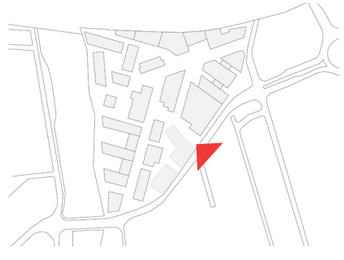
View of the Boulevard looking South

Section of the Boulevard



TRADE STREET

View from Trade Street
Improved pedestrian connectivity is provided to future development between Trade Street and the Train station.

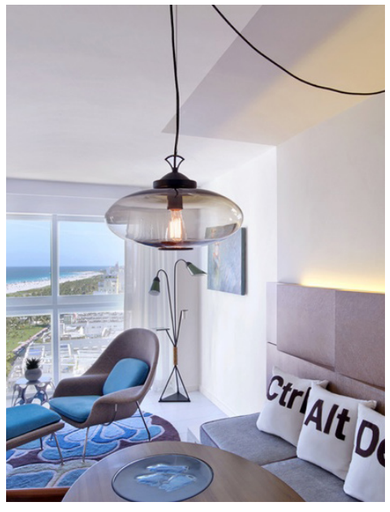


05.07 **HOTEL**

HOTEL

REDEFINED HOTEL CONCEPT

With a great connected city centre location, there is an opportunity to introduce a new urban hotel concept to the development. Together with an established hotel operator, such as Moxy Hotel, a different thinking and focus would be brought to the project. This new hotel concept conceives itself as somewhere to live, work, relax and socialise, creating hotel spaces and rooms more engineered to concepts of co-living, co-work and business & leisure guests. The potential collaboration between the hotel and co-working office setup will create a more forward thinking, dynamic workplace environment at the centre of the city, and help support and activate the other business surrounding it.



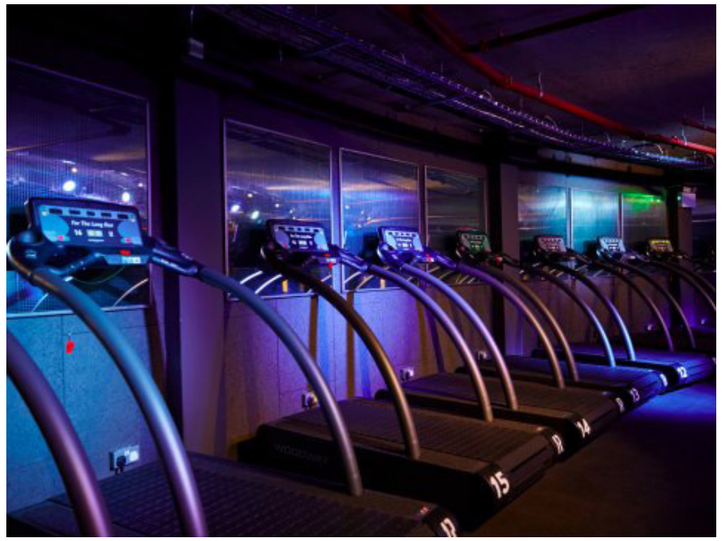
View of Moxy Hotel

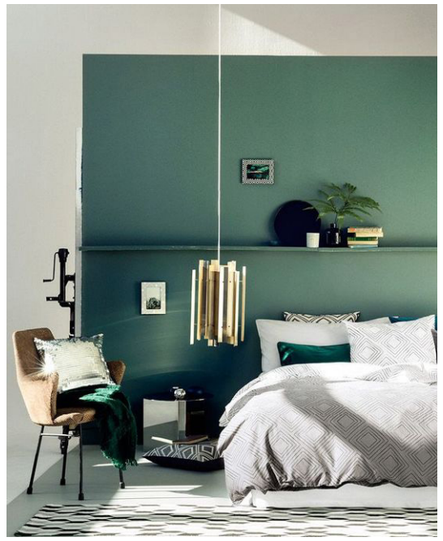
05.08 RESIDENTIAL

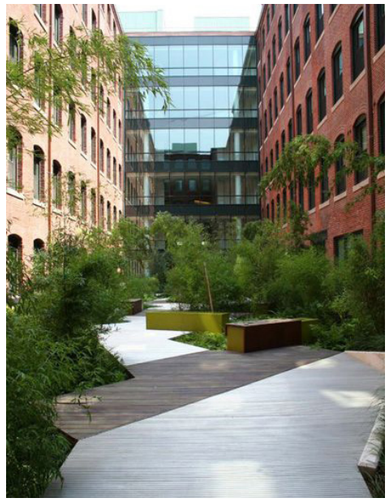
RESIDENTIAL

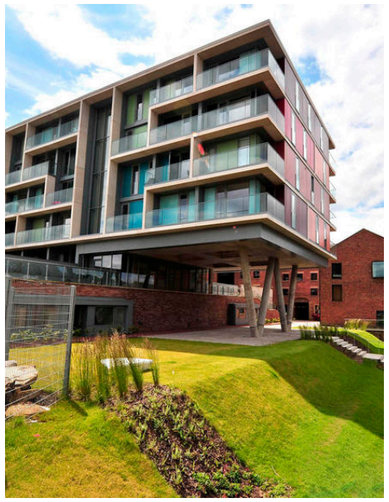
"AN IDEAL HOME FOR CITY LOVING, CAREER AMBITIOUS, HEALTH CONSCIOUS PROFESSIONALS"

A city centre, waterfront living quarter will be created in Central Quay. With the transport hub, office, retail, F&B facilities in close proximity, it is an ideal home for city loving, career ambitious, health conscious professionals. The design and provision of amenities reflects this.

