

## DEVELOPMENT OPPORTUNITY

Land at Cardiff Airport, Rhoose, Vale of Glamorgan,  
CF62 3BD



## DISPOSAL BRIEF

5<sup>th</sup> DECEMBER 2024



Department of Place  
THE VALE OF GLAMORGAN COUNCIL

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## 1. Introduction

1.1. At its meeting of Thursday 19<sup>th</sup> September 2024, the Vale of Glamorgan Council's Cabinet resolved (see [Appendix A](#)) to market and dispose of the site edged red in [Appendix B](#) ("The Site"). The disposal of the Site is to be by virtue of a lease, subject to contract.

1.2. The Site forms part of a wider Vale of Glamorgan land holding at Cardiff Airport and would be located opposite the site of the Cardiff and Vale Advanced Technology College which has recently been granted planning permission. The Council is keen for the Site to be developed and for it to form part of the wider Airport Business Park vision (subject to statutory consents).

1.3. The Council wishes for this parcel of land to be developed as an EV- car charging station. This is an exciting opportunity to help deliver the Council's Project Zero commitments.

1.4 The Nature Recovery Action Plan (NRAP) for the Vale of Glamorgan has been developed to provide a framework for anyone delivering actions to conserve, protect and enhance nature in the Vale. The Vale of Glamorgan Council seek for the site to be developed and delivered in a manner that places the NRAP at heart of the development.

1.5. Emphasis is also placed on the successful Purchaser bringing forward a use of The Site that generates **tangible local regeneration benefits** (economic, environmental and social/community) during (a) the construction phase and (b) the operational use of the Site.

## 2. Purpose

2.1. The purpose of this Disposal Brief is to provide **key information** regarding The Site and sets out the **submission material** required from a bidder wishing to lease The Site:

- **Site Description** (Section 3).
- **Site Location** (Section 4)
- **Regeneration and Planning Context** (Section 5).
- **Title & Legal Matters** (Section 6).
- **Project Zero & VOG LEAP** (Section 7).
- **Method of Sale** (Section 8).
- **Submission Material** (and Scoring of Bids) (Section 9); and
- **Important Information for Submission** (Section 10).

### Consultant Property Advisors

2.2. The Council will appoint consultant agents to provide the Council with property advice for this land transfer and ensure the disposal accords with the Councils Statutory obligations to secure best consideration for The Site.

### 3. Site Description

3.1. The Site is indicatively identified edged red in [Appendix B](#) and shown in the photo below ([Figure 1](#)). This vacant agricultural land is in the freehold ownership of the Council. It measures an estimated c1.7 acres (0.68 hectares).

*Figure 1 Photos of the Site*



## 4. Site Location

4.1. As illustrated by **Figure 2**, the site is located approximately 5km west of Barry and 5km east of RAF St. Athan. The A4226 / B4265 is located to the north and the primary settlement of Rhoose to the south. The is situated within the Welsh Government’s Cardiff Airport and St. Athan Enterprise Zone which focuses primarily on the growth of the aerospace and defence related sectors and supports regional development.

4.2 The airport currently accommodates several aviation and aerospace companies and related services including British Airways Maintenance Cardiff (BAMC), the Cardiff Aviation Training Centre as well as the International Centre for Aerospace Training (ICAT) at Cardiff and Vale College.

4.3 Cardiff Airport currently comprises one central runway with passenger, cargo and Maintenance, Repair and Overhaul (MRO) facilities. In addition, there are ancillary airside facilities such as a fire station, training centre, fuel farm and waste recycling centre to the south of the runway.

4.4 The airport has one passenger terminal with connecting operating facilities. On site transport infrastructure includes drop off / pick up areas, taxi facilities, hire car facilities, visitor and staff car parking, dedicated bus stops and limited cycling and walking access.

