

A Cardiff Capital Region Metro:

Impact Study:
Appendices

October 2013



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Appendix 1:

Schedule of Proposed Development Sites within the Metro Area

Local Authority and Location	Planning Status: Consented, Allocated, Draft Allocation, Candidate Site	Current/Planned Use(s): Retail, Commercial, Industrial Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Importance? H/M/L	Description & Current Planning Status	Area Ha	Area Acres	Site Readiness A/B/C
BLAENAU GWENT (LDP:Completed)							
Tredegar Business Park, Tredegar	A	C, I	L	General Business Park (B1)	4.04	10	A
Rising Sun Industrial Estate, Blaina	A	I	L	Local Industrial Estate	5	12.35	B
Tarfarnaubach Industrial Estate, Tredegar	A	I	L	Local Industrial Estate	2.02	5	B
EnviroWales Site Rassau Industrial Estate	A	I	M	Local Industrial Estate	14.16	35	B
Rhyd-y-Blew, Ebbw Vale	A	R, C, H	L	Non-Food Retail	3.92	9.68	B
Rhyd-y-Blew, Ebbw Vale	A	I	M	Strategic Employment Site	13	32.6	C
Ebbw Vale - Works Site	A	R, C, H, M, P	H	Enterprise Zone Development			
Ebbw Vale - Motorsports site	C	C, L	H	Commercial motor sports	323	800	C
Peace Haven	A Policy HC1.17	H	M	Residential (147 units)	4.81	11.88	
Park Hill	A Policy HC1.22	H	M	Residential (160 units)	13.09	32.3	
Cwm Farm Blaina	A Policy HC1.27	H	L	Residential (78 units)	9.01	22.2	
Northern Corridor, Ebbw Vale	A Policy MU1	C, L, H,	H	Mixed use inc residential (805 units)			
The Works, Ebbw Vale	A Policy MU2	C, H, M	H	Mixed use inc residential (520 units)	n/a		
NMC Factory, Brynmawr Town Centre	A Policy MU3	C, L, H,	L	Mixed use inc residential (60 units)	2.95	7.28	
Old 45 Yard, Steel Works Road, Ebbw Vale	A Policy HC1.3	H	L	Residential (82 units)	3.49	8.62	
Chartist Way, Tredegar	A Policy H1.4	H	L	Residential (101 units)	2.89	7.14	
BRIDGEND (LDP:Deposit Draft)							
Bridgend Island Farm, Bridgend	DA	I	L	General Business Park	11	27	C
Waterton Industrial Estate (West of Ford)	DA	I	H	High Quality Industrial	10.83	26.76	B

Local Authority and Location	Planning Status: Consented, Allocated, Draft Allocation, Candidate Site	Current/Planned Use(s): Retail, Commercial, Industrial Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Importance? H/M/L	Description & Current Planning Status	Area Ha	Area Acres	Site Readiness A/B/C
Waterton Industrial Estate (East of Ford)	DA	I	H	High Quality Industrial	2.2	5.5	B
Central Park, Bridgend Industrial Estate	DA	I	M	Local Industrial Estate	6.07	15	B
Plot C11, Bridgend Industrial Estate	DA	I	M	Local Industrial Estate	2.14	5.3	B
Plot D9/D14, Bridgend Industrial Estate	DA	I	M	Local Industrial Estate	2.02	5	B
Brocastle, Bridgend	DA	C, I	H	Strategic Employment Site	40.47	100	B
Pencoed Technology Park	DA	C, I	H	Strategic Employment Site	37.64	93	B
Llynfia Power Station, Maesteg	DA	I	L	Local Industrial Estate	7.49	18.5	C
Parc Derwen, Bridgend	DA (Policy PLA3 1)	C, H	H	Mixed Use inc. Residential (1,500 units)	86	212	C
North East Brackla	DA (Policy PLA3 2)	C, H	H	Mixed Use inc. Residential (350 units)	59	145	B
Coity Road Sidings, Bridgend	DA (Policy PLA3 3)	H	L	Residential led (140 units)	6.47	16	B
Parc Afon Ewenni, Bridgend	DA (Policy PLA3 4)	C, H	M	Mixed use inc Residential (560 units)	28.49	70	B
Former Maesteg Washery, Maesteg	DA (Policy PLA3 5)	C, H	L	Mixed use inc Residential (135 units)	85	210	C
Former Budeipack/Coopers Standard, Maesteg	DA (Policy PLA3 7)	C, R, H	M	Mixed use inc Residential	8.09	20	C
Porthcawl Waterfront	DAZ (Policy PLA3 8)	C, R, H	M	Mixed use inc Residential (1,350 units)	41	101	C
CAERP HILLY (LDP-Completed)							
Site A Duffryn, Ystrad Mynach	A	C, I	M	High Quality Industrial	3.68	9.1	B
Heads of the Valleys Ind Est, Rhymney	A	I	L	Local Industrial Estate	3.44	8.5	B
Plateau One Oakdale Business Park	A	C, I	H	Strategic Employment Site	40.47	100	A/B
Plateau Two Oakdale Business Park	A	C, I	H	Strategic Employment Site	8.09	20	A/B
Plateau Three Oakdale Business Park	A	C, I	H	Strategic Employment Site	4.86	12	A/B
Plateau Four Oakdale Business Park	A	C, I	H	Strategic Employment Site	4.86	12	A/B

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Former BSW Timber, Senghenydd	C	H	L	Residential (200 units)	4.45	11	C
Ty Du, Nelson	P	R, C, I, H	H	Strategic Employment Site	18.21	45	C
Merthyr Road, Princetown	A (Policy HG1.1)	H	L	Residential (140 units)	4.02	9.93	
Carn y Tyla Terrace, Abertyswg	A (Policy HG1.10)	H	L	Residential (133 units)	7.08	17.49	
Railway Terrace, Fochriw	A (Policy HG1.12)	H	L	Residential (147 units)	4.2	10.37	
Bedwellty Road, Aberbargoed	A (Policy HG1.15)	H	L	Residential (180 units)	7.34	18.1	
Aberbargoed plateau	A (Policy HG1.18)	H	M	Residential 413 units)	11.8	29.15	
Land at Hawtin Park, Pontllanfraith	A (Policy HG1.30)	H	M	Residential (194 units)	5.55	13.7	
Penallta Colliery	A (Policy HG1.34)	H	H/M	Residential (689 units)	27.18	67	
Land at Gellideg Heights, Maesycwmmr	A (Policy HG1.40)	H	L	Residential (137 units)	3.91	9.66	
Waterloo Works, Machen	A (Policy HG1.57)	H	M	Residential 545 units)	17	42	
Bedwas Colliery, Bedwas	A (Policy HG1.60)	H	M	Residential 630 units)	36.22	89	
Pontypandy Ind Est, Caerphilly	A (Policy HG1.63)	H	M	Residential (199 units)	7.58	19.2	
CARDIFF (LDP: Deposit Draft)							
Callaghan Square	DA	C	H	City Centre Offices	2.02	5	A
Dumballs Road, Cardiff	DA	C, H,	H	Mixed Use	8.08	20	C
Plot A Trident Park, Ocean Park	DA	C, I	M	General Business Park	2.02	5	A
Short's Land East Moors Road	DA	C, I	M	High Quality Industrial	3.24	8	B
Capital Business Park (Aldi)	DA	I	H	High Quality Industrial	14.16	35	B
Land Adjacent G24i, Wentloog	DA	I	M	High Quality Industrial	8.09	20	B
Prairie Site, Port of Cardiff	DA	I	L	Local Industrial Estate	16.19	40	B
Land at Pengam Green	DA	R, C, I, H	H	Mixed Use	16.19	40	B/C

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The Mill (Former Arjo Wiggins), Cardiff	C Strategic Site B	H	H	New urban village (800 units)	24.2	60	
Grangetown Gas Works	CS Strategic Site C	n/a	L		18.21	45	C
Land in North West Cardiff	CS Strategic Site D	R, C, H, M, L	H	Mixed use with significant residential		9.93	
Land at J33/South of Creigiau	CS Strategic Sites E/F	R, C, H, M, L	H	Mixed use with significant residential		17.49	
Housing NW of Pontprennau Cardiff	CS Strategic Site G	R, C, H, M, L	H	Mixed use with significant residential		10.37	
Housing NE of Pontprennau Cardiff	CS Strategic Site H	H	H	Mixed use with significant residential		18.1	
Roath Basin, Cardiff Bay	Z Strategic Site I	C, J	H	General Business Park	10.1	25	A
St Mellons Business Park	Z Strategic Site J	C, J	H	General Business Park	7.67	18.95	C
Sports Village, Cardiff Bay	Z	R, C, H, M, L	H	Mixed use with significant residential		67	
MERTHYR TYDFIL (LDP:Completed)							
Swansea Road, Cyfarthfa	A	R	M	Potential extension to Cyfartha Retail Park	2.3	5.69	B
Whitelands, East Merthyr	A (Policy E4)	C, I	L	Local Industrial Estate	9.98	24.6	B
Ffos-y-fran	A (Policy E5)	I	L	Local Industrial Estate	11.22	27.7	C
Rhydycar Business Park	A (Policy E6)	C, I	M	Strategic Employment Site	4.65	11.48	B
Pentrebach Hoover Site	CS	R, C, H	H	Mixed use inc residential	12.1	30	B/C
Castle Park, Twyncarmel	AZ (Policy H9)	H	L	Residential (160 units)	5.76	14.2	
Upper / Lower Georgetown Plateau	A (Policy H15/16)	H	M	Residential (201 units across both plateaux)	6.21	15.3	
Goitre Lane, Gurnos	A (Policy H19)	H	L	Residential (190 units)	6.7	16.5	
Former Dowlais Foundry	A (Policy H23)	H	L	Residential (450)	12.4	30.63	
Outlook Village, Goatmill Road	A (Policy H25)	H	L	Residential (160 units)	3.58	8.84	
Twynrodyn	A (Policy H29)	H	L	Residential (180 units)	5.76	14.2	
Former Mardy Hospital	A (Policy H30)	H	L	Residential (125 units)	3.88	9.58	

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Gethin Tip, Abercarnaid	A (Policy H33)	H	M/L	Residential (150 units)	10.9	26.9	
Adjacent to Shingrig Estate, Trelewis	A (Policy H48)	H	L	Residential (300 units)	13.76	34	
Former Merthyr Vale Colliery	A (Policy H39)	H	L	Residential (150 units)	9.12	22.5	
MONMOUTHSHIRE (LDP:Deposit Draft)							
Quay Point, Magor	DA (Policy SAE1a/b)	C, I	M	Strategic Employment Site	19.43	48	C
Phase 3, Gwent Europark, Magor	DA (Policy SAE1c)	I	M/L	Distribution Park	2.4	6	
Westgate Business Park, Llanfoist, Abergavenny	DA (Policy SAE 1d)	C	M/L	General Business Park	5	12.35	
Deri Farm, Abergavenny	DA (Policy SAH1)	H	M	Residential (300 units)	8.5	21	
Crick Road Portskewett	DA (Policy SAH2)	H	M	Residential (250 units)	7.42	18.3	
Fairfield Mabey, Chepstow	DA (Policy SAH3)	C, H	M	Mixed use inc residential (250 units) and 2ha employment	16.1	39.7	
Wonastow Road, Monmouth	DA (Policy SAH 4)	C, I	M	Mixed use inc residential (370 units) and 6.5ha employment	26.9	66.4	B
NEWPORT (LDP:Deposit Draft)							
Pirelli Site, Corporation Road	DA (Policy H4)	C, H	M	Mixed Use inc. residential (200 units) + 2ha B1	6.77	16.73	B
Monbank Sidings	DA (Policy H4)	H	M	Major housing development (575 units)	11.3	27.9	C
Whitehead Works	DA (Policy EM2 viii)	H	M	Major housing development (500 units)	10	24.7	C
Berryhill Farm	DA (Policy M1)	C, H	M	Mixed Use	20.2	50	C
Celtic Springs Business Park	DA (Policy EM1iii)	C,I	H	General Business Park	6.07	15	A
Land South of Quinn, Imperial Park	DA (Policy EM1i)	C,I	H	General Business Park / High Quality Industrial	23.07	57	B
Land South Of NGD, Imperial Park	DA (Policy EM1i)	C,I	H	General Business Park / High Quality Industrial	16.19	40	A
Tatton Farm, Queensway Meadows	DA (Policy EM1ii)	C,I	H	General Business Park / High Quality Industrial	16.19	40	A

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Solutia, Corporation Road	DA (Policy EM1iv)	C, I, L	M	Local Industrial Estate	45	111	B/C
Queensway Meadows (Nash Mead)	DA	I	L	Local Industrial Estate	2.83	7	B
Celtic Business Park, Llanwern	DA (Policy EM2i)	I	H	High Quality Industrial	40.47	100	B
Llanwern Tipping Area	DA (Policy EM2ii)	I	L	Local Industrial Estate	122	301	C
Glan Llyn (ex-Llanwern)	DA (Policy SP11)	H,C	H	Mixed use inc. residential (4,000 units)	202	500	
Llanwern Village Expansion	DA (Policy SP11)	H	M	Residential (1,100 units)	44	108	
Former Tredegar Park Golf Course	DA (Policy H12)	H	M/L	Residential (150 units)	5.2	12.8	
Former Alcan/Novelis, Rogerstone	DA (Policy EM2x)	C, H, L, P	H/M	Mixed use inc residential (780 units)	40	98	
Old Town Dock/George Street	DAZ (Policy EM2iv)	C, H, L, P	H/M	Mixed use inc residential (430 units)		66.4	B
RHONDDA CYNON TAFF (LDP:Completed)							
Llantrisant Business Park	A	I	L	Local Industrial Estate	2.02	5	B
Hepworth Business Park, Pontyclun	A	I	M	Local Industrial Estate	4.04	10	B
Coed Ely, Llantrisant	A	I	M	Local Industrial Estate / High Quality Industrial	12.95	32	B
Garth Isaf, Talbot Green	A	I	L	Local Industrial Estate	7.28	18	C
Parc Eirin, Tonyrefail	A	R, C, I, H	M	Mixed Use	8.09	20	B
Webbs Timber, Rhydfelin	A	C, I, H	L	Mixed Use	2.29	5.68	C
Cwm Cynon North, Abercynon	A	I	M	Local Industrial Estate	3.05	7.53	B
Former Clariant Site, Church Village	A	I, H	M	Local Industrial Estate	3.07	7.6	
Former Fernhill Colliery, Blaenrhondda	A (Policy NSA 5)	H	L	Residential (350-400 units)	16.1	40	C
Phurnacite Plant, Abercwmboi, Aberdare	A (Policy NSA 6)	C, H, L	M/L	Mixed Use residential (500 units) +5.9 ha business		7.6	
Robertstown, Abernant, Aberdare	A (Policy NSA 7)	C, H, L	M	Mixed use residential (500 units) + 3.7 ha business		26.9	