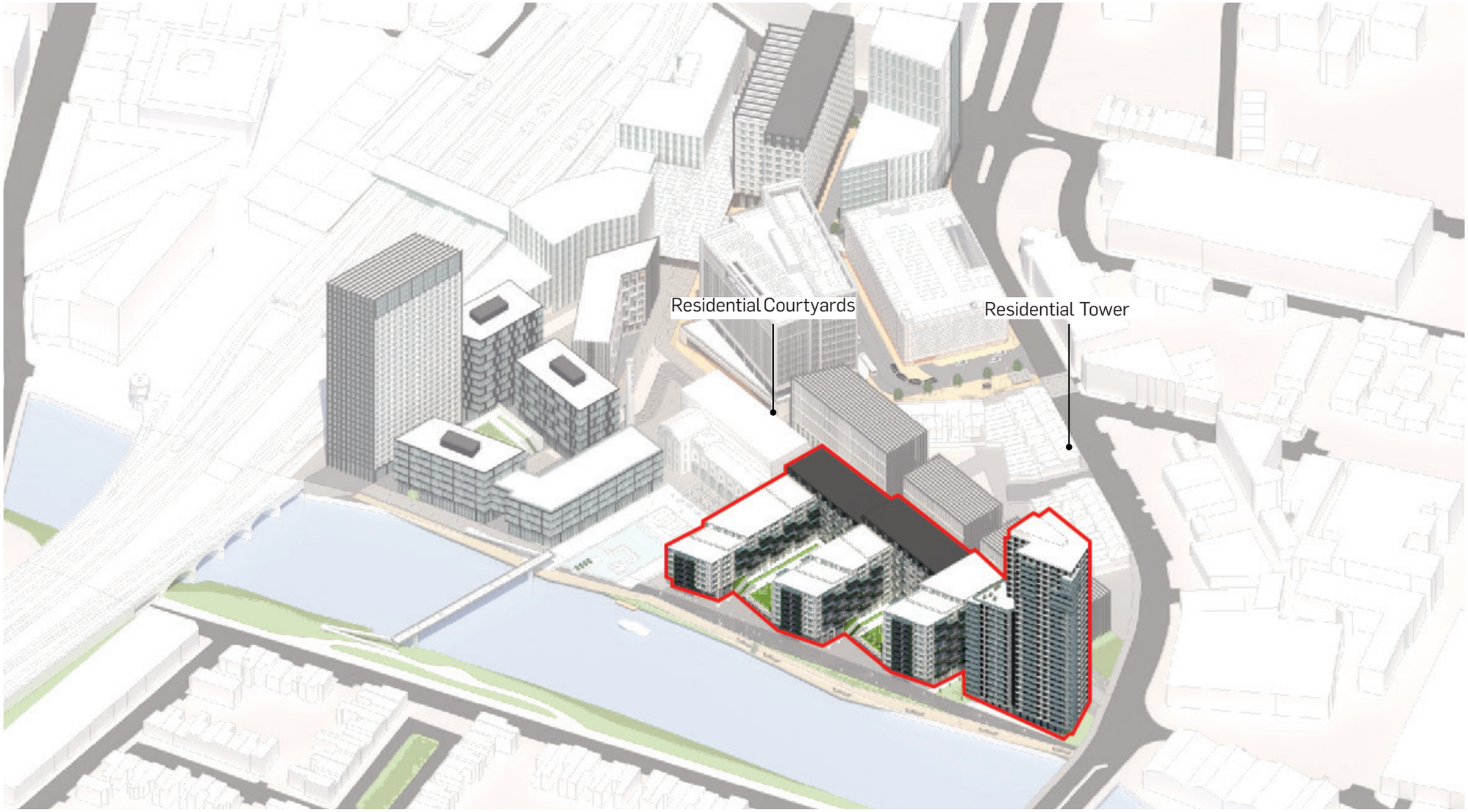








RESIDENTIAL



Residential Cluster

The residential cluster is defined by the Boulevard to the East and the River Taff to the West. The location was chosen so that while allowing a good access to the road and all public transport; large portion of the residential units are further away from the heavily traffic highway, and enjoy the river view to the West.

The residential cluster is divided into two separate plots, the Courtyards to the north and the Tower to the south.

A total of 579 residential units are proposed with 364 units in the Courtyards and 215 units in the Tower respectively.

RESIDENTIAL

View of Residential Courtyard

Courtyard View over River Taff

Residential Courtyards

The Courtyards is located South to the Brewery Square. It consists with 3 North/South blocks and 2 East/West blocks together to form a reflected 'E' shape configuration creating two semi-enclosed courtyards opening toward the River Taff.

On the ground floor there are residential lobbies, amenities (such as club house and gym), 75 residents' private parking spaces and retail units along the Boulevard and the Riverfront.

The Courtyards are raised up to Level 1 to provide a semi-private landscaped garden space to be shared by all residents. There will also be a direct pedestrian access to the riverfront from this level.

The height of the residential blocks varies. It is 7 storey at the Brewery square, with similar height to the other surrounding buildings to provide a clear definition of the open space. The height of the blocks gradually step up when it is moving away from the square and reach 11 storeys to the south.

RESIDENTIAL

View of Residential Tower

Residential Tower

The 28-storey tall residential Tower is strategically placed at the souther edge of the site to provide a 'landmark' building anchoring this significant corner of the site.

The design takes the advantage of the location will provide a high standard, city central, river view dwelling that match the ambition of a Capital city.

Catering to the 215 units of residents, the Tower will provide a wide range of amenity services including concierge, club house, gym and entertainment space. There will also be a sky garden on Level 18, which have a panorama view across the river and Cardiff city centre.

06 AREA & PHASING

GROSS FLOOR AREA (INCLUDING CAR PARK)

TOTAL GROSS AREA
2,577,601 FT²

OFFICE
1,138,497 FT²

- PHASE 1
  277,173 FT2
- POST-PHASE 1
  861,324 FT²

RESIDENTIAL
571,762 FT²

- POST-PHASE 1
  571,762 FT²

HOTEL
64,842 FT²

- POST-PHASE 1
  64,842 FT²

RETAIL/ FOOD & BEVERAGE
107,478 FT²

- PHASE 1
  21,776 FT²
- POST-PHASE 1
  85,702 FT²

CAR PARK - 661 SPACES
233,902 FT²

- PHASE 1
  208,499 FT²
  586 SPACES
- POST-PHASE 1
  25,403 FT²
  75 SPACES

UNIVERSITY CAMPUS
482,896 FT²

- POST-PHASE 1
  482,896 FT²

AREA SCHEDULE

Plot	USES	STOREY*	HEIGHT (m)	TOTAL GEA (ft^2)**	OFFICE TYPICAL FLOOR NET (ft^2)	HOTEL TOTAL NO. OF KEYS	NUMBER OF UNITS	NO. OF CAR PARK SPACE
A	OFFICE	11	52.5	277,173	25,564	-	-	-
B	CAR PARK	7	19.5	208,499	-	-	-	586
C	HOTEL	9	30	64,842	-	200	-	-
D	UNIVERSITY	7	34	52,970	-	-	-	-
E	UNIVERSITY	6	30	100,773	-	-	-	-
F	RESIDENTIAL	7	27	95,939	-	-	87	-
G	RESIDENTIAL	9	33	71,527	-	-	44	75
H	RESIDENTIAL	9	33	91,171	-	-	93	-
J	RESIDENTIAL	11	39	65,294	-	-	54	-
K	RESIDENTIAL	11	39	91,925	-	-	86	-
L	RESIDENTIAL	28	90	220,242	-	-	215	-
M	OFFICE	5	26	50,591	10,118	-	-	-
N	OFFICE	5	26	34,498	6,900	-	-	-
P	OFFICE	7	34	71,559	11,151	-	-	-
Q	OFFICE	18	78	231,598	13,250	-	-	-
R	OFFICE	14	62	252,717	18,751	-	-	-
S	OFFICE	-	-	-	-	-	-	-
T	OFFICE	5	26	86,112	13,777	-	-	-
U	OFFICE	9	42	156,799	15,500	-	-	-
V	OFFICE	3	18	24,219	6,458	-	-	-
W	UNIVERSITY	9	42	69,751	-	-	-	-
X	UNI. STUDENT ACCOMMODATION	29	93	259,402	-	-	-	-
TOTAL				2,577,601		200	579	661

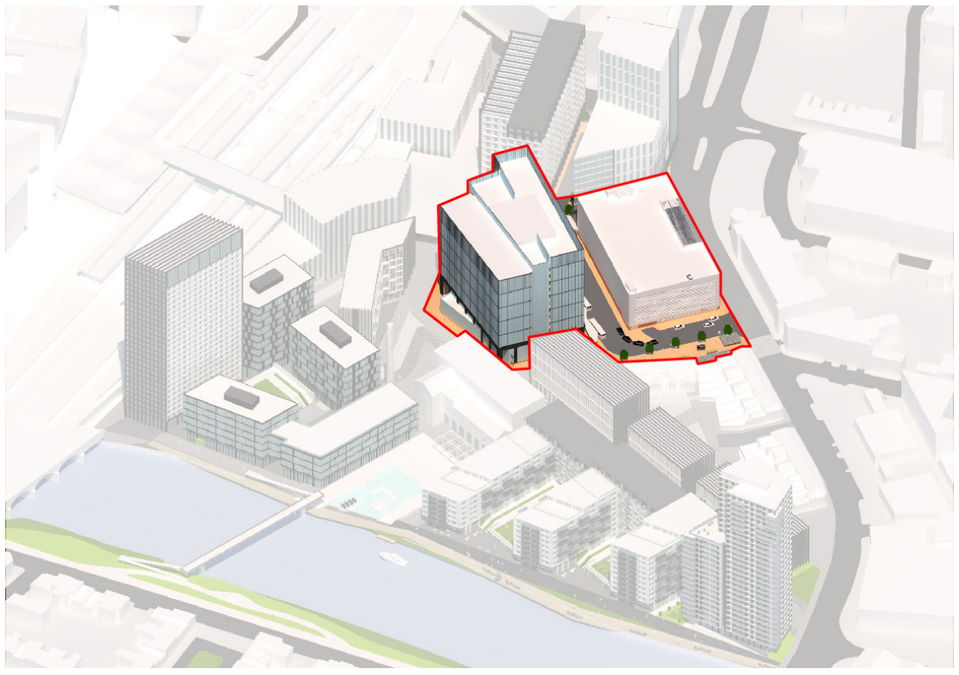
* Lettable floor only. Excluding roof plantroom.