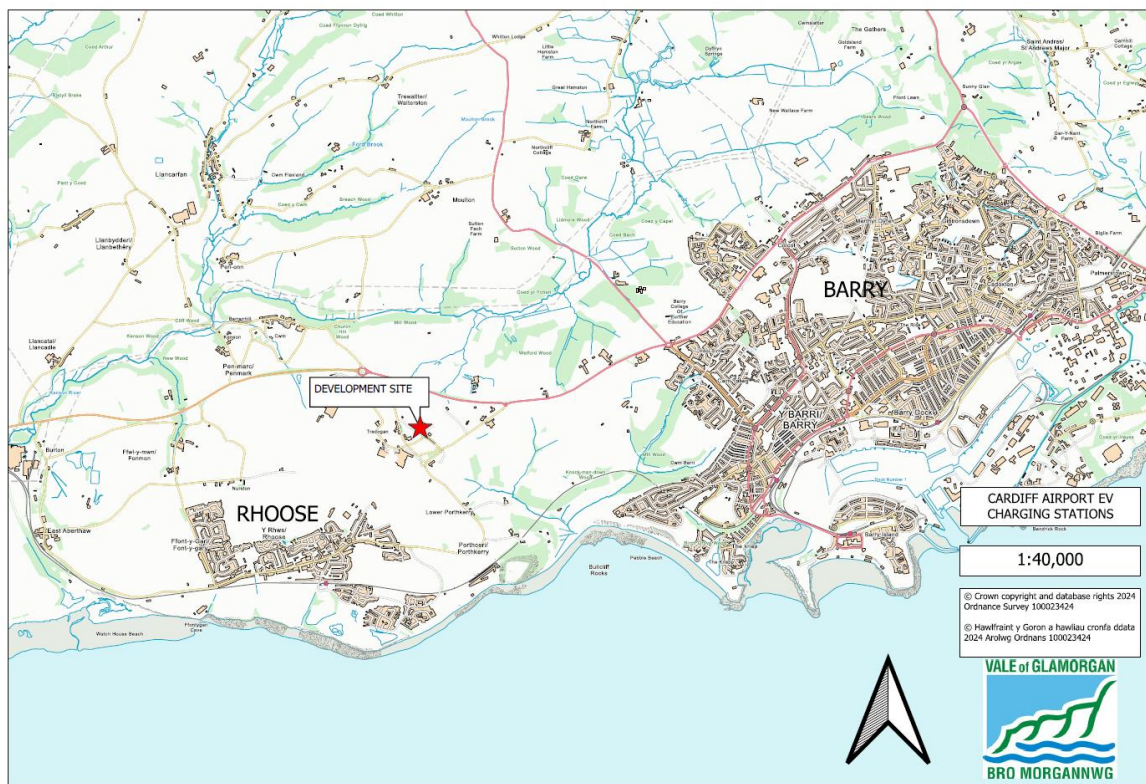


Figure 2 - The Site and its relationship with the wider area

## Regeneration & Planning Context

5.1. The Site forms part of an aspirational Airport Commercial/Business Park, proposed on c65 acres of vacant development land in the freehold ownership of the Council. This development land is strategically located within Cardiff Capital Region alongside Cardiff Airport near to the town and port of Barry in the south-east of the Vale of Glamorgan. The Site and wider area of development land is governed by the current Vale of Glamorgan *Local Development Plan (2011 – 2026)*.

5.2. In addition, the Site is referred to in the **adopted Supplementary Planning Guidance** dated December 2019 titled “*Cardiff Airport and Gateway Development Zone*”. As stated in the SPG, the Site is situated within an area of land identified as the “*Strategic Employment Site to the North of Port Road*”. Appendix 10 of the SPG includes an **Illustrative Master Plan** for the Airport area within which the Site is located.

5.3. The current SPG states: “...*The development of the enterprise zone will be guided by a masterplan to include the following elements:*

- ***New aerospace, education, research and development, manufacturing, office and other ancillary development at the Cardiff Airport and gateway development zone (77 ha)...***

## Replacement Local Development Plan

5.4. The Council’s adopted Local Development (2011 – 2026) is under review and will be replaced by a **Replacement Local Development Plan (RLDP) (2021-2036)**. In November 2023, the Council published a *Preferred Strategy for the RLDP*, which is the first statutory consultation stage in the RLDP preparation process. The RLDP Preferred Strategy seeks to retain the wider site as a Major Employment Allocation.

5.5 To support the RLDP, the council’s consultants (the BE Group) completed an **Employment Land Study** that refers to its potential as an important strategic employment site. In Section 6 of the Employment Land Study the consultant’s comment:

*“...the Land adjacent to Cardiff Airport and Port Road, Rhose has importance in providing a **more general offer to high-value manufacturing and high-tech businesses over a longer timeframe**. Businesses drawn to this location are likely to come from a **broader range of sectors**, attracted by access to a regional airport and a strong labour market in and around Barry and the wider Vale. **Proximity to the new College facilities will also raise the profile of this strategic development location with increased opportunities for***

**education/business collaboration and the attraction of technical research investment...**” (Para 6.16, Page 112).2.8. In Section 9 (“Recommendations”) of the Employment Land Study under “*Recommendation 2 – Employment Land Provision and Protection*”, the report **recommends retaining the allocation** in the new RDLP as a “**Strategic Site**” for employment “Land adjacent to Cardiff Airport and Port Road, Rhoose.

### Existing Uses within the Site

5.6. In terms of **existing uses** located at the vicinity of the Site, this is a largely **undeveloped agricultural land** to the east of Cardiff Airport.

5.7. *Two commercial businesses (Alpha Catering and Aircraft Toolhire) occupy buildings/sites on adjoining plots of land not owned by the Council (refer to [Appendix C](#)).*

### Current Committed Uses within the Site

#### Proposed Educational Campus

5.8. On part of the Council’s land at this location, a circa £70.5 Million **new educational campus (The Advanced Technology Centre)** is proposed by Cardiff & Vale College (CAVC) on c8.9 acres identified by [Appendix D](#). The Council is in a sale contract to dispose the 8.9 acres to the college by virtue of a long lease. The campus will be located close to the college’s neighbouring existing educational facility called the **International Centre for Aerospace Training (ICAT)**.