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Land South of Hirwaun	A (Policy NSA 8)	C, I, H	M/L	Mixed use residential (400 units) +36 ha business		34	
Former Cwm Coking Works, Beddau	A (Policy SSA 7)	C, R, H, L	M	Mixed use resi (800-950 units) +1.9 ha business		48	C
Former OCC Site, Llanilid	A (Policy NSA 10)	H	H/M	Residential (1,950-2,100 units)		6	
Talbot Green New Town Centre	A (Policy SSA 8)	R	H/M	33,400 sq m net retail and leisure		12.35	
The Ridings Tonteg, east of Station Road	A (Policy SSA 10.18)	H	M/L	Residential (500 units)	14.52	35.8	
Trane Farm, Tonyrefail	A (Policy SSA 10.2)	H	M/L	Residential (700 units)	30	74	
TORFAEN (LDP:Deposit Draft)							
Usk Vale, Pontypool	DA	C, I	M	High Quality Industrial	5.67	14	A
Sites C1, C2 Mammilad	DA	C, I	M	High Quality Industrial	3.14	7.78	A
Llantarnam Business Park	DA	C, I	H	High Quality Industrial	2.02	5	A
Kays & Kears Industrial Estate, Blaenavon	DA (Policy EET3/3)	I	L	Local Industrial Estate	5.67	14	B
The British, Talywain, Abersychan	DA (Policy SAA5)	C, H, P, H	L	Long term regeneration site, weak viability, 200 resi units proposed	72	178	C
Canalside Regeneration	DA (Policy SSA2)	H, L, C	M/L	Mixed use inc residential (150 units)	12	29	B/C
Craig-y-felin, Cwmbran	DA (Policy EET4/1)	C, I	H/M	General Business Park / High Quality Industrial	21	51.89	C
Former Ty Coch Tip, Llantarnam, Cwmbran	DA (Policy EET4/2)	C, I	M	High Quality Industrial inc hospital, resi (300 units) + 4.8ha business	14	34.59	C
Llanfrecfha, Croesyceiliog	DA	H, M	H	Secondary industrial and office park, circa 2m sq ft, planning guidance for up to 1,700 resi units	20	50	C
Mammilad, Pontypool	DA Policy SAA4)	IC, I	M				
Sebastopol	DZ (Policy SAA6)	C, H, P, H	H	Mixed use inc residential (1,200 units)	103.5	255	C
County Hall & Police HQ, Llanymrafnod	DA (Policy H1/1)	H	M	Residential (250 units)		35.8	

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Former Police College & Adjacent Land, St Dials	DA (Policy H1/2)	H	M	Residential (456 units)		74	
VALE OF GLAMORGAN (LDP: Deposit Draft)							
Cardiff Airport Business Park	DA (Policy MG12/2)	C, I	H	General Business Park	20	49	B/C
Vale Business Park, Llandow	DA (Policy MG12/10)	C, I	L	Local Industrial Estate	12.4	31	
Hayes Road, Sully	DA (Policy MG12/7)	C, I	L	Local Industrial Estate	4.8	12	B/C
Land to the south of J34, M4, Hensol	DA (Policy MG12/1)		L	Local Industrial Estate	5.67	14	B
RAF St Athan	DA (Policy MG12/3)	I	H	High Quality Industrial	20	50	B
Land fronting Millennium Way, Barry	DA	C, I	M/L	Local Industrial Estate	7.8	19.2	B
Former Ineos Land, Sully Moors Rd, Barry	DA	I	M/L	Local Industrial Estate with Heavy Industry bias	12.8	35	A/B
Phase 2, Barry Waterfront, Barry	DA (Policy MG2/1)	H	H/M	Residential (2,000 units)	48.55	120	B
St Athan	DA (Policy MG4)	C, I, H,	M/L	Mixed use inc residential (530 units) + 89 ha business	10.42	25.7	
North of Waycock Cross, Barry	DA (Policy MG2/4)	H	M/L	Residential (500 units)	25.45	63	
South of Waycock Cross, Barry	DA (Policy MG2/7)	H	M/L	Residential (210 units)	6.98	17.2	
St Athan Rd, Cowbridge	DA (Policy MG2/13)	H	M/L	Residential 100 units)	4.27	10.55	
R/o Heol-y-felin Estate, Llantwit Major	DA (Policy MG2/15)	H	L	Residential (345 units)	15.81	39	
Fort Road, Lavernock, Penarth	DA (Policy MG2/16)	H	M/L	Residential (450 units)	24.3	60	
Land adj. St Cyres, Murch Road, Dinas Powys	DA (Policy MG2/19)	H	M/L	Residential (340 units)	12.69	31	
Land south of Llandough Hill, Llandough	DA (Policy MG2/21)	H	M/L	Residential (150 units)	5.23	12.9	
Land north of railway line, Rhoose	DA (Policy MG2/23)	H	M/L	Residential (680 units)	25.82	63.8	
West of Port Road, Wenvoe	DA (Policy MG2/26)	H	M/L	Residential (150 units)	6.98	17.24	
ITV Wales site, Culverhouse Cross	DA (Policy MG2/29)	H	M	Residential (220 units)	7.13	17.6	



Appendix 2:
Schedule of Existing Major Employment
Locations Within Metro Area

Site	Existing Employment Location	Current/Planned Use(s): Retail, Commercial, Industrial/Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Importance H/M/L	Density of Development	Description	Area HA	Area Acres
BLAENAU GWENT							
Ebbw Vale Town Centre	E	R, C, H, M, P	H	H	Sub regional retail centre		
Abertillery Town Centre	E	R	L	H	District town centre		
Tredegar Town Centre	E	R, H	L	M	District town centre		
Brynmawr Town Centre	E	R	L	M	District town centre		
Rassau Industrial Estate / Crown Business Park	E	I	M	L	Large scale industrial estate		
Tafarnaubach Industrial Estate	E	I	M	L	Large scale industrial estate		
Festival Park, Ebbw Vale	E	R	M	M	Out of town factory shopping centre		
The Works, Ebbw Vale	E	I, H, M, P, A	H	M	Mixed use regeneration site with health & education projects		
BRIDGEND							
Bridgend Town Centre	E	R, C	H	H	Sub regional town centre		
Bridgend Industrial Estate	E	C, I	H	M	Large trading estate including South Wales Police HQ	60	150
Pencoed Business Park / Sony	E	C, I	H	L	Sony Technology Centre, c 800,000 sq ft	34	85
Waterton/Ewenny Industrial Estates	E	C, I	M	L	Includes Ford Engine Plant, c. 1 million sq ft plus 500,000 sq ft other occupiers		
Factory Shopping Outlet, Sarn, Bridgend	E	R	M	H	Out of town factory shopping outlet with superstore		
Maesteg Town Centre	E	R, C	M	H	Local town centre		
Porthcawl Town Centre	E	R, C, L, H	M	H	Local town centre		
Brynmynyn Industrial Estate	E	I	L	L	Secondary industrial estate		
Village Farm Industrial Estate, Pyle	E	I, R	L	L	Secondary industrial estate		

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CAERPHILLY							
Bedwas Industrial Estate	E	I	L		Large industrial estate with occupiers including General Dynamics		
Caerphilly Town Centre	E	R, C	H		District Centre		
Blackwood Town Centre	E	C, R, H, PS			District Centre		
Bargeod Town Centre	E	R, C	M	H	Local town centre		
Oakdale / Pen-y-fan Industrial Estate	E	I	M	M	Large secondary industrial estate		
Tredomen Office Park, Ystrad Mynach	E	C, PS	H	H	Out of town business park		
Pontywindy Industrial Estate, Caerphilly	E	I	L	L	Secondary industrial estate		
Pantglas Industrial Estate, Caerphilly	E	I	L	L	Secondary industrial estate		
Hawtin Park, Pontllanfraith	E	I	M	L	Large industrial estate with occupiers		
Penallta Industrial Estate, Ystrad Mynach	E	I	L	L	Secondary industrial estate		
Duffryn Industrial Estate, Ystrad Mynach	E	I	M	L	Secondary industrial estate		
CARDIFF							
Cardiff City Centre	E	R, C, H, P, A, L	H	H	UK Top 10 retail centre, cultural and administrative centre for Wales with significant office and leisure accommodation.		
Cardiff Cathays Park/Maindy Campus	E	PS, A, L	H	H	Civil service, Cardiff University, National Museum of Wales		
Cardiff Bay/Capital Waterside	E	C, R, L, P	H	H			
Butetown	E	H	M	H	Local Cardiff community		
Crwys Rd/City Rd/Albany Rd retail area	E	R, H	M	H	Local secondary retail centre & high density residential		

Site	Existing Employment Location	Current/Planned Use(s): Retail, Commercial, Industrial Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Importance H/M/L	Density of Development	Description	Area HA	Area Acres
St. Mellons Business Park	E	C, H,	M	M	Out of town business park		
Newport Road Retail & Industrial area	E	R	L	H	Low density shed based retail & some residential		
Cardiff Gate	E	C	M	M	General Business Park		
Ocean Park/Portmanmoor Rd Ind Area	E	C, I	M	M	General Business Park & High quality industrial		
Penarth Rd / Leckwith	E		M	M	Former industrial area now dominated by trade counter and auto uses		
Wentloog/Capital Business Park	E		M	M	Modern industrial estate		
Leckwith - Cardiff City Stadium & Retail	E	R, C, I, H	H	M	Football stadium and associated retail park		
Forest Farm/Greenmeadow Business Park	E	R, C, I, H	M	M	Out of town business parks including hotel andsuperstore. Includes GE Healthcare		
Butetown and Atlantic Wharf	E	R, C, H, M, P, L	M	H	Mount Stuart Square, Atlantic Wharf Leisure Park & County Hall		
Llanishen Business Park	E	R, C, I, H, P, L	M	M	Llanishen industrial area including HMRC Tax office, Tesco call centre & bakeries		
Western Avenue	E	R, C, A	M	M	Mixed use area dominated by retail and student housing		
MERTHYR							
Merthyr Town Centre	E	R, C, H, M, PS, A	M	H	Sub-regional town centre for Heads of the Valleys region		
Dowlais Bus Park	E	R, I	L	L	Retail Park & Industrial Estate inc St Merryn Meats		
Rhyd-y-car Business Park	E	C, L	M	M	General Business Park & Leisure Park		
Cyfartha Retail Park	E	R	H	M	Out of town retail park, to be expanded		
Abercanaid / Candy Hoover	E	R, C, I	M	L	Mixed use industrial and retail area inc. Candy Hoover		
Pentrebach Industrial Area	E	R, I	L	L	Industrial area including Kion / Linde		

Site	Existing Employment Location	Current/Planned Use(s): Retail, Commercial, Industrial Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Import-ance H/M/L	Density of Development	Description	Area HA	Area Acres
MONMOUTHSHIRE							
Gwent Europark, Magor	E	I	M	L	Distribution Park - Tesco (640,000 sq ft) & Wilkinson (850,000 sq ft)		
Newhouse Park, Chepstow	E	I	M	L	Distribution Park - c. 1.5 million sq ft		
Chepstow Town Centre	E	R, C, H, M, P	M	H	Local shopping centre		
Monmouth Town Centre	E	R, C, H, M, P	M	H	Local shopping centre		
Abergavenny Town Centre	E	R, C, H, M, P	M	H	Local shopping centre		
Magor Office Park & Industrial Area	E	C, I	L	L	Out of town business park and adjacent brewery		
NEWPORT							
Newport City Centre	E	R, C, A	H	H	Regional city centre, opportunity for retail and employment projects		
Llanwern Steelworks	E	I	M	L	Rolling Mill and Steelworks	404	1,000
Newport Retail Park	E	H, C, R, L	M	M	Retail & Leisure park inc superstore		
Celtic Springs	E	C, L	H	M	General Business Park inc EADS, Home Office		
Imperial Park, Newport	E	C, I	H	M	High quality industrial park, inc Quinn, NGD Datacentre		
South East Newport Industrial Area	E	I	M	L	Large secondary employment cluster predominantly industrial		
Newport Docks	E	I	M	L	Working port and associated functions	80	200
Tredegar Park office cluster	E	C	H	H	Cluster of large office users including Lloyds TSB, Patent Office, Statistics Office		

Site	Existing Employment Location	Current/Planned Use(s): Retail, Commercial, Industrial Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Import-ance H/M/L	Density of Development	Description	Area HA	Area Acres
RHONDDA CYNON TAFF							
Treforest Ind Estate	E	C	H	M	Large secondary trading estate, part re-developed	80.9	200
Pontypridd Town Centre	E	R, H, C, P	H	H	District town centre with regeneration needs		
Llantrisant Business Park	E	I	M	L	Large industrial estate, inc Royal Mint		
Aberdare Town Centre	E	R, H, C, P	M	H	District town centre		
Porth Town Centre	E	R, H, C, P	L	M	Local town centre		
Hirwaun Industrial Estate	E	I	L	L	Large secondary trading estate with energy cluster		
Llantrisant Retail Parks	E	R	M	M	Cluster of out of town retail parks, food & non-food		
Pontyclun Industrial Areas	E	C, I	L	M	Secondary industrial estates		
TORFAEN							
Pontypool Town Centre	E	R, C	M	M	Local shopping centre		
Cwmbran Town Centre	E	R, C	H	H	Sub regional shopping centre		
Llantarnam Business Park, Cwmbran	E	C	M	L	Good quality industrial estate and general business park		
Springvale Industrial Estate, Cwmbran	E	I	L	L	Local industrial estate		
Blaenavon	E	Heritage	L	L	World Heritage Site with weak town centre		
Pontyfelin / Lower Mill Industrial Area	E	C, I	M	L	Large industrial area including TRW		