** Including ground floor retail units and car park spaces.

PHASING

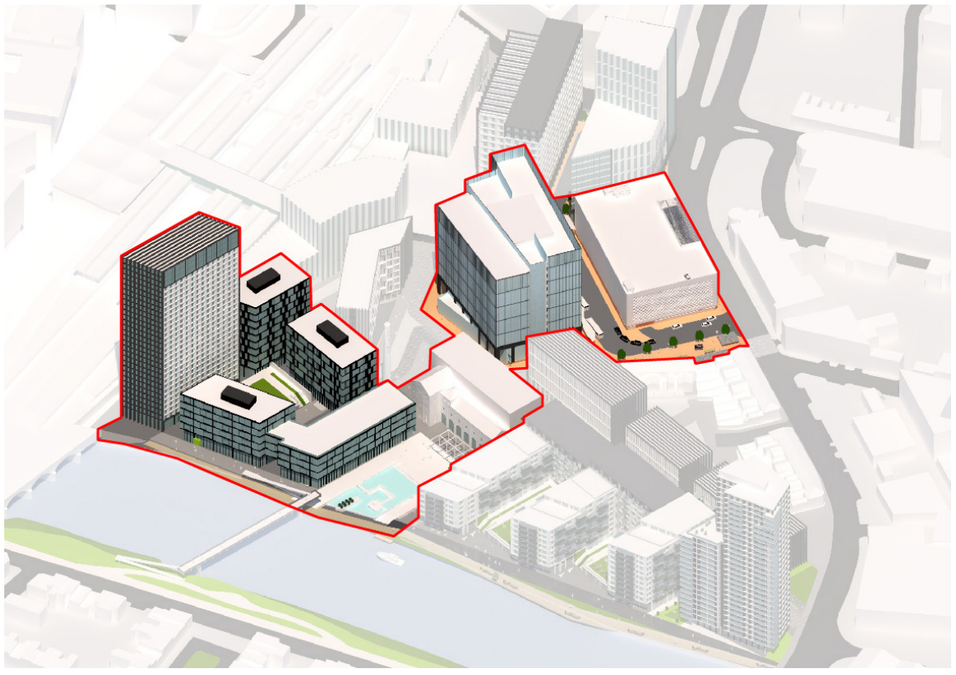
Phase 1A

- Central Quay Tower
- Car Park



Phase 1B

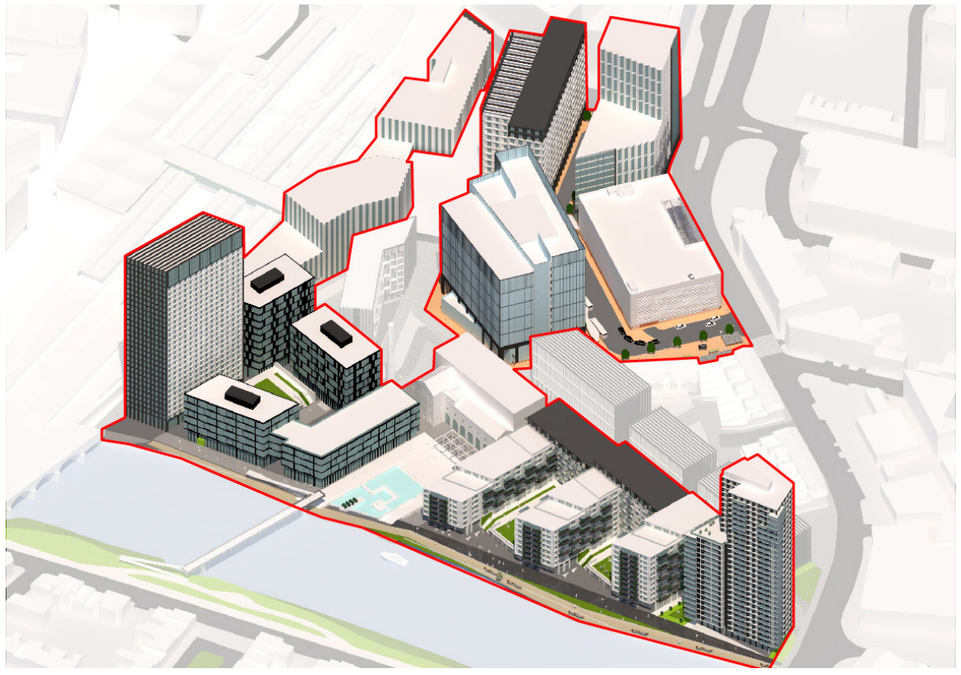
- Brewery Square
- University Campus



PHASING

Phase 2

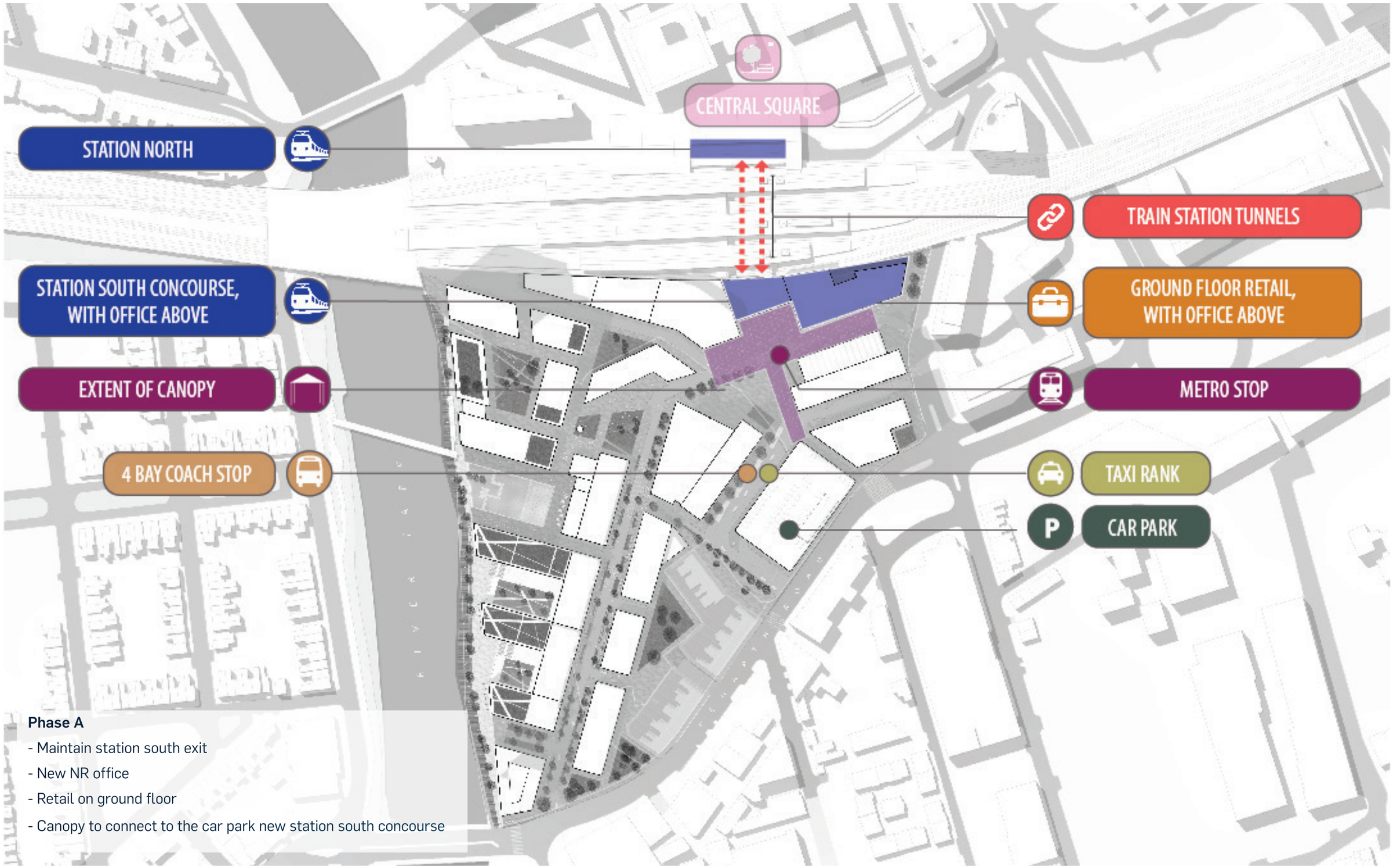
- Future NR office and Central Station Bridge Link
- Block Q & R
- Residential