### Other nearby Key Developments and Investments

5.9. Along with the exciting proposals for a multi-million-pound educational campus, the Site is in an area in the south-east of the Vale of Glamorgan that is the subject of other significant ongoing and proposed major developments and investments namely:

- Cardiff Airport.
- Model Farm Business Park (Legal & General).
- Bro Tathan Business Park.
- Aberthaw Power Station.

.5.11. These Other Key Developments are summarized in [Appendix E](#).



## 6. Project Zero

6.1 The master plan vision prepared for the EV Charging Station at the Site must help the Council deliver its commitment to reducing carbon emissions. In July 2019, the Vale of Glamorgan Council joined Welsh Government and other Local Authorities across the UK in declaring a Climate Emergency in response to the United Nations' Intergovernmental Panel on Climate Change report into the impact of global warming. Following this, we declared a nature emergency in July 2021. The Council made a commitment to:

- **Reduce the Council's carbon emissions** to net zero before the Welsh Government target of 2030 and support the implementation of the Welsh Government's new Low Carbon Delivery Plan.
- Make representations to the Welsh and UK Governments, as appropriate, to provide the necessary powers, resources and technical **support to Local Authorities in Wales to help them successfully meet the 2030 target.**
- Continue to work with partners across the region.
- Work with local stakeholders including Councillors, residents, young people, businesses, and other relevant parties to develop a strategy in line with **a target of net zero emissions by 2030** and explore ways to maximise local benefits of these actions in other sectors such as employment, health, agriculture, transport and the economy.

6.2 **Project Zero** is the Vale of Glamorgan Council's response to the Climate and nature Emergencies. It brings together the wide range of work and opportunities available to tackle climate change, reduce the Council's carbon emissions to net zero by 2030, care for nature, and encourage others to make positive changes.

### Vale of Glamorgan Local Area Energy Plan ("LAEP")

6.3 The consultants must also consider the Council's Vale of Glamorgan Local Area Energy Plan (LAEP). **The LAEP represents our collective commitment to shaping a future where energy is clean, accessible, and equitable for all residents and businesses, and considerate of future generations.** A copy of the LAEP will be provided to the successful bidder.

## 7. Title & Legal Matters

### Title and Ownership

7.1. The Vale of Glamorgan Council owns the freehold interest of the Site.

7.2. A copy of the titles from the Land Registry will be provided to the successful bidder via the Council's Legal section.

## 8. Method of Sale

8.1. The Site is proposed to be disposed of by *informal tender* by virtue of a lease up to 25 years, restricted to the use as an EV Charging Station

8.2. The above use is put forward by the Council in its role only as landowner and not as a Local Planning Authority. Please refer to Section 10.

## 9. Submission Material (and Scoring Bids)

9.1. Please submit a written bid to the *Head of Legal Services, The Vale of Glamorgan Council, Civic Offices, Holton Road, Barry CF63 4RU* confirming your:

- a) **Financial Offer to lease the Site;**
- b) **Outline Scheme Design Concept;**
- c) **Outline Programme.**

### a. Financial Offer to lease the Site:

9.2. Please submit a Financial Offer providing:

- i. **confirmation of the Premium** you are offering in return for a lease of up to 25 years **VAT will be charged in addition.**
- ii. acknowledgement that a **10% Non-Refundable Deposit** will be payable on exchange of contracts. **Note - VAT will be charged in addition.**
- iii. your **solicitors name and full contact details;** and
- iv. What **conditions**, if any, the Financial Premium Offer will be subject to.

**b. Outline Scheme Design Concept:**

9.3. Please submit an **Outline Scheme Design Concept** incorporating plans, drawings and images indicatively illustrating your vision for redeveloping the Site.

9.4. A brief supporting written statement summarizing the anticipated **economic, environmental, and social benefits of your scheme concept for the Site**. Please set out how you would **sustainably use the property to help the Council deliver its Project Zero commitments and Nature Recovery Action Plan (NRAP)** for the Vale of Glamorgan.

**c. Programme/Timeline:**

9.5. Please submit an **outline Programme** for the physical and financial delivery of your proposed scheme including (i) an estimated timescale for exchanging contracts (i.e. entering into an Agreement for Lease) with the Council; and (ii) an estimated date for legal completion of a Lease.

9.6. This information should be submitted **by 5pm, 7 March 2025** in full to the Head of Legal & Democratic Services in a sealed envelope, which must only have on it the attached red address Label.

**CONDITIONS OF SUBMITTING OFFERS**

1. All offers must be made on the attached '**Form of Tender**' and be **submitted in an envelope** together with **official label affixed** and the **Certificate of Non-Collusion**. The envelope shall not bear the name of, or any mark indicating the identity of the Offeror and shall be delivered, not later than the date stated in paragraph 9.6 above.
2. **The Council does not bind itself to accept the highest or any offer.** The acceptance of any offer will be 'Subject to Contract'. The existence of any binding agreement is expressly denied until contracts have been exchanged.
3. Offers will not be considered under any circumstances from those **Tenderers who have previously been excluded** or who have **outstanding debts owed to the Council**.