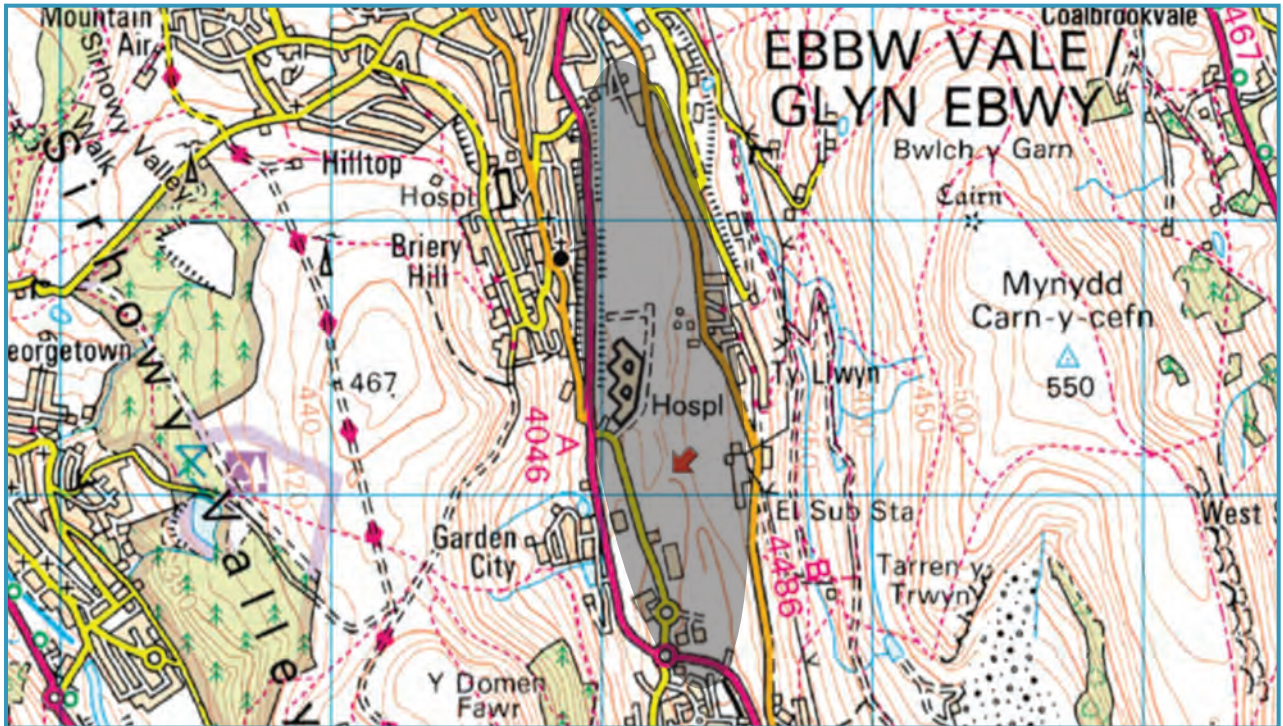
Site	Existing Employment Location	Current/Planned Use(s): Retail, Commercial, Industrial Housing, Medical/Health Public Service, Academic, P&R, Leisure	Strategic Regional Importance H/M/L	Density of Development	Description	Area HA	Area Acres
VALE OF GLAMORGAN							
Cardiff Airport	E	C	H	L	Strategic regional asset		
St Athan	E	C	M	L	Part of Aviation EZ		
Barry Town Centre	E		L	H	Local shopping centre		
Barry Docks & Heavy Industrial Area	E	C, I	M	M	Occupiers include Dow Corning, Zeon Chemicals, Centrica & Cabot		
Penarth Town Centre	E	R, H, P, M	L	H	Local shopping centre		
Culverhouse Cross Retail Parks	E	R	M	M	Cluster of out of town retail parks		
Cowbridge Town Centre	E	R, C, H, M	L	H	Local shopping centre		
Aberthaw Power Station & works	E	I	M	L	Power Station & Cement Works		



Appendix 3: Summary Data Sheets for each Strategic Site

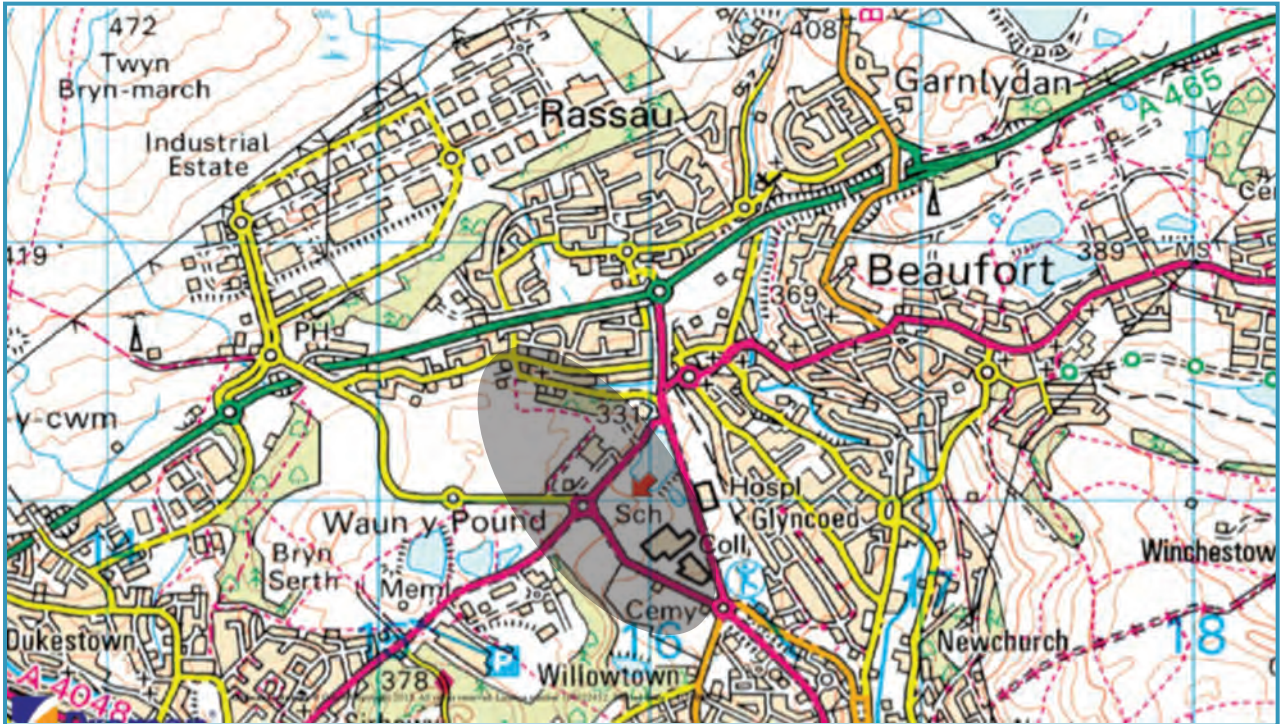
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Blaenau Gwent</p> <p>The Works, Blaenau Gwent</p>	<p>Ref: 1</p>
<p>Size:</p>	<p>The total master-plan relates to 72 ha (180 acres. The employment element is 12 ha (30 acres).</p>	
<p>Location/Access:</p>	<p>The site is situated to the immediate south east of Ebbw Vale town centre. The A465 Heads of the Valleys trunk road is located two miles to the north and is currently subject to an upgrade programme to dual carriageway.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>The site is served by the Ebbw Vale line with the existing station at the southern end of the site at Ebbw Vale Parkway (~1 mile from Ebbw Vale Town). Currently no direct link to Newport which hinders economic development potential of both Newport and Ebbw Vale</p> <p>An extension to the northern end of the site, with closer proximity to the town centre, has been announced.</p>	
<p>Existing Planning Context:</p>	<p>Allocated mixed use site (Policy MU2).</p>	
<p>Existing Development:</p>	<p>Brownfield regeneration site. The learning campus, hospital and Gwent Archives project have all been completed.</p>	
<p>Proposed Planning Context:</p>	<p>As above.</p>	
<p>Potential Development:</p>	<p>Proposed mixed use development of: <i>“new hospital, learning zone, leisure centre, playing pitches, arts centre, approximately 520 homes, business hub, family history visitor centre, environmental resource centre and wetland park”</i>.</p> <ul style="list-style-type: none"> • 96 bed local hospital (delivered). • Employment – 5 ha. • Residential – 520 homes. 	
<p>Ownership:</p>	<p>Public sector.</p>	
<p>EU Funding Status:</p>	<p>Top tier.</p>	
<p>Market Commentary:</p>	<p>Ebbw Vale is a key centre in the Heads of the Valleys region although it is characterised by relatively weak private sector demand, particularly in retail and services sector.</p> <p>Ebbw Vale steelworks closed in 2001/2. The Ebbw Vale railway line to Cardiff re-opened in 2008.</p>	
<p>Remarks:</p>		

Location Plan for: The Works, Blaenau Gwent



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Blaenau Gwent</p> <p>Northern Gateway, Ebbw Vale</p>	<p>Ref: 2</p>
<p>Size:</p>	<p>78 hectares (192 acres).</p>	
<p>Location/Access:</p>	<p>The site is located north of Ebbw Vale town centre and in close proximity to the A465 Heads of the Valleys Road, which is currently subject to an upgrade to dual carriageway status.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>The extension of the Ebbw Vale line will bring a station to within 3km of the site.</p>	
<p>Existing Planning Context:</p>	<p>Allocated mixed use site (Policy MU1).</p>	
<p>Existing Development:</p>	<p>Mainly vacant land.</p>	
<p>Proposed Planning Context:</p>	<p>As above.</p>	
<p>Potential Development:</p>	<p>Proposed mixed use development of: <i>“805 homes, a commercial hub, road side services, employment, a strategic mixed use employment site and a network of green links”</i>.</p> <ul style="list-style-type: none"> • Strategic mixed use at Rhyd y Blew • 29.8 ha of which 13.2 ha developable • Employment and road side at Bryn Serth • 22.8 ha of which 10.5 ha developable 	
<p>Ownership:</p>	<p>Public sector.</p>	
<p>EU Funding Status:</p>	<p>Top tier.</p>	
<p>Market Commentary:</p>	<p>An area where there is only limited private sector developer interest, although recognised as an emerging regional centre within the context of the Heads of the Valleys sub-region.</p>	
<p>Remarks:</p>		

Location Plan for: Northern Gateway, Ebbw Vale



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Bridgend</p> <p>Bridgend Industrial Estate, Bridgend</p> <p style="text-align: right;">Ref: 3</p>
<p>Size:</p>	<p>79 hectares (197 acres).</p>
<p>Location/Access:</p>	<p>The estate is located two miles west of Junction 35 (Pencoed) of the M4 motorway and one mile east of Bridgend town centre.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>The South Wales main railway line runs to the north of the estate, along the full length of the estate and there is the potential for a new station at Brackla.</p>
<p>Existing Planning Context:</p>	
<p>Existing Development:</p>	<p>A large industrial estate with a range of employment uses including limited retail, leisure and office accommodation.</p>
<p>Proposed Planning Context:</p>	<p>Recognition of core employment status. There are 6.46 ha (16 acres) of vacant development sites on the estate.</p>
<p>Potential Development:</p>	<p>Regeneration of existing employment site. To the south of Bridgend Industrial Estate is Parc Afon Ewenny where up to 50 acres is allocated for 550 homes.</p>
<p>Ownership:</p>	<p>Predominantly private sector (estate under offer to Threadneedle Asset Management as at August 2013).</p>
<p>EU Funding Status:</p>	
<p>Market Commentary:</p>	<p>Bridgend is dominated by its existing industrial base with a number of large manufacturers. There is significant daily inward migration and both freight and commuter traffic is mainly road based.</p>
<p>Remarks:</p>	