Phase 3

- The remainder of the site

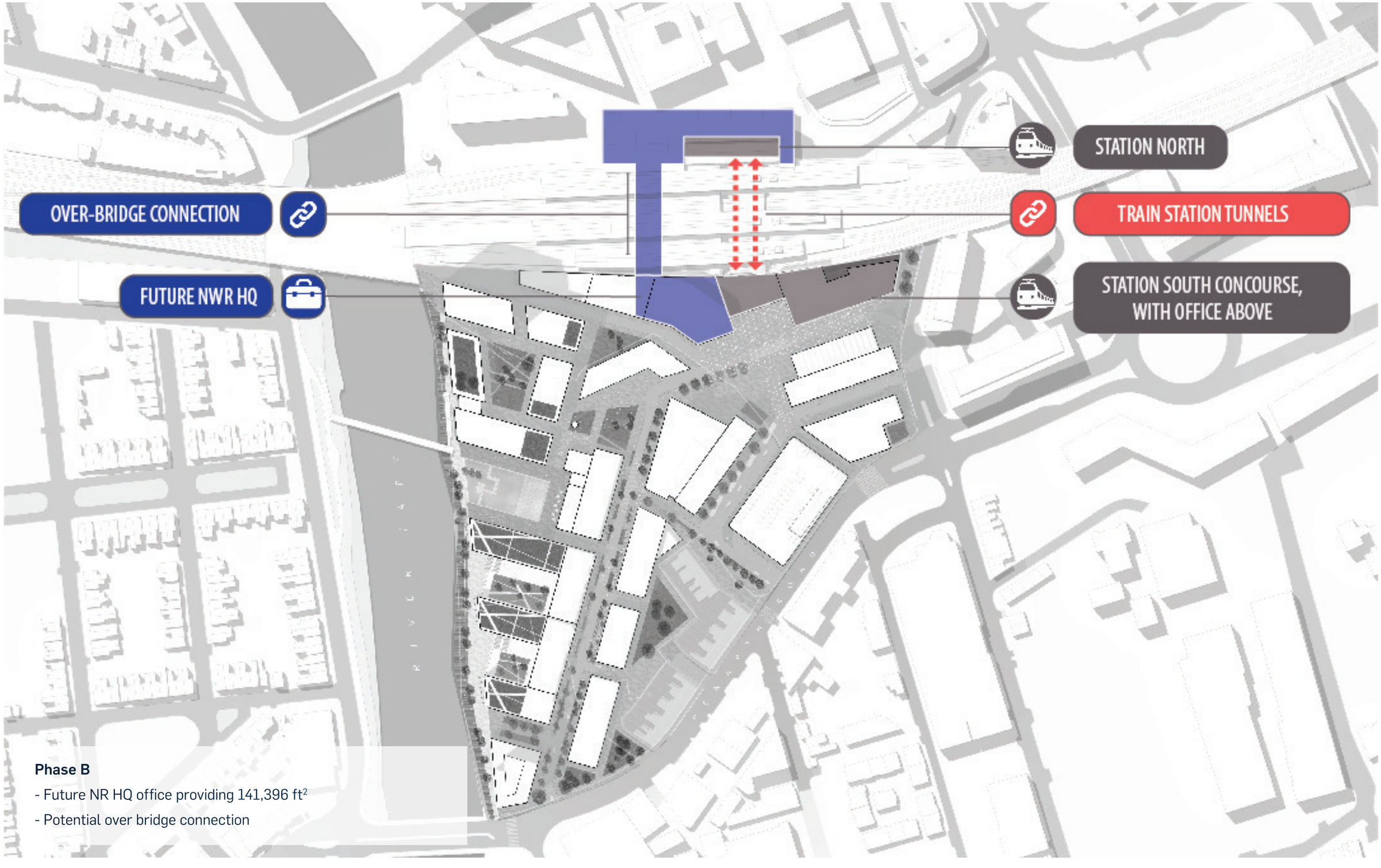
NR LAND CONNECTIVITY PHASING



Phase A

- Maintain station south exit
- New NR office
- Retail on ground floor
- Canopy to connect to the car park new station south concourse

NR LAND CONNECTIVITY PHASING



Phase B

- Future NR HQ office providing 141,396 ft^2
- Potential over bridge connection

07 APPENDIX

07.01 EXISTING INGREDIENTS

EXISTING INGREDIENTS

History & Heritage

The majority of the historic and heritage sites are concentrated in the traditional city centre area north of the site. Other industrial heritage sites can be found in the Cardiff Bay area. The Brewery building and the Chimney in Central Quay site are considered a local landmark.

EXISTING INGREDIENTS

Destinations

Cultural, recreation and sport destinations can be found in the traditional city centre area and around Cardiff Bay. The Millennium Stadium is located the north side of the Central Station.

EXISTING INGREDIENTS

Events & Happenings

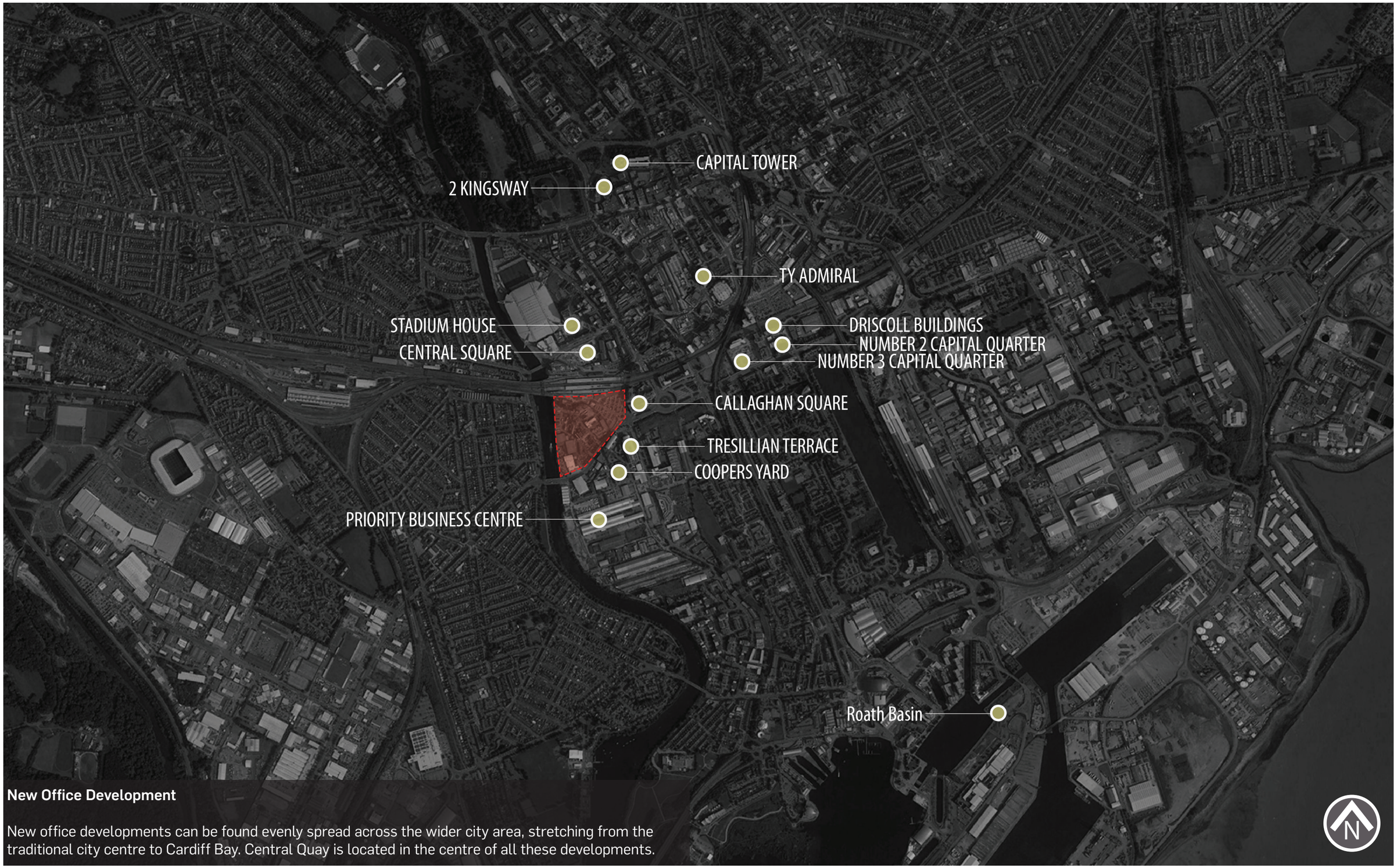
A wide range of venues can be found in the traditional city centre and Cardiff Bay area. There is a clear absence of such venues near Central Quay site.

