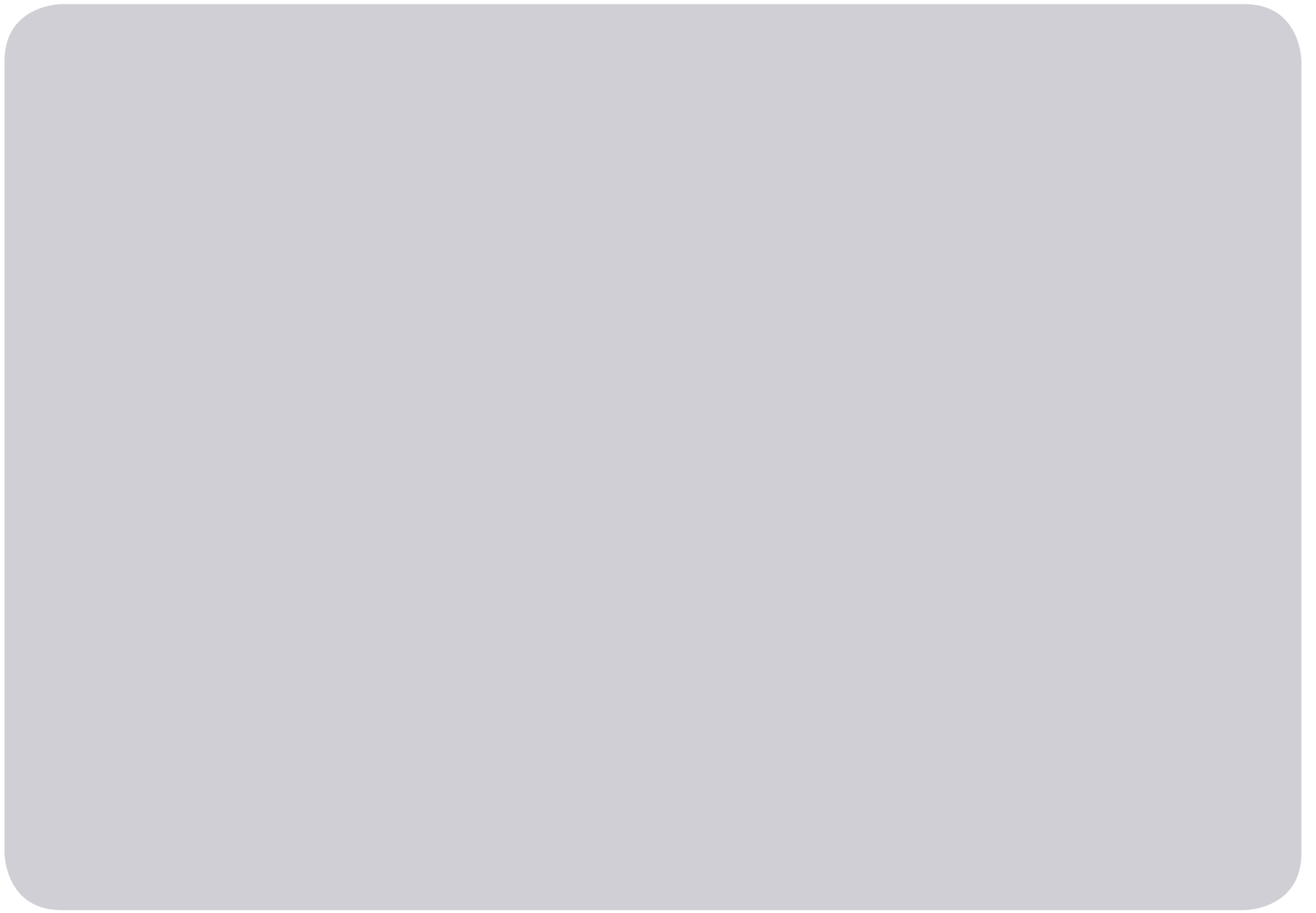


Cardiff Airport - St Athan Enterprise Zone

Strategic Development Framework



Cardiff Airport - St Athan Enterprise Zone



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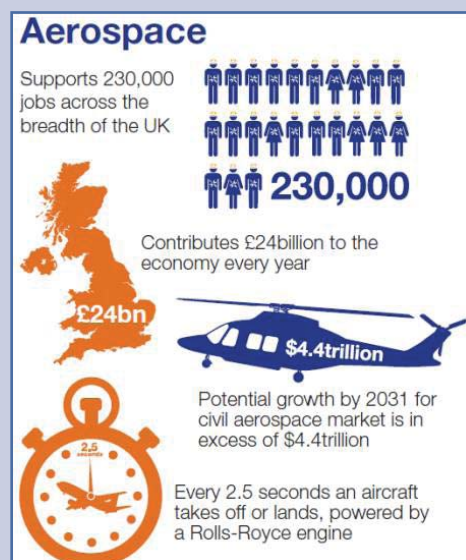
Introduction

This Strategic Development Framework

The UK is the largest aerospace industry in Europe and second only to the US globally. The sector supports more than 3,000 companies, employing around 230,000 people (direct and indirect) and is forecast to grow at a rate of 6.8% over the next few years driven by a global increase in air traffic¹.

An existing centre of aeronautical excellence, the Cardiff Airport-St Athan Enterprise Zone (Enterprise Zone) represents an unprecedented opportunity for Wales to both contribute to, and take advantage of, the competitiveness of the UK in a growing aerospace sector. In doing so, the Enterprise Zone can deliver significant aviation and defence related economic growth in the South East Wales region.

This Strategic Development Framework (SDF) sets out the vision for the future of the Enterprise Zone to help realise that opportunity. It is a key strategic document, providing a coherent framework for



development across the three Enterprise Zone sites: **St Athan Aerospace Business Park**; **Cardiff Airport**; and land adjacent to the Airport (the **Gateway Development Zone**). More specifically, the aims of the SDF are to:

- set out a clear and coherent masterplan for the Enterprise Zone, providing the confidence and certainty investors and developers require to locate in the area;
- highlight the important linkages between the Enterprise Zone and other proposals beyond its boundary;
- provide an outline framework for the Gateway Development Zone, to broadly demonstrate the potential for the area and to provide indicative planning and design guidance; and
- support the delivery of high quality, sustainable development.

The SDF has been prepared by the Welsh Government and is endorsed by the Cardiff Airport-St Athan Enterprise Zone Board.

¹ HM Government (2013) Lifting Off –Implementing the Strategic Vision for UK Aerospace

The Cardiff Airport-St Athan Enterprise Zone

Since April 2012, the Welsh Government has created seven Enterprise Zones in Wales. Enterprise Zones are geographical areas that support new and expanding businesses by providing a first class business infrastructure and compelling incentives.

Each Enterprise Zone focuses on a key business sector in order to create new jobs and sustainable growth. Reflecting its location in the South East Wales region, which is a long established centre of aeronautical excellence, the presence of some of the world's largest aerospace and defence companies, unique facilities and strong connectivity via Cardiff Airport, the Cardiff Airport-St Athan Enterprise Zone has been designated for aerospace and defence related investment.

The Cardiff Airport-St Athan Enterprise Zone is led by the Welsh Government with advice from a private sector led Board and in close co-operation with the Vale of Glamorgan Council (the local authority) and other stakeholders. Together, they are committed to ensuring that the Enterprise Zone realises its potential to become a key regional economic driver.

The Offer: Three Sites One Zone

The SDF takes as its lead the strong aeronautical heritage of the Enterprise Zone and wider South East Wales region in seeking to realise the potential of the Zone to become Europe's leading centre for aerospace excellence. Capitalising upon the availability of two airfields and through a strong portfolio of sites across three distinct but integrated development areas, the Enterprise Zone will deliver:

- a thriving aerospace and defence cluster built upon a strong heritage of aeronautical excellence;
- Europe's hub for aerospace education, training and R&D;
- unique and state of the art accommodation fit for a range of civilian or military aviation purposes;
- world-class office accommodation and light industrial units;
- an international logistics hub;
- a gateway to Wales' business, tourism and leisure destinations; and
- a quality environment in which to do business.

Strategic Development Framework Structure

This SDF is structured as follows:

- **Section 2:** Provides an overview of the Enterprise Zone and the three key development areas; St Athan Aerospace Business Park, Cardiff Airport and the Gateway Development Zone.
- **Section 3:** Describes the site context in terms of the socio-economic and environmental baseline characteristics and identifies the specific opportunities this presents for the Enterprise Zone.
- **Section 4:** Sets out the policy context and distils the key messages that should underpin the proposals for the Enterprise Zone.
- **Section 5:** Presents the Framework Plan including the vision and objectives for the Enterprise Zone and proposals for the key development areas.
- **Section 6:** Summarises the support and funding available to businesses looking to locate to the Enterprise Zone.

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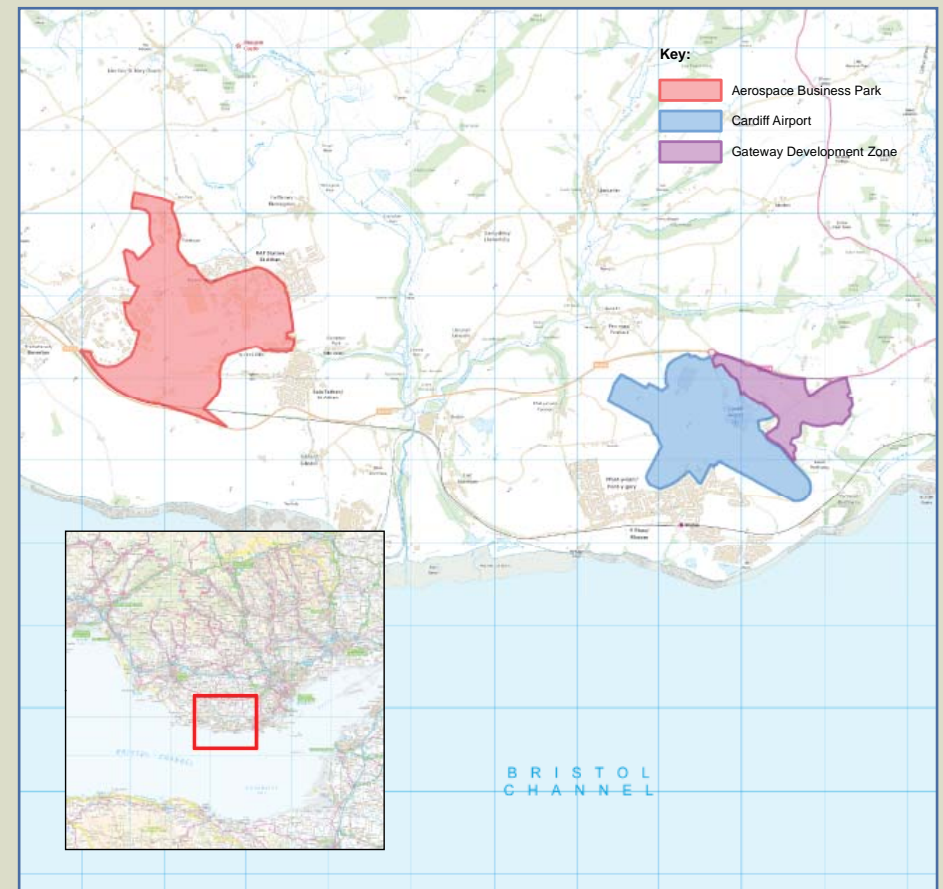
The Cardiff Airport-St Athan Enterprise Zone

Location

The Enterprise Zone is located to the west of Barry in the Vale of Glamorgan, South East Wales. It is within 30 minutes drive of Cardiff city centre (40 minutes by train) and is approximately 10 miles from the M4, which provides access across the UK including to London. Via Cardiff Airport, the Enterprise Zone also has direct links to UK and European destinations.

