
LAND SOUTH OF JUNCTION 34, M4, HENSOL

Planning Statement

On Behalf of Renishaw plc

February 2014

Land South of Junction 34, M4, Hensol, South Wales

Planning Statement

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EXECUTIVE SUMMARY

Background

- i. This Planning Statement is submitted on behalf of Renishaw plc (hereafter referred to as "the Applicants") in support of a planning application for employment and ancillary uses at their land ownership at Land South of Junction 34, The M4, Hensol, South Wales. The site (hereafter referred to as the "Application Site") is approximately 67.77 hectare (ha) in area and is situated within the Vale of Glamorgan (VoG) (**Appendix 1**).
- ii. Extensive pre-application discussions in relation to the Proposed Development have taken place between the Applicants and the Vale of Glamorgan Council. Consultation and meetings where appropriate have also been held with Rhondda Cynon Taf Borough Council and Cardiff City Council. Extensive pre-application consultation has also been undertaken to communicate the development proposals to local residents, the wider community, local Members and other stakeholders. Full details of the public consultation exercise and the comments made in respect of the proposals are set out in the Statement of Community Engagement, prepared by Barton Willmore, which supports the planning application.

Proposed Development

- iii. The application proposals are set out in greater detail in section 4.0 of this Planning Statement however the description of development is as follows:

"Outline planning application with all matters reserved except for access, for development comprising Class B1, B2 and B8 uses; a Hotel/Residential Training Centre (Class C1/C2); and ancillary uses within Classes A1, A2, A3; associated engineering and ground modelling works and infrastructure, car parking, drainage and access, for all uses, provision of utilities infrastructure (including an energy centre(s)); landscaping and all ancillary enabling works."

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- iv. An Illustrative Concept Layout Drawing no 20184 RG22 and Landscape Strategy Drawing no 20184 L18 are submitted together with this planning application and usefully illustrate how the Parameters Plan might be delivered.

Site Context

- v. The Application Site is known as Land South of Junction 34, M4, Hensol. The Site was also formerly known as Land at Miskin, when the adjacent Bosch plant was operational, until Autumn 2011. The existing Renishaw facility (outside of the Application Site) benefits from two key planning permissions, obtained in 1989, pursuant to which we understand Bosch initially developed the facility, together with a number of subsequent planning permissions, pursuant to which the two main buildings were further developed. Of particular note is the outline planning permission that sought to develop an area of land, similar to the Application herein, and was granted planning permission. The illustrative plan included at **Appendix 8**, demonstrates the conceptual layout at that time that was proposed by Bosch and shows a number of large production/manufacturing units across the site, including areas now proposed by Renishaw as Green Infrastructure. The previous Bosch scheme was significantly denser than the proposals presented now, and reflects the move in planning policy towards integrating environmental features where possible within development proposals.
- vi. The Application Site comprises agricultural fields and existing areas of woodland. The Agricultural Land Classification survey has mapped 9ha of Grade 3a land (approximately 19% of the site); 10ha of Grade 3b land (approximately 21% of the site); and 28.5ha of Grade 5 land (approximately 60% of the site). No significant contamination issues have been identified on the Application Site.
- vii. There is one statutory designated site of national importance to nature conservation within 1km of the Application Site – The River Ely Valley SSSI which borders the south eastern corner of the site and is partly located within the Application Site, albeit not within an area of proposed development (**Appendix 5**).
- viii. In terms of non statutory designated sites, there are five proposed Sites of Importance for Nature Conservation (SINCS) located within the Application Site and one is located immediately adjacent (**see Appendix 6**). Two animal European Protected Species were recorded within the Survey Area but no plants. The two animal EPS were bats (all bat species are EPS) and otters (*Lutra lutra*).