**MISREPRESENTATION ACT**

The property is offered **subject to contract** and availability. Whilst every effort is made to ensure that these particulars are correct, the Council cannot accept any liability whatsoever for any inaccuracy or misrepresentation made either in these particulars or verbally. All intending tenderers must satisfy themselves as to the accuracy of these details. These particulars are set out as a general guide only and do not form any part of an offer or contract.

## SCORING BIDS

The Council will score bid submissions received as follows:

- a) **PRICE = 40% weighting**
- b) **QUALITY = 60% weighting**

The *weighted Price Score* will be based on the **Financial Offer (i.e. the Price)** submitted by the bidder; and the *weighted Quality Score* will be based on the **Outline Scheme Concept** submitted by the bidder and its response to this Disposal Brief.

These scores will be combined to identify the **Total Weighted Score** for each bid received.

## 10. Statutory Consents

10.1. The Purchaser will be responsible for securing all statutory consents (e.g. planning and building regulations etc).

### Separate Planning Process

10.2. The Council **strictly separates the above land disposal process and its role as landowner from the planning application process and its role as Local Planning Authority**. The Purchaser will be fully responsible for preparing submitting and securing planning permission for their scheme for the Site. The proposed disposal of the site (subject to contract) does not in any way imply the council has granted or will grant planning permission for any development/use of the Site. Nor in any way fetters the Local Planning Authority in the exercise of its functions.

## 11. Contacts

### 11.1. Please contact:

<b>Lorna Cross</b> Operational Manager Property Property Section Dept of Managing Director & Resources The Vale of Glamorgan Council Civic Offices Barry CF63 4RU	<b>Shafqut Zahoor</b> <b>Senior Project Manager</b> Project Management Unit Dept of Place The Vale of Glamorgan Council Docks Offices Subway Road Barry CF63 4RT
Tel. 01446 709307 Email: lcross@valeofglamorgan.gov.uk	Email: szahoor@valeofglamorgan.gov.uk

## 12. Disclaimer

12.1. Whilst every care has been taken in the preparation of this Strategic Brief, **the accuracy of its contents cannot be guaranteed.** The contents do not constitute any offer or contract.

12.2. The Council does not make or give and no person in its employment has the authority to make or give any representation or warranty in respect of this property or in respect of the accuracy or completeness of the information provided to bidders. The bidder must satisfy themselves by inspection or otherwise as to the correctness of this paper and the information accompanying it.

12.3. The Council reserves the right to amend any part of this paper and shall notify CAVC in writing of any such variation.

12.4. The Council reserves the right not to accept the highest or any bid.

# **APPENDICES**

## Appendix A:

### Cabinet Minute C119

**C119 CARDIFF AIRPORT BUSINESS PARK - EV CHARGING SITE (DL/SP) (SCRUTINY – ENVIRONMENT AND REGENERATION) –**

The Deputy Leader presented the report to obtain approval to market and dispose of land at Cardiff Airport Business Park for an EV charging station and ancillary uses.

Councillor Wilson said that having EV charging would make the Airport more attractive to users.

This was a matter for Executive decision.

Cabinet, having considered the report and all the issues and implications contained therein

**RESOLVED –**

(1) T H A T delegated authority be granted to the Director of Place to market and dispose of the site near Cardiff Airport shown indicatively edged red in Appendix A by virtue of a lease for use as an EV charging station and ancillary uses (subject to statutory consents) in consultation with the Executive Leader and Cabinet Member for Performance and Resources, Deputy Leader and Cabinet Member for Sustainable Places and Head of Finance/Section 151 Officer.

(2) T H A T delegated authority be granted to the Director of Place to appoint consultants / agents as may be required (such as marketing and land valuation) to assist with the marketing and disposal of the site.

(3) T H A T the Monitoring Officer / Head of Legal and Democratic Services or Operational Manager of Legal Services be authorised to prepare, complete and execute the appropriate legal documentation required to dispose of the site.

Reasons for decisions

(1) To authorise the marketing and lease disposal of the Site.

(2) To authorise appointing consultants to assist with project delivery.

TRM – Cabinet 2024  
September 19 Minutes (MS)

(3) To enable the preparation, execution, and completion of all legal documentation for the land transaction.