The Development Areas

The Enterprise Zone comprises three key development areas: **St Athan Aerospace Business Park**; **Cardiff Airport**; and the **Gateway Development Zone**. Together, they offer a unique environment for aerospace businesses in Wales with two substantial runways in close proximity, good airside access, large areas of land available for a range of aerospace enterprises and other development opportunities, and links to the wider aerospace cluster and higher/ further education resources in South East Wales.



Key Development Areas

St Athan Aerospace Business Park

St Athan Aerospace Business Park is situated to the west of the Enterprise Zone. St Athan has been a base for aerospace activity for more than half a century. The site has a newly resurfaced 1,800 metre plus runway with Cat 1 ILS and full airfield support together with accommodation suitable for a range of business purposes, civilian or military, such as Maintenance, Repair and Overhaul (MRO), manufacture, engine overhaul, Non-destructive Testing (NDT) and Research and Development (R&D).

Two outline planning permissions for a new Defence Training College and Aerospace Business Park development were granted on 1st December 2009. Although the UK Government decided not to progress a proposed Defence Training College, the further development of St Athan Aerospace Business Park is central to the Welsh Government's aspirations for the Enterprise Zone.

The existing outline permission for the Aerospace Business Park comprises development at and adjoining the Aerospace Business Park, including: the erection of new and replacement buildings, airfield operational facilities and structures; the provision of access roads, hardstandings and other infrastructure; security fencing; landscaping and ecological works; garage for Rose Cottage; all associated building and engineering operations; and related highway improvements.

The Welsh Government is working towards Civil Aviation Authority (CAA) accreditation of the airfield as part of a wider programme of transition of estate from military to civilian use that will help ensure that the Aerospace Business Park is more flexible and able to accommodate the needs of businesses and the demands of the dynamic aerospace market.

Despite the transition of the airfield and associated infrastructure, the defence sector will continue to play an important role at St Athan. Part of the site still retains a major Ministry of Defence (MOD) presence, with substantial recent investment by the MOD, and plans for further growth and accommodation (the 540-strong 14th Signals Regiment will relocate to St Athan from Pembrokeshire after 2018).

The Vale of Glamorgan Deposit Local Development Plan 2011 – 2026 (Deposit LDP) (November 2013) allocates the Aerospace Business Park as a strategic employment site and a masterplan has been developed for its future development. The masterplan proposes new development to the north and south of the main runway, in phases, according to the envisaged release of land currently occupied by the MOD together with proposals for a new northern access and residential units.





Cardiff Airport

Cardiff Airport is conveniently located just 13 miles from junction 33 of the M4 motorway, and is approximately 30 minutes from Cardiff city centre by road with convenient public transport links by bus and train. The Airport currently serves over 1 million passengers, and provides 50 direct routes with over 900 destinations available via connections in Amsterdam, Dublin and Barcelona.

The Airport operates 24/7 with a runway of 2,392 m long, capable of accommodating all aircraft including the A380. The Airport has 17 stands, two of which are airbridge served. The site is also home to a Welsh Anchor Company: British Airways Maintenance, Cardiff (BAMC). Together with adjoining development land, the site represents further opportunity for aerospace-related investment.

As the Airport's owner, the Welsh Government is committed to increasing Cardiff Airport's passenger numbers and expanding routes and services. In announcing the acquisition of Cardiff Airport in March 2013, the First Minister of Wales stated: "*Cardiff Airport is a vital gateway to Wales for business, tourists and general travellers alike. It is essential that its future is secured and that we develop high quality sustainable services.*" Subsequently, the Airport has benefitted from substantial investment from the Welsh Government to support terminal enhancements and route development.

Gateway Development Zone

The Gateway Development Zone includes potential development land to the east of Cardiff Airport. It comprises two land parcels with land to the north owned by the Vale of Glamorgan Council and land to the south owned by Legal and General.

The site has been identified as having the potential to be a destination for local and international business including office accommodation, education/training facilities, leisure development and transport logistics. Together with the Aerospace Business Park, the Gateway Development Zone is allocated in the Vale of Glamorgan Deposit LDP as a strategic employment site.



² Civil Aviation Authority (2014) UK Airport Statistics. Available from <http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sglid=3> [Accessed August 2014]

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Enterprise Zone: Characteristics and Opportunities



Cardiff Airport-St Athan Enterprise Zone: Strategic Context

The Vale of Glamorgan, in which the Enterprise Zone is located, has a population of around 126,000. The main settlements in the area are Barry, with a population of approximately 52,000, and Penarth, with a population of about 22,000. A short distance further to the east is Cardiff (population of over 350,000), while to the west is Bridgend (population of approximately 140,000).

The Vale of Glamorgan offers a high quality environment that provides a choice between urban and rural areas in which to live. In addition to the attractions of the main towns of Barry and Penarth, the charm and character of many of the area's towns and villages, coupled with their proximity to Cardiff, contributes to the popularity of the Vale of Glamorgan as a place to live and work. Llantwit Major, for example, is notable for its medieval street pattern, for its unspoiled countryside setting and for the numerous buildings of architectural and historic interest. Evidence suggests that a settlement has existed in the vicinity of Llantwit Major since the Iron Age.

There are strong interdependencies and interconnectivity between the Vale of Glamorgan, Cardiff and the wider South East Wales region which have been reflected in the establishment of the Cardiff Capital Region. Through providing strategic direction and facilitating partnership working, adopting a City Region approach will help to maximise the role that cities and towns play as economic drivers, so that the Region is well-connected, innovative, highly-skilled and capable of supporting inclusive and sustainable communities. In this context, the Enterprise Zone has an important role to play in supporting regional development.

Economy and Skills

UK aerospace has a 17% global market share making it the number one aerospace industry in Europe and globally second only to the United States. The sector creates annual revenues of over £27 billion supporting more than 3,000 companies, directly employing 110,000 people and supporting an additional 120,000 jobs indirectly. The UK aerospace sector grew by 9.4% in 2013 and the majority of companies are planning to increase investment in UK activities driven by future growth opportunities associated with exports to the Middle-East, China and Latin America³.

A total of 20% of UK aeronautical business is located in Wales including some of the world's largest aerospace and defence companies. Aerospace companies already located in Wales include Airbus, GE Aviation, British Airways (BA), BAE Systems, EADS, General Dynamics, Raytheon and Thales, accommodating over 150 suppliers and including six of the top ten aerospace and defence companies. In South East Wales, GE operates one of the largest engine MRO facilities in the world, and Nordam Europe undertakes the repair and maintenance of control surfaces, engine reversal thrusters and nacelles.

³ ADS (2014) Aerospace Industry Outlook.

The Enterprise Zone in particular has a strong heritage as a thriving aerospace sector. It is a major base for the MOD and is also home to a range of aerospace companies, including:

- British Airways Maintenance, Cardiff (BAMC):** BA operates one of its largest MRO facilities in the UK from the Enterprise Zone. The facility is responsible for major maintenance and cabin interior conversions of BA's entire long-haul fleet and employs over 700 staff.
 
- Cardiff Aviation:** a maintenance, engineering, technical services and training group operating from a 132,000 sq ft (12,263 sq m) fully-equipped hangar space and workshops.
 
- Bristow Helicopters:** Bristow is a global provider of helicopter transport and search and rescue (SAR) services. A new SAR helicopter base at St Athan is being developed by Bristow that will house two state-of-the-art SAR helicopters, their crews and support team. It is due to become fully operational in 2015, when Bristow takes over delivery of helicopter SAR services throughout the UK on behalf of the Maritime and Coastguard Agency (MCA).
 
- eCube Solutions:** an aviation services company which specialises in 'end-of-life' aircraft projects. The operation provides facilities to park and store aircraft, dis-assembly services, and storage capacity for components, including bulk items and engines.
 

Cardiff and Vale College is one of the UK's leading aerospace education and training providers. The College's International Centre for Aerospace Training (ICAT) is an award-winning Centre of Excellence for aerospace training situated opposite Cardiff Airport and within the Enterprise Zone. This centre includes a range of specialist facilities



for training in the aviation industry. All aeronautical engineering apprenticeships and courses up to degree level are based here, as well as some travel and tourism courses. Cardiff and Vale College has a worldwide reputation and is one of a few centres in Great Britain to have gained approval from the CAA and European Aviation Safety Agency (EASA) as a Part 66 Aircraft Maintenance Training Organisation.



Transport and Access

Road

The M4 connects the Enterprise Zone to the Cardiff Capital Region and wider UK destinations. Cardiff Airport and the Gateway Development Zone are approximately 10 miles from Junction 33 of the M4. Access to the local road network is gained via Junction 35 of the M4 from the west and Junction 33 of the M4 from the east. The A4226 (Port Road) provides access to Cardiff Airport and the Gateway Development Zone from the east, connecting to Cardiff via the A4050



through Culverhouse Cross interchange. Access to St Athan's eastern entrance is gained from Cowbridge Road, connecting to St Athan and Rhoose via the B4265, which links to the M4 via Culverhouse Cross and the A4232. From the east, the B4265 provides access to the western entrance, connecting to the wider road network through the B4270 which runs through

Cowbridge, joining the M4 via the A4222.

Whilst there is sufficient capacity in the highways network to accommodate the future development of the Enterprise Zone, a number of road improvement schemes are proposed or underway that together will enhance road access to the key development areas. These schemes include:

- **Five Mile Lane Highway Improvement Scheme:** Planned improvements to the A4226 along the route Culverhouse Cross – Sycamore Cross – Five Mile Lane – Airport have already begun. The works, funded by the Welsh Government, will provide improved road infrastructure and network resilience to service traffic needs associated with the Enterprise Zone.
- **Northern Access:** The creation of a new access to the northern boundary of St Athan to facilitate the further development of the Aerospace Business Park is proposed as part of the Aerospace Business Park Masterplan.

