



THE CANAL QUARTER

FRAMEWORK STRATEGY

May, 2021



Prepared by: James Brown and Jamie Donegan
Address: The Urbanists, The Creative Quarter, 8A Morgan Arcade,
Cardiff, CF10 1AF, United Kingdom
Email: james.brown@theurbanists.net
Website: www.theurbanists.net

Issue date	14 05 21
Drawing status	FINAL
Revision	-
Author	JB & JD
Checked by	JB

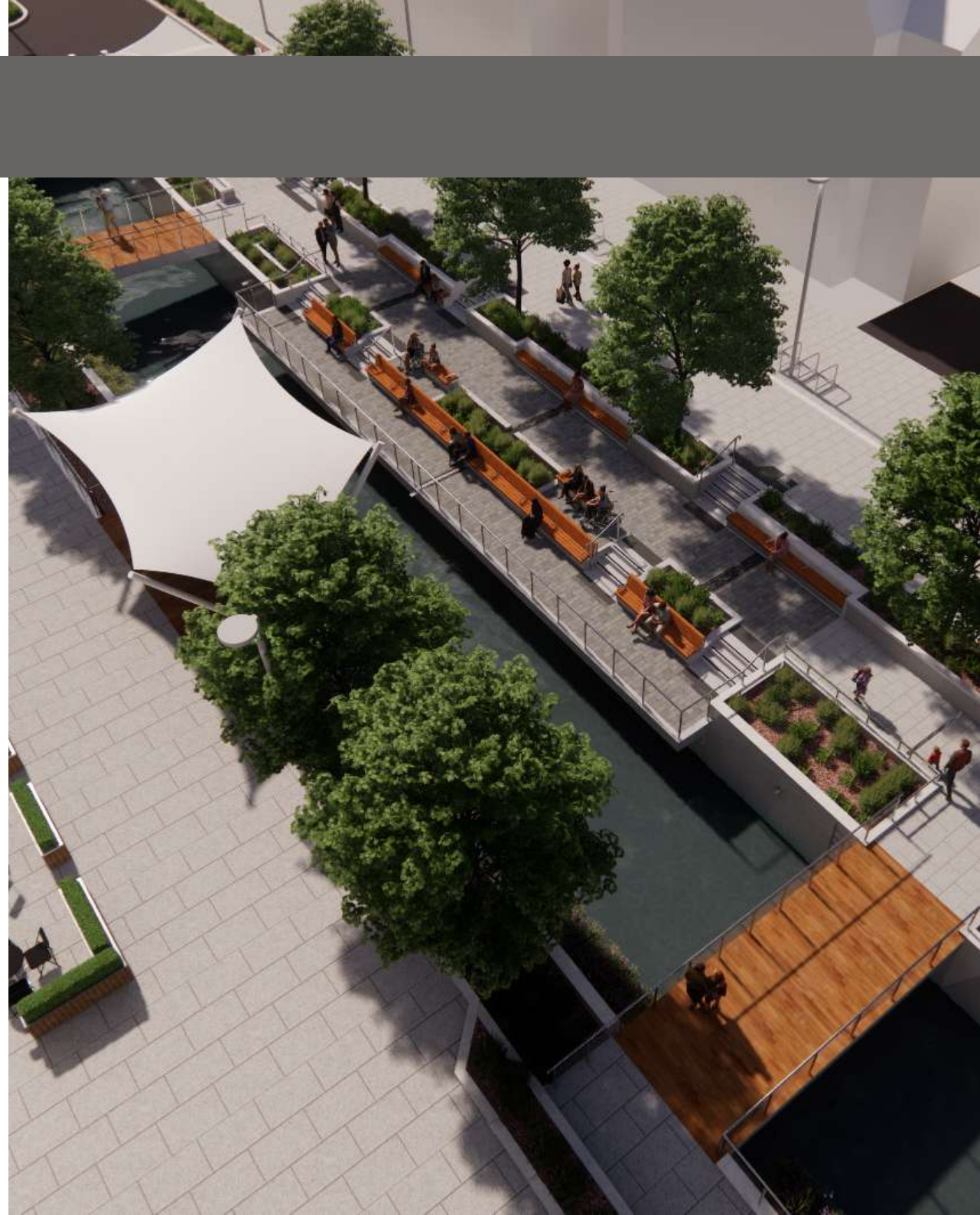
All plans within this document are reproduced from Ordnance Survey with permission of the controller of Her Majesty's Stationary Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution/civil proceedings. Licence No 100054593.

Produced By:



00 CONTENTS PAGE

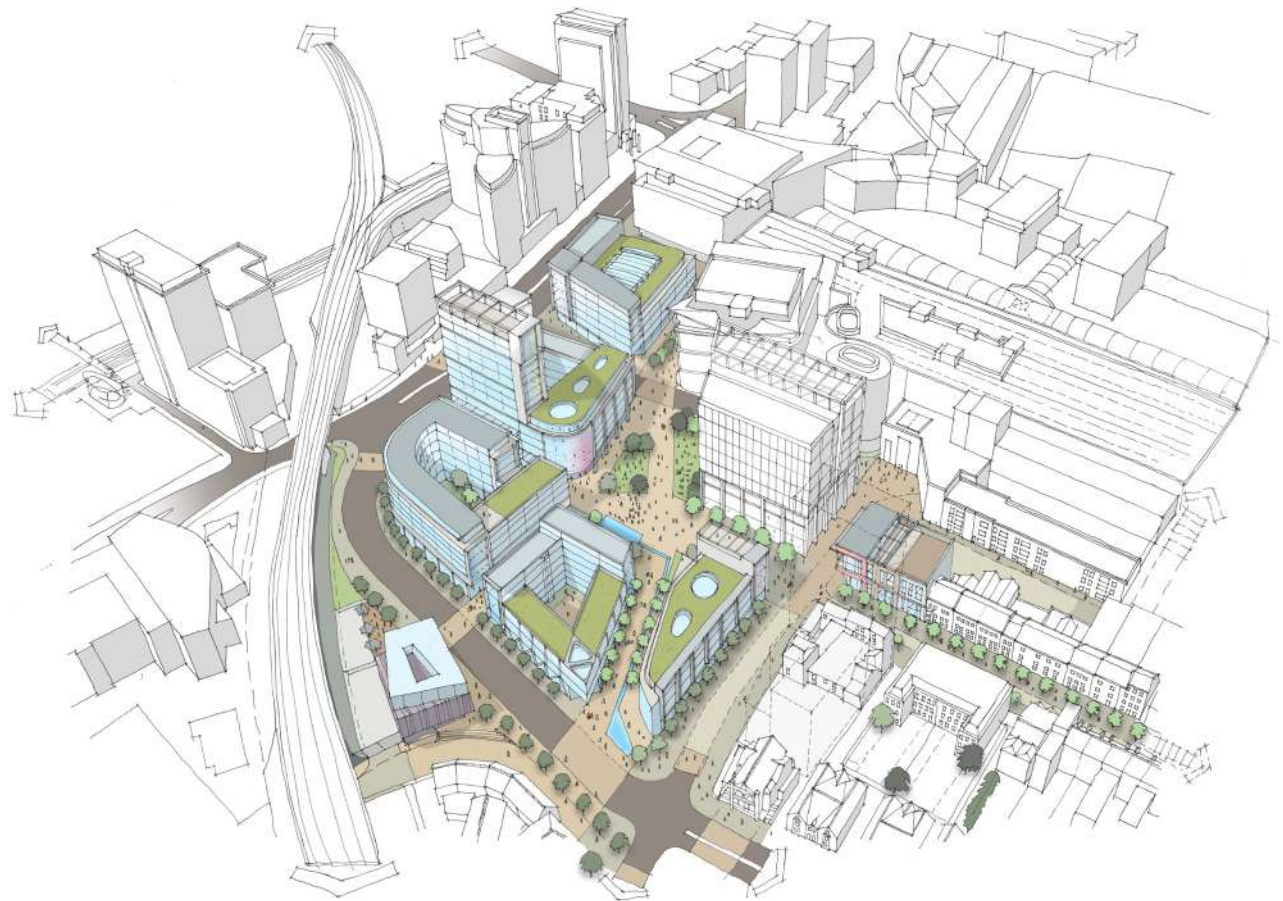
01 FRAMEWORK INTRODUCTION	04
02 AREA VISION	05
03 FRAMEWORK DIAGRAM	06
04 FRAMEWORK MASTERPLAN	07
05 LAND USES	10
06 MOVEMENT AND INFRASTRUCTURE	11
07 CHARACTER AREAS	16
08 FRAMEWORK PROPOSAL	25