## Appendix B:

### Site Boundary (Edged Red) (Indicative)

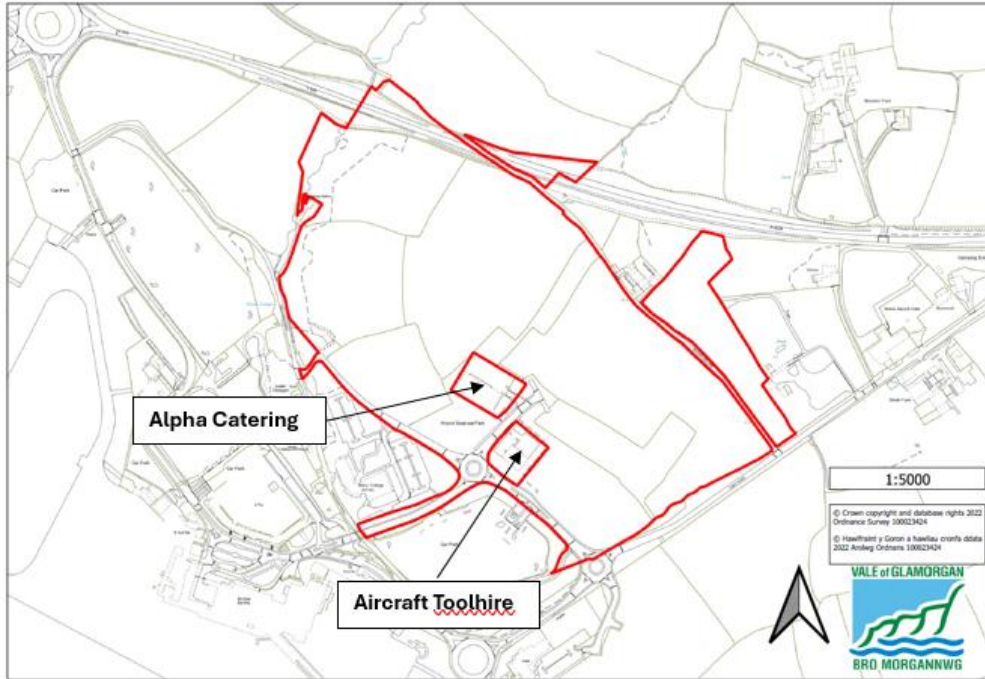


(Not to scale)



## Appendix C:

### Adjoining Land Uses



(Not to Scale)

## Appendix D:

### **Proposed College Campus (Cardiff & Vale College's Proposed Advanced Technology Centre)**

The Council is contracted to dispose of by virtue of a long lease the land identified edged red (c8.9 acres) for an educational campus – the Advanced Technology Centre (ATC). A planning application has been submitted for the college, which it is anticipated will be determined by planning Committee during the Autumn of 2024.

The ATC is estimated to cost in the region of £70 Million to deliver.

For more information regarding the planning application:

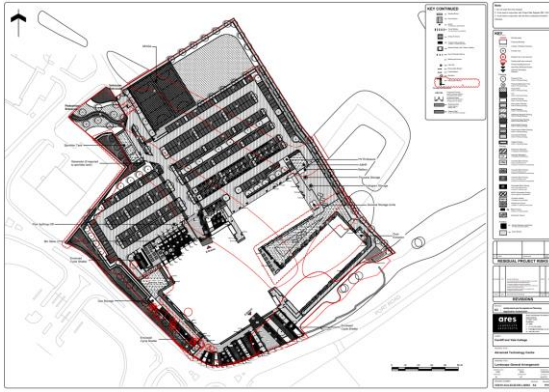
[Vale of Glamorgan Council \(planning-register.co.uk\)](http://planning-register.co.uk)

**SHEPPARD ROBSON**



**04th April 2024**  
**Design & Access Statement**  
**Cardiff and Vale College**  
**Advanced Technology Centre**

## EV Charging Station- Land at Cardiff Airport



### Press Statement (July 2023) from CAVC Website:

The following press statement from CAVC provides useful information about the vision for the ATC:

“...Cardiff and Vale College will undertake a £100m investment in the future of skills for the Vale of Glamorgan and the wider population of Wales, working in partnership with the Vale Council and Welsh Government.

The Welsh Government has approved the Outline Business Case for CAVC’s two new campuses in the Vale. The project can now progress towards development and submission of a Full Business Case for ministers to consider in the coming months.

Subject to approval of CAVC’s Full Business Case, this £100m project would see two new campuses – an accessible general Further Education (FE) college in the heart of the Barry Waterfront with easy access to public transport; and an innovative Advanced Technology Centre at Cardiff Airport, adjacent to CAVC’s renowned International Centre for Aerospace Training (ICAT).

**The new Advanced Technology Centre will deliver an innovative curriculum, preparing young learners for the future world of work and upskilling existing adult workers in key growth areas. These will include artificial intelligence (AI), Composites, Rapid Prototyping and manufacture, advanced design, electronics and new approaches to Net Zero renewable technologies such as wind, wave, nuclear and e-fuel.**

**It will also support the industries supporting and affected by this technology, including engineering, construction, building services and aerospace – with ICAT remaining the training hub for this industry.**

The general FE college in the Barry Waterfront Innovation Quarter will offer a wide range of vocational and career-focused courses for both young people and adults.

Both campuses are being taken forward with sustainability at the heart and will be the first new FE Net Zero Carbon developments in Wales. CAVC will now move into the planning phase before construction of the campuses can begin.

Cardiff and Vale College Group Chief Executive Mike James said: “We are delighted to announce our commitment to this £100m project in education and training for the Vale of Glamorgan, which will have real significance for the economy of the wider region and beyond.

**“The Advanced Technology Centre will have regional importance, delivering high-level skills and supporting the Bro Tathan business park, Cardiff Airport and the proposed green energy development at Aberthaw, alongside employers from across Wales.** It is with real pleasure that I can say that we are delivering on our commitment to provide first-class teaching and learning environments for learners and the community in the Vale of Glamorgan.”