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- ix. There is a Tree Preservation Order relating to the Application Site - with charge reference TPO/76/5 and it is described as 'Tree Preservation Order relating to trees within the community of Llantrisant (M4 Motorway, LLwyngibbon Fawr and Miskin Interchange.)'.
 - x. There are several areas of marshy grassland within the Application Site, in addition to those that are described above in the Non Statutory Designations section, mostly these habitats are within SINC designations, however there is also an area of marshy grassland outside of the SINC area that is of national importance.
 - xi. A large number of watercourses are present within the Application Site, including sections of the two tributaries of the River Ely; the Nant Coslech and the Nant Criafol; and numerous drainage ditches. The Proposed Development realigns the watercourse to accommodate the layout of key buildings within the site.

Scale of Development

- xii. The majority of the Site will comprise employment uses within the Classes B1, B2 and B8, and could total a floor space of sq metres (152,361 sqm) and a further 9,290sqm of C1/C2 use. The remainder of the Site will provide for associated infrastructure, and an ecological corridor, the diverted watercourse and associated landscaping. At this stage, only certain elements of the likely end users of the site are known, and these have informed the Parameters Plan, the ES, Design and Access Statement and are the basis of this Planning Statement. Renishaw will seek to expand their current facilities into the Application Site and develop approximately 9.57ha of the Application Site. They have also expressed a need for onsite training space with overnight accommodation, and hence the inclusion of 1.45ha of space within the Use Class C1/C2. Renishaw have established relationships with local Universities in the South Wales area (see Section 7.38) and programmes of research and development have begun to flourish.
- xiii. The benefits of having a single, level development platform extends to Area B within the parameters plan too, whereby the quantum of land available, is currently compromised by the topography of the site, that is undulating. Within Area B in particular, a small hill results in AOD heights being 10m higher than in Area A. Creating a platform on one level provides not only the operational function, efficiency and flexibility required by operators of building with large scale footprints.
- xiv. The application proposals include the provision of land for an energy centre(s). It is proposed that each Area of development on the Site is served from a central energy

centre. The site wide energy centre will provide a highly efficient heating solution via a district heating network.

- xv. The application proposals are made in outline, with details of the access to the site provided in detail. The existing access to the Application Site would be used to access the proposals, and be subject to improvements as detailed within the TA on Drawing BMW/2024/001 revision P2. This drawing also includes elements associated with a committed scheme, that is taken account of within the TA, and would not be subject to being delivered by this planning application.
- xvi. The proposals for public transport associated with this development are detailed within section 3.6.3 to 3.6.13 and section 8.8 of the Travel Plan. Within the site, buses will be able to enter and exit the site using the main access, creating a bus loop through the site. Shelters will be provided for passengers. In addition to these physical measures, the Travel Plan explores a range of measures to reduce single car occupancy and to promote shared modes of travel. The Travel Plan is at this stage only a framework and details of will be set out in a Detailed Travel Plan(s) that will accompany a Reserved Matters application(s).
- xvii. The proposals include substantial area of green infrastructure and areas that could potentially offer access to employees during their lunchtimes/break periods for example. The ES includes details of the proposed ecological mitigation and enhancement (ES Chapter 9) that forms part of this application, and would be detailed in subsequent Reserved Matters applications.

Principle of development

- xviii. The Application Site is also allocated for employment use within both the adopted and emerging Development Plan. The proposals will deliver a number of benefits resulting from mitigation for the proposals, and enhancing of environments within the Application Site and offsite, that otherwise would not occur. The Site is a considerable distance from residential properties to avoid adverse impacts in terms of their amenity. The ES Chapters on Noise and Vibration, and Air Quality consider these matters in greater details and assess the likely receptors of such adverse effects and conclude in Sections 13.103-13.109, and 12.143-147 that sensitive receptors identified within these ES Chapters are not significantly adversely affected as a result of the Proposed Development.