01 FRAMEWORK INTRODUCTION

PURPOSE OF REPORT

- Cardiff City Centre has already started to see significant transformation including a new commercial city centre development to the north and south of Cardiff's Central Station, with much more on the horizon. Many schemes such as the state of the art transport hub (the Interchange), which is due to be completed this year, and initial ambitions and design proposals around Churchill Way are set to enhance Cardiff as a vibrant capital city.
- Due to unprecedented changes in retail behaviour, a global pandemic, a climate emergency and further demands on city centres to become more adaptable, The Urbanists were commissioned in 2021 to produce a report focused around Cardiff's Motorpoint Arena and adjacent streets.
- The development framework established within this report is set within the context of the Future Wales National Development Plan which encourages urban centres to promote placemaking and dense mixed use sustainable development. This report also includes and builds upon historic work conducted and refines it into a vision for the area around Cardiff's Motorpoint Arena (The Canal Quarter) to reflect today's ambitions for the city centre. The aim for the updated vision for the area is to establish an ambitious and achievable sense of direction for this part of Cardiff City Centre from 2021 onwards.
- Key influencing factors include:
 - Demolition and relocation of Motorpoint Arena;
 - Opportunity for Guildford Crescent;
 - Approved mixed-use Landore Court scheme;
 - Cardiff's transport vision and proposals;
 - Cardiff's current development economic climate;
 - Emerging approved / likely developments; and,
 - Covid-19 responsive public realm standards.



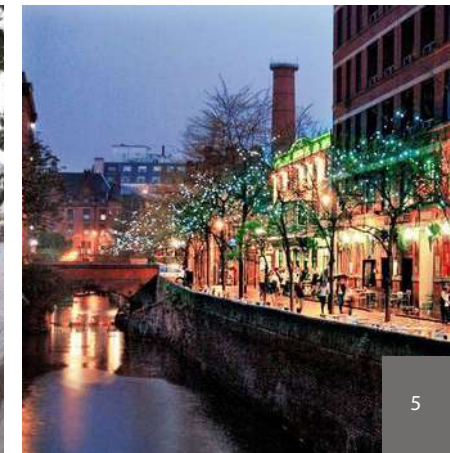
Urbanists' Historic Concept Sketch for the Regeneration of Motorpoint Arena

02 AREA VISION



VISION

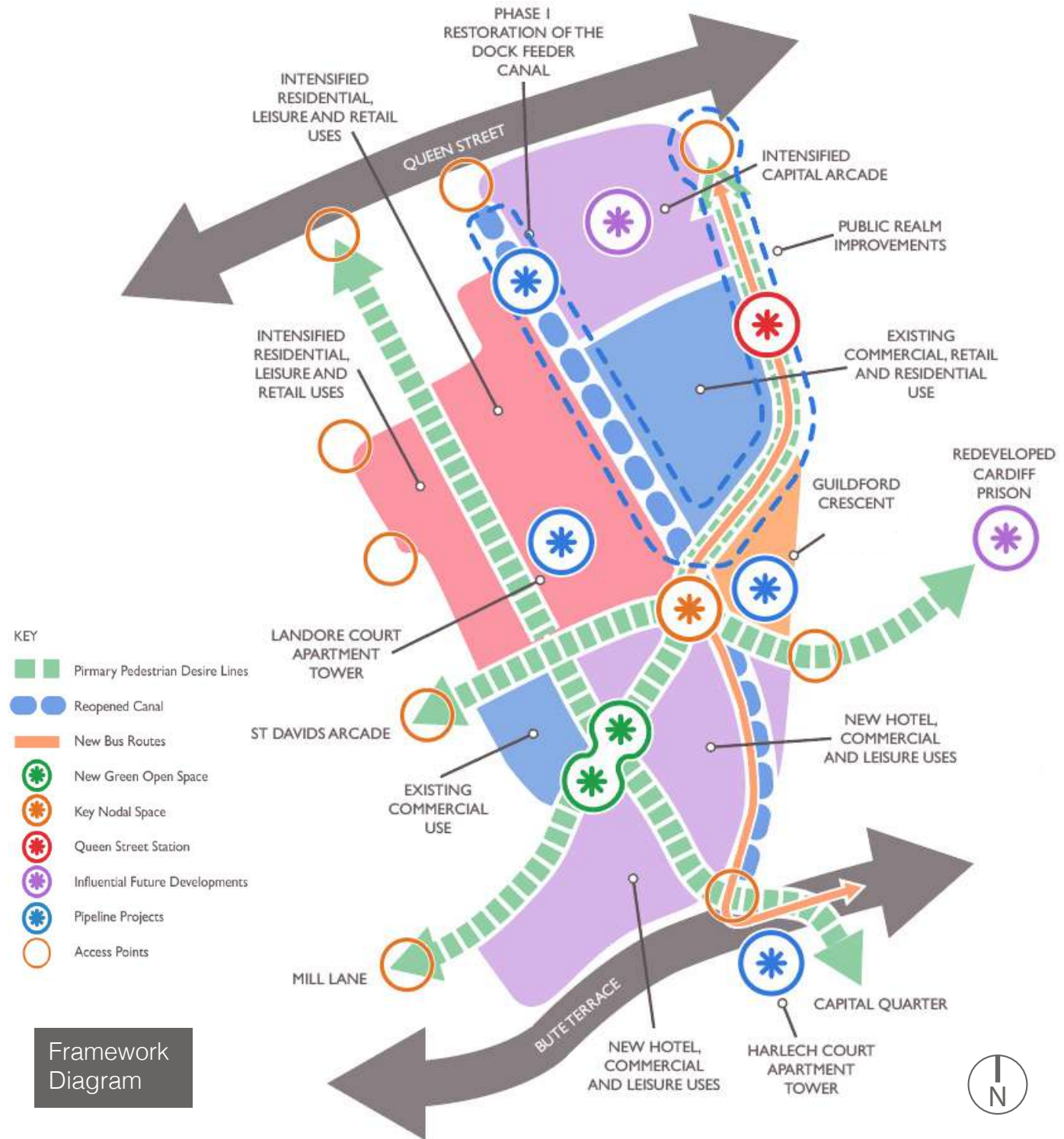
- The area represents roughly a quarter of the total area of the City Centre and has the potential to be repositioned as a new 'Cardiff Canal Quarter', built around the transformational impact of reopening the Dock Feeder Canal.
- Recognise and enhance the positive roles 'The Canal Quarter' can play in the city as a destination through accommodating a strong and complementary mix of uses, and providing new homes, offices and retail spaces set within a network of pedestrian orientated environments.
- Embrace the area's unique sense of place and avoid monotony by making it local, recognising and responding to the particular qualities of the area which will make The Canal Quarter an attractive place for people to live and work.
- Achieve vibrancy and both day and night time activity by creating intensity through mixed uses and compact design; ensuring the human scale with appropriate massing and enclosure.
- Create environments that will attract and facilitate a mixture of corporate investment and independent uses including encouraging the provision of cultural and music related facilities and venues.
- Create orientation and intrigue through the reopening of the canals around the area, enabling better appreciation of these existing waterspaces, creating a strong sense of place whilst also incorporating innovative SUDs and biodiversity interventions.
- Future proof this area of Cardiff by creating public spaces that will help the city function post pandemic and capitalise on the opportunity to embed technology (5GB infrastructure) into the area via major redevelopment.