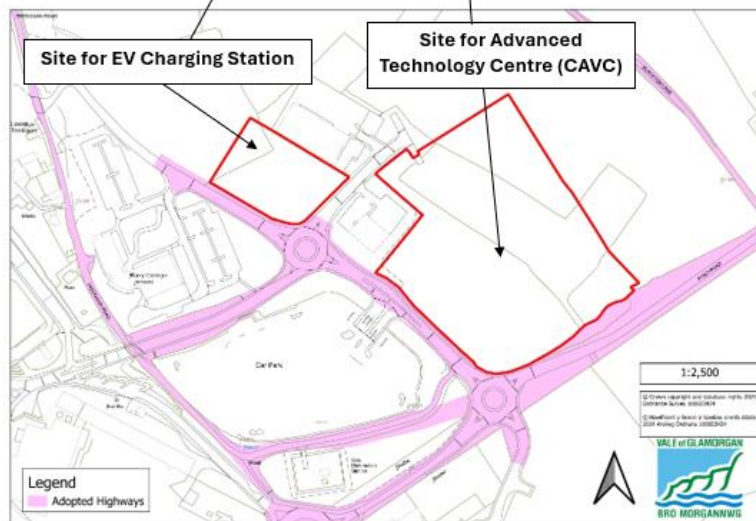
Vale of Glamorgan MS Jane Hutt said: “Thank you to everyone at Cardiff and Vale College for their commitment to learners for training and education in the Vale of Glamorgan which has led to these inspiring plans providing world class facilities in partnership with Welsh Government and the Vale of Glamorgan Council.”

## EV Charging Station- Land at Cardiff Airport

Cllr Lis Burnett, Leader of the Vale of Glamorgan Council, said: "This is a really exciting announcement that represents a significant landmark for education in the Vale and Wales as a whole."

"These new campuses will provide Vale learners with ultra-modern facilities and the skills necessary to lead the way in a number of exciting and emerging areas.

"We are proud that such cutting-edge developments will be located in the Vale and that there will be an emphasis on environmental sustainability and alternative sources of energy. This aligns perfectly with the Council's long-term aims and our Project Zero commitment to become carbon neutral by 2030."



(Not to Scale)

## Appendix E:

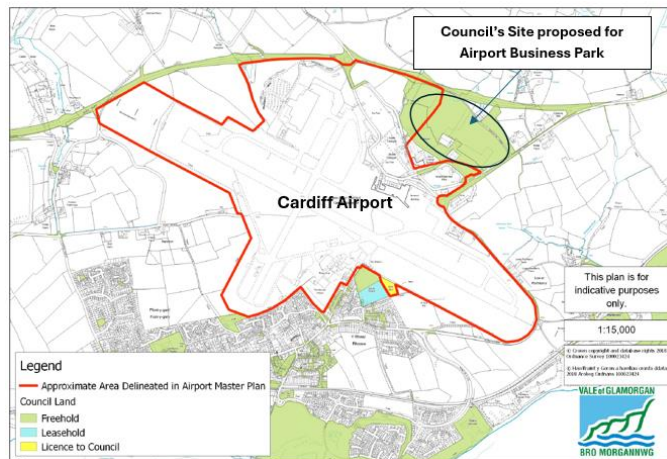
### Other Key Developments

1. Cardiff Airport.
2. Bro Tathan Business Park (St Athan).
3. Legal & General Business Park Proposal (Model Farm)
4. Aberthaw Power Station

#### 1. Cardiff Airport

Cardiff International Airport (CIAL) is an important gateway to Wales for business, tourists and general travellers and it plays an important economic role providing international connectivity to and from Wales. In 2013, the Welsh Government purchased Cardiff Airport, and it is operated at arm's length on a commercial basis.

Plan of Boundary of Cardiff Airport (annotated to show the Council's Site):



#### Announcement of £206 Million Investment for the Airport (July 2024)

In July 2024 it was announced that a “**longer term strategy for the business**” has been worked up and that Cardiff Airport will receive an **investment of £206 Million**. In a press statement issued on 22<sup>nd</sup> July 2024, Ken Skates (Cabinet Secretary for Economy, Transport and North Wales, Welsh Government) announced:

“...Cardiff Wales Airport (the Airport) is a vital element of Wales’ economic infrastructure, which has been estimated to generate over £200m in Gross Value Added (GVA) annually and support thousands of jobs in the South Wales region. The Airport, along with the neighbouring Bro Tathan business park, are at the nexus of the cluster of successful aviation and aerospace businesses in the region. It provides a gateway

## EV Charging Station- Land at Cardiff Airport

into Wales for tourists, investors and the many thousands of visitors that come each year to enjoy the numerous sporting, cultural, business and trade events hosted in and around the capital. It also offers valuable connectivity for Welsh business and leisure travellers.

As with other airports across the UK, the Covid-19 pandemic presented significant challenges, and its effects are still being felt today at the Airport. The Welsh Government took decisive action to protect the Airport during the pandemic, providing essential financial support through a 3-year rescue and restructuring package. As this package draws to a close, the **Welsh Government has been working with the Airport leadership team to develop a longer-term strategy for the business**, focused on how the Airport can contribute to economic growth and help to reduce economic inequality in South Wales.