EXISTING INGREDIENTS

F&B Retails

A high concentration of food and beverage retails are found in the city centre. Fewer are available in the surrounding area.

EXISTING INGREDIENTS



New Office Development

New office developments can be found evenly spread across the wider city area, stretching from the traditional city centre to Cardiff Bay. Central Quay is located in the centre of all these developments.

EXISTING INGREDIENTS

Art & Creative

Art and creative venues can be found in the traditional city centre, university area and Cardiff Bay.

EXISTING INGREDIENTS

Higher Education

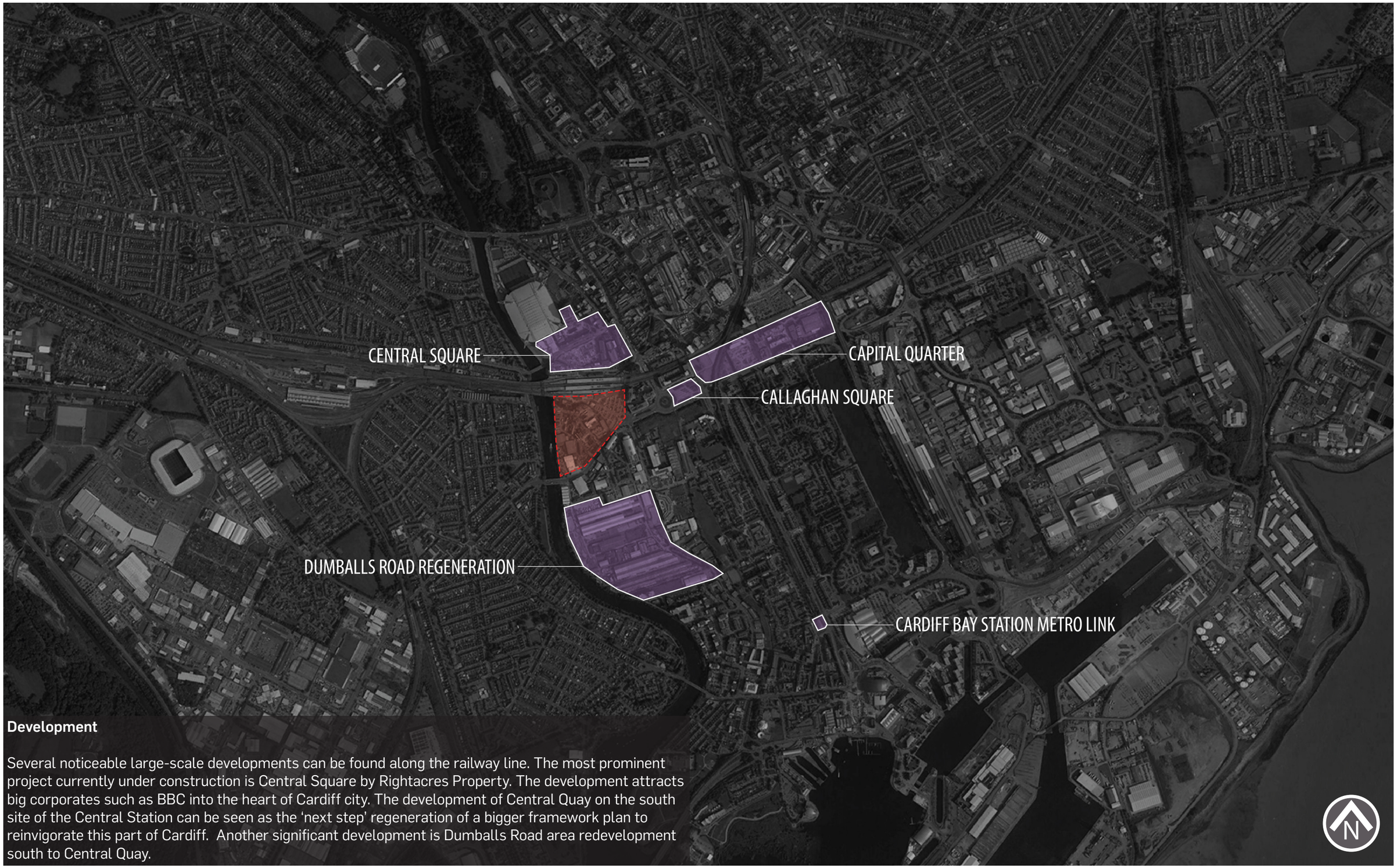
Higher education institutes can be found across the city.

EXISTING INGREDIENTS

Parks & Green Space

The main parkland space in the Cardiff city centre is Bute Park, north-west to the city centre. There is also a concentration of green space near the mouth of River Taff.