03 FRAMEWORK DIAGRAM

FRAMEWORK DIAGRAM

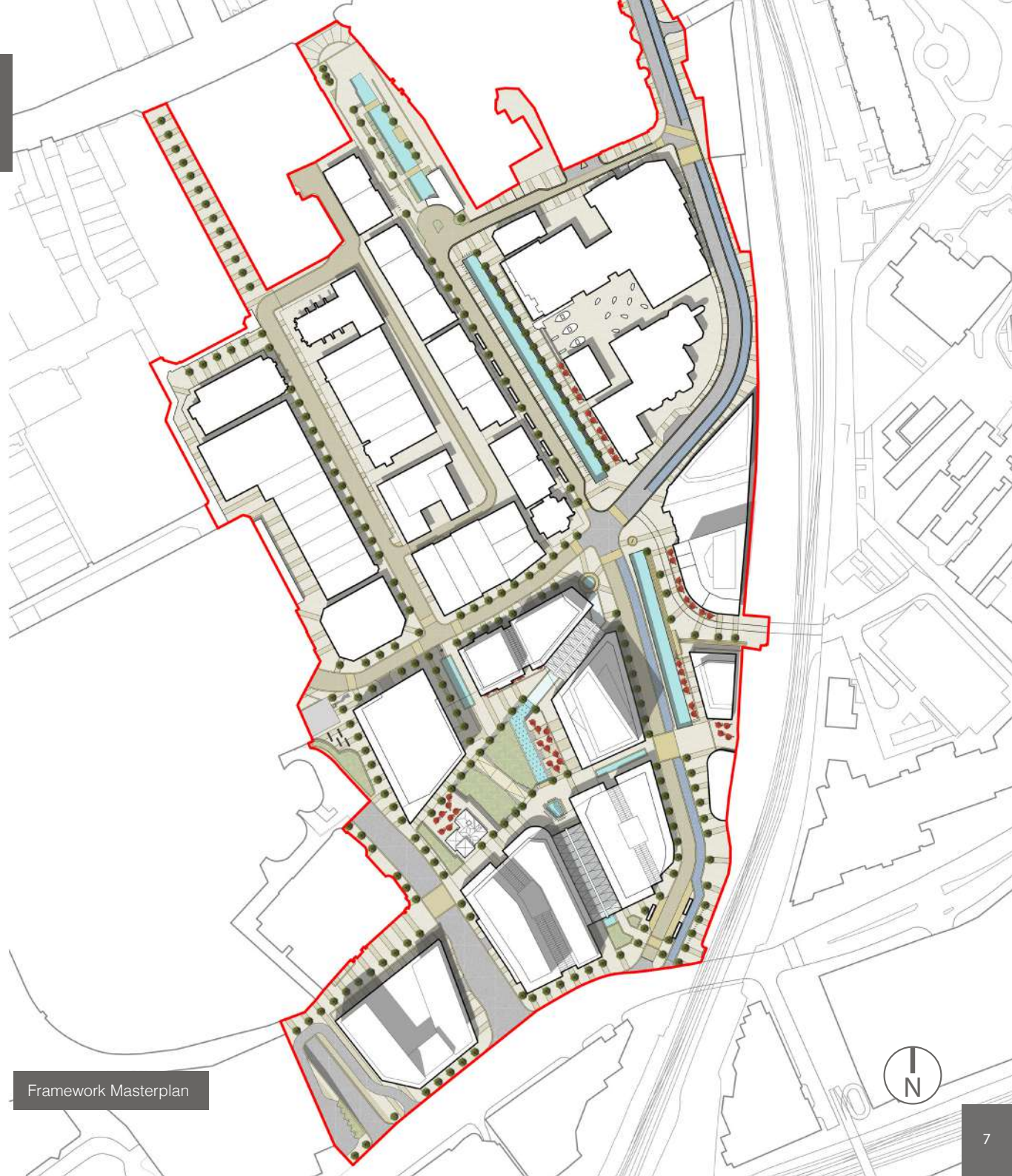
- To succeed, the framework is flexible to the changing requirements of the market and local needs, ensuring vibrancy and avoiding obsolescence. Every effort has been taken to develop a framework that takes on board potential future development and maps schemes already in the pipeline for the area.
- This area is one of Central Cardiff's few remaining opportune regeneration sites and has long been recognised as being of major importance on a local and national level. The Canal Quarter represents one of the most exciting development prospects in the city. Pipeline projects within and in close proximity to the area identified include:
 - Phase 1 restoration of a section of the Dock feeder canal along Churchill Way;
 - Opportunity for Guildford Crescent;
 - Harlech Court apartment tower;
 - Landore Court apartment tower on Charles Street; and,
 - Dumfries Place, Newport Road and Station Terrace public realm improvements.
- The objectives of this framework are to;
 - Reconnect the Canal Quarter seamlessly into the surrounding city such as Queen St, Bute Terrace, Mill Lane and potential redeveloped Cardiff Prison;
 - Provide a new major corporate and civic space with strong elements of green infrastructure;
 - Create stronger pedestrian orientated corridors along primary pedestrian routes through reducing the impact of through traffic;
 - Reinforce the character and sense of place along lanes /mews within the area;
 - Create more appealing gateways to the city centre with a stronger sense of arrival and enhance the status of Queen Street Station.



04 FRAMEWORK MASTERPLAN

FRAMEWORK MASTERPLAN PROPOSALS

- In response to the previously identified design parameters and objectives this Framework Masterplan is presented for the entire 'Canal Quarter' which shows what the future could entail for the area.
- The Framework Masterplan reflects and accommodates the agglomeration of council, key stakeholders and residents aspirations for the area including:
 - Open up the existing dock feeder and introduce blue infrastructure into the area providing sustainable urban drainage opportunities in the city centre.
 - Intensify existing underutilised land to provide new grade A office space and high quality residential space.
 - Create a new and flexible public open space with green infrastructure, capable of accommodating a variety of outdoor events within the city centre, creating a new exciting destination for the city.
 - Rationalise the road network to accommodate aspiration for alternative bus routes and cycle designated lanes through the area and create a more pedestrian and cyclist orientated environment.
 - Facilitate new investments into the city centre that will draw people back to Cardiff following the large hit retail has taken in 2020-21 due the Covid-19 pandemic.
 - Create a cohesive spatial strategy that unifies recent and future projects for the area.