Need for Development

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- xix. The need for enabling development on the Site is driven by the refurbishment cost associated with the current buildings formerly occupied by Bosch and to seek a return on the investment in the land that has been made. Enabling development on the Application Site, within an employment land context is not at odds with the adopted Development Plan that supports in principle the B1, B2 and B8 Use of the Site.
- xx. The Development Areas A to D could potentially generate between 2,555 and 3069 jobs. The increase in operations at the existing facility could provide a further 750 jobs. Further details are within Table 7.18 of the ES.
- xxi. The need for enabling development on the Site is driven by the refurbishment cost associated with the current buildings formerly occupied by Bosch and to seek a return on the investment in the land that has been made. Enabling development on the Application Site, within an employment land context is not at odds with the adopted Development Plan that supports in principle the B1, B2 and B8 Use of the Site.
- xxii. The Site is likely to be attractive for Business Park and Distribution Centre Operators. The success of Distribution Centres and Business Parks is fundamentally attributed to their location. Investors in both types of development, seek a location that is accessible for employees, but principally in the case of Distribution Centres, a location that is directly accessible to a motorway network without passing through residential areas therefore enabling the movement of goods efficiently across a 24 hour period.
- xxiii. The potential of the Application Site, and indeed by the current operation of Renishaw, to attract the clustering of new business is considerable. Take up of sites is notable to the north of the Site, within RCT. The availability of this Site immediately adjacent to the Renishaw premises presents a unique opportunity for future development and clustering opportunities should the Application Site be granted planning permission and then act as an anchor for future growth not just at this location, but by spurring growth and investment locally too.
- xxiv. Renishaw have explored the opportunities for alternative sites, as part of the consideration of the application site and whether it was appropriate in terms of deliverability, suitability and availability.
- xxv. The Application Site is particularly suitable to the needs of Renishaw, being within their current ownership and readily available for development to meet their ambitious timescale of a developable site where construction can commence, by

2016. The technical work underpinning the development of the Site has been completed, and extensive public consultation has been undertaken. Renishaw are keen to progress their planning application at both outline and subsequent reserved matters stages, swiftly. Therefore, the business operations of Renishaw can continue within South Wales and this important employer can contribute yet further to the local and regional economy. The opportunity for an expansion of this size within the recent and indeed current economic climate presents exceptional and unique circumstances that could not have been planned for within the normal development plan making process, and are also significant points to be given weight in the consideration of where the proposals depart from the extent of the allocation in the Development Plan. The pressing need for Renishaw to gain their outline planning permission and subsequent reserved matters in the near future cannot afford to be thwarted by the planning system, and it has therefore been incumbent on the project team to present a robust and thorough case for granting planning permission on this strategic site, whilst tackling the challenging on site and proposal led issues that have been faced.

Technical matters

- xxvi. The ecological mitigation scheme has been developed alongside landscape proposals as detailed within section 15 of the Design and Access Statement and drawn on Landscape Figures 8.10a and 8.10b within the ES. This will deliver a high quality scheme that has been developed in discussions with a variety of stakeholders including the ecologist for the Vale of Glamorgan Council and officers from NRW. There are opportunities for an Ecological Mitigation and Management Plan to support the proposals and this could be a condition of the planning permission for the site to ensure it continues to flourish over the years to come.
- xxvii. In respect of flood risk and drainage, Figure 1 within the TAN advises on a precautionary framework that is applied to each of the Flood Zones. Noting that the Application Site has Zones that are 'A' (where there is understood to be little or no risk of fluvial or tidal coastal flooding) and that the justification test is not applicable and there is no need to consider flood risk further; through to 'Zone C2', which is used to describe areas of floodplain without significant flood defence infrastructure and is used to indicate that only less vulnerable development should be considered subject to application of the justification text, including acceptability of consequences. Emergency services and highly vulnerable development should not be considered.

- xxviii. Only one element of the Proposed Development is categorised as Highly Vulnerable, based on Figure 2 within TAN 15. This element is the proposed hotel/residential training centre. This element of the site is contained within Area D on the Parameters Plan and this area is not within the C2 Flood Zone.

Conclusion

- xxix. The Planning Application for development of a strategic employment site on land to the south of junction 34, M4, Hensol, if granted planning permission will be subject to the completion of a Section 106 Agreement, and this Agreement will seek to mitigate for impacts arising from the development. Initial discussions with the Vale of Glamorgan Council in respect of the potential S106 package commenced in January 2013, and are ongoing. Further details are contained within Section 9.0.

