

Central Enterprise Zone LDP Strategic Site A

2025



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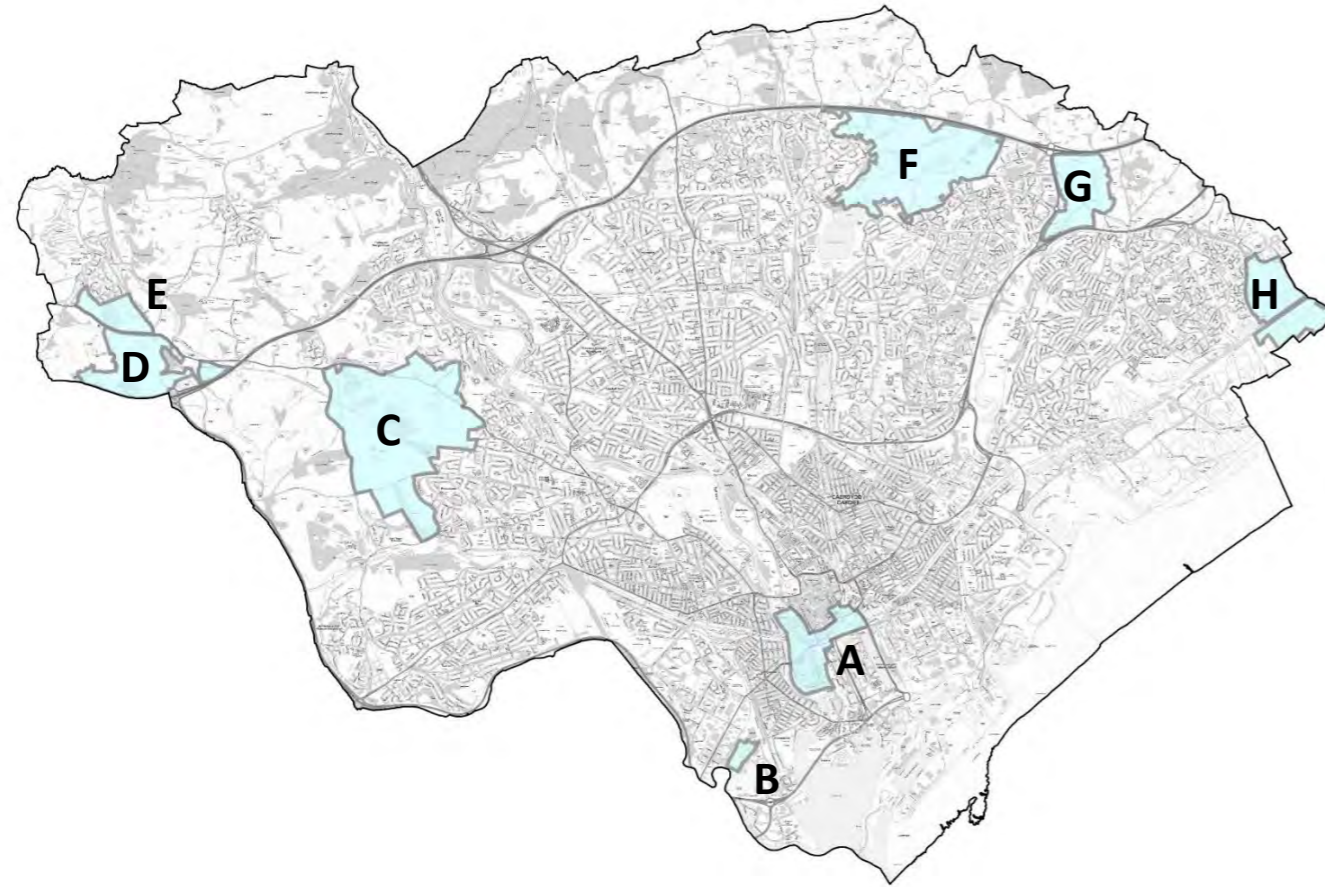
It should be noted that developments identified as 'consented' may be subject to the signing of a S106 Agreement.