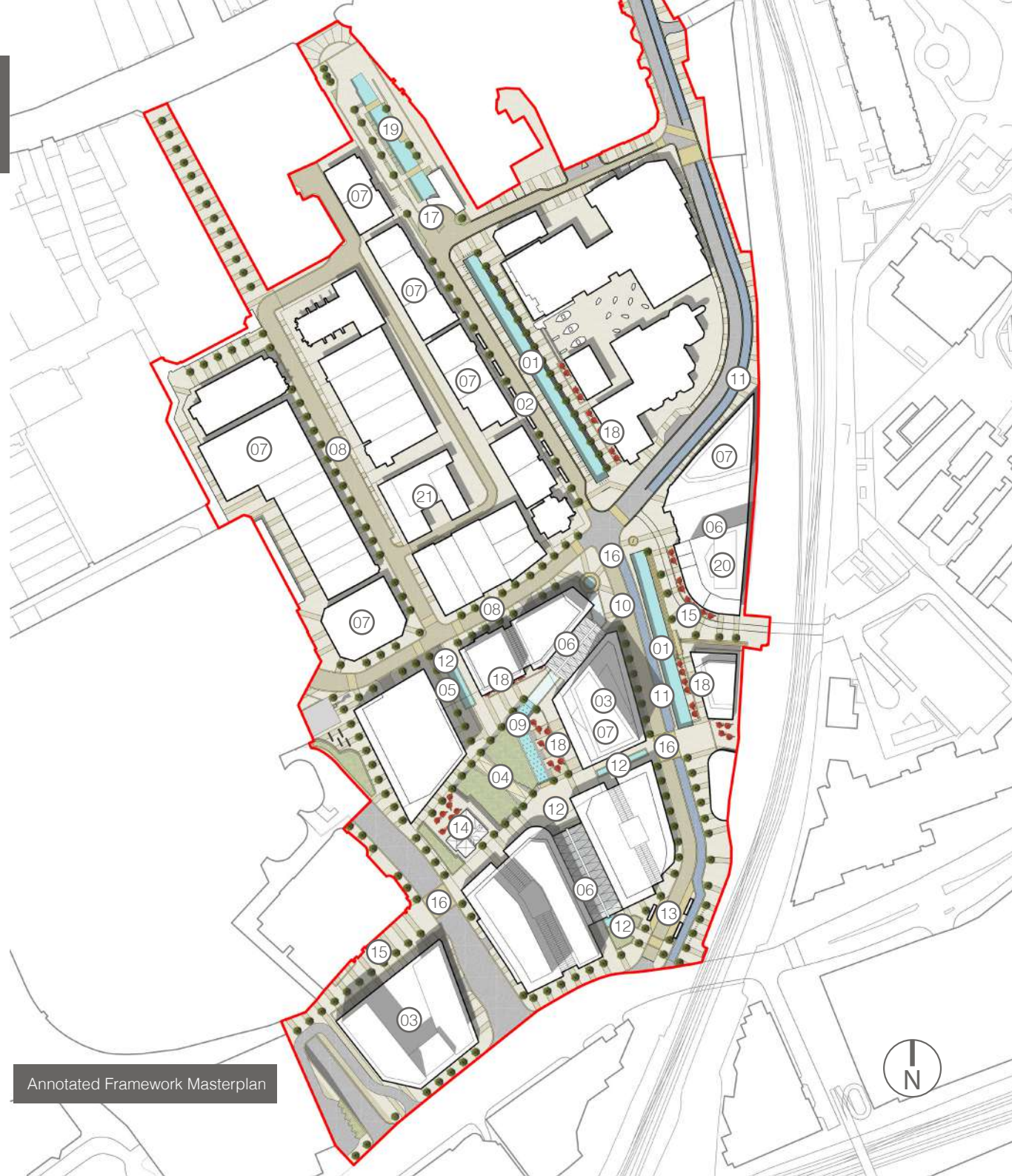


Framework Masterplan

04 FRAMEWORK MASTERPLAN

FRAMEWORK MASTERPLAN PROPOSALS

- 01 Open up the historic dock feeder for public access, encourages recreational enjoyment by the water with views to the dock feeder.
- 02 Create one way bus loop on Churchill Way to enable a high quality public realm.
- 03 Introduce landmark world class luxury hotels with active ground and first floor uses including mid-market and high-end restaurants, luxury bars and high-end retailers providing a vibrant edge to the public realm.
- 04 Provide new flexible green space which is able to host a variety of events creating a new destination in Cardiff.
- 05 Remove road infrastructure along David Street creating high quality public realm and stronger connections east west.
- 06 Demolish the Repport & Co LTD Building and Motorpoint Arena to introduce new flag ship grade A office space and residential space with exciting designs that will have a profound effect on how this area of the city is interpreted.
- 07 Introduce high quality residential led mixed uses structures which increase the overall density of the area and capitalise on the emerging trend of higher levels of inner city living.
- 08 Reduce prominence of vehicles on key streets enabling spill out into the public realm from active uses and creating more pedestrian orientated environment.
- 09 Bring water into the central green civic space to reinforce the areas identity as a canal quarter and increase opportunities for interaction with water.
- 10 Redesign Southern portion of Churchill Way to only be accessible to public transport.
- 11 New dedicated cycle highway along Station Terrace and southern portion of Churchill Way.
- 12 Create an innovative and sustainable environment with the high levels of green and blue infrastructure within the public realm and urban fabric with latest approach including green walls and SUDs technologies.
- 13 New bus stops



Annotated Framework Masterplan

04 FRAMEWORK MASTERPLAN

FRAMEWORK MASTERPLAN PROPOSALS

- ⑭ New contrasting folly structure with active leisure use and associated spill out space.
- ⑮ Restricted vehicle access route to create more pedestrian orientated environment and free up space for active uses to spill out into the public realm.
- ⑯ Raised pedestrian crossing points at key pedestrian desire lines. Reduce traffic and road infrastructure on Mary Ann Street to reflect new function and reduce barrier to pedestrian movement
- ⑰ New taxi rank pick and drop off point at the northern end of Churchill Way.
- ⑱ Spill out spaces for active retail and recreational users to create vibrancy in the public realm and capitalises on the green and blue infrastructure.
- ⑲ Phase 1 restoration of a section of the Dock feeder canal along Churchill Way;
- ⑳ Opportunity for Guildford Crescent;
- ㉑ Landore Court apartment tower on Charles Street; and,



05 LAND USES

LAND USE PROPOSALS

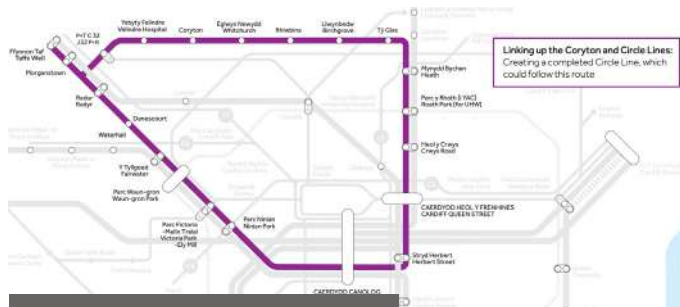
- The Canal Quarter development proposal provides the opportunity to enable a number of new mixed use and unique developments in Cardiff.
- The Framework Masterplan provides opportunities for new residential-led developments creating new communities. This will be established through a range of high density developments, which provide a variety of housing types and tenures. Residential developments will be predominantly apartments, with opportunities for townhouses and maisonettes integrated within new developments, and accommodation suitable for families. These homes will accommodate home working in repose to increase in appetite as a result of the Covid-19 pandemic.
- As well as residential led development the Framework Masterplan also proposes mixed uses development with residential, commercial and hotel with active retail and leisure frontages on the ground floor to capitalise on the area's central location and proximity to strategic transport links and major city destinations.
- Active frontages made up of leisure and retail uses are proposed along important routes and key public spaces, to support varied and safe streets in areas of increased footfall.
- Grade A commercial space and luxury hotels are also proposed within the Canal Quarter to attract new large scale investment in the city centre and reflect the high quality public realm with large amounts of green and blue infrastructure.
- This complementary mix of uses responds to findings that retail is unlikely to be the driving force behind large areas of city centres like it once and builds on the opportunity created by COVID-19 to think differently about how we work and where we work. It does this by reducing Cardiff's reliance on retail to drive footfall in the city whilst also creating environments that will support and enhance existing retail.