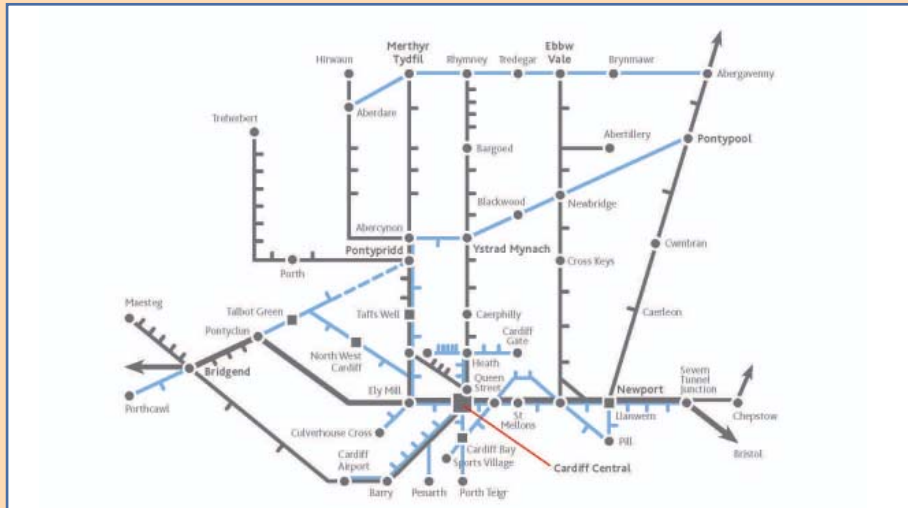
Rail and Bus

Arriva Trains Wales operates an hourly service from Cardiff Central to Rhoose from where the Cardiff Airport Rail Linc service provides onwards transport to Cardiff Airport and St Athan. The service also serves the Holiday Inn Express near Cardiff Airport, BAMC, St Athan Village, and Eglwys Brewis.

In addition to the Rail Linc service, Cardiff Airport Express Service T9 runs every 20 minutes, connecting the Airport with Cardiff city centre. There are also other local bus services providing access to the Enterprise Zone from Cardiff in the east and Bridgend to the west.



Cardiff Capital Region Metro



There are a number of ongoing and planned major public transport infrastructure projects with the potential to significantly enhance the connectivity of the Enterprise Zone, both regionally and nationally.

Due to be completed by 2018, the electrification of the Great Western Mainline will reduce journey times to London, connecting the communities of the Capital Region, driving economic growth and facilitating regeneration. Electrification of the Valley Lines, meanwhile, will provide a larger employment catchment for businesses locating in the Enterprise Zone.

The Cardiff Capital Region Metro will form a multi-modal rapid transit network with the potential to generate £250m each year and 7,000 new jobs through a range of interventions including new stations, routes and development of light rail and bus rapid transit. In this context, investment to extend the catchment of Cardiff Airport and support inward investment is seen as a priority. This will require a new or upgraded airport station either on the current Vale of Glamorgan Line or via a new spur enabling new services from across the region and from out of the region to be able to access the Airport

either directly or via a change at Cardiff Central. A major new Park and Ride facility may also be located at the new airport station.

Air

Located within the Enterprise Zone, Cardiff Airport provides an international gateway operating regular flights to UK and European destinations. Other airports are also easily accessible to the Enterprise Zone including Bristol, Birmingham, Manchester and London Airports.



Infrastructure and Facilities

The Enterprise Zone offers a range of unique infrastructure and facilities to support aerospace business. Facilities include:

- At St Athan, a newly resurfaced 1,800 metre plus runway with Cat 1 ILS and full airfield support together with accommodation suitable for a range of business purposes, civilian or military, such as MRO, manufacture, engine overhaul, NDT and R&D. This accommodation includes the Defence Aviation Repair Agency Superhangar that will be available from April 2017 for full use by the aerospace sector.
- At Cardiff Airport, a 2,392 m long runway, capable of accommodating all aircraft with facilities available for MRO operators and supply chain operators complementary to BAMC.

Aviation related infrastructure and facilities located in the Enterprise Zone will be amongst the first to benefit from the roll-out of Superfast broadband. This investment provides a platform to expand the roll-out of fibre-based services to premises across designated sites within the Enterprise Zone to meet the needs of businesses.

Ecology

There are no statutory designated nature conservation sites within or adjacent to the Enterprise Zone development areas. The nearest statutory designated site is Coedydd y Barri/Barry Woodlands Site of Special Scientific Interest (SSSI) approximately 380 m north east of the Gateway Development Zone. Cliff Wood-Golden Stairs Local Nature Reserve, meanwhile, is situated 850 m to the south of the Gateway Development Zone.

Several Sites of Importance for Nature Conservation (SINCs), designated locally to protect areas of high wildlife value and forming an important network of local habitats, are located in the area surrounding the Enterprise Zone with the closest being North West Bullhouse Brook which adjoins the southern boundary of the Gateway Development Zone.

The majority of the Enterprise Zone comprises improved grassland around the airfields, hardstanding and buildings. Away from the existing areas of development, the Zone is predominantly agricultural land, comprising arable and grazed pasture fields, separated by predominantly hedgerows.

Surveys completed to support development within the St Athan Aerospace Business Park have recorded a wide range of legally protected and priority species within and adjacent to the site. Based on the more limited range of habitats present within the Gateway Development Zone, a more reduced number of species would be expected to occur, although there is potential for amphibians, reptiles, dormouse, badger, bats, breeding birds and other priority mammals.

The Deposit LDP proposes a 42 hectare (ha) extension to Porthkerry Country Park as part of the land that comprises the Gateway Development Zone. This may provide an opportunity for habitat creation and enhancement measures as part of development proposals.

Landscape

The Enterprise Zone is not located within any national landscape designations although Glamorgan Heritage Coast is adjacent to the southern boundary of the St Athan Aerospace Business Park. Special Landscape Areas (SLA) have been designated to protect areas of the Vale of Glamorgan that are considered to be important for their geological, natural, visual, historic or cultural significance. The Upper and Lower Thaw Valley SLA is adjacent to the eastern boundary of St Athan Aerospace Business Park whilst the Nant Llancarfan SLA is situated to the north of the Gateway Development Zone and west of Cardiff Airport.



The landscape within the Enterprise Zone boundary is generally considered to be of low quality according to Natural Resources Wales' LANDMAP, although parts of the Gateway Development Zone are evaluated as 'Moderate' and the southern parts of St Athan as 'Outstanding'. Along the coastline, the landscape is considered to be of generally outstanding quality.

Potentially sensitive visual receptors include proprieties within the settlements on the western edge of Barry (between 1 km and 1.5 km from the Gateway Development Zone), Penmark and Llancarfan to the north and the larger village of Rhoose to the immediate south. However, the potential for significant visual impacts is likely to be low given the existing topography, vegetation and tree cover as well as the presence of existing development.

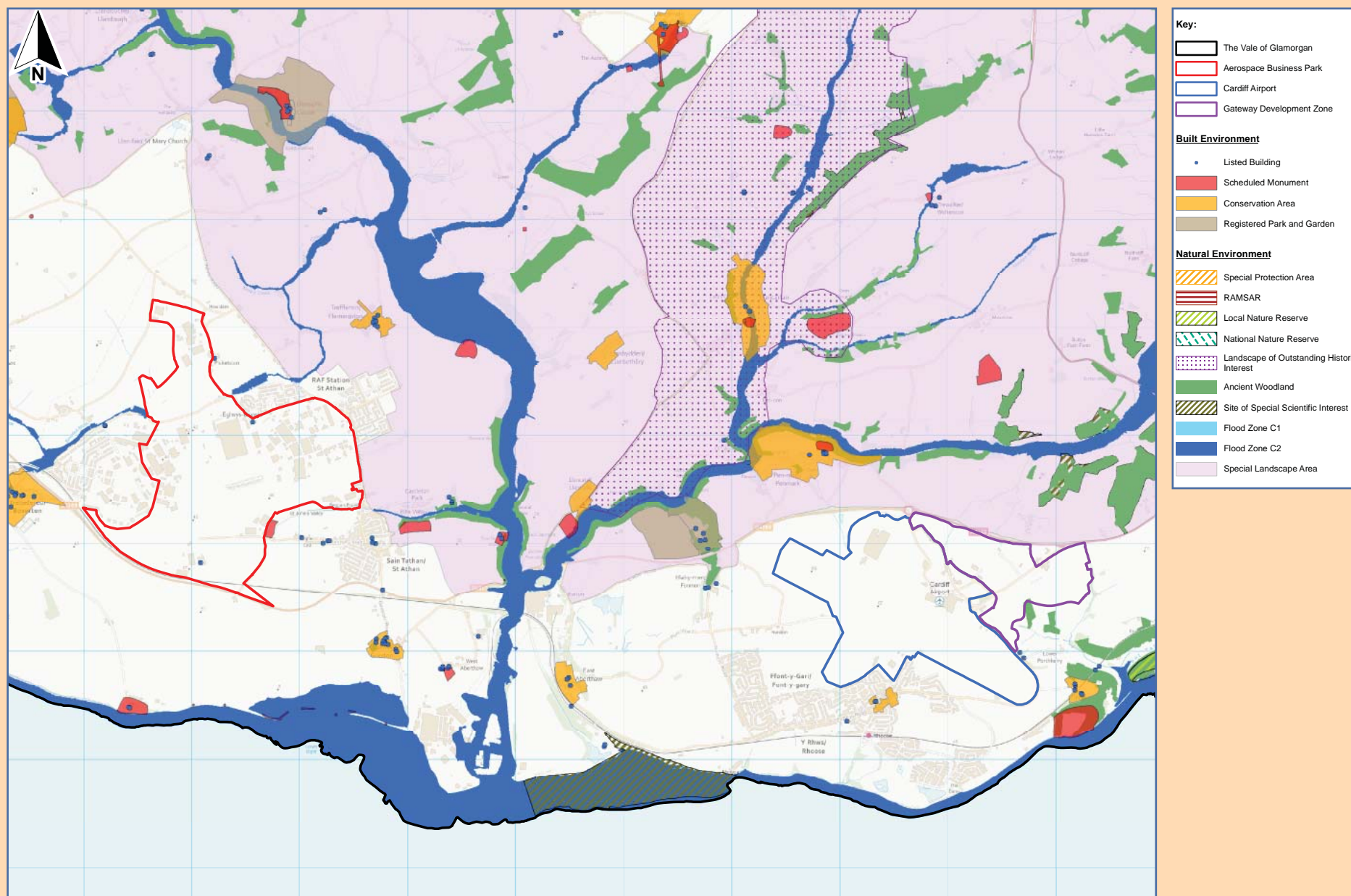
Historic Environment

There are no designated heritage assets within the Cardiff Airport site or within the Gateway Development Zone, though a pair of Grade II listed building are located near to the southeastern end of the runway. Slightly further to the southeast, a hillfort known as The Bulwarks Camp is located on the coast, alongside Porthkerry Conservation Area. The latter is a small village with a range of historic buildings, five of which are listed. There are two listed buildings within the St Athan site (Church of St Brise (Grade II* Listed) and Batslays Farmhouse (Grade II Listed)). Other designated assets within the surrounding area include a relatively large number of conservation areas, most of which are focussed on historic rural settlements.