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Introduction

Cardiff has eight Strategic Sites (containing 500 or more dwellings and / or significant employment uses), which have been allocated through the Local Development Plan (LDP) to help meet the need for new homes and jobs across the city:

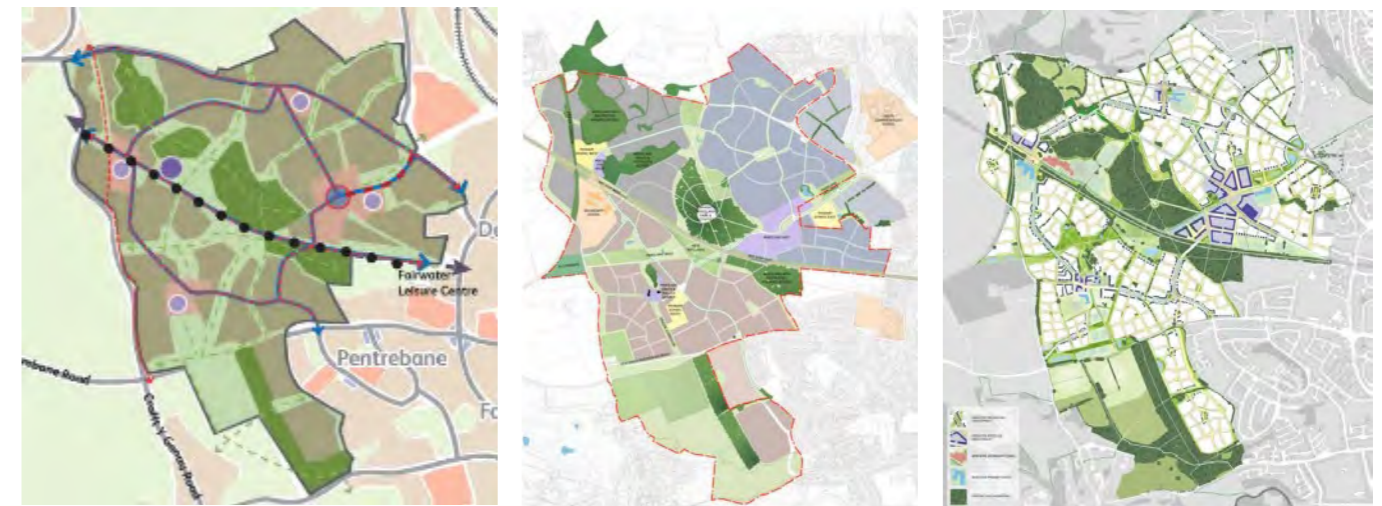


Strategic Site A:	<ul style="list-style-type: none"> • Cardiff Central Enterprise Zone / Regional Transport Hub • Circa 2000 homes
Strategic Site B:	<ul style="list-style-type: none"> • Former Gas Works, Ferry Road • Circa 500 homes, with associated community uses
Strategic Site C:	<ul style="list-style-type: none"> • North West Cardiff • Minimum 5,000 homes, with employment and other community uses
Strategic Site D:	<ul style="list-style-type: none"> • North of Junction 33 on M4 • Circa 2,000 homes, with community uses, employment and Park and Ride
Strategic Site E:	<ul style="list-style-type: none"> • South of Creigiau • Circa 650 homes, with associated community uses
Strategic Site F:	<ul style="list-style-type: none"> • North East Cardiff (West of Pontprennau) • Circa 4,500 homes, with employment and community uses
Strategic Site G:	<ul style="list-style-type: none"> • East of Pontprennau Link Road • Circa 1,300 homes, with associated community uses
Strategic Site H:	<ul style="list-style-type: none"> • South of St Mellons Business Park • Strategic employment site.

To help ensure that these new homes and jobs form part of well planned communities, the LDP sets out a 'master planning' approach to the delivery of the strategic sites, where supporting infrastructure, such as transport corridors, community facilities, green spaces and schools will be provided as part of the developments.

Recognising that sites of this size will take several years to design and construct, a series of monitoring documents have been produced to provide a regular summary of development activity. They include details of:

- **Planning Histories:** Where new applications have been received and which applications have been determined (consented),
- **Development Activity:** Which sites are currently under construction and an indication of how many homes have been completed,
- **Infrastructure Provision:** A summary of the supporting infrastructure that has been agreed through a S106 (legal) agreement and details of those infrastructure works and other associated projects that are in the pipeline, or are currently being undertaken.