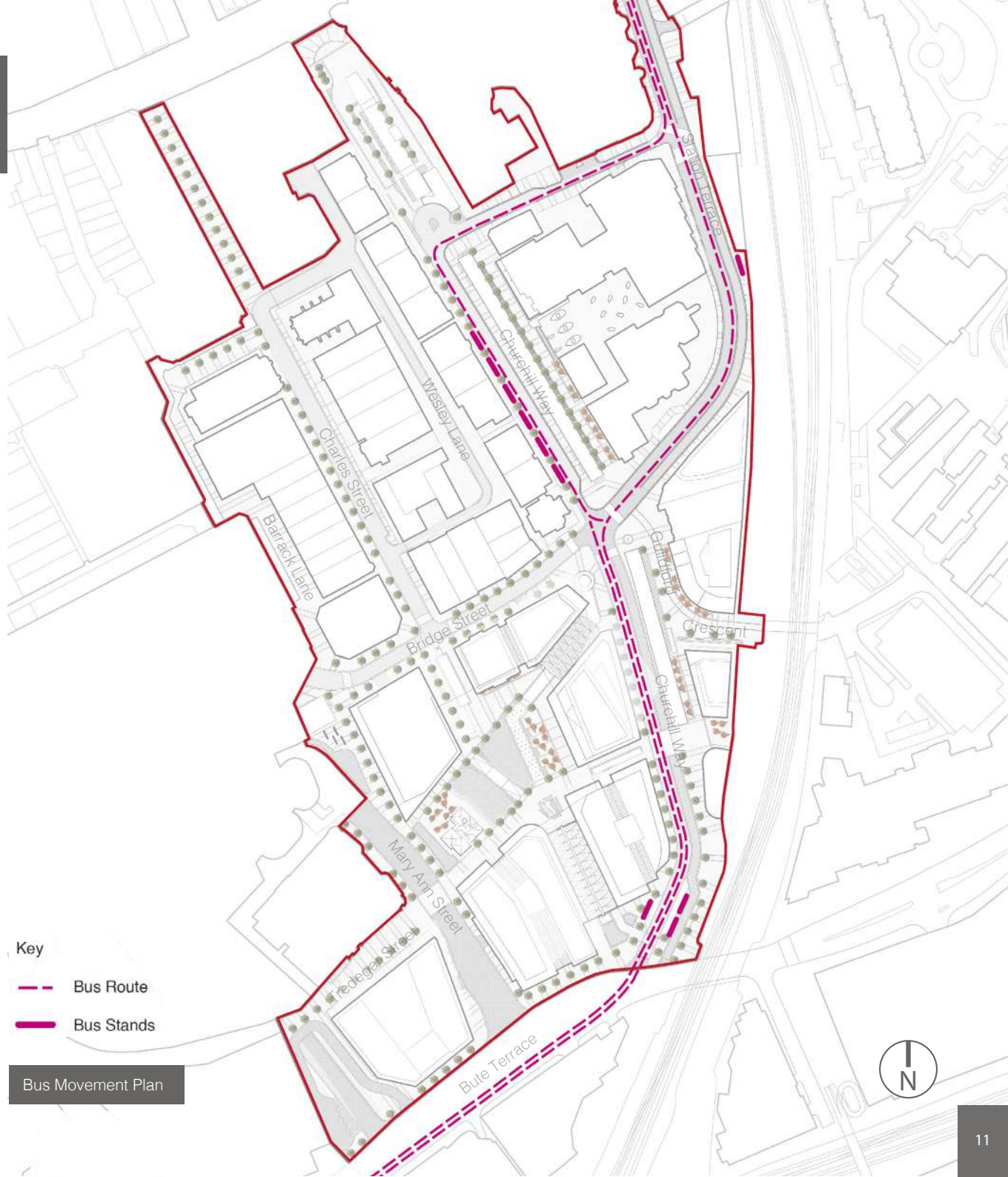
06 MOVEMENT AND INFRASTRUCTURE

BUS MOVEMENT

- The proposed bus movement strategy illustrated to the right was developed in collaboration with the Cardiff Council team responsible for the cities movement and transport strategy. The proposals respond to the principles set out within Cardiff's Transport Vision that was put into motion in Feb 2020 and the Wales Transport Strategy published in March 2021.
- The proposal accommodates bus access from the east of Cardiff through the Canal Quarter Area to Cardiff Central whilst avoiding creating additional barriers to pedestrian movement and fragmenting the new major civic open space. The proposals aim to manage post-COVID-19 adaptations to bus services to reflect the transformed needs of the travelling public so that sustainable travel becomes a viable and attractive option for residents and commuters.
- These are long term proposals that arranges bus movement through the Canal Quarter via two loops with bus stops on Churchill Way. The shorter loop runs down Station Terrace, up Churchill Way and back up Station Terrace. The longer loop runs down Station Terrace, down the southern end of Churchill Way and towards Central Station along Bute Terrace and back the same way with the exception of leaving via the northern end of Churchill Way then Station Terrace.



Cardiff Transport Vision 2020 extract



Key

--- Bus Route

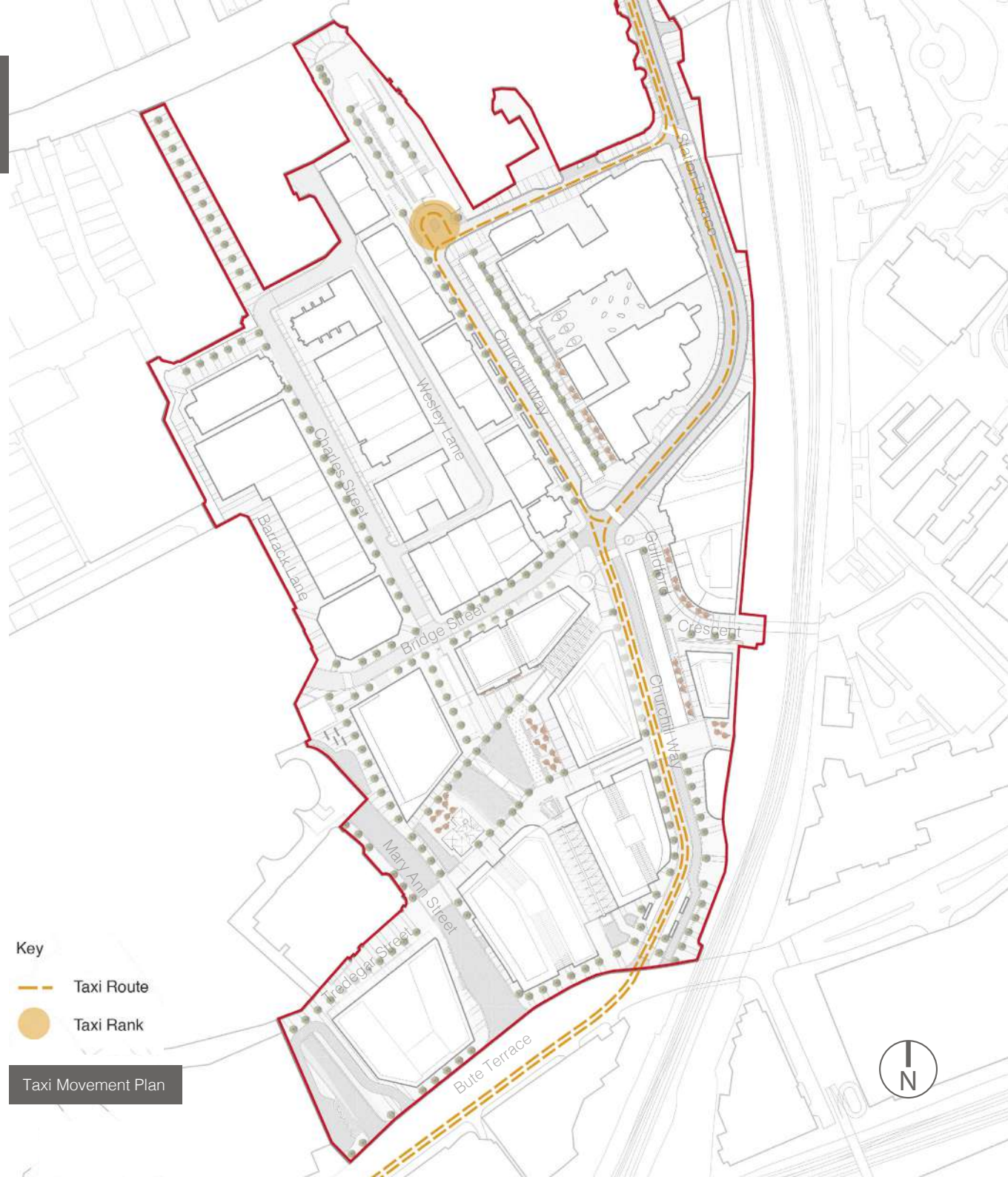
— Bus Stands

Bus Movement Plan

06 MOVEMENT AND INFRASTRUCTURE

TAXI MOVEMENT

- The proposals sets out that primary taxi vehicle flow should follow the same routes recommended for bus movement within the Canal Quarter Area.
- The primary taxi rank is at the north end of Churchill Way.