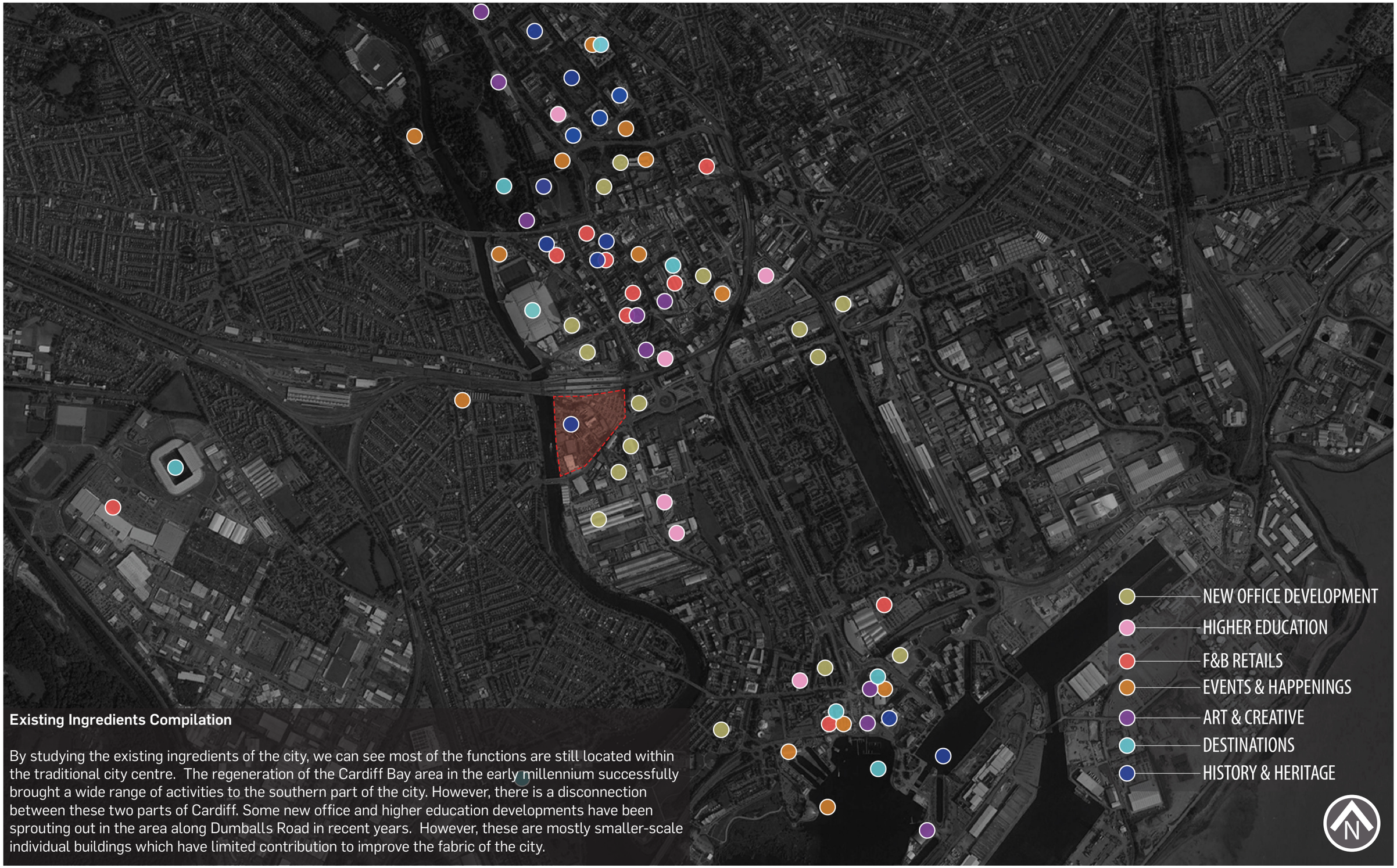
EXISTING INGREDIENTS



Development

Several noticeable large-scale developments can be found along the railway line. The most prominent project currently under construction is Central Square by Rightacres Property. The development attracts big corporates such as BBC into the heart of Cardiff city. The development of Central Quay on the south site of the Central Station can be seen as the 'next step' regeneration of a bigger framework plan to reinvigorate this part of Cardiff. Another significant development is Dumballs Road area redevelopment south to Central Quay.

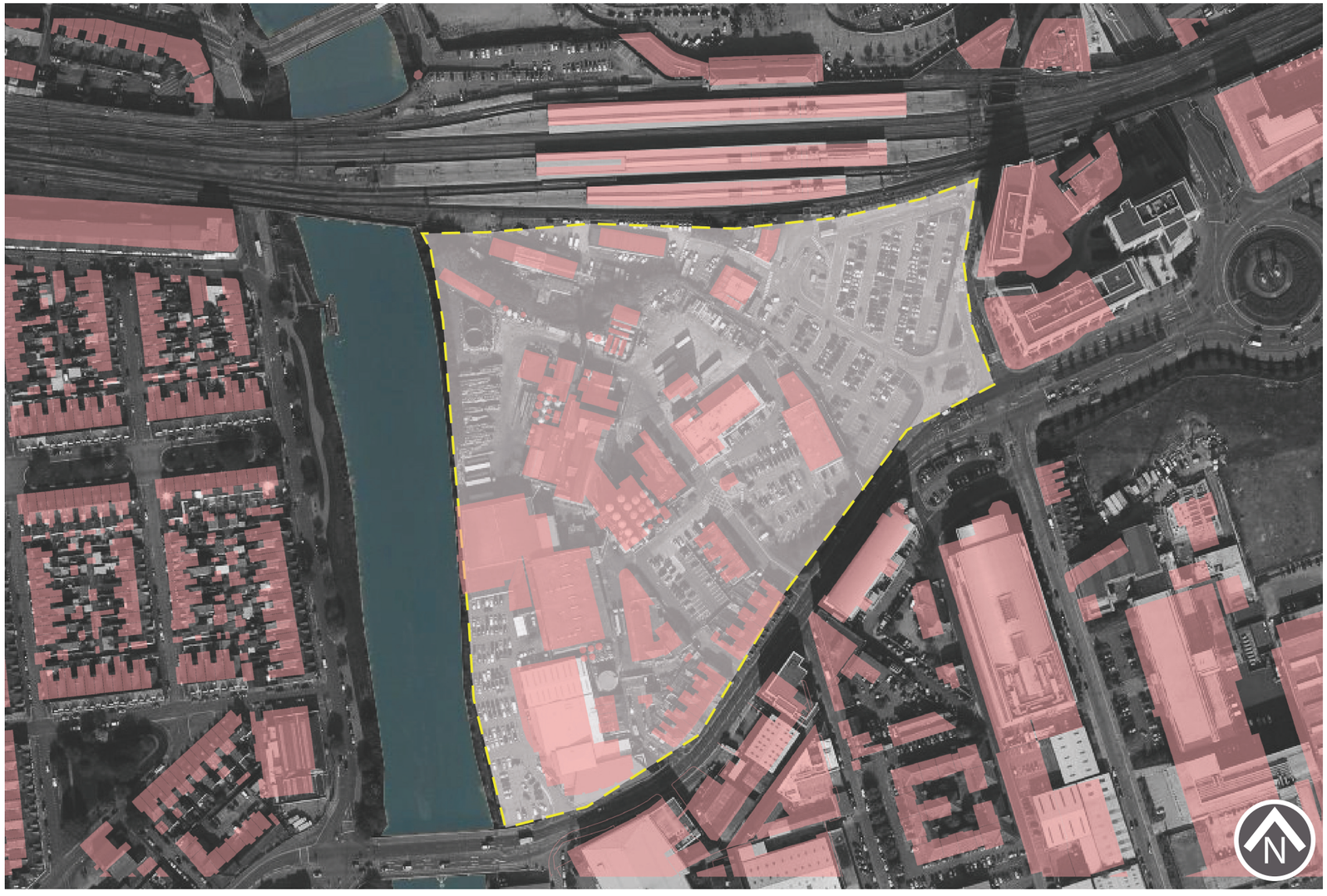
EXISTING INGREDIENTS



Existing Ingredients Compilation

By studying the existing ingredients of the city, we can see most of the functions are still located within the traditional city centre. The regeneration of the Cardiff Bay area in the early millennium successfully brought a wide range of activities to the southern part of the city. However, there is a disconnection between these two parts of Cardiff. Some new office and higher education developments have been sprouting out in the area along Dumballs Road in recent years. However, these are mostly smaller-scale individual buildings which have limited contribution to improve the fabric of the city.