Location Plan for: Bridgend Industrial Estate, Bridgend



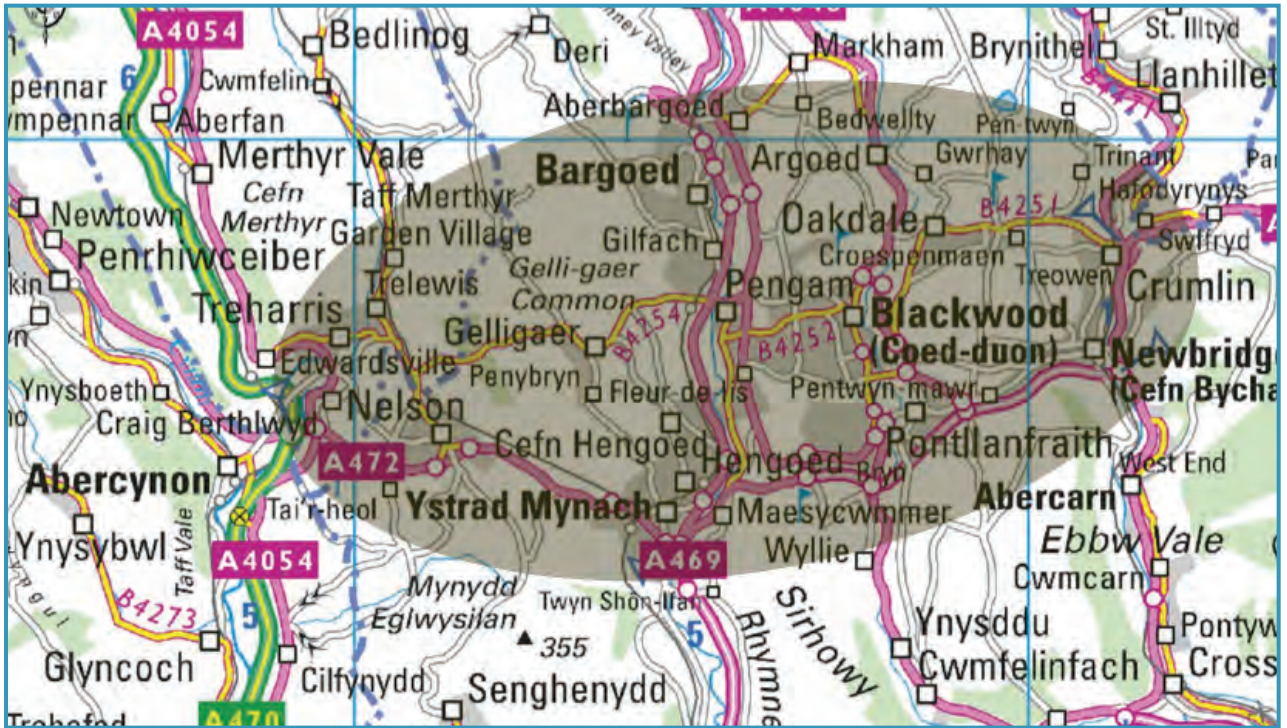
<p>Local Authority: Site/Address:</p>	<p>Caerphilly Caerphilly Town Centre</p> <p style="text-align: right;">Ref: 4</p>
<p>Size:</p>	
<p>Location/Access:</p>	<p>Located eight miles north of Cardiff, Caerphilly lies at the base of the Rhymney Valley. The A468/A469 links to the A470 dual carriageway.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>The town is served by Caerphilly station and the recently improved Aber Station in Trecenydd; Energlyn station under construction. Already good connectivity north-south along Rhymney line with good bus integration; potential for additional Cardiff service.</p> <p>Further stations on the Rhymney Valley Line can improve the catchment area for Caerphilly.</p>
<p>Existing Planning Context:</p>	<p>Policy CM3 seeks to protect a “primary area for Caerphilly Principal Town Centre”.</p> <p>Local Development Plan adopted 23 November 2010.</p>
<p>Existing Development:</p>	<p>Existing sub-regional town centre with significant heritage aspect (Caerphilly Castle). A study of Caerphilly Town Centre in 2010 identified 239 no. commercial properties including 109no. A1 (Shops), 30no. A2 (Financial/Professional), 28no. A3 (Leisure/Food) and 14no. Sui Generis (e.g. Amusement Arcade).</p>
<p>Proposed Planning Context:</p>	
<p>Potential Development:</p>	
<p>Ownership:</p>	<p>Diverse private sector ownership.</p>
<p>EU Funding Status:</p>	<p>Top Tier.</p>
<p>Market Commentary:</p>	<p>Market town with its centre having undergone a major redevelopment in the 1990s with the development of Castle Court Shopping Scheme. The vibrancy of the town centre, particularly on Cardiff Road, has declined in recent years.</p>
<p>Remarks:</p>	

Location Plan for: Caerphilly Town Centre



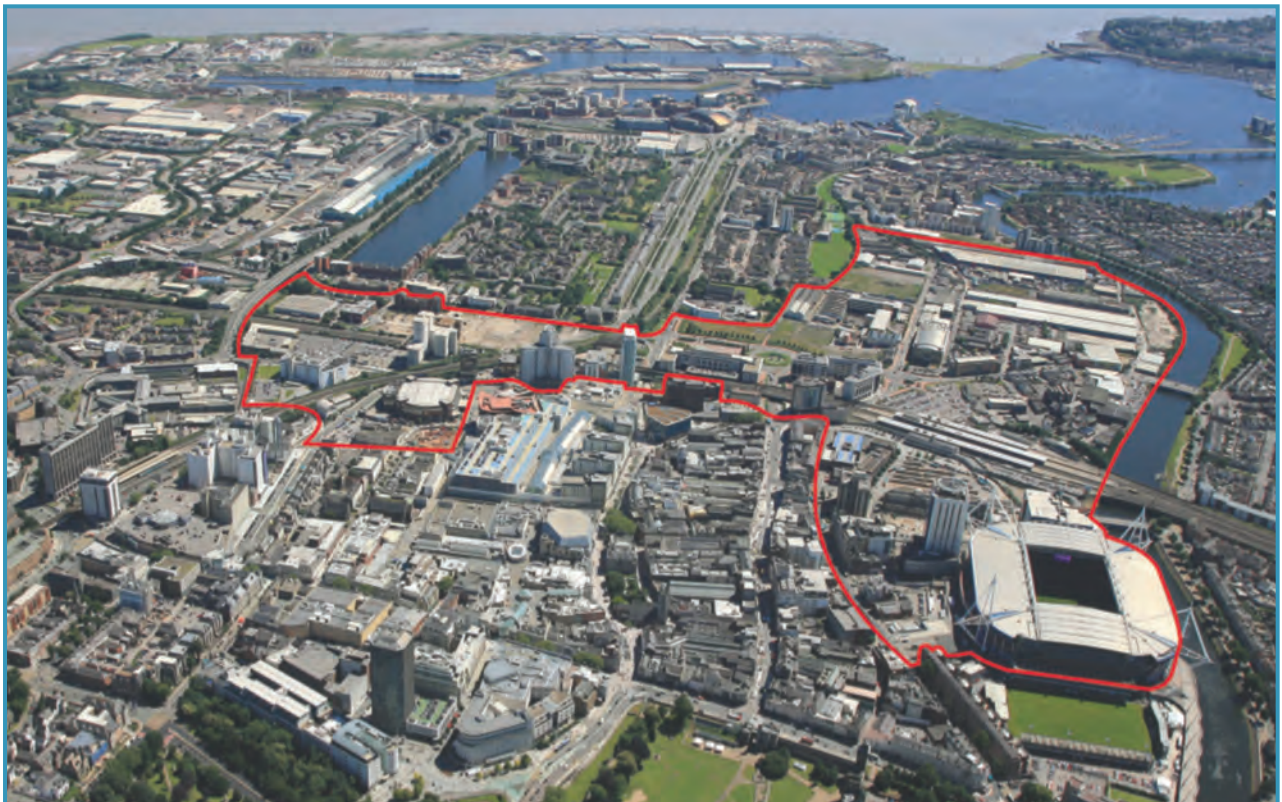
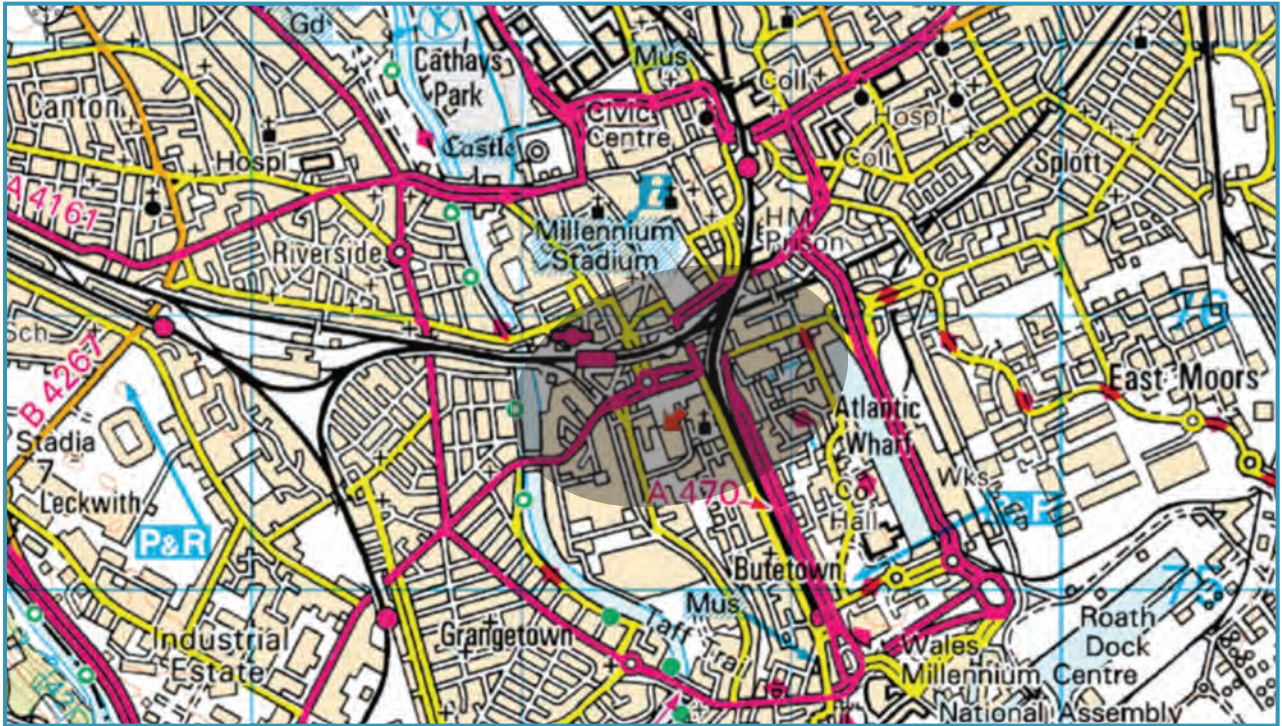
<p>Local Authority: Site/Address:</p>	<p>Caerphilly Ref: 5 Blackwood/Ystrad Mynach/Nelson Corridor</p>
<p>Size:</p>	<p>No specific site identified.</p>
<p>Location/Access:</p>	<p>Located five miles north of Caerphilly, Ystrad Mynach is situated at the junction of the A469 Lower Rhymney Valley dual carriageway and the A472 Cross Valleys Link.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>The area is served by Ystrad Mynach station. Indeed, Blackwood is not connected to rail network and there are opportunities for a bus rapid transit network across the Valleys from Pontypool to Abercynon.</p> <p>The Nelson corridor may be served by bus rapid transit or rail network using the existing minerals line. There is the opportunity for significant residential development in this area.</p>
<p>Existing Planning Context:</p>	<p>Ystrad Mynach is identified in the LDP as part of the Northern Connections Corridor (NCC), an 'area of growth', centred along the A472 mid Valleys corridor. Caerphilly Local Development Plan was adopted 23 November 2010.</p>
<p>Existing Development:</p>	<p>The Northern Connections Corridor is identified as having two complementary centres of growth, being Ystrad Mynach and Blackwood.</p> <p>Ystrad Mynach is home to the Council's headquarters at Tredomen Business Park, a Further Education college and new hospital.</p>
<p>Proposed Planning Context:</p>	<p>A major employment centre is proposed at Ty Du on the southern periphery of Nelson. This site is 18.8 ha (46 acres).</p>
<p>Potential Development:</p>	<p>Enhancement of its role, or public services, complementary development around the new hospital and development of Ty Du Business Park for B1 development).</p>
<p>Ownership:</p>	<p>Mixed public/private.</p> <p>Ty Du owned by Welsh Government.</p>
<p>EU Funding Status:</p>	<p>Top Tier.</p>
<p>Market Commentary:</p>	<p>The mid Valleys sub region has been one of the strongest areas of growth within the Valleys with relatively strong road communications and a cluster of predominantly public sector projects based at Tredomen Business Park).</p>
<p>Remarks:</p>	

Location Plan for: Blackwood/Ystrad Mynach/Nelson Corridor



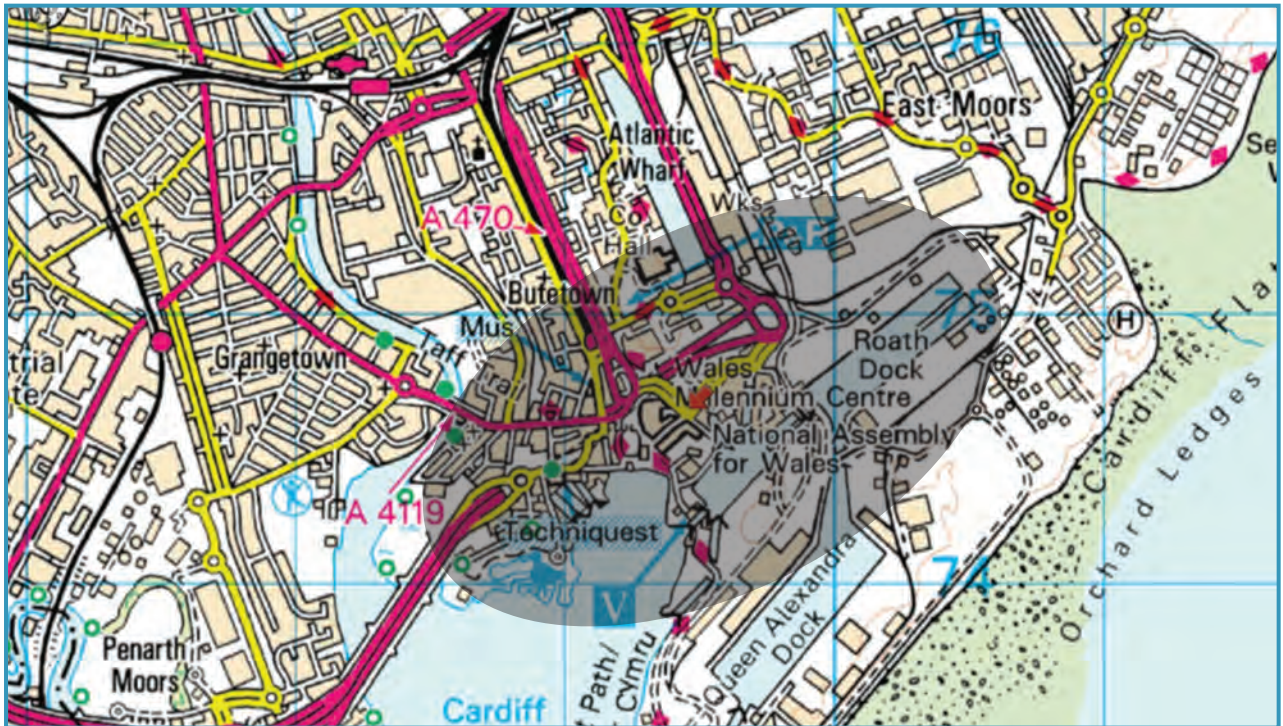
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Cardiff</p> <p>Central Cardiff Enterprise Zone (CCEZ)</p>	<p>Ref: 6</p>
<p>Size:</p>	<p>56 hectares (140 acres).</p>	
<p>Location/Access:</p>	<p>Located immediately to the south of Cardiff City Centre.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>The area is centred upon Cardiff central station and there is the opportunity to increase the catchment area of CCEZ.</p>	
<p>Existing Planning Context:</p>	<p>Predominantly existing employment zone including Callaghan Square, Cardiff LDP is draft and scheduled for adoption in 2015.</p>	
<p>Existing Development:</p>		
<p>Proposed Planning Context:</p>	<p>A major employment led initiative including a Regional Transport Hub together with other mixed uses to fulfil Cardiff's role as economic driver of the City region.</p>	
<p>Potential Development:</p>	<p>The CCEZ Board has set out an ambition for one million sq ft of new office floorspace with an initial 80,000 sq ft under development at Capital Quarter with a second phase of a similar size planned. In addition, a further 10,000 sq ft may be developed speculatively by Welsh Government at Callaghan Square.</p>	
<p>Ownership:</p>	<p>A mixture of public and private sector.</p> <p>Callaghan Square development site owned by Welsh Government.</p>	
<p>EU Funding Status:</p>		
<p>Market Commentary:</p>	<p>A strong commercial proposition with proximity to Central Station and new St David's Shopping Centre. There is already significant office accommodation developed in the zone with key occupiers including Lloyds TSB, Eversheds and Centrica. However, there is a lack of new speculative office development due to a lack of developer confidence and increased funding issues.</p>	
<p>Remarks:</p>		