The Cardiff Airport site and Gateway Development Zone contain a range of recorded sites of historic environment interest dating from the prehistoric period onwards.

In addition to the listed buildings at St Athan, there are a number

of other structures of historic interest, including airfield defence structures, agricultural buildings of the nineteenth century and a number of limekilns. Extensive archaeological remains have been identified within the St Athan site, ranging in date from the Bronze Age to the medieval and post-medieval periods. These include Bronze Age cremation burials and a Romano-British settlement and field system.



Key Environmental Designations

Development Opportunities

Economy and Skills	<ul style="list-style-type: none"> • The UK is the leading European aerospace industry and significant growth opportunities exist. • The strong heritage of St Athan and the existing skilled workforce of the South East Wales region create a strong basis for delivering a key regional employment site and European centre for aeronautical excellence. • Existing aeronautical companies within the Enterprise Zone and across the South East Wales region, allied with the Zone's connectivity to the UK's other manufacturing regions, offer significant cluster opportunities for aerospace related advanced manufacturing, R&D and innovation. • Access to South Wales' universities and a leading aerospace education and training provider located within the Enterprise Zone offer significant potential for education and R&D related uses.
Transport and Access	<ul style="list-style-type: none"> • Existing strong transport connections support the development of the Enterprise Zone and the attraction of inward investment. • Ongoing and planned highways improvement schemes, electrification of the Great Western Mainline and Valley Lines and the Cardiff Capital Region Metro will significantly enhance the connectivity of the Enterprise Zone and access to the key development areas. • The growth of Cardiff Airport in terms of passenger numbers and services will both support and be supported by Enterprise Zone-related development. An opportunity exists to make long term provision for future airport-related development.
Infrastructure and Facilities	<ul style="list-style-type: none"> • The unique facilities at St Athan Aerospace Business Park and Cardiff Airport and the opportunities associated with two runways provide a strong pull for aerospace related inward investment.
Ecology	<ul style="list-style-type: none"> • The Enterprise Zone is relatively unconstrained in terms of ecology. • Existing biodiversity receptors could be enhanced through management and habitat creation. • Habitat connectivity could be integrated as part of new development. This could be achieved through linking with, and facilitating the expansion of, the existing Porthkerry Country Park.
Landscape	<ul style="list-style-type: none"> • The Enterprise Zone is relatively unconstrained in terms of landscape and visual amenity. • There is the potential to conserve and enhance landscape character and to create an exemplar development through the protection of key views, high quality design and landscaping.
Historic Environment	<ul style="list-style-type: none"> • There are no designated heritage assets within Cardiff Airport or the Gateway Development Zone which could constrain development. • There is an opportunity to retain and enhance designated heritage assets within St Athan Aerospace Business Park.

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Policy Context

UK Policy

Reach for the Skies (2012)

Reach for the Skies sets out the UK Government's strategic vision for UK aerospace. Its vision is to *"Ensure that the UK remains Europe's largest aerospace manufacturer and globally keeps its position as second only to the US"* and *"Support UK companies at all levels of the supply chain to broaden and diversify their global customer base"*.

Lifting Off (2013)

Lifting Off forms the implementation strategy for the strategic vision set out in Reach for the Skies. It identifies a range of priorities under the themes of technology, skills and engagement, manufacturing and supply chain competitiveness. In recognising its strong heritage in the aerospace industry and strengths in manufacturing, MRO and unmanned systems, Lifting Off emphasises the key role Wales has to play in underpinning the UK's competitive advantage in the sector.



National Policy

Wales Spatial Plan (2008)

The Wales Spatial Plan introduces a strategic framework for directing development and policy interventions in Wales. The Enterprise Zone is located in the South East Wales Capital Region for which the Plan identifies the following vision:



"An innovative skilled area offering a high quality of life - international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and the rest of Europe, helping to spread prosperity within the Area and benefiting other parts of Wales."

St Athan is designated as a Strategic Opportunity Area, offering potential regional benefits from its sustainable development. The important contribution of Cardiff Airport to providing the Capital Region with international visibility is also recognised. The Plan states that there is a need to ensure good road and public transport access to the Airport and that its future role and function will be a key consideration for both the Capital Region and the rest of Wales' economy.

Cardiff Capital Region

The Cardiff Capital Region was announced in September 2013 to shape the strategic planning, economic growth and transport priorities across South East Wales. The Capital Region covers the 10 local authority areas of: Cardiff, Monmouthshire, Newport, Torfaen, Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taff, Vale of Glamorgan and Bridgend. The Cardiff Capital Region Board was established in November 2013, bringing together a group of individuals, drawn from the public and private sectors as an advisory Board. The Board does not have statutory powers to make executive decisions on spending but will advise Ministers on broad policy.



Powering the Welsh Economy was published by the Cardiff Capital Region Board in February 2015 and sets out the vision and strategic direction for the Capital Region. The Board's vision is for the Capital Region to be **"A globally-connected, great place to live and work — powering the Welsh economy."** This vision is underpinned by four delivery themes: connectivity; skills; innovation and growth; and identity.

The delivery of an integrated transport system is seen as a key priority and one that will underpin the success of the Capital Region. The Cardiff Capital Region Metro is at the heart of this aspiration and a number of studies have already been commissioned by the Welsh Government to identify the next steps in bringing forward the Metro vision. Allied to this, Powering the Welsh Economy emphasises the importance of continued investment at Cardiff Airport to support its role in providing an international gateway to Wales. Additionally, it identifies aerospace, defence and security as a priority sector for the future economic success of the Capital Region.

Economic Renewal: A New Direction (2010)

This strategy sets out the vision for economic renewal in Wales, based upon the strengths and skills of its people and natural environment. This vision is underpinned by the following priorities:

- investing in high quality and sustainable infrastructure;
- making Wales a more attractive place to do business;
- broadening and deepening the skills base; and
- encouraging innovation.



Wales Infrastructure Investment Plan (2012)

The Wales Infrastructure Investment Plan outlines the role of infrastructure development in facilitating economic growth. The Investment Plan acknowledges the Enterprise Zone and its focus on the aerospace sector in providing a catalyst for local as well as wider economic growth. It also identifies Cardiff Airport as an investment priority in order to ensure that its potential to draw in passenger and freight custom from the whole of the South West of the UK and the Midlands is realised.

Welsh Government Sectors Delivery Plan

The Welsh Government's Sectors Delivery Plan presents the priority measures to be taken to facilitate growth across nine key sectors. The Delivery Plan highlights that Wales has specific capacity and capability in aerospace and defence with the presence of strong clusters in this sub-sector. Aerospace falls within the advanced materials and manufacturing sector, for which the Delivery Plan identifies 17 short, medium and long term strategic priorities.

Welsh Government Advanced Materials and Manufacturing Sector Priorities

Short Term Priorities

- Support the manufacturing base in Wales across the value chain through capital and revenue support with the aim of safeguarding existing jobs and assisting opportunities for the creation of new jobs.
- Work with companies in Wales and globally to identify opportunities for enhancing the manufacturing supply chain in Wales.
- Implement a dedicated anchor and regionally important company strategy.
- Generate Inward Investment and Trade opportunities for the sector in Wales.
- Support companies through programmes focussed on delivering innovation and skills e.g. Innovation Vouchers and SMART grants, apprenticeships and Skills Growth Wales.
- Deliver a Welsh Manufacturing Summit, bringing together the private sector, public sector and academia to showcase Welsh Industry, provide a platform for engagement and consider key challenges and responses to create more jobs, growth and wealth.
- Review and update the evidence base to support the strategic direction of the AM&M sector.

Medium Term Priorities

- Develop and support capacity building initiatives to underpin the rollout of the AM&M sector strategy.
- Exploit new evidence and focus on areas of greatest potential impact.
- Maximise opportunities in the delivery of Enterprise Zones in Wales.
- Develop and implement a key stakeholder engagement programme to achieve buy-in to the sector strategy, continually consulting and viewing/refining the key deliverables.

Long Term Priorities

- Promote and encourage a culture of Research, Development, Innovation and Design across the manufacturing value chain in Wales.
- Improve the skill levels of those employed in AM&M to support the journey of companies moving up the value chain.
- Support companies to become more competitive through capital investment and adoption of new systems and business models.
- Support businesses to access the global market;.
- Develop the proposition for Wales as a desirable location for manufacturing operations and to proactively attract new investment.

National Planning Policy

Planning Policy Wales together with Technical Advice Notes (TANs), Circulars and other supplementary documents provide the national planning policy framework.

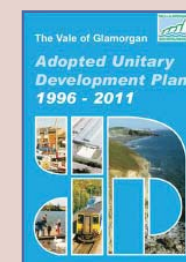
Chapter 7 of Planning Policy Wales and TAN23: Economic Development set out the Welsh Government's planning objectives and policies in respect of economic development. They state that the planning system should support economic and employment growth alongside social and environmental considerations and within the context of sustainable development.



Local Policy

The Development Plan

The Vale of Glamorgan Unitary Development (UDP) 1996-2011 (2005) is the statutory Development Plan for the Enterprise Zone. Although the plan period has expired, the UDP remains a material planning consideration until superseded by the LDP currently in preparation.



The UDP allocates the majority of the St Athan Aerospace Business Park as an existing employment site (Policy EMP10). Cardiff Airport and the Gateway Development Zone, meanwhile, are shown as existing employment sites with adjacent land allocated for employment use (Policy EMP1). Land within the Gateway Development Zone south of Port Road is allocated as a 'green wedge', although the Deposit LDP reallocates this land for employment use. Policy TRAN8, meanwhile, relates specifically to Cardiff Airport and states that the continued use and development of the Airport to cater for all types of aircraft will be favoured.

In addition to the policies above, the UDP includes a number of other policies that are potentially relevant to the Enterprise Zone. Policies EMP2: Proposals for New Business and Industrial Development and EMP3: General Industry set out criteria for new business and industrial development and are therefore particularly relevant to development in the Enterprise Zone.

Local Development Plan

The Vale of Glamorgan Council is currently preparing its LDP which, once adopted, will replace the UDP. The LDP was placed on deposit in November/December 2013 and will now proceed to its examination. Adoption of the LDP is programmed for early 2017.