Indicative Illustration of Master Planning Approach

The Planning Process

The design, development and delivery of Cardiff's Strategic Sites can be broadly broken down into six parts:

Part 1: The Local Development Plan

The Cardiff Local Development Plan 2006-2026 sets out the policies that guide development across the City. Key Policies KP2A to KP2H set out a master planning approach to the delivery of the Strategic Sites and identify an indicative schematic framework and details of those items of infrastructure (e.g. highway and transportation works, schools, community facilities and open spaces) to be delivered alongside the new developments.

Part 2: Site Master Planning

Before submitting a planning application, developers will have produced illustrative master plans for their site. These show an overall layout for the whole of the development area and demonstrate how their proposals are in line with the policies set out in the LDP. Recognising that it not possible to build sites of this size in one go, phasing plans have also been produced which show how the site will be divided into smaller areas for delivery.

Part 3: Pre-application Consultation

Where a developer is proposing a 'major development' (a housing development of 10 or more dwellings / over 0.5ha, or other developments of over 1000sqm floorspace or 1ha), there is a need for them to undertake a pre-application consultation with the public before submitting their planning application to the Local Planning Authority (LPA). The results of this consultation then forms part of their planning application.

Part 4: Planning Applications

There are three main approaches that might be taken here:

- 4A. The submission of an Outline Planning Application followed by a Reserved Matters Application(s)
- 4B. A Full Planning Application
- 4C. A Hybrid Planning Application (an outline application with some elements in full detail)

4A Outline and Reserved Matters Applications:

An 'outline planning application' allows for a decision to be made on the general principles of how a site will be developed before further work is undertaken on more detailed designs (these detailed designs are referred to as 'Reserved Matters'). As a minimum, an outline application will usually include information on the uses proposed for the development (e.g. houses), the amount of development proposed (e.g. up to 200 homes), an indication of the site's layout (this will relate back to the masterplan for the site), an indication of minimum / maximum sizes of the proposed buildings (e.g. height) and show where access points into the site will be located. Details of green and blue infrastructure, open spaces and densities are also often provided at this stage.

It is often at the outline application stage that the developer will enter into a S106 Legal Agreement to either deliver (build) and / or financially contribute towards the delivery of supporting infrastructure (e.g. affordable housing, highway works, schools) as part of their development.

Following the granting of an outline application, a 'Reserved Matters Application(s)' sees the developer submit the more detailed information for their site, which had not been provided at the outline stage. This can include, for example: Access – the positioning and treatment of routes for pedestrians, cyclists and vehicles; Appearance – what the buildings will look like in terms of house styles and use of materials; Landscaping – details of planting, within green spaces and public spaces; Layout – the way in which buildings are positioned; Scale – the dimensions of each building.

A reserved matters application could be submitted for the whole site, or, if it is a larger development, separate reserved matters applications can be submitted for each of the smaller phases as they are progressed.

4B Full Planning Application

Where everything has been designed in detail from the outset, a developer may choose to submit a full planning application. This provides approval in one planning consent as opposed to taking the outline / reserved matters route. In this scenario, the S106 Agreement would be attached to the full planning permission.

4C Hybrid Application

If a developer has full details for one part of their site and outline information for the remainder, they can submit a 'hybrid application'. The planning applications description would identify which part of the site was seeking full permission (e.g. phase 1) and which parts relate to the outline element of the application (e.g. phases 2-5). As identified above (see 4A), the outline elements of the consent would still be subject to future reserved matters applications.

Part 5: Discharge of Conditions

Once planning permission has been granted (consented), there will be a number of 'planning conditions' (attached to the permission) that a developer will need to discharge (this might include for example needing to provide a sample of external finishing materials). Some of these might be 'pre-commencement conditions', that will need to be agreed before work can start onsite, whilst others will need to be discharged at certain trigger points while the site is being built. To discharge each condition, a 'discharge of condition application' needs to be submitted to and approved by the Local Planning Authority.