The strategy aims to build on the Airport's unique strengths with two main objectives:

- Attracting and growing aviation and aerospace businesses linked to the Airport
- A targeted programme of air service development, with a focus on passenger connectivity to a small number of global air hubs and economic centres of importance to Wales

The strategy recognises that the needs of air passengers in Wales are served by a range of airports, and this will remain the case in future. To create new jobs, the Airport will focus on:

- **Aircraft Maintenance, Repair & Overhaul (MRO)** – helping existing businesses at the Airport to grow and attracting new businesses to both the Airport and the Bro Tathan business park, building on the hundreds of jobs in this sector already.
- **General Aviation (GA)** – developing facilities to encourage private aircraft owners and other GA-related activities to use the Airport, making the most of its proximity, when visiting South Wales. This would enhance the Airport's offering to organisers of major sporting and cultural events in the region, as well as becoming more attractive for VIP business travellers and foreign investors.
- **Air cargo** – attracting more logistics operations to improve supply chain and export options for the region and maximise the use of increasing cargo capacity in line with route development
- **Sustainable aviation technologies** – in the medium to longer term, making the most of the aerospace cluster and green energy initiatives in the region by providing the infrastructure and services necessary to start and nurture businesses developing next-generation greener aviation technologies, such as Sustainable Aviation Fuel (SAF) supply chains, electric aircraft and hydrogen propulsion.

The additional jobs anticipated, combined with the range of aviation and aerospace courses provided by our further and higher education establishments, would offer an even greater pipeline of career opportunities in the sector for people across the whole region. The strategy aims to yield a range of new jobs, from high-skilled specialist engineering roles to positions with lower entry requirements, offering pathways into the sector for a broad cohort of job seekers.

To improve connectivity, the Airport will seek to develop routes to those parts of the world identified in the Welsh Government's international strategy as being important for economic growth, such as:

- The Middle East and South Asia
- The European Union - major economic and finance centres and hub airports
- North America

The Airport will always encourage its existing airline partners to grow their activity and to create more local jobs. This greater connectivity will provide an excellent opportunity to grow tourism into Wales and make it significantly easier for potential investors to get to and from the country.

## *EV Charging Station- Land at Cardiff Airport*

It is anticipated that the totality of these route developments could see the Airport's annual passenger numbers increase to just over 2 million within the next decade. To complement the air service development there are planned investments in the Airport's existing terminal building and other infrastructure to ensure it can accommodate more comfortably the higher number of passengers whilst also reducing the carbon footprint of its ground operations. The Welsh Government is also looking at options for improving bus connectivity between the Airport and the centre of Cardiff, as a means to better connect people to the new jobs at the Airport and to improve the gateway experience into Wales, so that more first-time visitors become repeat visitors.

The measures put in place by the Welsh Government during and after the pandemic to protect the Airport have done their job but have left the business in a position where it does not have the financial resources necessary to kick-start these economic developments. To ensure that the South Wales region can make the most of these opportunities, the Welsh Government is planning to provide the Airport with long-term additional investment funding and will be seeking regulatory approval for a package up to a maximum of £206m across a ten-year period.

Analysis commissioned by the Welsh Government has indicated that by 2034, this funding could lead to the Airport supporting a significantly higher number of jobs across the region and generating a significant increase in annual GVA contribution. As the economic returns would extend far beyond the ten years, this investment should benefit the workers of today and those of the next generation.

To achieve the economic objectives outlined in this statement, it is important that the Airport leadership can operate with the commercial freedom and agility necessary to secure the best possible agreements with airlines and other businesses. Therefore, whilst the Welsh Government and Airport do have a plan for how the new investment money would be targeted, we will not be providing a public breakdown of the figures. Subject to these commercial considerations, for transparency, we will report regularly on the flow of funding to the Airport and ensure a close monitoring of the economic outcomes of investment.

As the investment in the Airport would be classed as a subsidy of particular interest under the UK subsidy regime, our proposed investment package must be referred to the Competition & Markets Authority (CMA) for their consideration in the first instance. This referral will take place over the summer recess period and will take 3-4 months to conclude. Once Cabinet Secretaries have had an opportunity to consider the CMA's report and then taken a final decision on what form any investment package should take, they will report back to the Senedd.

The Welsh Government has acknowledged the tensions between owning an airport and addressing the climate emergency. We recognise this continued challenge. However, on balance, we believe that the Airport returning to pre-pandemic levels of activity would bring substantial economic benefits to the region. People and businesses in Wales will still want to fly and if they cannot fly from Cardiff, they will simply go elsewhere, potentially with additional carbon emissions in the process. Strategies for reducing our global aviation emissions are best considered at the UK level and implemented via international institutions. That being said, owning the Airport does give the Welsh Government an opportunity to take responsibility for some of Wales' aviation emissions. We want to take that opportunity, which is why our airport strategy aims to encourage the development and local adoption of more sustainable aircraft propulsion technologies and to reduce carbon emissions from the Airport's infrastructure.