URBAN GRAIN



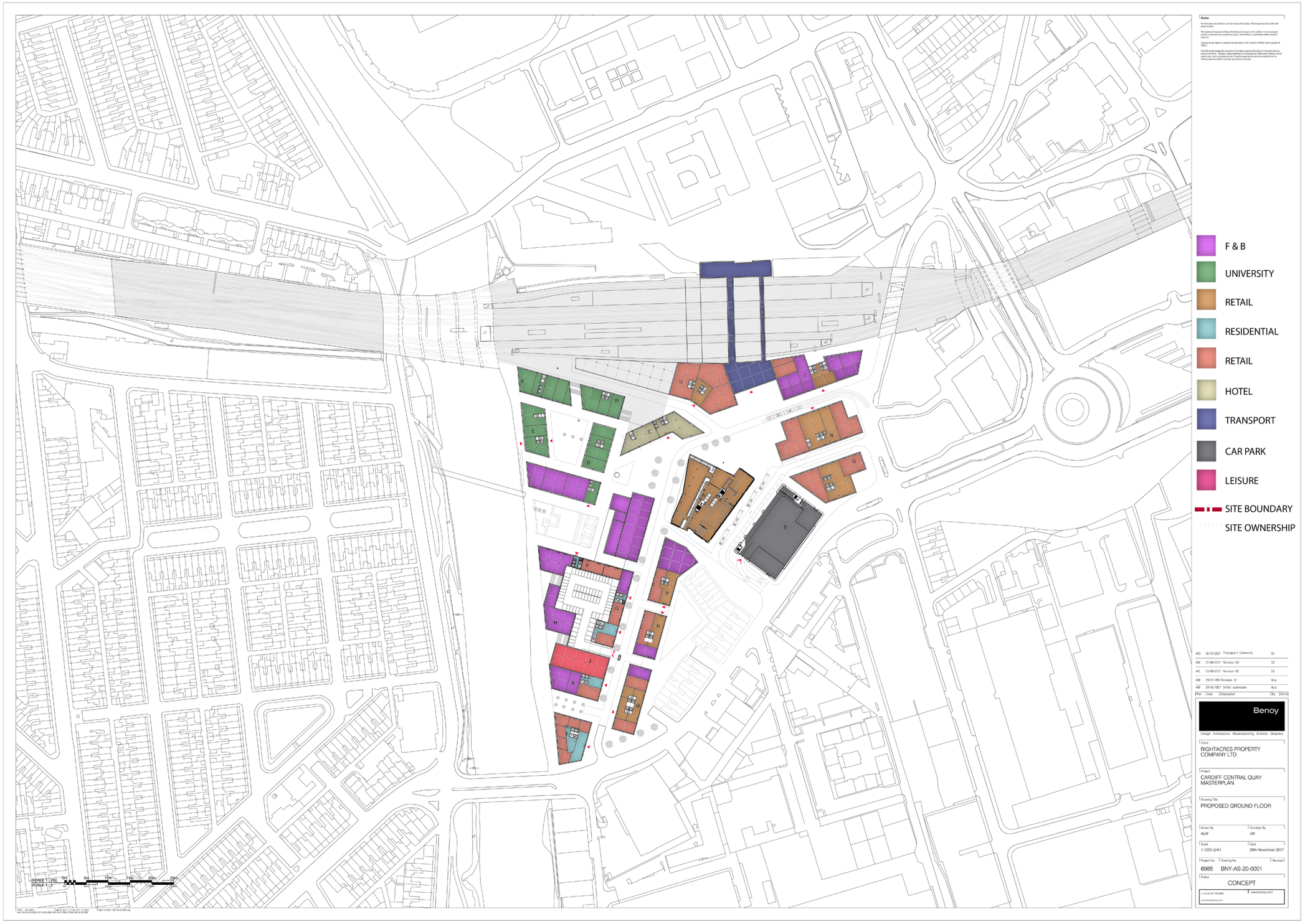
There is no recognisable urban grain within the site that relates to either adjacent development.

ECOLOGY

The most notable ecology system in Central Quay is the River Taff running from North to South into Cardiff Bay. There are small patches of landscaped areas between NR car park and Penarth Road, and are largely inaccessible to the general public.