Part 6: Implementation / Infrastructure Provision:

Once all of the permissions have been granted and relevant planning conditions discharged, the developer will then be able to start building their site. At various trigger points and thresholds during the development (as identified in the S106 Agreement), they will also start building the supporting infrastructure (e.g. new roads, schools, open spaces) and / or make payments to the Council towards wider infrastructure provision.

Local Development Plan Policy KP2A

The Local Development Plan sets out the framework for the development of the strategic sites.

Through Policy KP2A it identifies that:

Land is allocated at Cardiff Central Enterprise Zone, as defined on the Proposals Map, for a major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff City Centre in order to fulfil Cardiff's role as economic driver of the city-region, providing major employment opportunities focused on financial and business services and maximise the advantages of its central location. Supporting essential, enabling and necessary infrastructure will be delivered in a phased manner with specific requirements secured through planning consents including:

Essential/Enabling Infrastructure

Transport & Highways:

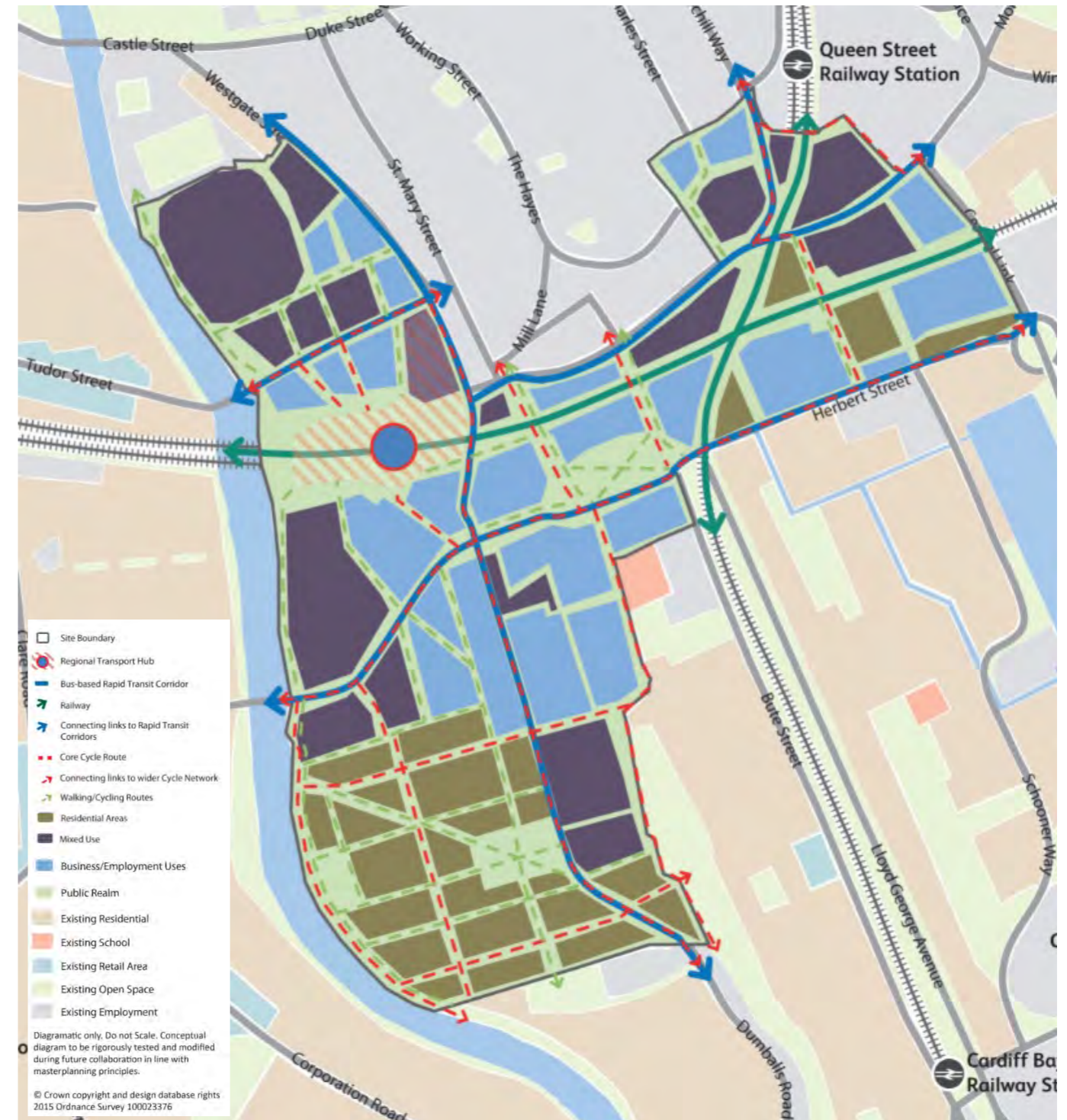
- Central public transport hub providing access to and interchange between rail network, the rapid transit and strategic bus corridors referred to in Policy T2, the city-wide bus network and the strategic cycle network;
- Improving existing bus routes and services including bus priority measures between the site, Cardiff Bay and other parts of the city;
- Rapid Transit- Southern Corridor.