The Deposit LDP recognises the strategic importance of the Enterprise Zone to the future prosperity of the Vale of Glamorgan and wider Capital Region and as a gateway to Wales. In this context, the Deposit LDP allocates the Gateway Development Zone (77ha) and St Athan Aerospace Business Park (305ha) as strategic sites (Policies SP2, MG9 and MG10). Specifically, the Aerospace Business Park is allocated as an area of training and employment excellence, particularly for the military and aerospace sectors. The Gateway Development Zone, meanwhile, is allocated for uses related to the aerospace industry and high tech manufacturing. The Deposit LDP sets out that a masterplan should be produced for the Gateway Development Zone which includes the following elements:

- B1, B2 and B8 employment uses related to appropriate manufacturing, research and development;

- land for the extension of Porthkerry Country Park (42ha);
- an energy centre such as a Combined Heat and Power (CHP) Plant; and
- safeguarding of a route for a potential rail link to Cardiff Airport.

The Deposit LDP includes a number of other proposals that are intrinsically linked to the delivery of the Enterprise Zone (context sites). These context sites include:

- **Transport and access enhancements**, including the Five Mile Lane Highway Improvement Scheme, St Athan Northern Access, bus priority routes and provision for walking and cycling that will facilitate access to and within the Enterprise Zone;
- **Porthkerry County Park extension**, a 42ha extension to the existing Park including land within the Gateway Development Zone that will enhance public amenity value and conserve and enhance biodiversity;
- **Housing**, including 465 dwellings between the Northern Access and West Camp at St Athan and a further 765 dwellings at Rhooose to the south of Cardiff Airport and which have the potential to support the employment opportunities provided at the Enterprise Zone.

Design Policy and Guidance

National and local planning policy promote high quality design in order to deliver sustainable, inclusive development. Planning Policy Wales defines design as *“the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.”* It emphasises that good design: is inclusive and accessible; promotes the efficient use of resources; minimises the generation of waste and pollution; tackles and adapts to climate change; is flexible; protects and enhances the built and natural environment; and promotes health and wellbeing. TAN 12: Design (2014), meanwhile, highlights that high quality design can add value to commercial property, support the image of modern businesses and encourage further investment.



Relevant policy and guidance on design in the context of the Enterprise Zone includes:

- Planning Policy Wales (Chapter 4);
- TAN 12: Design (2014);
- Practice Guidance: Planning for Sustainable Buildings (2014);
- UDP Policy ENV27;
- Deposit LDP Policies MD1, MD2 and MD3;
- Supplementary Planning Guidance on design issues including in respect of amenity standards, biodiversity, landscape and sustainable development.

Key Messages

- There is strong UK Government support for growth of the UK aerospace sector.
- National and local policy recognise the potential for the Enterprise Zone to be a major catalyst for growth in the Vale of Glamorgan and the Cardiff Capital Region.
- Investment in the Enterprise Zone has the potential to both support and benefit from wider Welsh Government measures in relation to growth of the advanced materials and manufacturing sector.
- The Enterprise Zone should be a focus for a mix of employment (including B1, B2 and B8), specialist educational and leisure uses catering specifically for the needs of the aerospace industry.
- Proposals for the Enterprise Zone should complement and capitalise upon other emerging LDP proposals including transport, housing and open space allocations.
- Environmental quality and amenity should be maintained and opportunities sought to enhance biodiversity, landscape and cultural heritage through development in the Enterprise Zone.
- High quality design principles should be adopted, ensuring that sustainable development is enshrined in proposals for the Enterprise Zone.



5

The Framework Plan

The Vision

The Enterprise Zone represents an unprecedented opportunity to deliver significant aviation and defence related economic growth, helping to support the role of the Vale of Glamorgan in the Cardiff Capital Region. Ambitious but achievable, the vision for the Enterprise Zone seeks to capitalise and build upon its unique offer. The vision is:

“Europe’s centre of aeronautical excellence, a catalyst for growth in the Cardiff Capital Region and an international gateway with world-class facilities, opportunities and a highly skilled quality workforce.”

Development Objectives

Capitalising upon the availability of two airfields and through a strong portfolio of sites across three distinct but integrated development areas, the Enterprise Zone will deliver:

1. A thriving aerospace and defence cluster built upon a strong heritage of aeronautical excellence.
2. Europe’s hub for aerospace education, training and R&D.
3. Unique and state of the art accommodation fit for a range of civilian or military aviation purposes.

4. World-class office accommodation and light industrial units.
5. A gateway to Wales’ business, tourism and leisure destinations.
6. A quality environment in which to do business.

A thriving aerospace and defence cluster built upon a strong heritage of aeronautical excellence

The Enterprise Zone will be a key economic driver in the Vale of Glamorgan and Cardiff Capital Region. Building on South East Wales’ excellent skills base and supply chain links, it will support the expansion of existing businesses, attract inward investment and deliver high quality, local employment and training opportunities in the aerospace sector.



Europe's hub for aerospace education, training and R&D

The Enterprise Zone will support the development of an aerospace education, training and R&D hub. Linking with Cardiff and Vale College and offering companies located within the Enterprise Zone access to the region's further and higher education institutions, collaborative opportunities for innovation will be fostered.

Unique and state of the art accommodation fit for a range of civilian or military aviation purposes

The Enterprise Zone will capitalise upon the existing facilities available at St Athan Aerospace Business Park and Cardiff Airport, including the two runways, and accommodation suitable for MRO, manufacture, engine overhaul, NDT and R&D. This will include a fully refurbished 70,000 sqm superhangar.

World-class office accommodation and light industrial units

The Enterprise Zone will offer modern, flexible business space for aerospace companies with complementary hotel and conferencing facilities. The Enterprise Zone will be a centre of excellence for engineering, innovation and R&D in the aviation sector.

A gateway to Wales' business, tourism and leisure destinations

The Enterprise Zone will support the Welsh Government's commitment to grow air services at Cardiff Airport. It will take advantage of the Zone's existing strong transport links and capitalise upon committed highways and access improvements as well as planned major transport infrastructure proposals including the Cardiff Capital Region Metro.

A quality environment in which to do business

The Enterprise Zone will have sustainable development at its heart, encompassing exemplar design, providing on-site renewable energy generation and delivering a range of environmental enhancements including the extension of Porthkerry Country Park.

St Athan Aerospace Business Park

The Aerospace Business Park Masterplan is well defined and provides long term business assurance to organisations thinking of moving to St Athan. The Masterplan optimises the use of the existing Super Hangar and includes the provision of dual purpose narrow body/wide body hangars and other facilities which can be flexibly configured for civil or military base maintenance use. New development is to be delivered in phases, according to the envisaged release of land currently occupied by the MOD. This includes proposals for a new northern access and residential units.

Cardiff Airport and the Gateway Development Zone

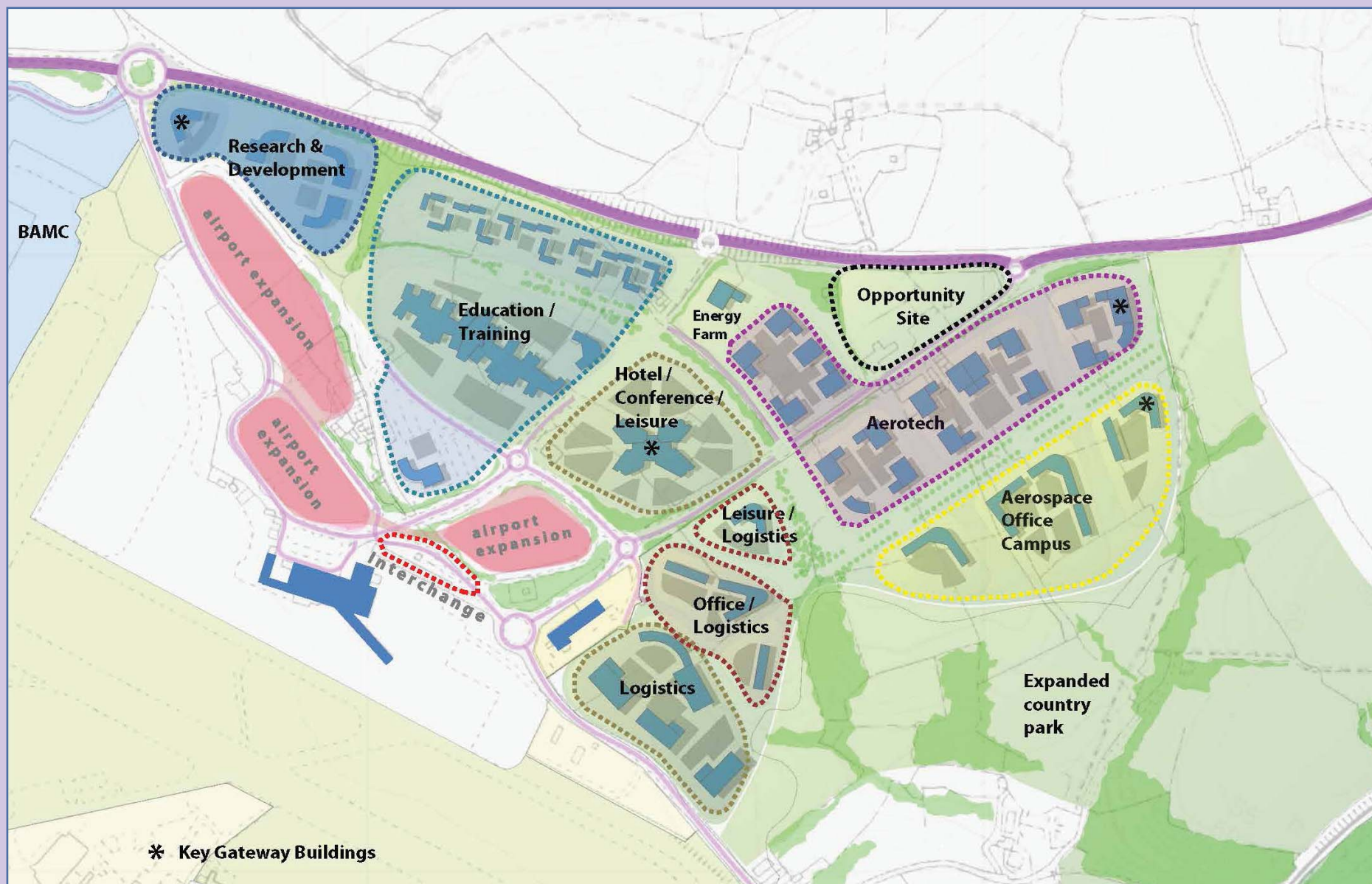
The Gateway Development Zone will provide a sustainable mixed use development that facilitates the continued growth and expansion of Cardiff Airport whilst promoting the establishment of an international hub for aerospace-related business activity, education, training and R&D.