Location Plan for: Central Cardiff Enterprise Zone (CCEZ)



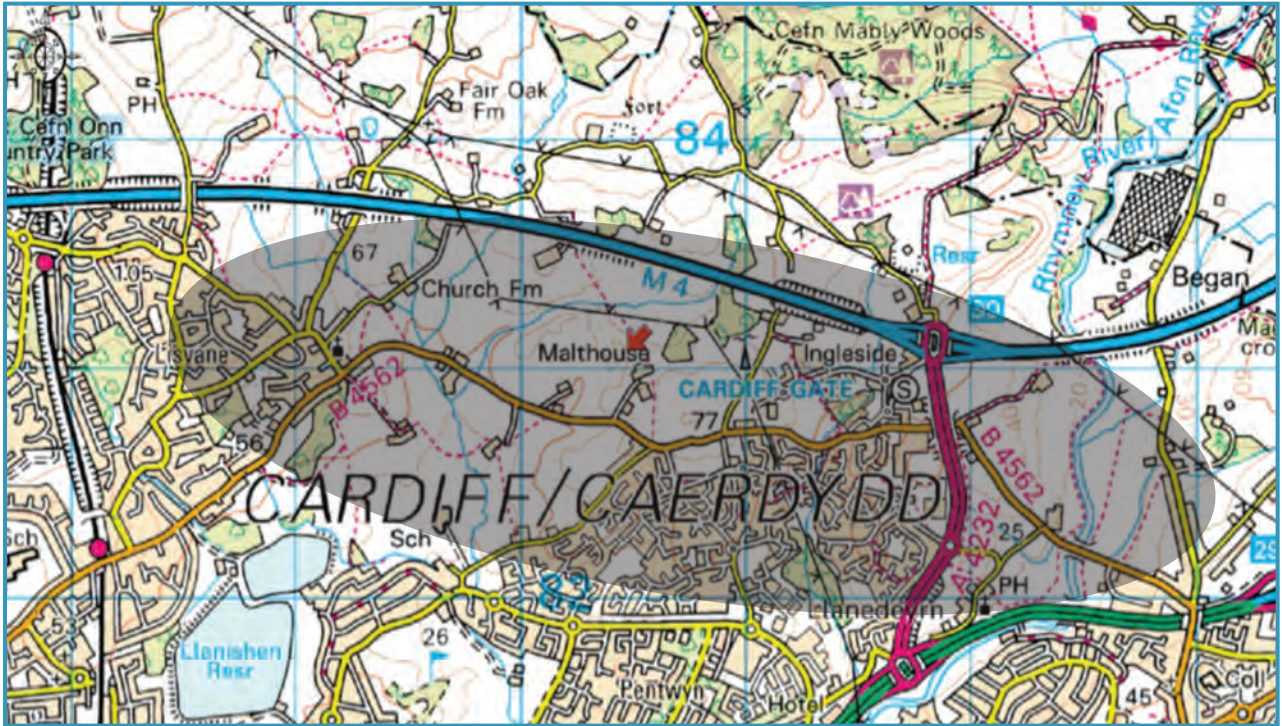
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Cardiff</p> <p>Cardiff Bay</p>	<p>Ref: 7</p>
<p>Size:</p>	<p>Cardiff Bay</p>	
<p>Location/Access:</p>	<p>Located one mile south of Cardiff City Centre and encompassing Roath Basin. The area is served by the Peripheral Distribution Road (PDR) which has been completed to the west. The construction of the Eastern Bay Link from the Queens Roundabout to the Foreshore/Heliport has recently been announced by Welsh Government.</p> <p>A further site across the bay at the "Sports Village" site is also being developed for a range of mixed use, sports and residential, which requires better regional connectivity.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>The central bay area, including Senedd and Wales Millennium Centre, is served by Cardiff Bay station which links into Cardiff Queen Street Station and not Cardiff Central Station. The majority of Roath Basin is more disconnected, as is the Sports Village site, which has limited rail network access at Cogan via Pont y werin Bridge.</p>	
<p>Existing Planning Context:</p>	<p>Predominantly existing employment zone including Callaghan Square, Cardiff LDP is draft and scheduled for adoption in 2015.</p>	
<p>Existing Development:</p>		
<p>Proposed Planning Context:</p>	<p>Central Bay area is a focus for Government, leisure, retail, employment and residential uses.</p>	
<p>Potential Development:</p>	<p>Land at Porth Teigr is identified in the draft LDP as a growth location for media and creative industries.</p> <p>The Bay Business Area is identified in the draft LDP as a focus for Government, tourism and leisure development and should enhance the water front as an attractive and diverse mixed use location, also with significant residential opportunity.</p>	
<p>Ownership:</p>	<p>A mixture of public and private sector.</p> <p>Aviva is the dominant landowner of Capital Waterside.</p>	
<p>EU Funding Status:</p>		
<p>Market Commentary:</p>	<p>An area of strong commercial demand.</p> <p>Cardiff Bay Development Corporation ran from 1987 to 2000 and promoted the wider regeneration of the Bay including construction of the Barrage.</p>	
<p>Remarks:</p>		

Location Plan for: Cardiff Bay



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Cardiff</p> <p>Cardiff, North East Expansion</p>	<p>Ref: 8</p>
<p>Size:</p>	<p>Not known.</p>	
<p>Location/Access:</p>	<p>Located to the north east of the City Centre, centred on the settlement of Lisvane and Pontprennau. The area is well served by roads including A48 and the Pontprennau link road, but not by rail.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>There is no rail access to the main development sites. The nearest station is Llanishen.</p>	
<p>Existing Planning Context:</p>	<p>The draft LDP identifies the following key strategic sites in North East Cardiff for approximately 5,800 homes as follows:</p> <ul style="list-style-type: none"> • North East of Cardiff' (West of Pontprennau) 4,500 homes • East of Pontprennau link road' 1,300 homes 	
<p>Existing Development:</p>	<p>Mainly greenfield.</p>	
<p>Proposed Planning Context:</p>		
<p>Potential Development:</p>	<p>North East Cardiff (West of Pontprennau) : 4,500 homes</p> <p>East of Pontprennau Link Road : 1,300 homes</p> <p>A comprehensive development of mainly residential, employment and community led uses.</p>	
<p>Ownership:</p>	<p>Mainly private sector.</p>	
<p>EU Funding Status:</p>	<p>Nil.</p>	
<p>Market Commentary:</p>	<p>Anticipated strong demand from mainstream house-builders.</p>	
<p>Remarks:</p>		

Location Plan for: North East Expansion, Cardiff



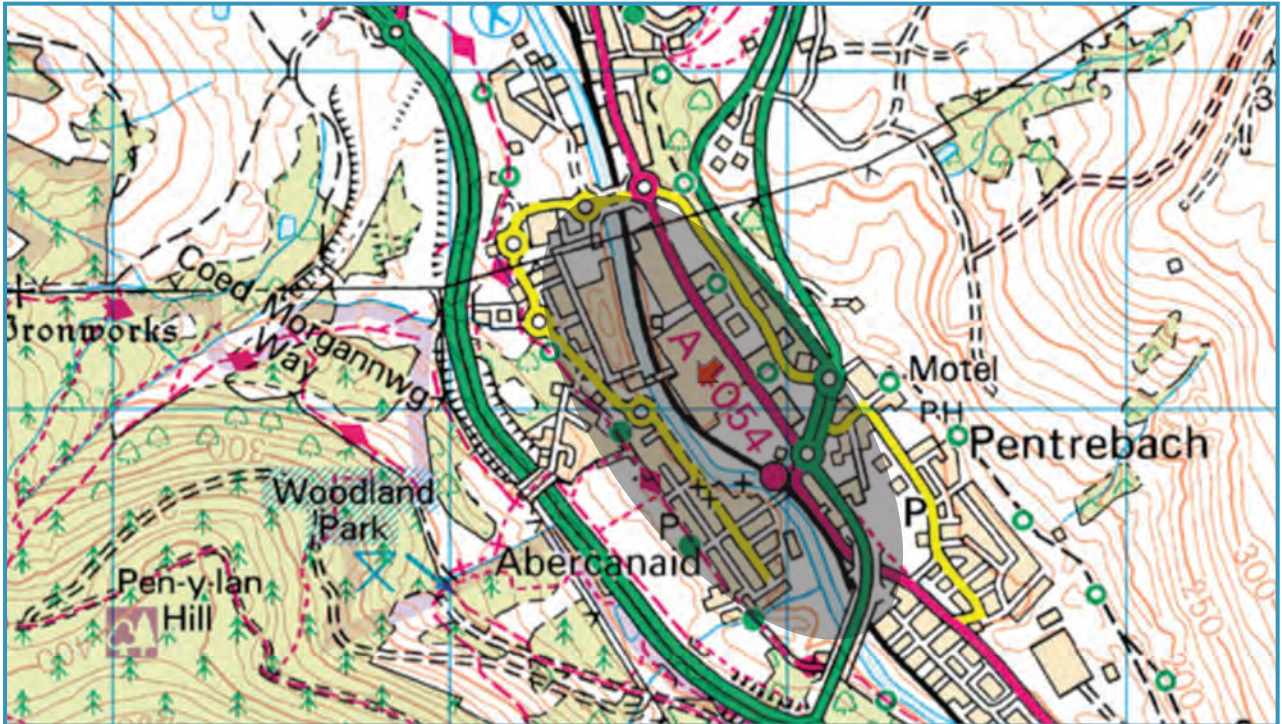
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Cardiff</p> <p>Cardiff, North West Cardiff</p>	<p>Ref: 9</p>
<p>Size:</p>	<p>Land north west of Cardiff: 57 ha (140 acres).</p> <p>Land north of J33, M4: 41 ha (101 acres).</p>	
<p>Location/Access:</p>	<p>Located between Llantrisant Road and the M4 motorway and northwards to north of J33 of the M4 motorway.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>Currently no rail provision, however there is the opportunity to re-open a rail corridor on the disused Fairwater - Creigiau rail line.</p>	
<p>Existing Planning Context:</p>	<p>The draft LDP identifies the following key strategic sites in North West Cardiff: 'North West Cardiff', 'Land north of J33, M4' and "south of Creigiau".</p>	
<p>Existing Development:</p>	<p>Mainly greenfield.</p>	
<p>Proposed Planning Context:</p>		
<p>Potential Development:</p>	<p>Comprehensive development of approximately 7,000-7,500 homes to include employment and other community uses.</p> <p>The North West Cardiff: 5,000 homes.</p> <p>North of J33, M4: 2,000 homes.</p> <p>South of Creigiau: 650 homes.</p> <p>Business Park at J33, Park and Ride.</p>	
<p>Ownership:</p>	<p>Private sector.</p>	
<p>EU Funding Status:</p>	<p>Transport investment, if linked to growth of Rhondda Cynon Taff, could secure support.</p>	
<p>Market Commentary:</p>	<p>Anticipated strong demand from mainstream house-builders.</p>	
<p>Remarks:</p>	<p>NW Expansion fundamental linked to enhanced PT access to area, more detailed work already undertaken by Cardiff CC for their LDP.</p> <p>This development is linked to development at Llantrisant/Talbot Green in RCT.</p>	

Location Plan for: North West Cardiff



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Merthyr Tydfil</p> <p>Pentrebach, Merthyr</p>	<p>Ref: 10</p>
<p>Size:</p>	<p>20 ha (50 acres)</p>	
<p>Location/Access:</p>	<p>Located one mile south of Merthyr Tydfil town centre, Pentrebach and Abercanaid offer a mixed use industrial and residential location. The A470 dual carriageway is located within one mile, leading directly to Junction 33 of the M4 and Cardiff beyond. The A465 Heads of the Valleys Road is three miles to the north.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>The area is served by Pentrebach station with the terminus station in Merthyr Tydfil town centre being located one mile to the north.</p>	
<p>Existing Planning Context:</p>	<p>Existing employment site.</p> <p>Merthyr Tydfil Local Development Plan adopted 25 May 2011.</p>	
<p>Existing Development:</p>	<p>To the east of the River Taff is the Candy Hoover factory where production ceased in 2008/9. This complex comprises 60,300 sq m (650,000 sq ft) on 12.1 ha (30 acres).</p> <p>To the west of the River Taff is the Ardagh Packaging 'Dragon Parc' facility which is currently on the market comprising 31,100 sq m (335,000 sq ft) on 8.5 ha (21 acres).</p>	
<p>Proposed Planning Context:</p>		
<p>Potential Development:</p>	<p>Potential residential development to the east of the river and opportunity for wider master planning if more housing is viable to industrial zone west of river and to open existing allocations in Abercanaid. Could be integrated with a major park and ride.</p>	
<p>Ownership:</p>	<p>Private sector.</p>	
<p>EU Funding Status:</p>	<p>Top Tier.</p>	
<p>Market Commentary:</p>	<p>Merthyr Tydfil suffers from relatively weak economic demand although does fulfil a key strategic role at the centre of the Heads of the Valleys region. Hoover opened 1948. Dragon Parc constructed 1986.</p>	
<p>Remarks:</p>		