Walking and cycling:

- Enhance pedestrian and cycle access between north and south sides of main railway line including enhanced railway underpasses;
- Enhance east and west connections through the area connecting developments;
- Enhanced/ extend Canal Park as a cycling and walking route, creating a new green corridor linking the Bay Waterfront to Callaghan Square, the City Centre and beyond;
- Integrate site with the Strategic Cycle Network Enfys including Routes 1,2,3, 4, 5, 6, 9, 90, 34, 35, 50, the city centre 'hub' routes, the Taff Trail and the Bay Trail;
- Provide a central cycle parking hub with associated facilities as an integral component of the regional public transport hub and of a scale befitting its regional and capital function;
- Provide secure cycle parking and associated facilities in locations which encourage cycling to the city centre and integration with public transport services;
- Improve connections to Millennium Stadium including Gate 5;
- Create continuous river walk on Taff East bank.

Necessary Infrastructure:

- Education-1 new Primary School and contribution to existing Secondary Schools;
- Minimum of approximately 7ha Open Space including approximately 3.5ha of formal recreation, 1 playground, 1 teen facility, 1x 40 plot allotment site;
- Contribution to off-site community facility provision



Strategic Site A: LDP Schematic Framework

SITE A | Central Enterprise Zone (CEZ)

Overview of Planning Applications:

The Embankment:

- 1) 21/00783/MJR | Land at Current Embankment (Residential / mixed use)

Resolution to Grant*

Central Square:

- 2) 19/03052/MJR | Bus Interchange
- 3) 21/02984/MJR | Plot 4 and 5 (Apartments and kiosk)

Completed
Consented

Central Quay:

- 4) 18/00735/MJR | Multi-storey car park
- 5) 19/03171/MJR | Offices (with retail / food and drink)
- 6) 20/00102/MJR | Brewhouse. Offices (with retail / food and drink)
- 7) 21/02883/MJR | Phase 2, Plot 1 (Apartments)
- 8) 21/02884/MJR | Phase 2, Plot 2 (Apartments)
- 9) 22/00378/MJR | Plot 9 (Hotel)

Under Construction
Consented
Consented
Under Construction
Under Construction
Consented

Capital Quarter:

- 10) 18/02634/MJR | The Copper Works (Apartments)

