Cardiff Replacement LDP Examination

Economic

Action Point HS6.1

Council to provide factual update on Land South Of St Mellons Business Park

- *Update on potential Welsh Government funding and support*
- *Likely timings of future planning applications*
- *Likely commencement of site development*
- *Likely job numbers per year to be created*

Council Response

The Council has provided a response to each of the points below:

- ***Update on potential Welsh Government funding and support***

Following Cardiff Parkway receiving planning approval on 30 January 2025, the station proposition from was reviewed considering the prevailing circumstances. This culminated in a statement made in February 2026 by the UK Government that Cardiff Parkway "will finally get built," confirming an approach was agreed to take the project forward, with additional UK Government funding to be made available for delivery of the station. Following this announcement, engagement between the UK Government, Welsh Government and the private sector in has advanced this support into an actionable delivery programme for the station.

The Welsh Government has also consistently cited the importance of Cardiff Parkway in the delivery of the key recommendations of the Burns Commission, which notes the importance of the new station alongside the wider commercial development.

- ***Likely timings of future planning applications***

Indicative programme, subject to completion of the station business case, detailed design, funding agreement, necessary approvals and market conditions:

1. Immediate and ongoing work covers station progress, design and development work, relevant pre-commencement requirements and preparation of detailed/Reserved Matters submissions for the initial phases.

2. In the near term, 2027 onward, progress pre-commencement conditions and initial Reserved Matters for initial employment phases and associated infrastructure/enabling works. The Station-related planning approvals will progress alongside the other planning

approvals, as the rail industry design, commercial and funding arrangements are developed and concluded.

3. In the medium term, 2027-29, enabling infrastructure and mitigation, intended to include site access, earthworks/remediation where required, drainage, utilities, ecological mitigation and strategic transport works, allowing development plots to be brought forward in phases.

- ***Likely commencement of site development***

There is a credible route for commencement and delivery of development within the Replacement LDP period (to 2036). The site already benefits from outline planning permission and has an established delivery structure. The immediate focus is on progressing the necessary detailed designs, approvals, discharge of conditions and obligations, infrastructure, funding and delivery arrangements.

On a measured indicative programme, enabling and infrastructure works could progress during 2027/29, allowing the first substantive employment development to commence from around 2029, subject to Reserved Matters, completion of the necessary enabling works and market demand. Development could then proceed in phases through the early and mid-2030s.

The February 2026 UK/Welsh Government position provides greater confidence in delivery, although precise station construction and opening dates remain subject to completion of the necessary rail design, business case, approvals and funding arrangements.

Current indications are that both the Cardiff Parkway station and a substantial proportion of the employment development are capable of being delivered within the LDP period to 2036. The outline consent requires a phasing plan which will include appropriate detail.

- ***Likely job numbers per year to be created***

The outline planning permission allows for up to 90,000m2 of employment floorspace. The Environmental Statement estimated that the completed development could support up to around 6,000 jobs once fully delivered, separate to construction phase employment. The Welsh Ministers' decision identifies employment creation, particularly in an area within the 10% most deprived in Wales, as one of the important benefits of the development.

The planning permission's basis for how employment could build up over time, sets out (under Condition 6) up to 30,000m2 of employment floorspace to be occupied before construction of the station has commenced, increasing to 50,000m2 before the station is operational. For illustrative purposes, if the overall employment estimate were applied

broadly in proportion to occupied floorspace, this could equate to around 2,000 jobs at 30,000m2 and around 3,300 jobs at 50,000m2, potentially increasing towards 6,000 jobs as the full development is built out and occupied.

On this basis, an illustrative employment scenario could see construction and initial employment activity in the short-medium term; with operational employment building during the medium term as the first employment phases are occupied; with further growth in the 2030s as additional development comes forward.

Actual employment numbers will scale depending on the mix of uses and occupiers within each phase which will affect the jobs per square metre of development. Higher productivity and economic impact employment may have lower density, though supply chain and multiplier effects would increase the raw numbers, potentially off site. If large strategic employers are attracted to south Wales these could be expedited.

Along with planning permission, the Cardiff Parkway development project continues to receive strong support from both the UK and Welsh Government, along with continued support from Cardiff Council. It remains a key transport and employment priority for the region.

There is an ongoing programme of engagement with key stakeholders, which includes Cardiff Council, Welsh Government, UK Government/DfT, Transport for Wales, Network Rail and CCR. As plans develop sufficiently, wider engagement processes will commence on more detailed proposals and individual phases in due course.

The station, enabling infrastructure and employment plots can be progressed through coordinated but distinct workstreams and phased over the plan period, providing flexibility while maintaining the overall strategic vision.