Location Plan for: Pentrebach, Merthyr



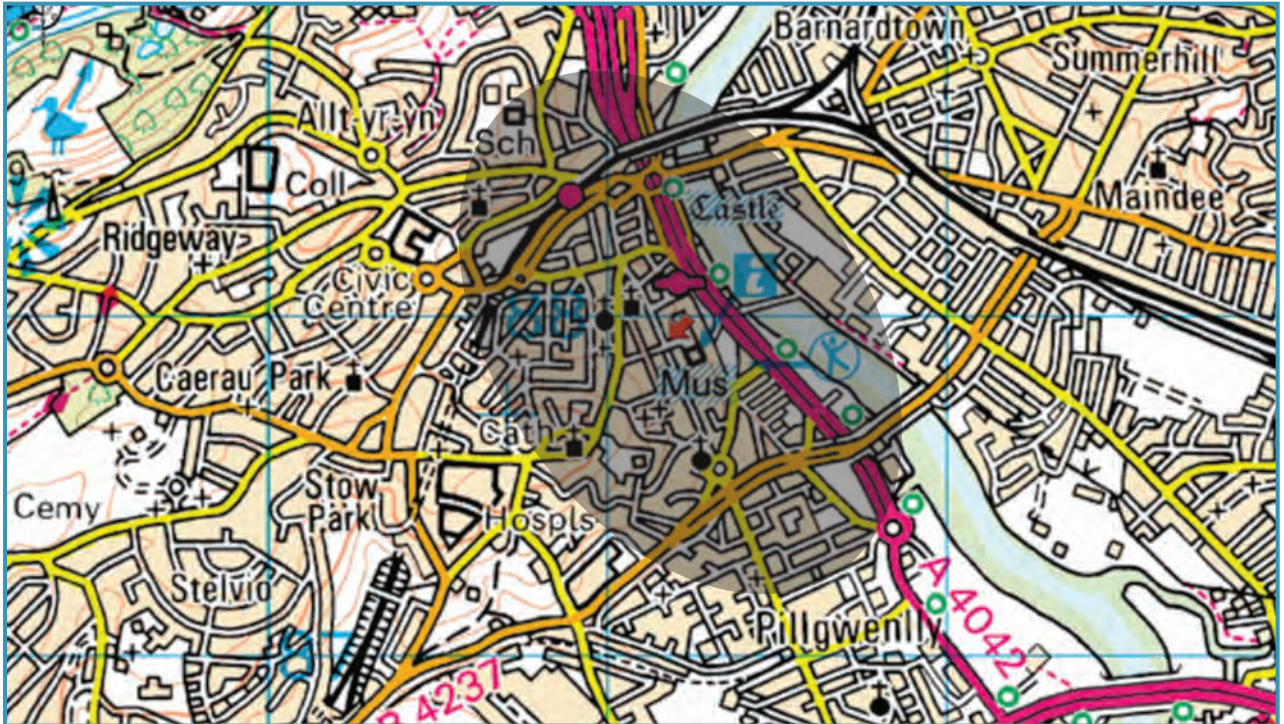
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Monmouthshire</p> <p>Fairfield Mabey Site, Chepstow</p>	<p>Ref: 11</p>
<p>Size:</p>	<p>16.1 ha (40 acres)</p>	
<p>Location/Access:</p>	<p>Chepstow is located in eastern Monmouthshire, two miles north of the M48 and original Severn Bridge.</p> <p>The subject site suffers from poor local access being located between the river and railway line.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>Chepstow is served by its own train station which lies adjacent to the town centre.</p>	
<p>Existing Planning Context:</p>	<p>Policy SAH3 of the Draft LDP allocates the site for a mixes use residential and employment led development.</p>	
<p>Existing Development:</p>	<p>Currently a large civil engineering yard; Fairfield Mabey is best known for making bridge sections.</p>	
<p>Proposed Planning Context:</p>		
<p>Potential Development:</p>	<p>240no. residential dwellings.</p> <p>3 ha (7.5 acres) of serviced land for industrial or business related development.</p>	
<p>Ownership:</p>	<p>Private sector.</p>	
<p>EU Funding Status:</p>	<p>Nil.</p>	
<p>Market Commentary:</p>	<p>Chepstow is an attractive town in Monmouthshire. The subject site suffers from poor local access. However, the development of the site would remove a large industrial works which is incompatible to this market town.</p>	
<p>Remarks:</p>		

Location Plan for: Fairfield Mabey Site, Chepstow



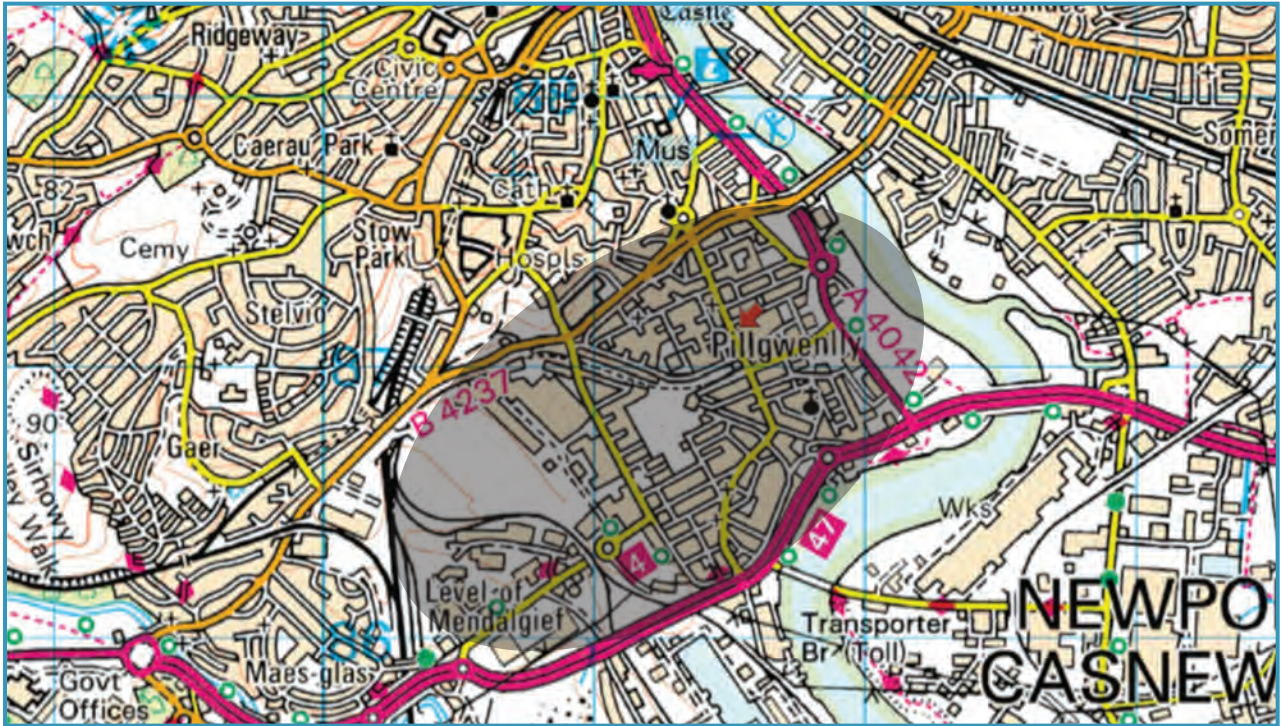
<p>Local Authority: Site/Address:</p>	<p>Newport City Centre, Newport</p> <p style="text-align: right;">Ref: 12</p>
<p>Size:</p>	<p>The City Centre runs from the River Usk in the west to Stow Hill in the east and northwards to the railway line and southwards to George Street.</p>
<p>Location/Access:</p>	<p>Situated south of the M4 motorway, Newport is served by five motorway junctions (24-28) and benefits from the Southern Distributor Road. An M4 relief motorway is planned to run south of the City.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>Newport train station is located on the South Wales mainline and at its junction with the line to Hereford and the Midlands.</p> <p>More limited public transport access to the southern end of city centre.</p>
<p>Existing Planning Context:</p>	<p>Existing retail, residential, commercial and leisure location.</p> <p>Welsh Government Task Force is reviewing the potential to assist the economic regeneration/development of Newport City Centre, continuing the work of Newport Unlimited, an urban regeneration company.</p>
<p>Existing Development:</p>	<p>Retail centre based on Commercial Street and Kingsway Shopping Centre; Newport Market and various fringes of centre residential leisure, academic and cultural development. The primary employment locations within Newport have been based out of town, around Langstone and Imperial Park. The growth of Newport Retail Park, Spytty Road, has been to the detriment of the City Centre whilst nearby Cwmbrian town centre offers free parking and an attractive alternative location for shoppers.</p> <p>On-going development of new office scheme for Admiral Insurance.</p>
<p>Proposed Planning Context:</p>	<p>The LDP describes the City Centre as under-performing and seeks to promote redevelopment that will enhance the provision of retail facilities.</p>
<p>Potential Development:</p>	<p>Reinvigorated retail redevelopment plans (Friars Walk Shopping Centre) and intensification of existing City Centre uses. In addition, there is the opportunity for stronger transport links through the City Centre, particularly to the south.</p>
<p>Ownership:</p>	<p>Mixed ownership.</p>
<p>EU Funding Status:</p>	
<p>Market Commentary:</p>	<p>Newport has suffered from a lack of investment in its City Centre and its weaker retail position than neighbouring Cardiff, Cwmbrian and Bristol. Increased accessibility and a wider catchment of population could benefit the City.</p>
<p>Remarks:</p>	

Location Plan for: City Centre, Newport



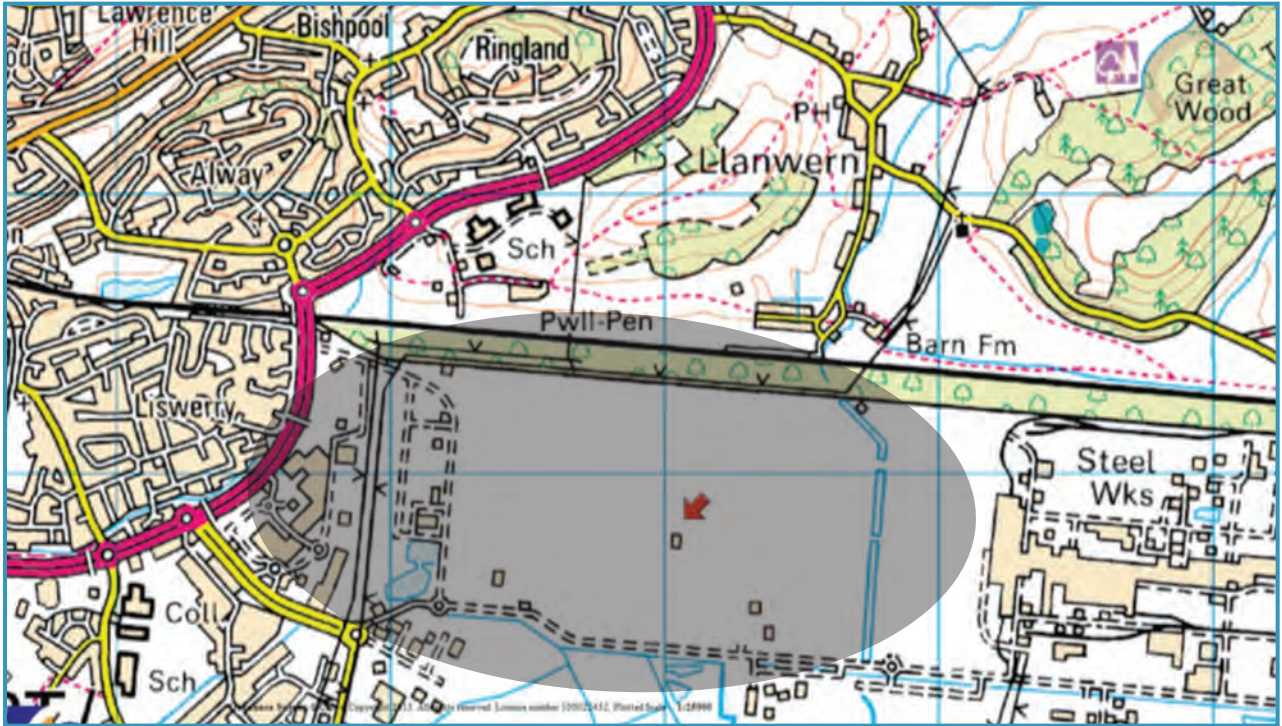
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Newport</p> <p>Pill/South Newport</p>	<p>Ref: 13</p>
<p>Size:</p>	<p>N/A.</p>	
<p>Location/Access:</p>	<p>Located one mile south of Newport City Centre, based on Commercial Road, Pill. This area of Newport has benefited from increased accessibility following the opening of the Southern Distributor Road.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>One mile south of Newport train station so limited access to the rail network.</p>	
<p>Existing Planning Context:</p>	<p>Existing mixed use.</p>	
<p>Existing Development:</p>	<p>Mixed use residential and retail area with increased commercial development along the riverbank and Docks Way.</p>	
<p>Proposed Planning Context:</p>	<p>Further mixed use development along the river bank and Docks Way and regeneration of Pill area. To the west, the former Whitehead Steelworks and Mon Bank Sidings are to be developed for residential (Redrow).</p>	
<p>Potential Development:</p>	<p>Improved transport links between Central Station and Coedkernew area could aid development of this location.</p>	
<p>Ownership:</p>	<p>Mixed public and private.</p>	
<p>EU Funding Status:</p>	<p></p>	
<p>Market Commentary:</p>	<p>South Newport is a secondary suburb of Newport with limited demand for new development. However, to the east and west are Docks Way and the former Whitehead Steelworks/Mon Bank Sites which offer new development opportunities for mixed use and residential respectively.</p>	
<p>Remarks:</p>	<p></p>	