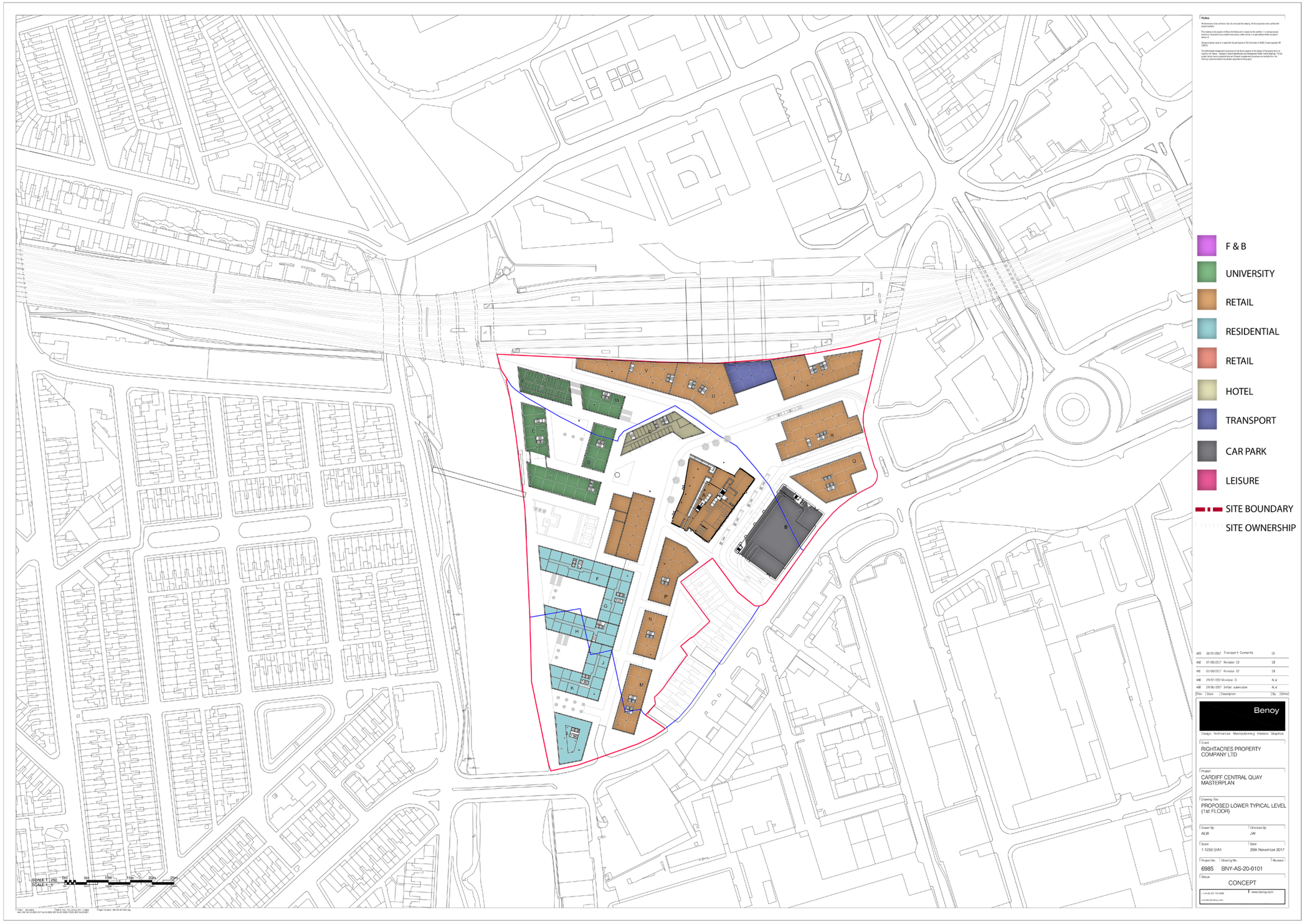
07.02 FRAMEWORK PLAN

FRAMEWORK PLAN



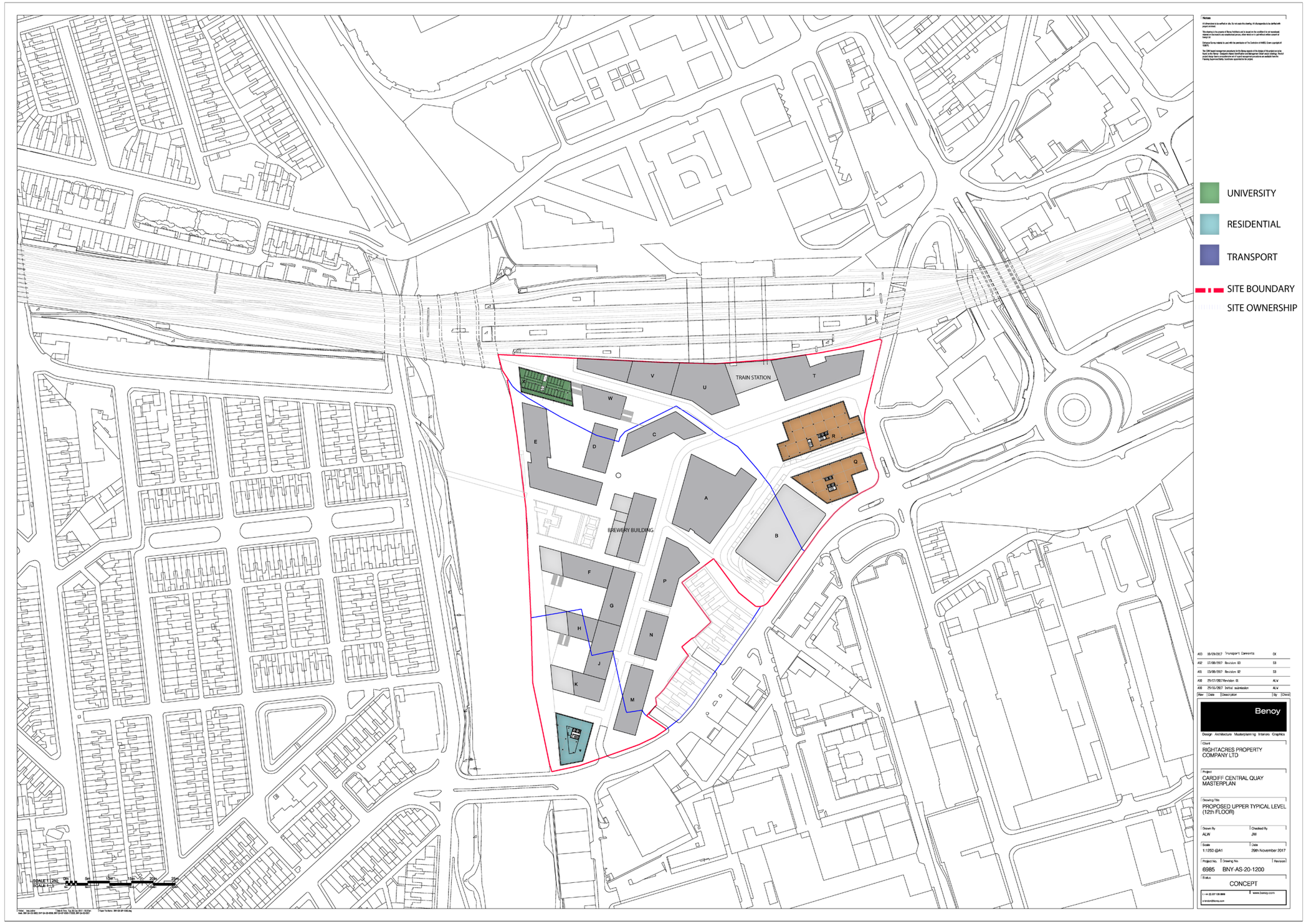
Ground Floor Plan

FRAMEWORK PLAN



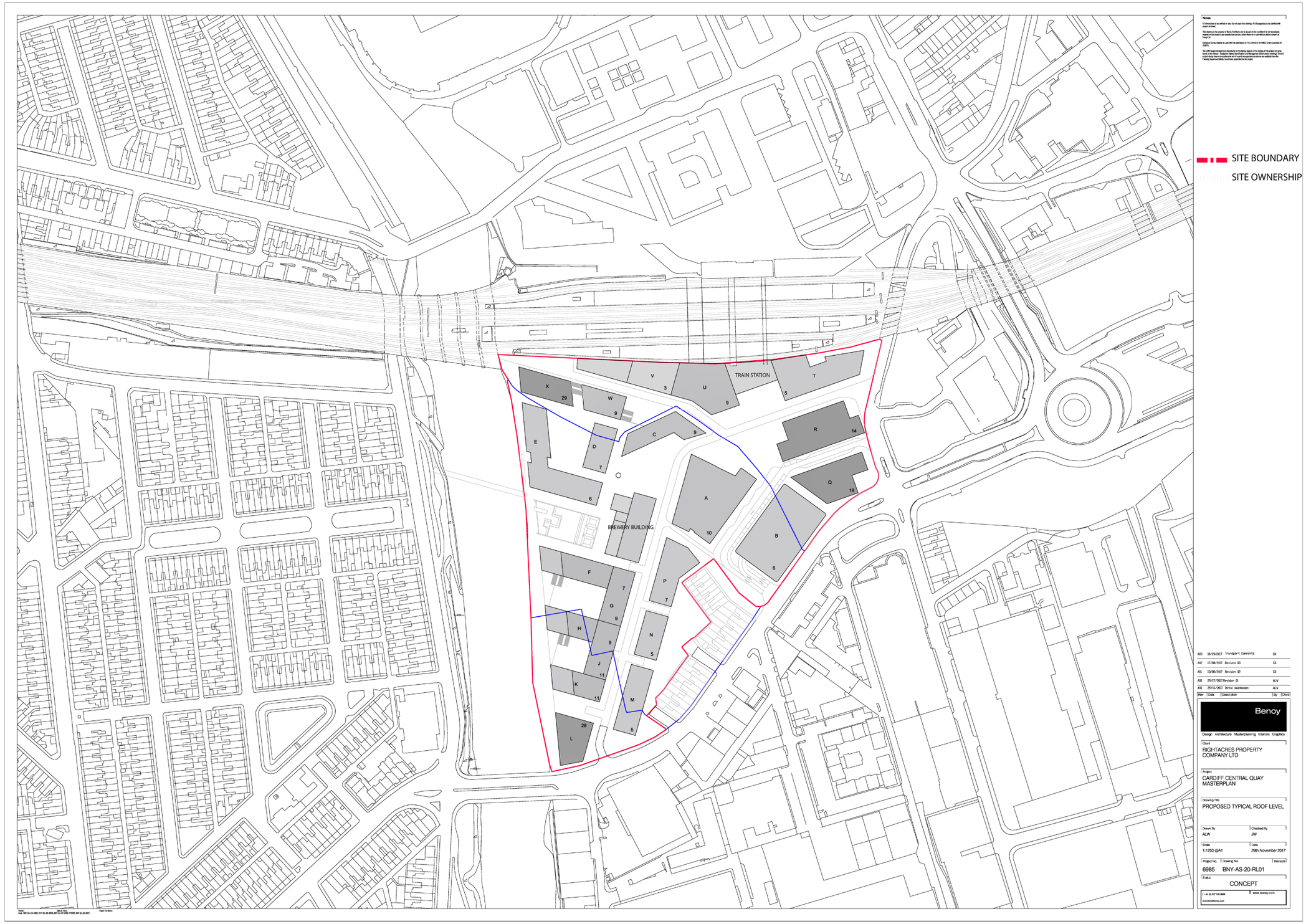
Lower Typical Floor Plan

FRAMEWORK PLAN



Upper Typical Floor Plan

FRAMEWORK PLAN



Notes

All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project architect.

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The CDM Coordinator for the project is to be notified of the details of the project prior to the commencement of the works on site in accordance with the Construction (Design and Management) Regulations 2015. Any risks identified in connection with the design are recorded on the Pre-Construction Information Document and are available from the Planning Supervisor/Principal Contractor appointed for the project.

Rev	Date	Description	By	Chkd
A03	30/29/2017	Transport Comments	CK	
A02	27/09/2017	Revision 03	SS	
A01	13/09/2017	Revision 02	SS	
A00	29/27/2017	Revision 01	ALW	
A00	25/25/2017	Initial submission	ALW	

Benoy

Design Architecture Masterplanning Interiors Graphics

Client
RIGHTACRES PROPERTY COMPANY LTD

Project
CARDIFF CENTRAL QUAY MASTERPLAN

Drawing Title
PROPOSED TYPICAL ROOF LEVEL

Drawn By	Checked By
ALW	JW

Scale	Date
1:1250 @A1	29th November 2017

Project No.	Drawing No.	Revision
6985	BNY-AS-20-RL01	

Status
CONCEPT

Roof Plan

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