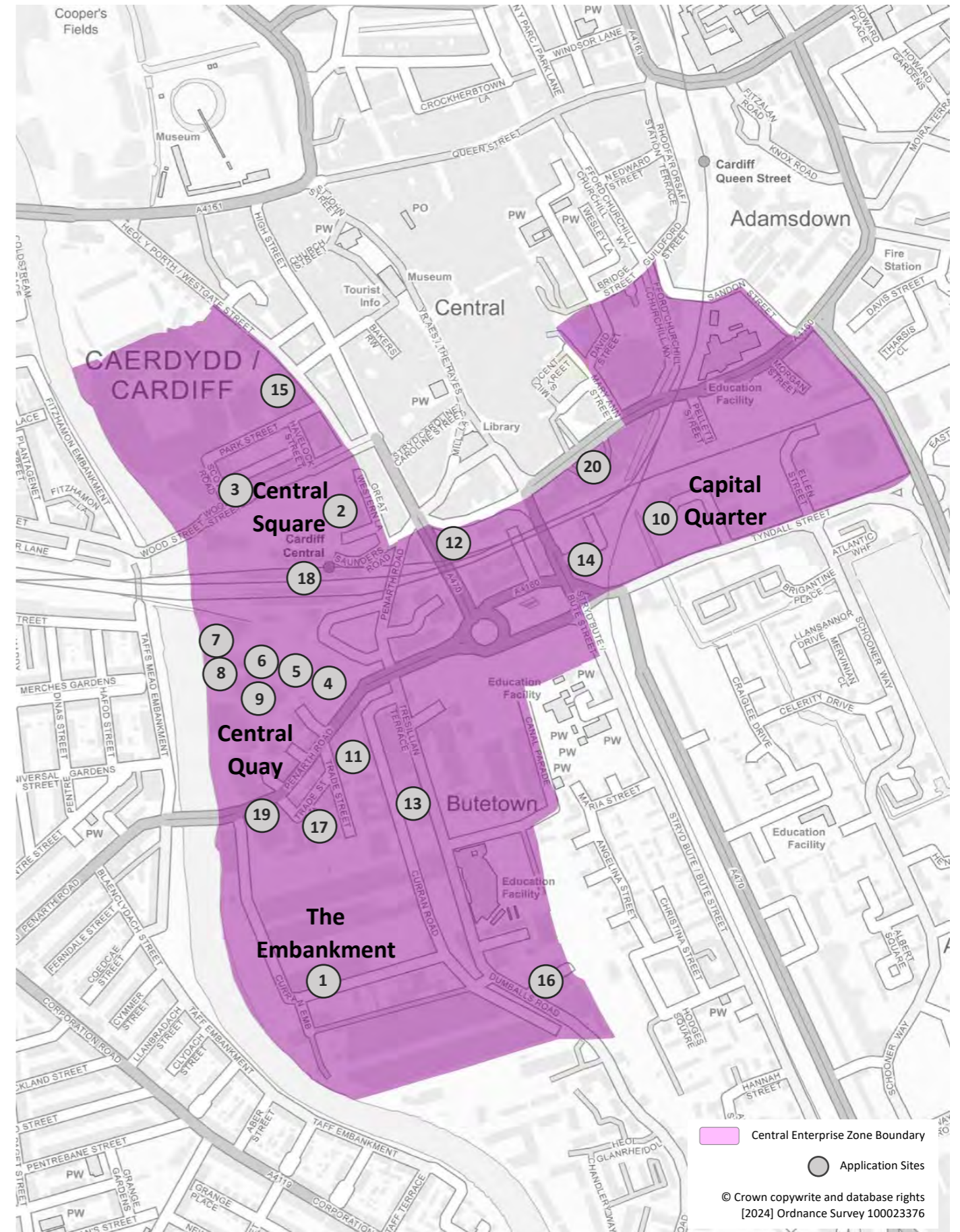
Completed

Other Planning Consents:

- 11) 19/01930/MJR | Crawshay Court, Curran Road (Apartments)
- 12) 17/01906/MJR | Former Custom House, Custom House Street (Hotel and Restaurant)
- 13) 17/02404/MJR | Former Browning Jones and Morris (Apartments)
- 14) 17/02615/MJR | Land at John Street (Offices)
- 15) 19/01538/MJR | Westgate Street (Hotel)
- 16) 20/01543/MJR | Anchor Court, Dumballs Road (Apartments)
- 17) 22/00415/MJR | Suffolk House, Trade Street (Apartments)
- 18) 25/00645/PRAP | Cardiff Central Station
- 19) 24/02716/FUL | Asset House, Penarth Road (Co-Living scheme)
- 20) 24/02946/FUL | Harlech Court, Bute Terrace (Apartments)

Completed
Completed
Completed
Under Construction
Completed
Under Construction
Consented
Consented
Consented
Consented

*Resolution to grant planning permission subject to the signing of a Section 106 agreement



The Embankment

Overview:

Situated to the south of the city centre on the bank of the River Taff, an outline planning application (21/00783/MJR) has been submitted for 'The Embankment', which proposes around 2,400 new homes, with a mix of commercial spaces, a new public square, a riverside park and a pedestrian/cycle bridge over the River Taff.