To achieve this, the design of the Gateway Development Zone must respond to three key opportunities:

- to carefully integrate with, complement and relate to the existing facilities and businesses at Cardiff Airport and St Athan Aerospace Business Park and capitalise on, and make provision for, related developments (housing, transport and open space);
- to make the most of the high quality landscape setting; and
- to provide physical connectivity and adjacency between existing and proposed complementary and linked uses in order to make the most of the synergies between them.



St Athan Aerospace Business Park Masterplan

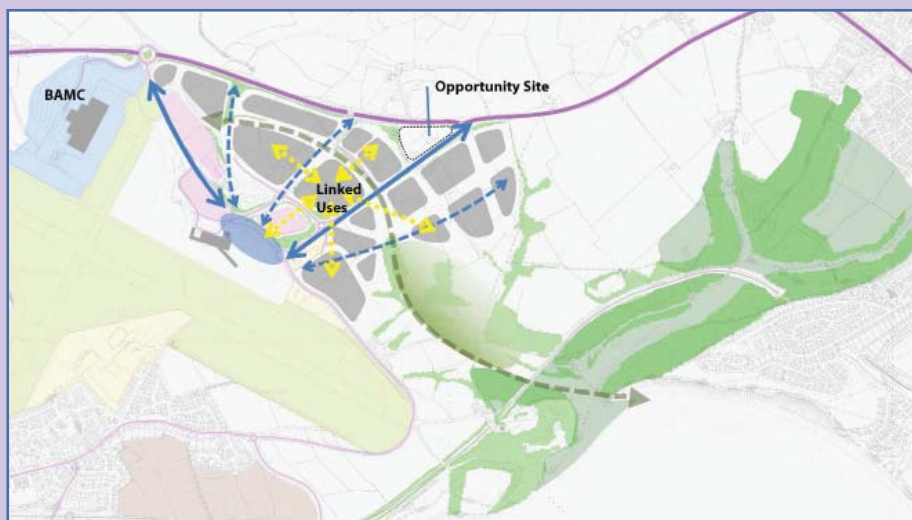


Gateway Development Zone Illustrative Masterplan

Land Uses

The Gateway Development Zone offers greenfield development land in close proximity to established aerospace anchors, including Cardiff Airport, BAMC, Cardiff and Vale College and the St Athan Aerospace Business Park. The physical proximity and accessibility of these uses creates significant potential for introducing further supporting and complementary aerospace related development.

The Gateway Development Zone Framework Plan is designed to provide a flexible framework to support a range of possible uses and phasing scenarios. A cohesive structure of linked opportunity sites ranging in scale from 0.7 to 6 ha has been identified that could potentially accommodate a range of different uses, making the most of adjacency to Cardiff Airport, BAMC and Cardiff and Vale College and helping to unlock potential business generating synergies between the Enterprise Zone and other major aerospace companies across the wider region and beyond.



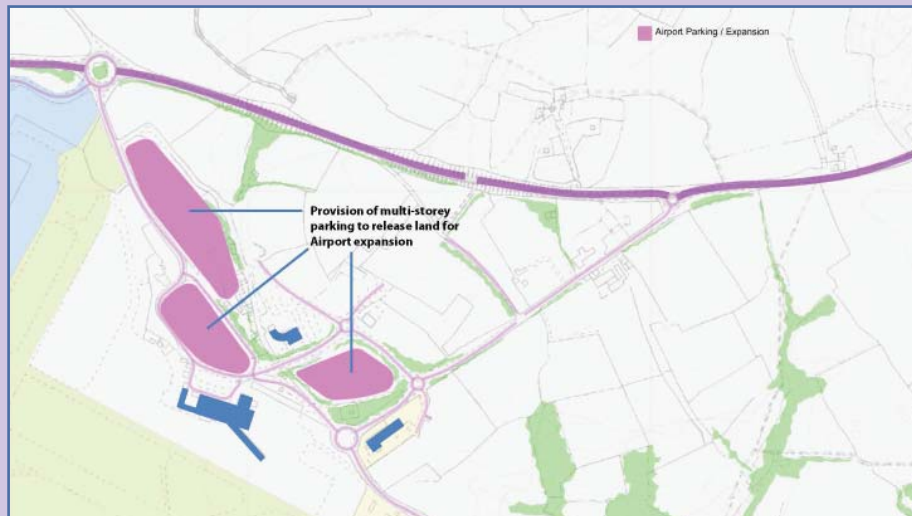
The following sections indicate one potential land use arrangement, describing each potential land use in turn and highlighting their relationship and dependency on other related uses. The proposed land use mix comprises:

- Airport Expansion;
- Education and Training;
- Airport/Aerospace Office Campus;
- Hotel, Conference and Leisure;
- Aerotech and R&D;
- Logistics;
- Transport Interchange; and
- Energy Park.

Airport Expansion

Cardiff Airport provides an essential UK and international gateway that will support investment across the wider Enterprise Zone. There is capacity within the existing Airport facilities for growth and based on previous performance, there is scope for potentially up to three times the current level of activity without the need for expansion.

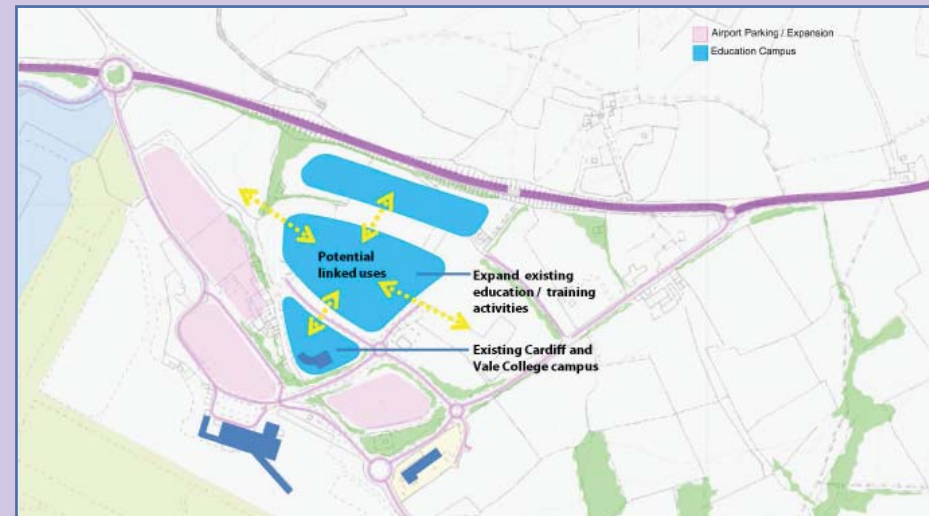
For the full potential of Cardiff Airport to be realised, however, it is important that there remains scope for the long term expansion of facilities. The Framework Plan is not intended to be prescriptive in this regard so as not to constrain future development proposals which may be set out in a separate Airport Masterplan. Notwithstanding, the large area of surface parking in immediate proximity to the existing airport terminal has been identified as providing ample opportunity for expansion of the Airport. This would be facilitated by rationalising parking provision into multi-storey structures, on a significantly reduced footprint and which is considered as part of the Gateway Development Zone.



Education and Training

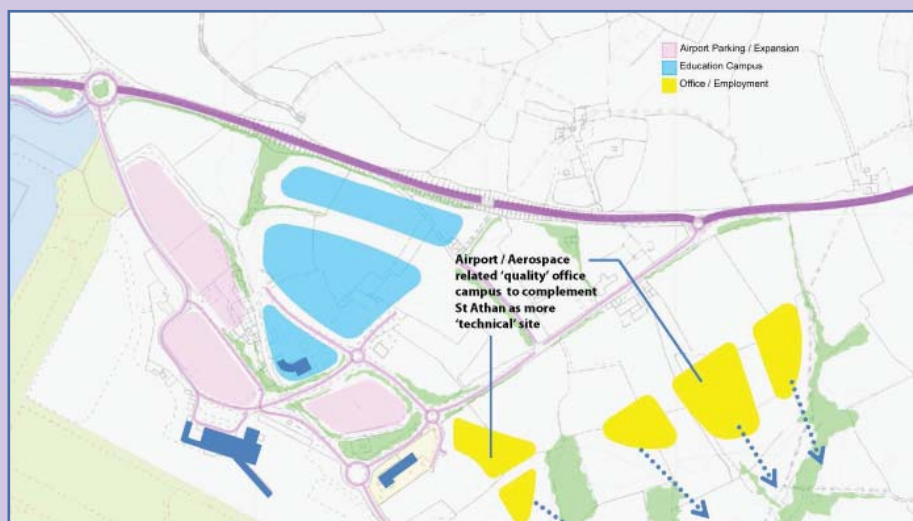
UK aerospace companies face difficulty attracting people with the right skills. There is also a recognised need to up skill the existing workforce if the UK is to remain globally competitive and to meet the growth potential of the aerospace sector. As a result, investment in education and training and a strengthening of links between education and businesses is needed.

Building on the reputation of the South East Wales region and St Athan in particular as a centre for aeronautical excellence, an aerospace education, training and R&D hub (approximately 64,000 sqm) will be a key anchor of the Gateway Development Zone. This will link with Cardiff and Vale College and the regions' other further and higher education institutions and aerospace businesses including those within the Enterprise Zone to support R&D and provide apprenticeship opportunities.



Airport/Aerospace Office Campus

An airport / aerospace related 'quality' office campus of approximately 45,000 sqm will complement both uses within the Gateway Development Zone and activities at St Athan. If required, the campus may also provide an opportunity to locate airport-related office uses by utilising land identified for office or logistics uses.



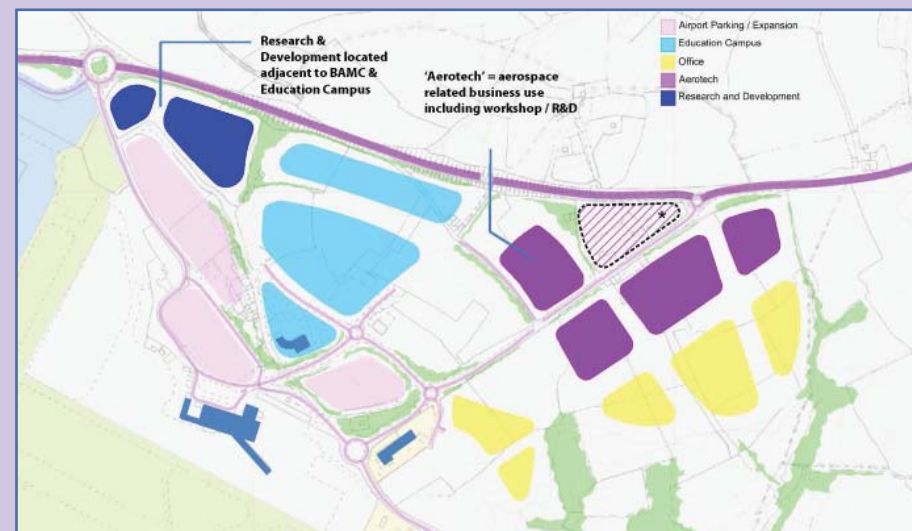
Aerotech and R&D

"Aerospace is the cornerstone of UK high value manufacturing: it is home to a highly skilled, well-remunerated workforce and creates long-term, sustainable jobs and careers for over 230,000 people. Moreover, aerospace is a highly R&D intensive industry with annual R&D spend of some £1.4 billion representing circa 12% of total R&D spending in UK manufacturing. It delivers significant technological spill-over benefits to the economy, drives world-leading improvements in productivity year-on-year, sustains an advantage over international competitors and is positioned to lead the way to a greener, low-carbon aviation future."