Location Plan for: Pill/South Newport



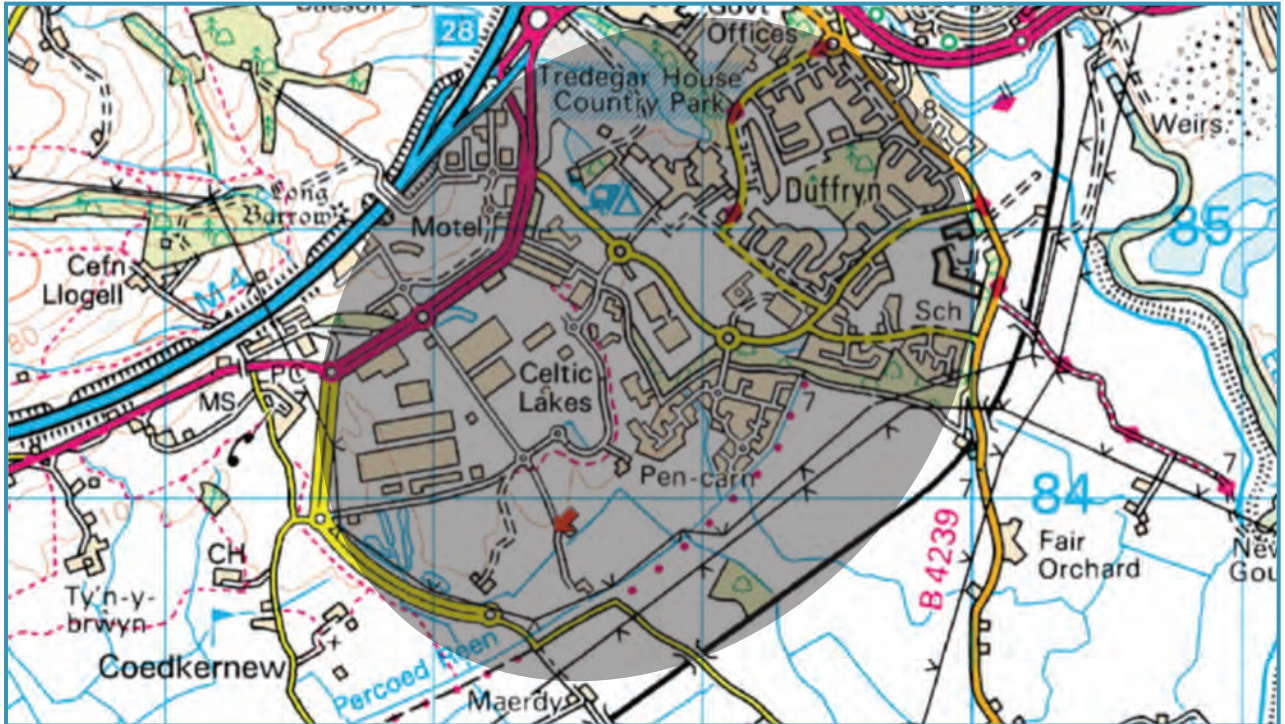
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Newport</p> <p>Glan Llyn/Celtic Business Park, Newport</p>	<p>Ref: 14</p>
<p>Size:</p>	<p>242 ha (600 acres)</p>	
<p>Location/Access:</p>	<p>Located three miles south east of Newport City Centre, the site will benefit from the re-opening of the Queensway dual carriageway as a public road, through Llanwern Steelworks to junction 32 (Magor) of the M4.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>No existing rail access, however, plans/potential to open a new park and ride on the mainline/relief lines, located immediately to the north of the site.</p>	
<p>Existing Planning Context:</p>	<p>Masterplan agreed for 4,250 residential units and 40.4 ha (100 acres) of employment land, the latter known as Celtic Business Park.</p>	
<p>Existing Development:</p>	<p>Brownfield. Persimmon on site developing first phase of residential (307 units).</p>	
<p>Proposed Planning Context:</p>	<p>As above.</p>	
<p>Potential Development:</p>	<p>As master plan; rail access connectivity could allow accelerated take up of residential and commercial development together with potentially greater density of development around the park and ride station.</p>	
<p>Ownership:</p>	<p>St Modwen Developments Ltd.</p>	
<p>EU Funding Status:</p>	<p></p>	
<p>Market Commentary:</p>	<p>The sites form the western end of Llanwern Steelworks which became surplus in 2001/2 following the end of steelmaking at Llanwern. Tata Steel retains a significant presence to the east, where it continues to occupy a large site.</p>	
<p>Remarks:</p>	<p>Also possible to link with potential development north of the railway line at Llanwern village.</p>	

Location Plan for: Glan Llyn/Celtic Business Park, Newport



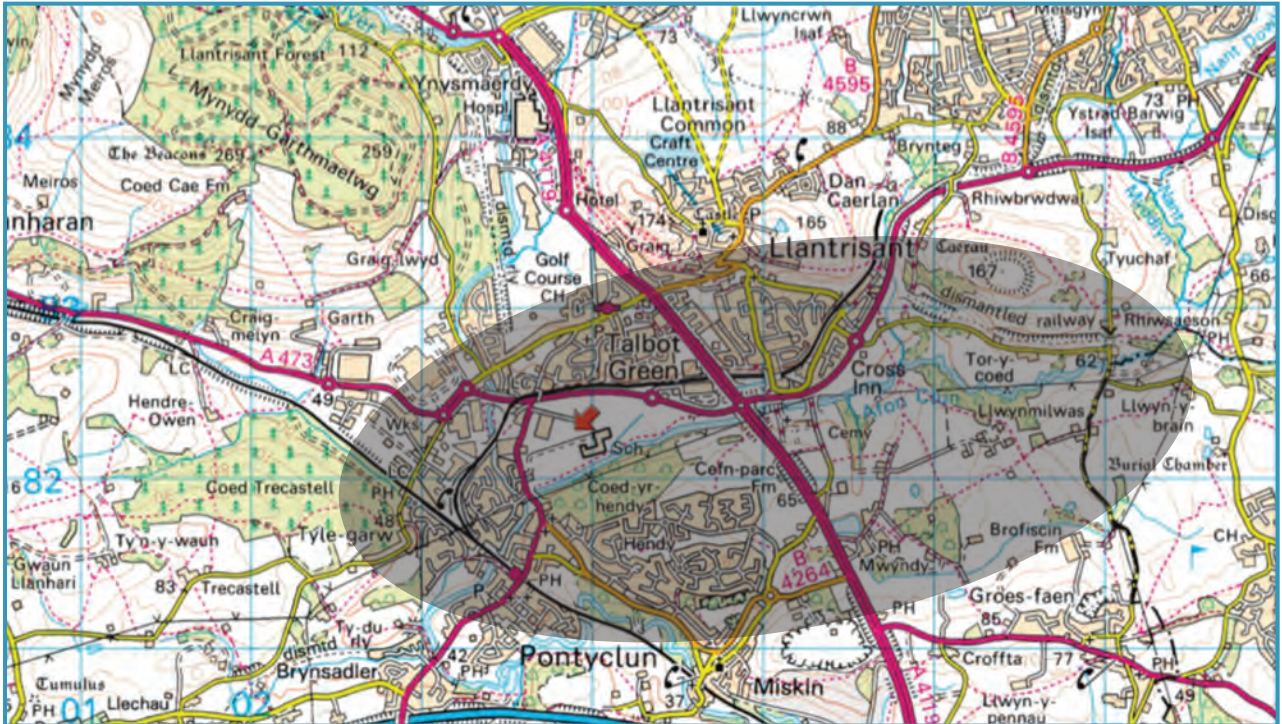
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Newport Ref: 15</p> <p>Duffryn/Celtic Lakes Business Park, Newport</p>
<p>Size:</p>	<p>Circa 80 hectares (280 acres).</p>
<p>Location/Access:</p>	<p>Located two miles south west of Newport City Centre, the business parks at Celtic Lakes, Celtic Springs and Imperial Park form a large employment zone accessed from Junction 28 of the M4 motorway. Duffryn is an existing residential suburb which has expanded in recent years.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>None at present.</p> <p>There is the opportunity to construct a new station at Coedkernew, to the south of Duffryn and Celtic Springs. Current public transport provision is somewhat limited due to the low density of previous development.</p>
<p>Existing Planning Context:</p>	<p>Duffryn is a mainly residential suburb.</p> <p>Celtic Springs is a strategic employment location.</p>
<p>Existing Development:</p>	<p>Celtic Springs is dominated by the 222,000 sq m (2.4 million sq ft) former LG Electronics complex which is now mainly reoccupied by a data centre and a range of manufacturing and distribution companies.</p>
<p>Proposed Planning Context:</p>	
<p>Potential Development:</p>	<p>It will be important to align any development with the proposals for a new M4 relief road which is likely to run south of Newport in close proximity to this area.</p> <p>There is also potential to consider a new station on the main/relief lines and increase the density of development across the entire site through stronger public transport links. A new station could be combined with a park and ride facility.</p>
<p>Ownership:</p>	<p>Significant areas of development land owned by Welsh Government and Newport City Council.</p>
<p>EU Funding Status:</p>	
<p>Market Commentary:</p>	<p>Newport has significant economic activity in the subject area with occupiers including EADS (Cassidian), Next Generation Data, Quinn Radiators, Lloyds TSB, The Statistics Office and Patent Office.</p> <p>The remaining greenfield sites are amongst the most attractive employment sites available in South Wales.</p>
<p>Remarks:</p>	

Location Plan for: Duffryn/Celtic Lakes Business Park, Newport



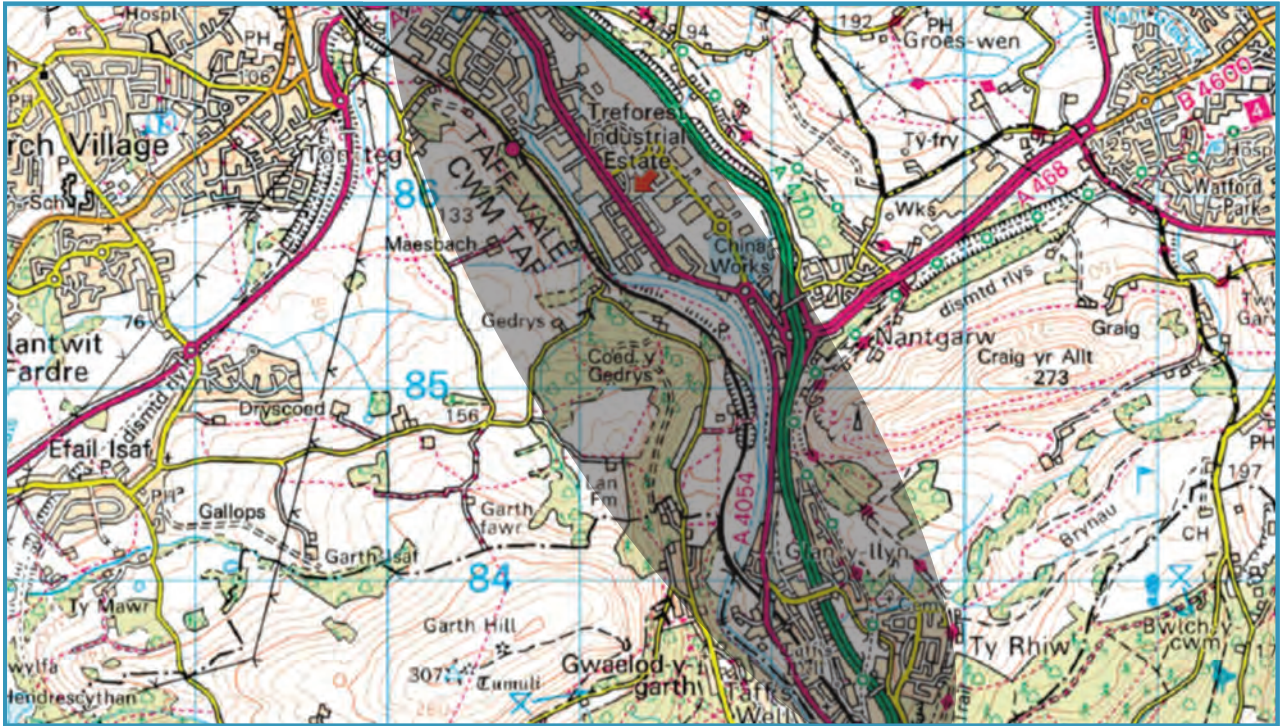
<p>Local Authority: Site/Address:</p>	<p>Rhondda Cynon Taff Llantrisant Town Centre/Talbot Green</p> <p style="text-align: right;">Ref: 16</p>
<p>Size:</p>	
<p>Location/Access:</p>	<p>Located two miles north of Junction 34 of the M4 motorway and fifteen miles north west of Cardiff City Centre, Llantrisant lies at the gateway to the Rhondda Valley.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>None at present, however, existing station on mainline at Pontyclun. There is the option to open up a new rail corridor to Llantrisant through North West Cardiff urban expansion area.</p>
<p>Existing Planning Context:</p>	<p>Policy SSA3 seeks to re-inform the role of Llantrisant and Talbot Green as a principal town. Rhondda Cynon Taff LDP adopted March 2011.</p>
<p>Existing Development:</p>	<p>Significant existing retail presence based on out of town developments. New town centre development proposed. To the north of Llantrisant lies the Royal Glamorgan hospital and existing employment clusters based upon the Royal Mint and other industrial occupiers.</p>
<p>Proposed Planning Context:</p>	
<p>Potential Development:</p>	<p>There is the potential for a significant increase in residential and commercial development in this area.</p>
<p>Ownership:</p>	<p>Mixed public and private sector.</p>
<p>EU Funding Status:</p>	<p>Top tier.</p>
<p>Market Commentary:</p>	<p>Llantrisant occupies a central location within South Wales, and is one of the most accessible top tier grant locations. There is the opportunity to attract further development to this location which acts as a bridge between Cardiff and some of the more disadvantaged communities in the Valleys.</p>
<p>Remarks:</p>	