Key

--- Taxi Route

● Taxi Rank

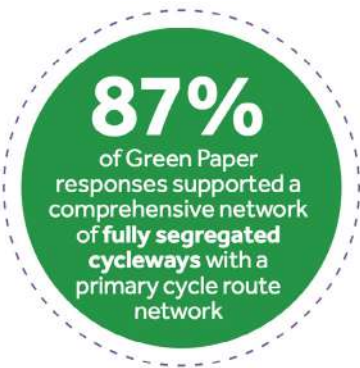
Taxi Movement Plan



06 MOVEMENT AND INFRASTRUCTURE

CYCLE MOVEMENT

- The proposal accommodates the council's ambition for a new cycle designated highway network for the city as set out in Cardiff's Transport Vision (2020). The plan to the right illustrates how the proposal incorporates the designated cycle highway through the area and provides high levels of cycle infrastructure required to achieve a highly sustainable framework.
- The proposal runs the dedicated cycle highway along Station Terrace and the southern portion of Churchill Way to connect into the wider proposed cycle network.
- A secure cycle hub is proposed adjacent to the cycle highway and in close proximity to the core of the proposed development and civic space.
- These proposals seek to re-prioritise Cardiff's streets to give more space to people walking and cycling.



Graphics from Cardiff Transport White Paper (2020)



06 MOVEMENT AND INFRASTRUCTURE

PRIVATE VEHICLE MOVEMENT

- Private vehicular flow has the same level of accessibility with the exceptions of the removal of David Street, Restricted bus and taxi only access along the southern end of Churchill Way and limited access along Guildford Crescent .
- Underground parking is proposed as part of the framework with a similar arrangement to that currently adopted by the Admiral Building within the area. The proposal also makes use of the existing Motorpoint Arena underground parking and servicing already available.
- Underground parking areas should include electric vehicle charging points to encourage the uptake of electric vehicle use in the city.



Graphics from Cardiff Transport White Paper (2020)



Key

- Private Vehicle Route
- Access Point
- New Underground Parking
- Motorpoint Arena Underground Parking

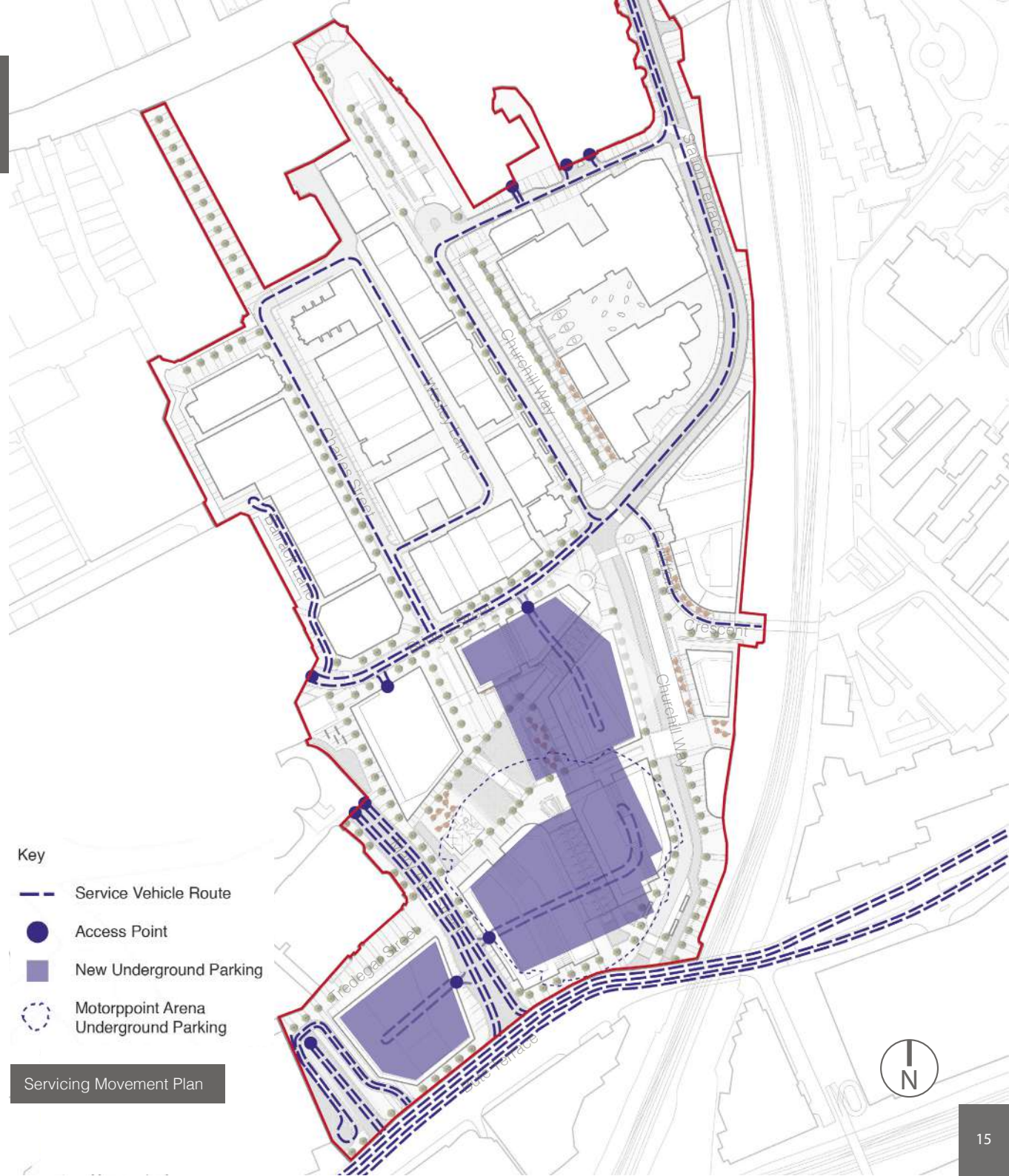
Private Transport Movement Plan



06 MOVEMENT AND INFRASTRUCTURE

SERVICING MOVEMENT

- Proposed service vehicle movement for the most part mimics private vehicle movement with the exceptions of high levels of accessibility onto Barrack Lane and Guildford Crescent.
- Underground servicing is proposed as part of the framework with a similar arrangement to that currently adopted by the Admiral Building within the area. The proposal also makes use of the existing Motorpoint Arena underground parking and servicing already available.



Servicing Movement Plan

07 CHARACTER AREAS

CHARACTER AREAS

- The study area can be broken down into a number of character areas based upon existing and emerging land uses and historic character.
- Each character area contributes something different to the overall 'Cardiff Canal Quarter' vision and has the potential to enhance and complement one another.
- There are placemaking principles for each area that if followed can capture its potential and enable adjoining areas to encourage people to view Cardiff as a destination of choice to live, work and play.



Character Area Plan

07 CHARACTER AREAS

DAVID STREET

- David Street is the ideal location for a new commercial development on a similar scale compared to Central Square within the Canal Quarter reinforcing and strengthening the diversity of employment opportunities in the centre. This will broaden the areas contribution to the wider community, and potentially provide a catalyst for wider private investment.
- David Street has the potential to provide a significant new civic plaza that will leave an important legacy for the future generations and provide a new destination in the city capable of hosting a variety of outdoor events.
- Development of the public realm is crucial to the success of a high density development in this location, enabling large scale events and introducing much needed soft landscaping into the city centre.