Lifting Off –Implementing the Strategic Vision for UK Aerospace

The Gateway Development Zone will, in its own right, become a centre of excellence for engineering, innovation and R&D in the aviation sector offering substantial clustering opportunities for businesses. The heritage of St Athan, the existing skilled workforce of the South East Wales region and the presence of existing aeronautical companies, allied with the Zone's connectivity to the UK's other manufacturing regions, offer significant cluster opportunities for aerospace related advanced manufacturing, R&D and innovation.

Aerotech (including aerospace related advanced manufacturing and workshop activities) and R&D will be a key land use component of the Gateway Development Zone, complementing in particular the education and training hub and existing companies located in the Enterprise Zone (for example, BAMC). The Framework Plan offers 64,000 sqm for modern, flexible business space for aerotech which could accommodate hybrid buildings catering for manufacturing / R&D companies looking at both industrial and back office functions.



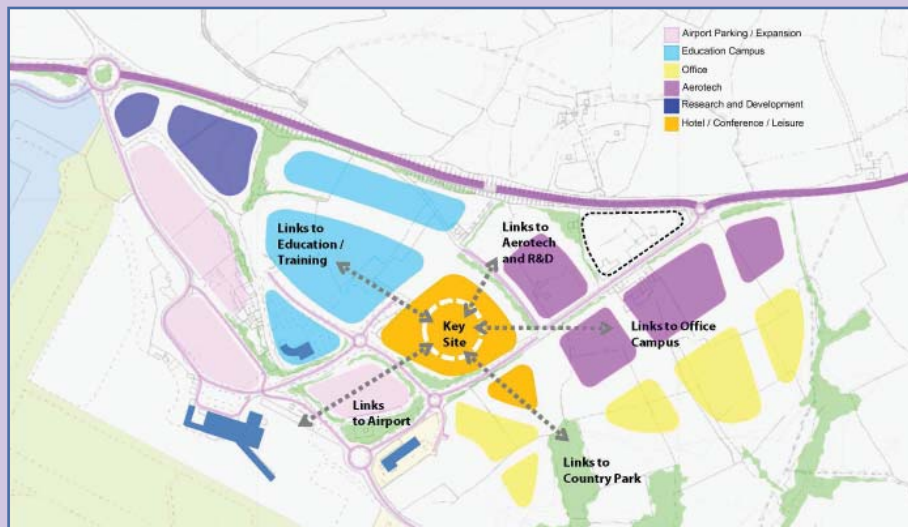
*The site hatched and outlined with a dotted line is a privately owned caravan park and hotel. The site has been included as a potential opportunity site.

Hotel, Conference and Leisure

Located at the heart of the Gateway Development Zone, the hotel, conference and leisure hub will form a focal point, linking the various land use components.

Current hotel accommodation in the vicinity of the Enterprise Zone is limited and includes the Holiday Inn Express. To enhance the range of accommodation on offer, support the future growth of Cardiff Airport and project the Enterprise Zone as a truly global destination for aerospace business, land has been identified for a second mid-range to high-end hotel with capacity for approximately 300 beds. The hotel would offer conferencing facilities that could be utilised by businesses and educational institutions within the Enterprise Zone and also host regional, UK and international events thereby promoting the Enterprise Zone itself.

Alongside the hotel and conference facilities, there is scope for the more limited provision of complementary facilities such as retail and restaurants. Within this hub there is also the potential for a visitor facility and flight club which could be linked to local schools and the onsite education and training hub.



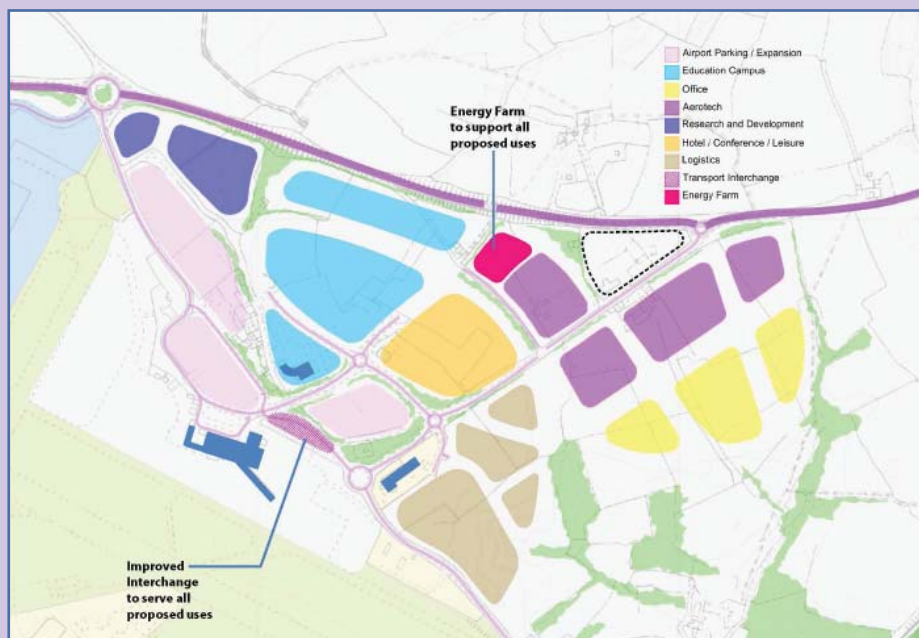
Logistics

To both support and complement the growth of Cardiff Airport, land has been made available to accommodate a circa 17,000 sqm logistics hub (including warehousing and distribution). If required, additional floorspace could be made available for logistics uses by utilising land to the north of the proposed logistics hub which is identified for office, leisure or logistics uses. Logistics activities in the Gateway Development Zone will benefit from the connectivity afforded by the Airport and proximity to the M4 and from opportunities generated by other companies located within the Enterprise Zone and the wider South East Wales region.



Transport Interchange

To serve the Gateway Development Zone and enhance accessibility to Cardiff Airport, the Framework Plan identifies an opportunity for an improved transport interchange. Importantly, the transport interchange could support future proposals that come forward as part of the Cardiff Capital Region Metro and that would significantly enhance the accessibility of Cardiff Airport and Gateway Development Zone. In this regard, the Framework Plan is flexible in order to enable the Enterprise Zone to adapt to, and capitalise upon, any future transport infrastructure proposals.



Energy Park

Land is identified within the Gateway Development Zone for an Energy Park which would be likely to comprise a CHP (Combined Heat and Power) Plant to serve all proposed uses. This would enhance the overall sustainability of the Gateway Development Zone, providing energy savings both in terms of cost and carbon footprint.

Job Creation and Skills Development

Development of the Gateway Development Zone would bring approximately 4,000 jobs to the Enterprise Zone. These jobs would be a mixture of full and part-time and would be likely to include highly skilled research and development opportunities complemented by jobs in education and hospitality for example. Based upon the indicative land uses, the jobs would be found within the following sectors:

- Research and Development – 350 to 450 jobs
- Education – 900 to 1,101 jobs
- Office – 1,400 to 1,600 jobs
- Hotel and Conferencing – 250 to 350 jobs
- Aerotech – 550 to 650 jobs
- Logistics – 200 to 250 jobs

The range of jobs available will provide employment opportunities across the region, particularly given proposed transport improvements (including electrification of the Great Western Main Line and Valley Lines and Metro proposals), and could complement planned housing growth in the vicinity of the Enterprise Zone.

Access and Movement

Access to the Gateway Development Zone will be via the A4226 (Port Road) from the east and B4265 from the west. Ongoing and planned highways improvements to the A4226 will significantly enhance the accessibility of the Gateway Development Zone (and wider Enterprise Zone) by road. No further road improvements are therefore proposed at this stage.

Immediate access to the Gateway Development Zone from the A4226 seeks to utilise a new proposed roundabout junction, in addition to the existing roundabouts at the junction with Tredogan Road and with Port Road. The proposed new roundabout access will take airport traffic and future employees directly into the heart of the

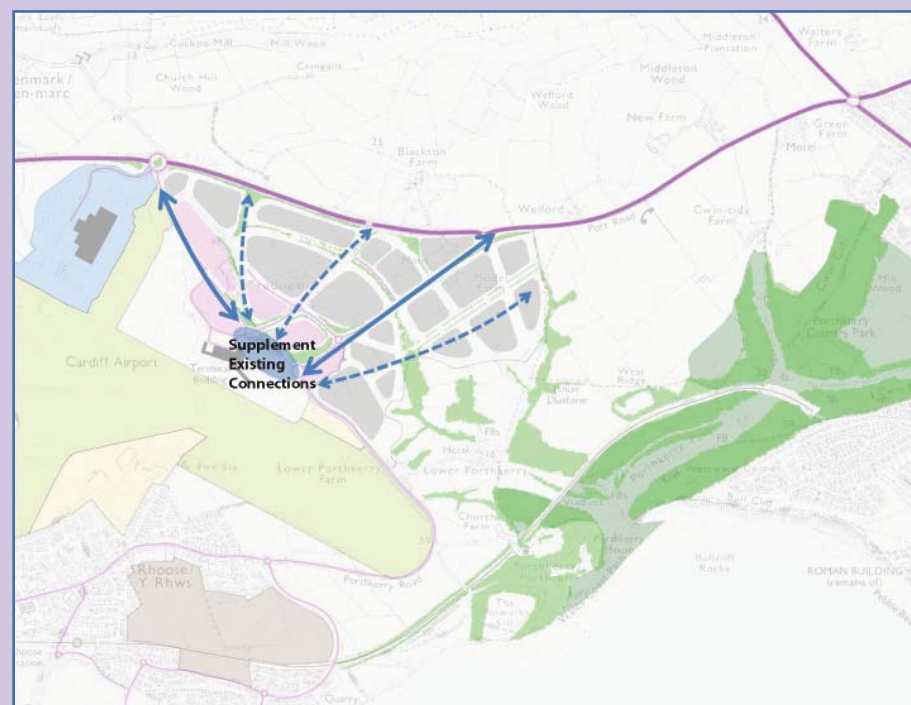
Gateway Development Zone and in particular the education campus and hotel/conference facility. This new junction and access road will act as the central north/south spine off which access roads will feed into the individual land parcels. Port Road and Tredogan Road would provide access to the southern land parcels (Port Road) and airport expansion areas (Tredogan Road). These roads would be linked to the north/south spine road by an east/west road.