1.0 INTRODUCTION

1.1 This Planning Statement is submitted on behalf of Renishaw plc (hereafter referred to as “the Applicants”) in support of a planning application for employment and ancillary uses at their land ownership at Land South of Junction 34, The M4, Hensol, South Wales. The site (hereafter referred to as the “Application Site”) is approximately 67.77 hectare (ha) in area and is situated within the Vale of Glamorgan (VoG) (**Appendix 1**).

Background

1.2 Established in 1973, Renishaw is a global company with core skills in measurement, motion control, spectroscopy and precision machining. The Applicants develop innovative products that significantly advance their customers' operational performance - from improving manufacturing efficiencies and raising product quality, to maximising research capabilities and improving the efficacy of medical procedures.

1.3 The Applicants acquired the Application Site in 2011, following the closure of the existing employment premises to the south of the application boundary by the relocation of Bosch operations to Hungary. The existing premises have been in operation by Renishaw since 2012. A key aspect of the acquisition of this Site was the need to expand their current facilities, through the construction of new floor space to the east of the existing premises.

1.4 Extensive pre-application discussions in relation to the Proposed Development have taken place between the Applicants and the Vale of Glamorgan Council. Consultation and meetings where appropriate have also been held with Rhondda Cynon Taf Borough Council and Cardiff City Council.

1.5 Extensive pre-application consultation has also been undertaken to communicate the development proposals to local residents, the wider community, local Members and other stakeholders. This consultation has included public exhibitions across two weekends, in November and December 2012, and again in November 2013 at a Community Council and Members Briefing. Earlier iterations of the Parameters Plan were also presented at stakeholder workshops that commenced in June 2012 and also to local politicians, businesses and other community groups during the official opening of the Renishaw site in October 2012. Full details of the public consultation exercise and the comments made in respect of the proposals are set out in the Statement of Community Engagement, prepared by Barton Willmore, which supports the planning application.

Application Proposals

- 1.6 In order to fund the construction of the Renishaw expansion, and to recoup the investment made in the land itself, the proposals for the wider site area evolved and are the subject of this planning application. The Application Site is allocated for employment uses within the adopted and emerging Development Plan, and together with the current Renishaw premises to the south west of the Application Site, the proposals will create a sustainable strategic employment area in this location.
- 1.7 The proposed development includes 34.78ha of employment use (B1, B2 and B8) and ancillary A2, A3 and A4 use, access infrastructure, car parking and servicing areas. The development would also include circa 1.45ha of residential training or hotel use (C1/C2 use class) and energy centre(s) to serve the development. Access infrastructure and associated landscaping and green infrastructure totalling 31.55ha will also be provided. The application proposals are set out in greater detail in section 4.0 of this Planning Statement however the description of development is as follows:

“Outline planning application with all matters reserved except for access, for development comprising Class B1, B2 and B8 uses; a Hotel/Residential Training Centre (Class C1/C2); and ancillary uses within Classes A1, A2, A3; associated engineering and ground modelling works and infrastructure, car parking, drainage and access, for all uses, provision of utilities infrastructure (including an energy centre(s)); landscaping and all ancillary enabling works.”

- 1.8 The accompanying planning application is subject to an Environmental Impact Assessment and is subject to specific parameters for the development.
- 1.9 This report provides supporting information which demonstrates how the scheme takes account of current and emerging national and local planning policy, and other material considerations.

Planning Application Documentation

- 1.10 This Planning Statement includes a description of the site and surroundings (Section 2.0), planning history (Section 3.0), application proposals (Section 4.0), national and local planning policy review (Sections 5.0 and 6.0), material considerations (Section 7.0), alternatives (Section 8.0), Draft Heads of Terms (Section 9.0), and Conclusions (Section 10).