Character Area Plan

- Pancras Square | London
- The Lawns Spinningfields | Manchester
- The Circle | Uptown Normal, Illinois



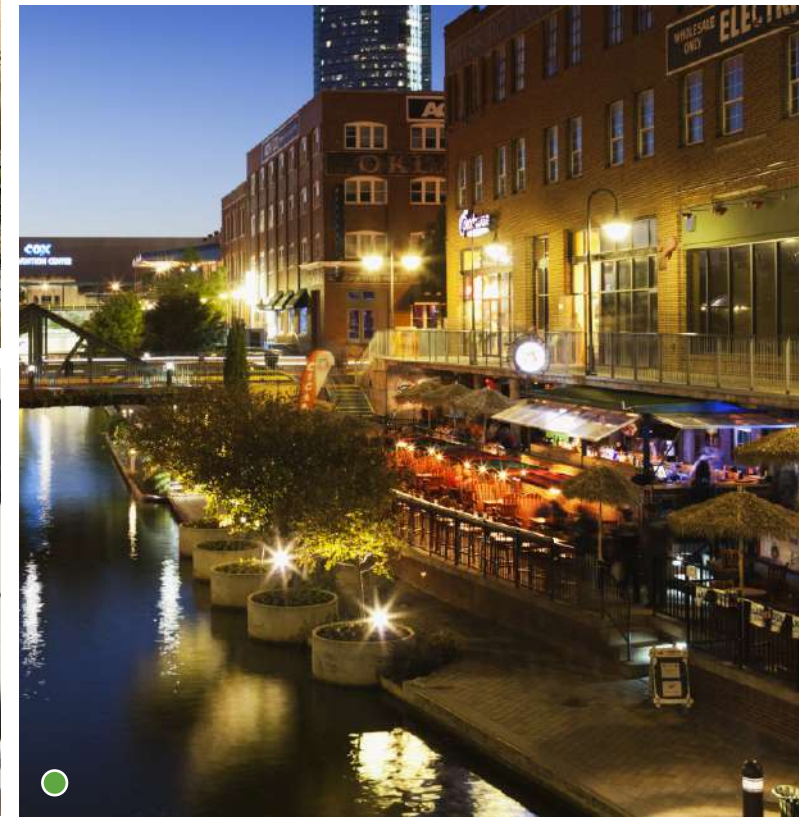
07 CHARACTER AREAS



- Guildford Crescent | Cardiff City
- Deptford Railway Ramp | Lewisham
- Leopold Square | Sheffield
- Bricktown | Oklahoma City

GUILDFORD CRESCENT

- Guildford Crescent provides an opportunity to significantly increase activity and footfall within the city centre through the introduction of a new residential led mixed uses with retail and leisure uses on the ground floor. Opportunities at Guildford Crescent can tap into the city's history and cement Cardiff as a vibrant capital city.
- The dock feeder in this area provides a unique opportunity to enable better appreciation of this hidden existing waterspace; increasing the values of the area and creating a strong sense of place.
- This area should have strong links between the central business district, emerging business/ student district and potential future developments.



Character Area Location Plan

07 CHARACTER AREAS

BARRACK LANE

- Barrack Lane has already begun to unlock its potential, transforming from a rear service lane to vibrant pedestrian connection between streets and a destination with retail and leisure uses.
- Continue the improvements to the public realm within Barrack Lane and advocate uses that front onto the lane to encourage activities and events contributing an immeasurably more positive experience in this area of the city centre.
- Reinforce the area as a home for unique independent uses will to activate the lane in an exciting and innovative ways.



Character Area Location Plan

Ruin Bars | Budapest



07 CHARACTER AREAS

- The Lawns Spinningfields | Manchester
- The Spire | Dublin
- Ayala Triangle Garden | Philippines

TREDEGAR STREET

- Tredegar Street is a space that can function as more than just a movement corridor and space for loading/access, taking on more of a role as a space with new active uses and spill out space to animate the public realm.
- Introducing high levels of green & blue infrastructure will enhance the character of the area and introduce soft landscaping to an otherwise hard environment.
- Reducing the prominence of vehicles within the public realm with narrow carriage ways and raised crossings will create a more pleasant environment for pedestrians. Wider space for pedestrians and business will also help mitigate the risk of any future pandemic restrictions.



Character Area Location Plan

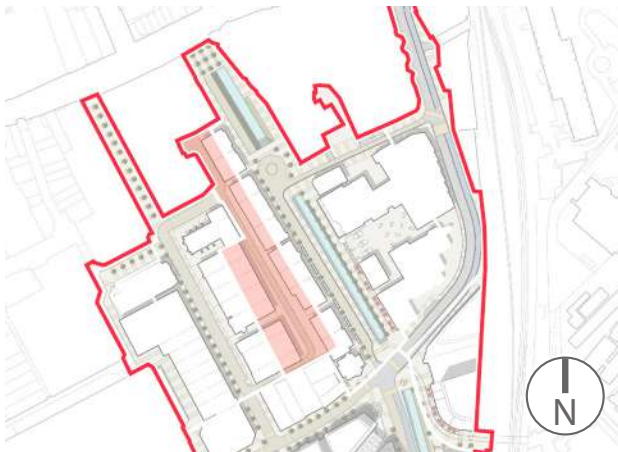


07 CHARACTER AREAS

- Timekeepers Square | Salford
- Landore Court | Cardiff

WESLEY LANE

- Together Charles Street and Wesley Lane will create a new residential district with urban living at its best. The area will bring together the buzz of city life, with the tranquil atmosphere of secluded land space in the centre of the city; creating a vibrant community and neighbourhood.
- As a new residential district in the city centre Wesley Lane will compliment the surrounding proposals of new exciting uses, acres of canal side space, and open green space to enable lively high streets and a place where individuals and families can live and work, relax and play.
- The residential led mixed use Landore Court proposal addresses a number of objectives for this character area including providing more residential units in the centre and retail uses at the ground floor to activate Charles Street.



Character Area Location Plan

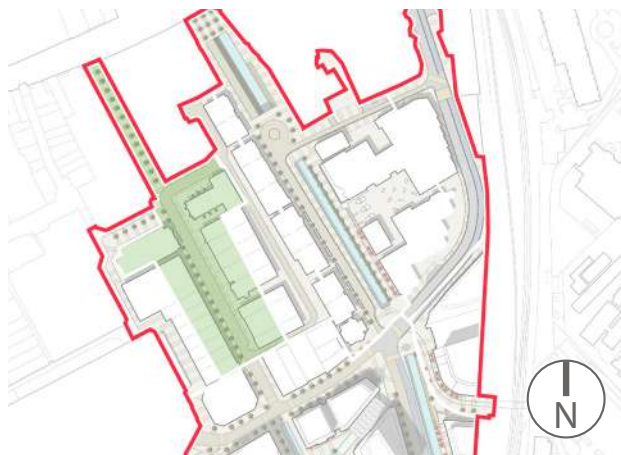
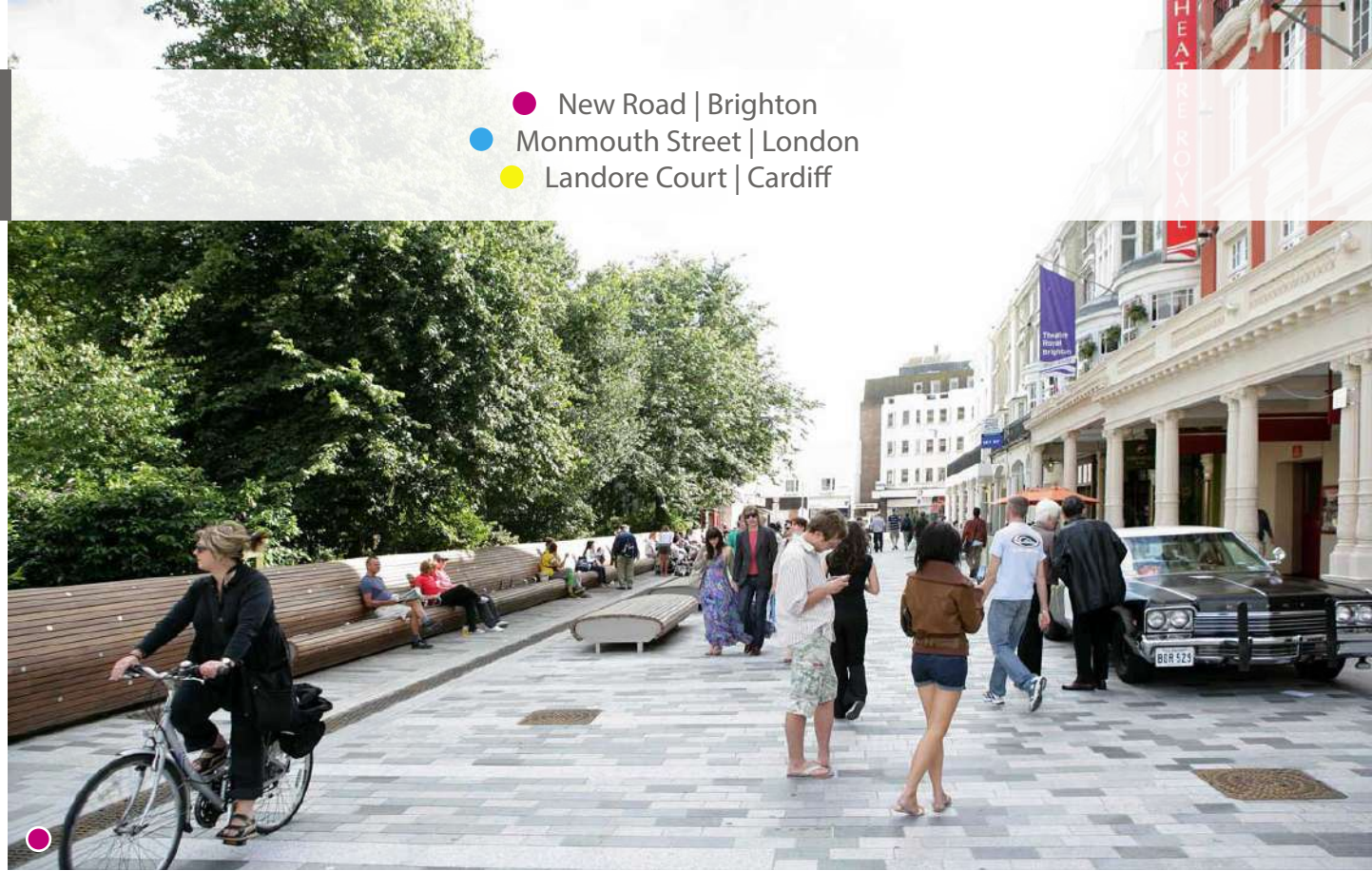