Location Plan for: Llantrisant Town Centre/Talbot Green



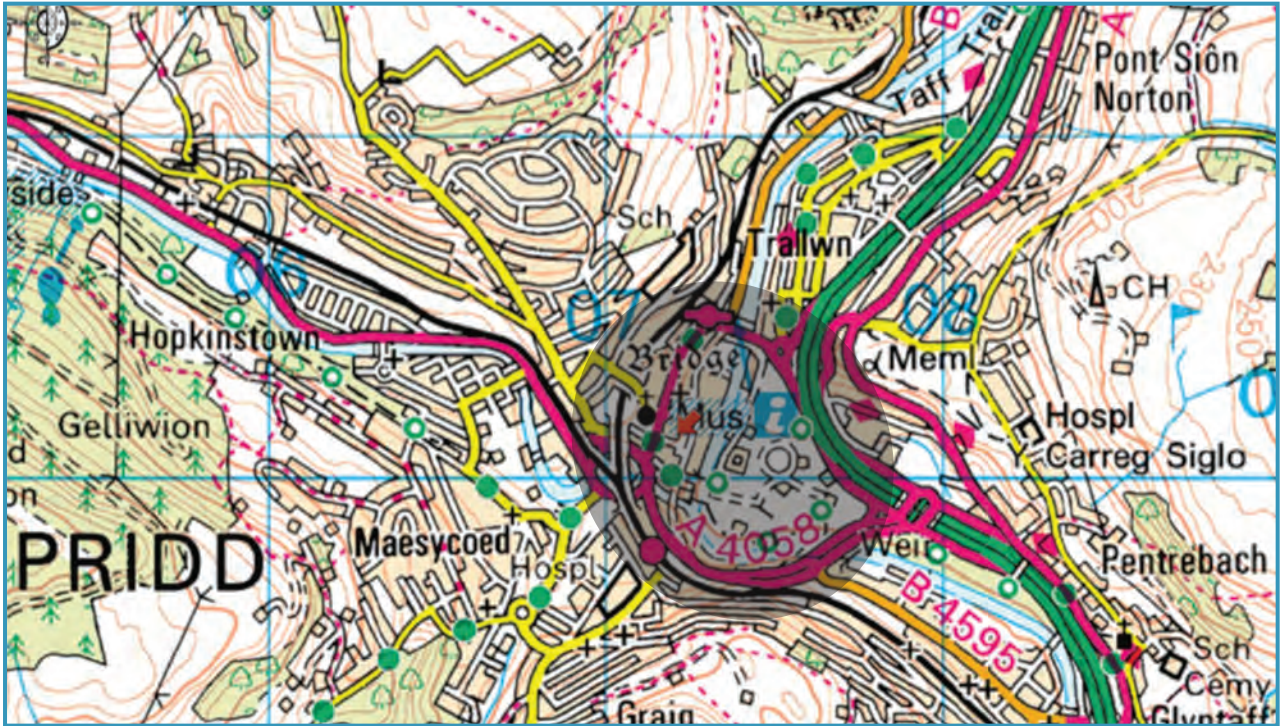
<p>Local Authority:</p> <p>Site/Address:</p>	<p>Rhondda Cynon Taff</p> <p>Treforest Industrial Estate and Taffs Well</p>	<p>Ref: 17</p>
<p>Size:</p>	<p>Treforest Industrial Estate: 61 ha (150 acres).</p> <p>Taffs Well Industrial Estate: 12.1 ha (30 acres).</p>	
<p>Location/Access:</p>	<p>Located 12 miles north of Cardiff, Treforest lies adjacent to the A470 dual carriageway, the main arterial route into the Valleys. At this point, the A470 is the most congested part of the regional trunk road/motorway network.</p> <p>Taffs Well lies one mile south of Treforest, again adjacent to the A470 dual carriageway and one mile north of Junction 32 of the M4 motorway.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>Both Taffs Well and Treforest have existing stations on the Taff Valley line. The Treforest Estate station is somewhat constrained with limited road access, no parking and a single central platform accessed via an underground walkway.</p> <p>Room to 4-track rail from Radyr to Taffs Well and beyond; scope therefore to extend city line as rapid transit/tram-train.</p>	
<p>Existing Planning Context:</p>	<p>An existing employment zone which is recognised and protected by the Local Development Plan (adopted 2011).</p>	
<p>Existing Development:</p>	<p>Treforest Industrial Estate is one of the largest industrial estate is South East Wales with a mixture of industrial, office and trade counter uses. The adjacent Parc Nantgarw development includes leisure and a new Further Education College, although poorly served by rail.</p> <p>Taffs Well station is bordered by a range of secondary industrial parks.</p>	
<p>Proposed Planning Context:</p>		
<p>Potential Development:</p>	<p>The station at Taffs Well offers the opportunity to create a major park and ride facility, being the last station on the line south to Cardiff, before the M4 motorway.</p> <p>At Treforest, there is the opportunity to relocate the station northwards to create a 'fit for purpose' station which can also offer regeneration prospects for the northern end of the estate together with park and ride function. Alternatively, or in addition, a new station at the southern end of the Treforest Estate could serve the new College and other development at Parc Nantgarw. Its recommended that the A470 corridor in the Lower Taff Valley is subject to a detailed master plan, to include options to review land use and transport access, major park and ride and the potential for further residential development.</p>	
<p>Ownership:</p>	<p>Mixed public and private sector.</p>	
<p>EU Funding Status:</p>	<p>Top tier.</p>	
<p>Market Commentary:</p>	<p>A strong commercial location situated at the southern gateway into the Taff Valley.</p>	
<p>Remarks:</p>		

Location Plan for: Treforest Industrial Estate and Taffs Well



<p>Local Authority: Site/Address:</p>	<p>Rhondda Cynon Taff Pontypridd Town Centre</p> <p style="text-align: right;">Ref: 18</p>
<p>Size:</p>	<p>N/A</p>
<p>Location/Access:</p>	<p>Pontypridd is situated at the confluence of the Taff and Rhondda Valleys, located approximately 15 miles north of Cardiff. The A470 dual carriageway leads directly to Junction 32 of the M4 motorway.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>Pontypridd station benefits from a regular timetable as it is served by the train services to and from Cardiff to each of the Rhondda, Cynon and Taff Valleys. Bus station is though disconnected from the rail station</p> <p>An improved service to Cardiff and provisions of additional stations, combined with cross-valley rapid transit will increase the catchment area and accessibility of this town centre to support regeneration/development.</p>
<p>Existing Planning Context:</p>	<p>Policy SSA27 identifies Treforest Industrial Estate and Parc Nantgarw as a location suitable for offices, R&D, light and general industrial, warehousing or other uses where they are complimentary to the main B Uses Classes.</p>
<p>Existing Development:</p>	<p>Pontypridd town centre is a sub-regional retail centre although has fared less well than competing centres such as Caerphilly and Bargoed. Plans to redevelop Taff Vale Shopping Centre have failed; limited office development has taken place at St Catherine's Corner.</p>
<p>Proposed Planning Context:</p>	
<p>Potential Development:</p>	<p>Pontypridd occupies a strategic location at the heart of the Valleys. There is the opportunity for the town to become a development hub for the wide region given its potential local catchment and demographic profile.</p>
<p>Ownership:</p>	<p>Mixed private sector.</p>
<p>EU Funding Status:</p>	<p>Top tier.</p>
<p>Market Commentary:</p>	<p>Pontypridd has suffered from a decline in its retail base, partly due to market conditions and partly due to the lack of modern retail units.</p> <p>Pontypridd is a University town (University of South Wales – Treforest Campus) and this may offer opportunities for call centres or other administrative functions.</p>
<p>Remarks:</p>	

Location Plan for: Pontypridd Town Centre



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Torfaen</p> <p>South Sebastopol Strategic Action Area</p>	<p>Ref: 19</p>
<p>Size:</p>	<p>103.5 ha (255 acres).</p>	
<p>Location/Access:</p>	<p>Located between Upper Cwmbran and Pontnewydd to the south and Sebastopol to the north.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>Not served by existing stations. There is potential for a new station on the line between Cwmbran and Pontypool, however, this would still not be directly adjacent to the site.</p>	
<p>Existing Planning Context:</p>	<p>Deposit draft (LDP) envisages 1,200 houses (690 to be delivered during the plan period) together with neighbourhood and other community facilities.</p> <p>Policy SAA5 in Torfaen Deposit Draft LDP.</p>	
<p>Existing Development:</p>	<p>Mainly greenfield.</p>	
<p>Proposed Planning Context:</p>	<p>As above.</p>	
<p>Potential Development:</p>		
<p>Ownership:</p>	<p>Private sector.</p>	
<p>EU Funding Status:</p>	<p>-</p>	
<p>Market Commentary:</p>	<p>An attractive greenfield residential site which is likely to appeal to many mainstream house builders.</p>	
<p>Remarks:</p>		

Location Plan for: South Sebastopol Strategic Action Area



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Torfaen</p> <p>Mamhilad Strategic Action Area</p>	<p>Ref: 20</p>
<p>Size:</p>	<p>72.65 ha (180 acres).</p>	
<p>Location/Access:</p>	<p>Located to the north east of Pontypool and situated between the A4042 dual carriageway and the Monmouthshire and Brecon Canal.</p>	
<p>Metro Connectivity - existing & proposed:</p>	<p>No existing station, however, potential for a new station on the railway line adjacent (Abergavenny – Newport line).</p>	
<p>Existing Planning Context:</p>	<p>Policy SAA4 envisages “the transformation of dated employment area and surrounding farmland to a mixed use sustainable urban village”.</p> <p>Torfaen Deposit Draft LDP.</p>	
<p>Existing Development:</p>	<p>Existing industrial buildings formerly occupied by Parke Davies and British Nylon Spinners. The Nylon Spinners building of approximately 125,000 sq m is listed.</p>	
<p>Proposed Planning Context:</p>	<p>Employment to be retained in existing Nylon Spinners unit together with 1,700 homes (690 to be delivered in existing plan period). Also a neighbourhood centre and school.</p>	
<p>Potential Development:</p>		
<p>Ownership:</p>	<p>Private sector.</p>	
<p>EU Funding Status:</p>	<p>Top tier.</p>	
<p>Market Commentary:</p>	<p>A brownfield urban village proposal. Mamhilad is located adjacent to Monmouthshire and may pick up latent demand from this stronger housing market.</p>	
<p>Remarks:</p>		

Location Plan for: Mamhilad Strategic Action Area



<p>Local Authority:</p> <p>Site/Address:</p>	<p>Vale of Glamorgan Ref: 21</p> <p>Barry Town Centre and Barry Waterfront</p>
<p>Size:</p>	<p>Barry Waterfront 48.55 ha (120 acres) of previously developed land.</p>
<p>Location/Access:</p>	<p>Barry is located seven miles south west of Cardiff, accessed via the A4050 to Culverhouse Cross or A4055 through Dinas Powys.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>Existing stations at Barry and Barry Island.</p>
<p>Existing Planning Context:</p>	<p>The draft LDP recognises that Barry has an important role, both locally and regionally as a key settlement and is also a Regeneration Area. Barry Waterfront is a strategic site (Policy SP2.1).</p>
<p>Existing Development:</p>	
<p>Proposed Planning Context:</p>	<p>Barry's Waterfront vision is: "the creation of a sustainable new urban quarter... to complement Barry Town and Barry Island". The proposal sets out 800 homes and there is also a mix of A1 (bars and restaurants), C1 (hotel), B1 (business), retail park.</p>
<p>Potential Development:</p>	
<p>Ownership:</p>	<p>Barry Town Centre, mixed private sector.</p> <p>Barry Waterfront, a consortium of mainstream house builders.</p>
<p>EU Funding Status:</p>	
<p>Market Commentary:</p>	
<p>Remarks:</p>	

Location Plan for: Barry Town Centre and Barry Waterfront



<p>Local Authority: Site/Address:</p>	<p>Vale of Glamorgan Ref: 22 St Athan and Cardiff Airport Enterprise Zone</p>
<p>Size:</p>	
<p>Location/Access:</p>	<p>St Athan lies approximately 15 miles south west of Cardiff, accessed via the B4265. Cardiff Airport lies 12 miles south west of Cardiff.</p>
<p>Metro Connectivity - existing & proposed:</p>	<p>Existing stations at Llantwit Major and Rhoose. There is the potential for a new station and/or spur to service Cardiff Airport. In addition, there is also the potential for a new station at St Athan.</p>
<p>Existing Planning Context:</p>	<p>St Athan is identified as one of three Strategic Opportunity Areas (SOAs) in the Wales Spatial Plan. The draft LDP acknowledges the potential of St Athan and Policy SP2 seeks to maximise opportunities for new inward investment and growth. Cardiff Airport is identified in the draft LDP as being the hub of potential new development. Policy SP7 highlights new infrastructure proposals whilst SP5 will favour new development that will house spin off employment opportunities.</p>
<p>Existing Development:</p>	<p>St Athan is an RAF base with significant existing development. Cardiff Airport is a working commercial airport.</p>
<p>Proposed Planning Context:</p>	
<p>Potential Development:</p>	<p>There is capacity for significant further employment development with airside access.</p>
<p>Ownership:</p>	<p>Welsh Government.</p>
<p>EU Funding Status:</p>	
<p>Market Commentary:</p>	<p>Both airport and St Athan form part of a specialist Enterprise Zone, aligned with the aerospace sector.</p>
<p>Remarks:</p>	<p>Any action should be aligned with other policy initiatives, including the Davies Commission (re Airport Capacity) and all plans for development at Cardiff airport.</p>

Location Plan for: St Athan and Cardiff Airport Enterprise Zone





Supporting documents:

- Metro Interventions Appraisal Report
- Metro Modal Study
- Metro Spatial Map
- Regeneration and The Metro
- Station Design Guidelines (Ebbw Vale)
- Metro Funding and Financing Independent Advice
- Metro Economic Impacts

Study led by Mark Barry of M&G Barry Consulting and included Capita, Powell Dobson Urbanists, Jones Lang LaSalle and Steer Davies Gleave



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