All new roads within the Gateway Development Zone, and any enhancements to existing roads, should facilitate the creation of dedicated cycleways and footpaths. Opportunities to provide cycle and footpath links between land parcels that are direct, and which negate the need to necessarily follow the alignment of access roads, should be identified thereby reducing the temptation for unofficial desire lines and short-cuts to be created.

Arrangements for car parking can have a profound effect on the overall character of development. Car parking space should not dominate the street scene and the approach taken within the illustrative masterplan, with the exception of the hotel and conference facility, is to focus

upon the placement of buildings around the perimeter of the land parcels with parking placed in the centre. Car parking areas should be designed to incorporate tree planting and low level planted areas.

The Gateway Development Zone will be served by existing rail and bus services in the short term. In the medium to long term, the electrification of the Great Western Mainline and Valley Lines, Cardiff Capital Region Metro and the proposed transport interchange would significantly enhance its connectivity.



Green Infrastructure

The outstanding environmental qualities of the Gateway Development Zone and surrounding area create significant opportunities to develop a unique and attractive location for business. The Gateway Development Zone itself offers coastal views and access and views to a mature coastal country park. The location provides easy access to a choice of established and desirable villages and towns within the Vale of Glamorgan as well as access to city living in Cardiff. In design terms, the setting creates the opportunity for adding value to sites overlooking the southern edge of the Gateway Development Zone. The illustrative masterplan indicates office and leisure uses within these prime areas.

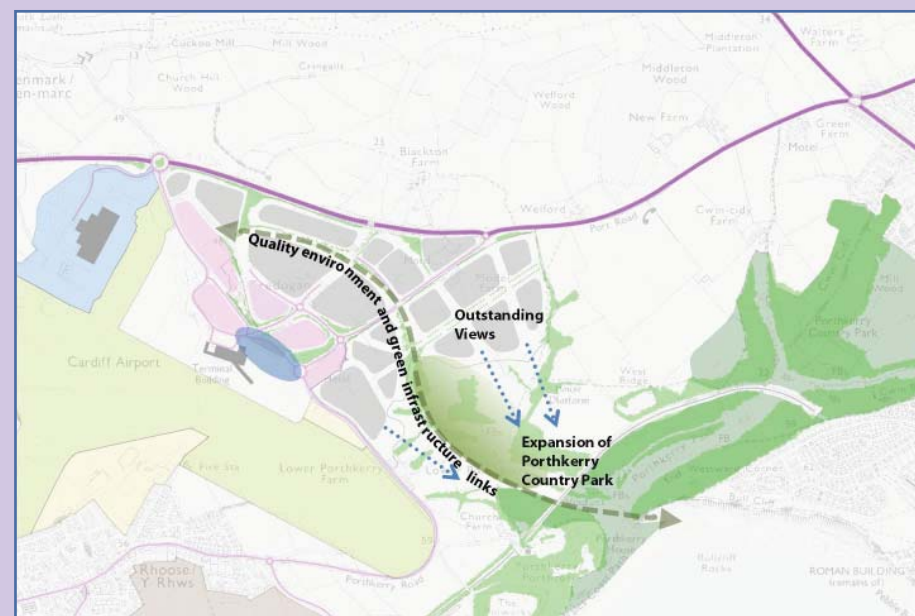
In order to enhance access and connections between the proposed uses in the Gateway Development Zone and also to the surrounding area to help make the most of the special setting, the Framework Plan includes a generous green infrastructure network. This has the added benefits of: facilitating the retention of the existing landscape structure within the site; creating an enhanced landscape framework; providing shelter and screening where required; offering enhanced habitat to promote ecological diversity; and accommodating a sustainable surface water drainage system.

The landscape treatment proposed for the Gateway Development Zone will aid legibility and will complement the hierarchy of spaces and corridors. As such, it is proposed that the landscape treatment afforded to the north/south and the western end of the east/west spine roads be of a formalised nature with



street trees, street lighting and surface treatments designed to reflect the hierarchy of these routes. The hard and soft landscape treatment to Port Road and Tregodan Road can reflect a less formalised character, with trees placed for example in groups, rather than at regular spacing, and used to soften (particularly in the case of Tregodan Road) views to the areas of airport car parking.

Importantly, the green infrastructure network of the Gateway Development Zone will connect to an expanded Porthkerry Country Park that will provide an important public open space with opportunities for habitat creation and enhancement. The illustrative masterplan suggests that the landscape treatment of the east/west spine road from a point east of the junction with Port Road should represent a transition point from the less formalised landscape of the extended park through to the more formalised approach to landscaping taken along the remainder of this road as well as the main north/south spine road.



Design Quality

To complement the outstanding natural environment, create cohesion and a sense of place to the Gateway Development Zone and to appropriately signify the quality and importance of the proposed aerospace hub, development should deliver a high quality of landscape and building design. To further enhance the site environment and to help aid legibility, a number of key sites are identified on the illustrative masterplan for the location of 'landmark' buildings of particular design quality. These are typically at important entrance points to the Gateway Development Zone. A particular focal point within the masterplan is the site identified for a potential hotel / conference centre. This site is potentially linked and complementary to all surrounding uses and will act as a central orientation point for the whole Gateway Development Zone being located at the junction of the proposed spine roads.



The height, form and architectural treatment (including materials) to be used on buildings should reflect the hierarchy of spaces and corridors referred to above. As such, buildings facing onto the proposed spine roads should be of a height of at least three storeys with a maximum height governed by the requirements to ensure appropriate airport safeguarding. A similar design approach should be taken to the 'landmark' buildings.

Buildings within the southern land parcels, and particularly those adjacent to Porthkerry Country Park, could be a maximum of two storeys in height to reflect a softer, less formalised boundary with this expanded area of parkland. Architecture should take advantage of the views afforded across the park and buildings should face outwards to it and be of sensitive design.

When designing for the development of sites within the Gateway Development Zone, consideration should be given to planning policy, including UDP Policy ENV27 and Deposit LDP policies MD1, MD2 and MD3, as well as other national and local planning guidance.

Careful consideration will need to be given to the design of the logistics area which, by the nature of the use, is less likely to afford opportunities for creative design. Use of materials, the positioning of buildings relative to parking and loading/unloading and landscaping will require careful consideration.

Sustainability

Development should incorporate the best sustainable practices for design, operation and maintenance of both the landscape and built environment. In terms of landscaping, this may include for low maintenance, drought tolerant planting combined with the use of high quality, robust hard landscaping.



Buildings should have low energy and resource demands and the Framework Plan identifies a site for an Energy Park which could potentially provide heat and power to all users within the Gateway Development Zone. Should the Energy Park not come forward, or developers choose not to take advantage of such a facility, then building design must address the need to reduce energy consumption and maximise opportunities for low carbon energy generation.

Buildings should be water efficient and sustainable urban drainage systems adopted to improve the quality of surface water leaving the site and to attenuate what would otherwise be an increase in flow from the Gateway Development Zone.

A site is identified for a public transport interchange to promote sustainable modes of access to the Gateway Development Zone and Cardiff Airport and the extent to which the Zone benefits from existing and proposed levels of accessibility has been set out above. Essentially, existing and enhanced public transport links to the Zone should be complemented by a network of cycle routes and footpaths within it. All buildings should include for secured cycle storage.



Gateway Development Zone: Indicative Visualisation



6

Support and Incentives

The Welsh Government offers a wide range of support and funding to both existing companies located at the Enterprise Zone and businesses looking to move to the Zone. This support and funding will complement the vision and development objectives for the Enterprise Zone set out in this SDF, helping to create a positive and attractive environment for business.

Support

Business Support

The Welsh Government offers an outstanding package of support. This includes a single point of contact to provide advice to businesses on accessing Enterprise Zone incentives, sources of funding, support for innovation, international trade, workforce skills development, ICT and e-business.

With devolved powers, the Welsh Government can give businesses easy access to key decision makers to fast track investment decisions and will also provide support from the Enterprise Zone Board which includes industry specialists.

Training Support

The Welsh Government offers a generous training support package and will work with employers to review and plan workforce training and development needs, as well as explaining the support available for recruiting and employing new staff.

Wales' universities and the Enterprise Zone's existing on-site aerospace education and training provider (Cardiff and Vale College) can deliver tailored programmes and courses, ranging from degree to work-based learning.

Business Rate Scheme

Support may be available under a discretionary Business Rates Scheme focused on Small and Medium-sized Enterprises (SMEs) in the Enterprise Zone that are new starts or are increasing the size of their workforce. Qualifying businesses pay Business Rates as normal and claim rebates through the Scheme receiving £55,000 (the cap on the Scheme per annum) or the business rates paid; whichever is lowest.

Faster Planning Decisions

The Enterprise Zone will respond rapidly to development opportunities and will prioritise planning applications for both existing businesses wishing to expand their operations and for companies looking to locate at the Zone.

Industry-led Academic Research

Businesses locating at the Enterprise Zone will be able to call upon world-class industry research that is taking place at Cardiff, Swansea and the University of South Wales.

Funding

Every business is different and requires tailored market solutions for growth. The Welsh Government employs a range of incentives to businesses moving to the Enterprise Zone:

1. Businesses locating to the Enterprise Zone from another country could have 10-50% of their capital expenditure and associated revenue met through non-repayable finance.
2. New start or growing businesses already within Wales and operating within one of the Welsh Government's priority business sectors (including advanced materials and manufacturing) could take out repayable finance, giving business capital for growth.
3. Businesses operating within one of the Welsh Government's priority business sectors (including advanced materials and manufacturing) may be able to receive other types of non-repayable funding.
4. For businesses leading the way in a particular field, the Welsh Government offers Funding for Innovation. For instance, Innovation Vouchers (worth up to £25,000 in a 12 month period), SMARTCymru Research, Development & Innovation funding (non-repayable financial assistance), and additional funding from sources such as the UK and European Research and Development funding schemes.
5. The Welsh Government offers financial assistance to help businesses enhance their workforce skills, develop ICT and e-Business or trade in overseas markets.
6. Businesses will be able to take advantage of commercial finance from a range of institutions such as Finance Wales. Finance Wales backs Welsh SMEs providing debt, equity and mezzanine investments of between £1,000 and £2 million at a time. SMEs

located in the Enterprise Zones can benefit from a two per cent reduction in the interest rates charged on new loans.

Contacts

Web: stathancardiffairportenterprisezone.wales.gov.uk

Or contact the Welsh Government directly:

Tel: +44 (0)3000 6 03000

Email: businesssupport@wales.gsi.gov.uk



Cardiff Airport - St Athan Enterprise Zone