1.11 In addition to this Planning Statement and the Statement of Community Engagement, the application is also accompanied principally by the following documents:

- Environmental Statement and Non Technical Summary
- Design and Access Statement
- Transport Assessment and Interim Travel Plan and Transport Implementation Strategy (ES Appendices)
- Sustainability Appraisal Statement
- Waste Management Strategy
- Energy Strategy
- Tree Survey Report
- Flood Consequences Assessment (ES Appendices)
- Ground Conditions Report (ES Appendices)
- Draft Heads of Terms for the Section 106 Agreement (within this Statement)
- Minerals Resource Assessment
- Foul Water and Utilities Statement

1.12 A full list of documents supporting this Planning Application is referenced with the Covering Letter submitted for this planning application. These documents form the application, together with the application forms, certificate of ownership and plans:

- Application Boundary Plan – Drawing no RG04A - Site Boundary Plan
- Parameters Plan with Land Use Budget Schedule - Drawing no RGL11
- Illustrative Concept Layout – Drawing no RG22 (not for approval)
- Landscape Strategy Drawing no 20184 L18 (not for approval)
- Junction Improvements Drawing no. BMW 2024/001 P2

1.13 An Illustrative Concept Layout Drawing no 20184 RG22 and Landscape Strategy Drawing no 20184 L18 are submitted together with this planning application and usefully illustrate how the Parameters Plan might be delivered. A copy of the Illustrative Layout Plan is contained within **Appendix 3** of this Statement, and details of the Landscape Strategy Drawing are contained within **Appendix 4** and also again in Section 15 of the Design and Access Statement, where cross references to supporting landscape plans and drawings are also found.

2.0 CONTEXT

The Site and Surroundings

- 2.1 The Application Site is known as Land South of Junction 34, M4, Hensol. The Site was also formerly known as Land at Miskin, when the adjacent Bosch plant was operational, until Autumn 2011.
- 2.2 The Application Site comprises 67.77 hectares of predominantly agricultural land in the northern area of the Vale of Glamorgan. A small portion of the site area is occupied by vehicular access to the Application Site and the adjacent Renishaw premises, from Junction 34, connecting to the M4.
- 2.3 The Application Site is bounded by the M4 Motorway to the north and junction 34 lies adjacent to the northwest. The south-western site boundary is formed by the South Wales Mainline railway line and the existing Renishaw manufacturing facility (formerly owned by Bosch). The Felin Isaf Castle Mound Scheduled Ancient Monument (SAM) is located adjacent to the railway line close to the western boundary, but outside of the Application Site. The Felin Isaf Castle Mound (or Motte) is a Scheduled Ancient Monument registered under the Ancient Monuments and Archaeological Areas Act 1979 by Cadw (an executive agency of the National Assembly for Wales) with code GM370 (and registered by the Vale of Glamorgan Council as a local land charge with charge reference 8M/83272). A waste water treatment plant and agricultural land lie adjacent to the eastern boundary of the Application Site.
- 2.4 The Application Site agricultural fields and existing areas of woodland. The Agricultural Land Classification survey has mapped 9ha of Grade 3a land (approximately 19% of the site); 10ha of Grade 3b land (approximately 21% of the site); and 28.5ha of Grade 5 land (approximately 60% of the site). No significant contamination issues have been identified on the Application Site.
- 2.5 The Site is in close proximity to the Rhondda Cynon Taf authority boundary. There are therefore a number of cross boundary issues that have been considered in respect of the application proposals and the impact that such proposals will have upon the wider area.
- 2.6 The wider surrounding area is predominantly agricultural land interspersed by small settlements, such as Hensol, Pendoylan and Clawdd-coch. The settlements of Hensol and Clawdd-coch are small hamlets, whilst Pendoylan is a larger village and benefits

from a small range of facilities including a school, church, community hall and public house. The larger settlements of Pontyclun, Talbot Green and Miskin lie to the north of the M4 motorway to the northwest and offer a wide range of shopping, leisure and employment opportunities.