Development Activity:

There is a resolution to grant Outline Planning Permission for The Embankment subject to the signing of a Section 106 agreement.



Indicative illustration of what The Embankment might look like



Illustrative masterplan



Illustrative aerial view

Central Square

Overview:

Located outside Cardiff Central railway station, Central Square is a landmark mixed use development which includes Grade A office accommodation, headquarters for BBC Cymru Wales, a bus interchange, premises for HM Revenue and Customs, and ground floor commercial uses.

In addition to the provision of a high-quality public realm throughout the area, the redevelopment of Central Square has seen the creation of a new landmark public square at Wood Street.

Development Activity:

Development of Central Square is well progressed, with Sites 1,2,3 and 5 having been completed. The new Bus Interchange (Site 4) opened in June 2024.



BBC Headquarters



Bus Interchange



Indicative Central Square Masterplan

Central Quay

Overview:

Situated to the south of Cardiff Central railway station, Central Quay will create a new destination within the city centre, comprising of office, residential, university and associated uses. The development will include a high quality public realm that incorporates the heritage assets of the Brains Brewery building and capitalises on the site's waterfront location and proximity to the central railway station.

Development Activity:

Planning permission was granted in autumn 2018 for Phase 1 of the development, which will comprise a mixed-use office building (including ground floor (retail) and food/ drink uses), a multistorey car park and a new public realm.

Plots 1 and 2 of Phase 2 of the development are currently under construction. These will provide residential apartments, have ground floor commercial units and be situated around a new landmark public square.

With regard to the wider development, a 'masterplan' has been created for the site to provide an initial vision for the area. This has been produced by the developer as a framework to help shape development over the coming years and has been prepared in advance of further planning applications being submitted to the Council.



Indicative illustration of what a waterfront plaza at the River Taff might look like



Indicative Illustration of what the Central Quay development might look like



Indicative Illustration of the Phase 1 'Ledger' Office Building

Capital Quarter

Overview:

Situated to the north of Tyndall Street, the Capital Quarter is a 10 acre mixed use development which includes Grade A offices, apartments, student accommodation and cafes.

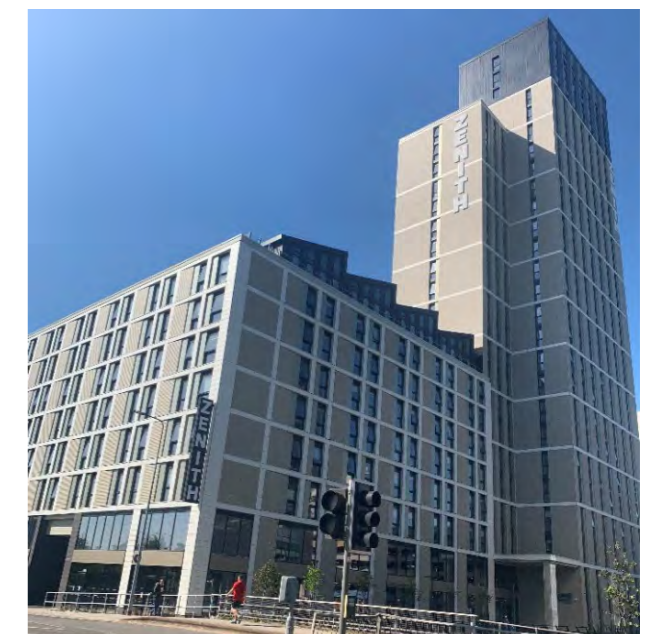
In addition to the provision of a high quality public realm throughout the site, the development of the Capital Quarter has also included the construction of a new footbridge across the London to Swansea railway line.