07 CHARACTER AREAS

- New Road | Brighton
- Monmouth Street | London
- Landore Court | Cardiff

CHARLES STREET

- Enhancement of buildings, boundaries and public space on Charles Street will integrate the area with Queen Street and strengthen the historic character of the area.
- Intensification of the area and transition towards increased levels of residential and independent food, drink and leisure uses in the area will contribute towards the areas vitality, attractiveness and viability, particularly at night.
- Active frontage can bring vibrancy to a place but also provide passive surveillance to help make places safer to the public.



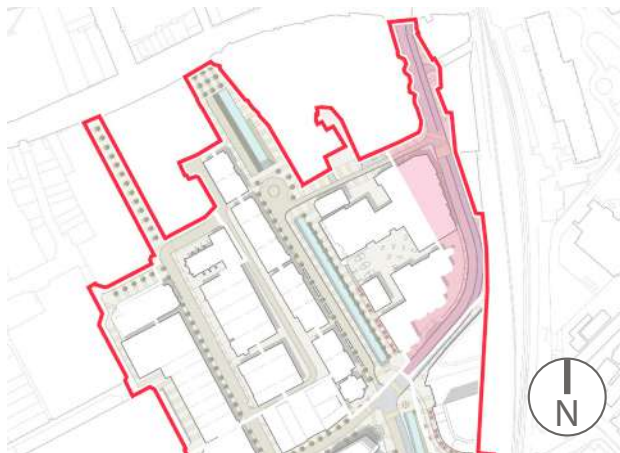
Character Area Location Plan



07 CHARACTER AREAS

STATION TERRACE

- Station Terrace is a primary gateway to the city centre being the home to Queen Street Station. Relocating bus stops to this location will establish this location as transport node in the city and relieve pressure elsewhere in the city.
- Significant opportunities are available to enhance the quality and status of the public realm in this location and improve the overall 'sense of arrival' for the city. Utilisation of green infrastructure can assist aesthetically to mitigate to poor urban edge to the area and introduce soft landscaping to a otherwise hard landscape. The introduction of SUDs and sustainable technologies will also reduce CO2 emissions.
- This area also provides a vital active travel link in the city for cyclists and pedestrians and should accommodate a two-way segregated cycle lane.



Character Area Location Plan

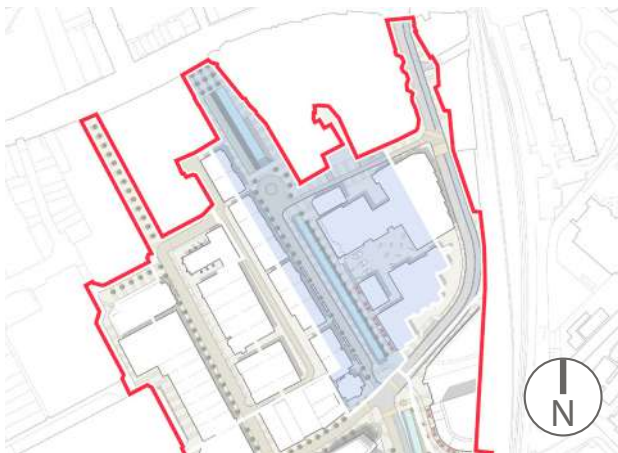
- Jurong Smart Bus Station | Singapore
- Living Bus Shelter | Eindhoven
- New Street Station Green Wall | Birmingham



07 CHARACTER AREAS

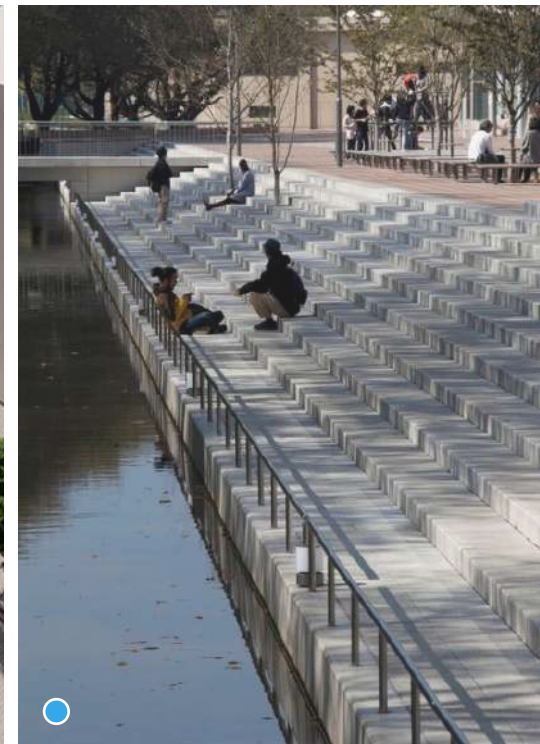
CHURCHILL WAY

- Phase 1 proposals for the Canal Quarter already begin to release Churchill Way from a purely 'transport infrastructure role', enabling the dock feeder canal to be exposed and for the urban environment around the canal to be transformed.
- This approach can continue along Churchill Way to create a strong sense of place and rediscover Cardiff's maritime history by maximising interaction with and the canal.
- Reinstating the canal will enable the greening of Churchill Way, which could have a significant beneficial impact on footfall and commercial activity at the eastern end of Queen Street. Transforming Churchill Way could stimulate demand for new occupiers within the street, which could promote adaptation, enhancement and alteration of the buildings along the street for the wider benefit of the City Centre.



Character Area Location Plan

- Rissho University Kumagaya Campus | Japan
- Phase 1 Canal Quarter | Cardiff



08 FRAMEWORK PROPOSAL



Framework Proposal CGI



The Urbanists, The Creative Quarter, 8A Morgan Arcade, Cardiff, CF10 1AF, United Kingdom