Site Characteristics

Environmental/Ecological Designations

- 2.7 Paragraph 9.42 of the ES confirms that there no statutory designated sites of International or European Importance to nature conservation within 1km of the Application Site boundary. In addition there are no SACs for which bats are one of the qualifying features within 10km of the boundary. There is one statutory designated site of national importance to nature conservation within 1km of the Application Site – The River Ely Valley SSSI which borders the south eastern corner of the site and is partly located within the Application Site, albeit not within an area of proposed development (**Appendix 5**).
- 2.8 In terms of non statutory designated sites, there are five proposed Sites of Importance for Nature Conservation (SINCS) located within the Application Site and one is located immediately adjacent (**see Appendix 6**). The ES considers these in section 9.44 of that report and establishes in Table 9.5 of the ES, that there are no significant impacts on the remaining areas of SINC, in the longer term once the development is completed, subject to the appropriate mitigation and enhancement. There are impacts as a direct result of areas of SINC being lost, and the ES provides details of the proposed mitigation and compensation (ES Appendix 9.14) that take account of that.
- 2.9 Two animal European Protected Species were recorded within the Survey Area but no plants. The two animal EPS were bats (all bat species are EPS) and otters (*Lutra lutra*). Two bat tree roosts were confirmed within the Survey Area, but no otter lying-up sites, such as holts or couches, were discovered.
- 2.10 Information on foraging/commuting bats within the survey boundary is provided in The **ES Appendix 9.1, Section 3.4.7**. The activity surveys revealed that the Survey Area is used by significant numbers of bats, although there was no evidence of rarer species being present. At least six species of bat were recorded. These were common pipistrelle, soprano pipistrelle, unidentified *Myotis* species, noctule, unidentified long-eared bat species (most likely brown long-eared bat) and serotine. Common and

soprano pipistrelles were the most abundant species, although relatively large numbers of *Myotis* species were also recorded.

- 2.11 A review of the bat activity maps (**Figures 9.10b to 9.10g of ES Appendix 9.1**) revealed the following favoured foraging areas: the areas of national nature conservation value and the additional field of marshy grassland designated SINC 25; the edges of the wet woodland designated SINC 23; the areas of marshy grassland in the south-east corner of the Application Site to the east of the Nant Coslech; along the main drain that flows from the Renishaw buildings to the Nant Coslech; and along the railway line to the south-east of the Renishaw buildings. It was noticeable on all monthly visits that the areas of semi-improved pasture were less attractive to foraging bats.
- 2.12 Since those habitats already classified as Key Ecological Receptors contain the majority of the favoured foraging areas, the effects of the Proposed Development on foraging bats will be considered as part of these receptors. Effects on foraging bats will therefore be considered under 'Areas of national nature conservation value', 'SINC 25 part', 'Wet woodland SINC on site', 'Hedgerows' and 'Watercourses' Key Ecological Receptors.
- 2.13 Bats are a European Protected Species and where adverse impacts to the species or its habitat are likely, a package of mitigation measures is required. The consideration of this issue and its relationship with planning policy is within section 5 of this Statement, with details summarising the mitigation and further justification in section 7.63.

Woodland and Trees

- 2.14 There is a Tree Preservation Order relating to the Application Site - with charge reference TPO/76/5 and it is described as 'Tree Preservation Order relating to trees within the community of Llantrisant (M4 Motorway, LLwyngibbon Fawr and Miskin Interchange.)'. A copy of the plans and Schedule to this Order from the Vale of Glamorgan Council is included at **Appendix 7** (however the Vale of Glamorgan Council have advised that they cannot find the Order itself). Trees which are covered by this order are protected and, depending on the wording of the order (which we do not have in this case), the order usually prohibits the unauthorised cutting down, lopping, uprooting and wilful damage or destruction of such trees. This shows that W1, W2, W3 (all of which are described as woodlands), A5 (hedgerow trees), A4 (substantial hedgerow trees) and A3 (area of trees) are all areas within the Application Site.

- 2.15 Details of the woodland areas are contained within the supporting document: 'Tree Survey Report January 2012' and described within the ES accompanying this application.
- 2.16 The Site is also characterised by significant trees and hedgerows that generally form field boundaries within the Site. Hyder Cresswell undertook a Tree Survey towards the end of 2012. A total of 256 individual trees and 399 groups of trees were surveyed. (December 2008) as part of establishing the baseline data for the ES, and is submitted as a stand alone document with this planning application. The results identifies that the trees are a mix of 22 species, although a third of individual trees are English Oak and just over 20% of individual trees were Category A. Of the 399 Groups of Trees assessed, 10% were category A.