Development Activity:

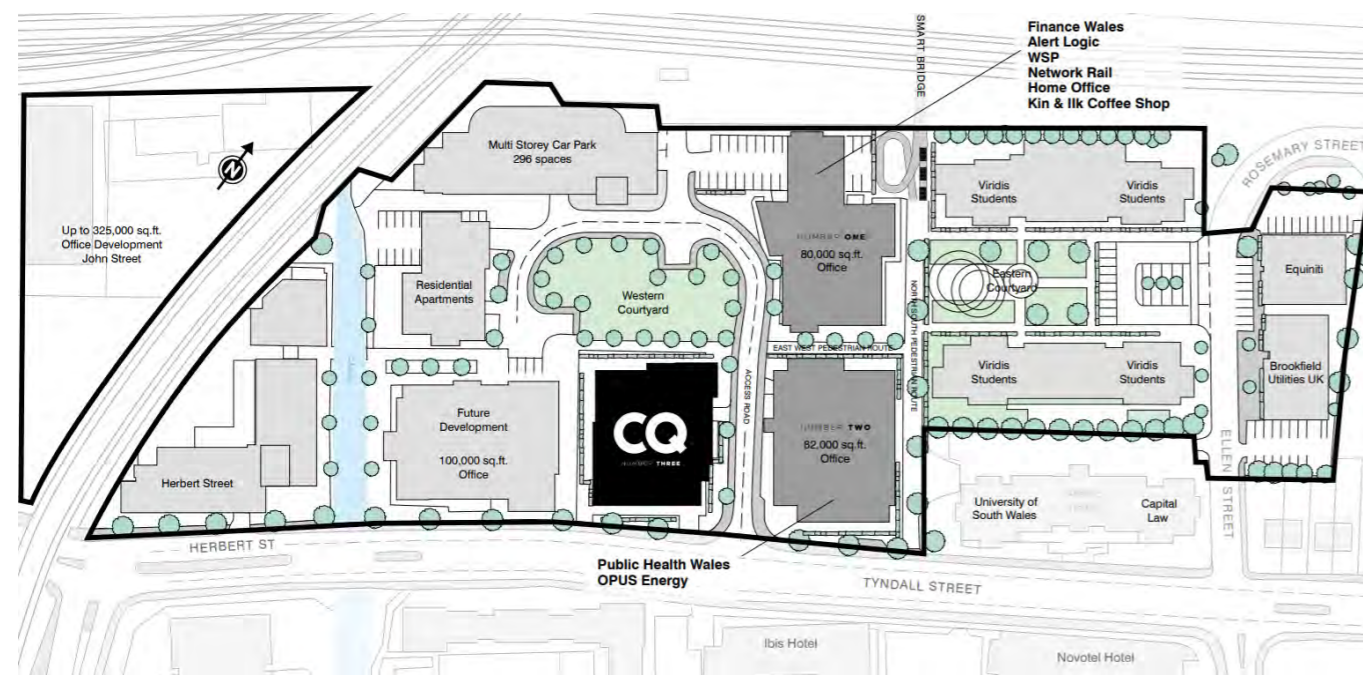
The Capital Quarter development is now completed with The Copper Works apartments having opened in 2024.



Capital Quarter Offices



Lumis Student Accommodation (left) and Zenith Student Accommodation (right)



Indicative Capital Quarter Site Layout Plan

Cardiff Central Station

Overview:

Cardiff Central is the largest and busiest railway station in Wales, located in the heart of the city centre at Central Square. The proposed development will introduce a new southern entrance building that will be a striking landmark south of the railway. Improvements will also include a larger concourse, additional gate-lines to ease congestion, enhanced accessibility features, upgraded waiting areas, improved retail spaces and expanded cycle storage facilities.

Prior Approval was granted in 2025 for the construction of: a new building at Platform 0, external modifications to the west wing, the new southern entrance and two HV Substations.

Development Activity:



Indicative Illustration showing north of Central Station



Indicative Illustration showing south of Central Station



Indicative Illustration showing south of Central Station

Central Enterprise Zone | South Central (Indicative Illustrations):



20/01543/MJR: Apartments, Anchor Court, Dumballs Road
(Under Construction)



17/02404/MJR: Apartments, Dumballs Road
(Completed)



19/01538/MJR: Hotel, Westgate Street
(Completed)



24/02716/FUL: Co-Living, Asset House, 63 Penarth Road
(Consented)



24/02946/FUL; Harlech Court, Bute Terrace
(Consented)