Looking towards the longer term, the Welsh Government is open to exploring different ownership models for the Airport, potentially including arrangements with the private sector or other public sector partners. We are open-minded about how the Airport is owned in the future, as long as we can be confident that it is maximising its potential as a means to achieve sustainable economic growth and reduce inequality in the South Wales region.

## *EV Charging Station- Land at Cardiff Airport*

In the medium term, however, we hope to see this significant investment ensuring that the Airport will deliver on the opportunities only it can, both for our people and our economy.

This statement is being issued during recess in order to keep members informed. Should members wish me to make a further statement or to answer questions on this when the Senedd returns I would be happy to do so..."



## 2. Bro Tathan Business Park (St Athan).

Situated approximately 5 miles from Cardiff Airport, Bro Tathan Business Park extends across circa **1,200 acres** including its own fully operational 1,800m runway. It is situated within the **Cardiff Airport and Bro Tathan Enterprise Zone**.

Aston Martin Lagonda, eCube Solutions and Caerdav are located within the Business Park.

The Bro Tathan website states the business park is “...*embarking on the next phase in its exciting evolution to create a ground breaking destination for business offering a range of development and occupational opportunities...*”

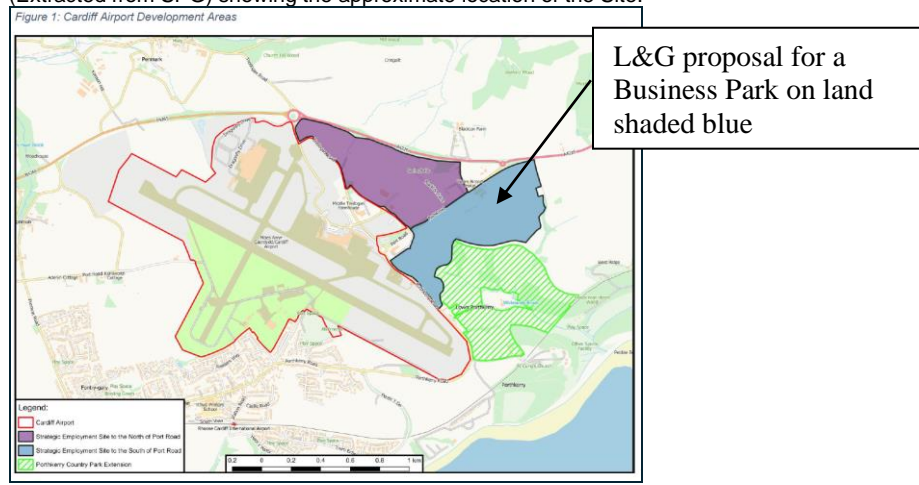
For more information refer to the website:

[Bro Tathan](#)

## 3. Model Farm Business Park Proposal (Legal & General)

To the east of the Council’s site is land identified in the adopted SPG as a “**Strategic Employment Site to the South of Port Road**”, which is identified coloured blue in Figure One below (which has been extracted from the SPG document).

**Annotated version of Figure 1 “Cardiff Airport Development Areas**  
(Extracted from SPG) showing the approximate location of the Site.



A planning application (reference 2019/0087/OUT) was submitted to the Council by the developer for a “...*Hybrid application comprising an outline application for the demolition of existing buildings and erection of 44.75ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, ecological mitigation and ancillary works (all matters reserved aside from access) within*”

*Area A and a full application for change of use from agricultural land to country park (Use Class D2) within Area B...”*

The planning application was deferred by Planning Committee. An appeal for non-determination has been submitted to the Planning and Environment Decisions Wales (PEDW) for an outline planning application for a B1, B2, B8 Business Park. A decision on the appeal is due in 2025.

For further information refer to the planning application on the following web site link:

[Vale of Glamorgan Council \(planning-register.co.uk\)](http://planning-register.co.uk)

#### **4.Aberthaw Power Station**

Situated approximately 6 miles from the airport on the coast is the now decommissioned coal-fired Aberthaw Power Station. Cardiff Capital Region City Deal partnership (CCR) purchased the site in 2022 with an investment package of £36.4m. CCR has a master plan vision to redevelop the site to establish the site as a “...green powerhouse for generations to come...”

CCR has established a new private-sector company (CCR Energy Limited) to own and lead the demolition, remediation, and future development of the site.

The new site Masterplan for the redevelopment seeks to:

- “...Support the production of renewable and green energy projects;
- Provide an accompanying battery storage facility to support the green energy projects
- Support a net zero-carbon manufacturing
- cluster which will include green hydrogen production facilities;
- Help develop a green energy innovation centre to promote innovation, growth, knowledge and community interaction with the zero-carbon future of Wales;
- Be responsible for the development and maintenance of a bio-diverse ecology park which will include a visitor centre, providing amenities to the local community; and
- Create the correct conditions to support industrial de-carbonisation and future giga-plant facilities...”

Along with aiming to contribute towards the objectives of the UK and Welsh Government’s 2050 net zero targets, the project aims to provide Cardiff Capital Region with highly skilled jobs – with the potential to create thousands of direct, indirect and induced jobs, along with local supply chain and upskilling benefits.

For further information refer to the CCR website link:

[Aberthaw Power Station - Cardiff Capital Region](#)