Grassland

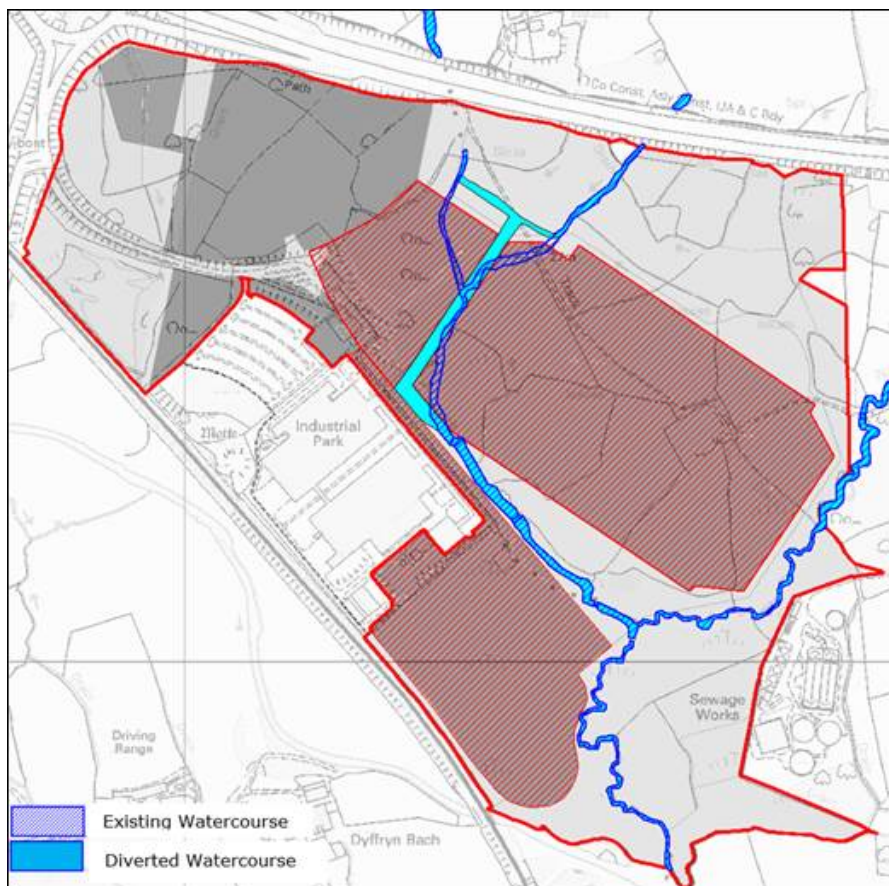
- 2.17 The Site is predominantly agricultural land, and has been grazed under an agreement with the landowner, by cattle over a number of years. Some areas of the Application Site have not been farmed intensely, due to their nature and location – for example areas immediately adjacent to the Renishaw buildings, or areas of woodland for example.
- 2.18 There are several areas of marshy grassland within the Application Site, in addition to those that are described above in the Non Statutory Designations section, mostly these habitats are within SINC designations, however there is also an area of marshy grassland outside of the SINC area that is of national importance. Paragraphs 9.44-9.51 of the ES Chapter 'Ecology and Nature Conservation' provide details on the grassland characteristics of the SINC areas within the site.
- 2.19 Of particular note are the areas of SINC 25 and SINC 26, where the proposed development would result in loss of parts of these areas and therefore significant effects would occur. The ES Chapter 'Ecology and Nature Conservation' provides details in Table 9.5 of the proposed mitigation on site and off site, to mitigate and compensate for this effect. The other three SINC's within the Application site are designated for their wet woodland habitat. The Proposed Development would result in the loss of the majority of SINC 24, and parts of SINC 22. The ES details that significant effects would occur and that mitigation/compensation would be necessary.
- 2.20 The grassland habitats to be lost are located centrally within the Site and as detailed within this Statement (**Section 4**), and Section 11 Design Evolution, of the Design and

Access Statement, the proposed development layout could not retain the wet grassland in its current location and hence a package of measures have been proposed. Within the supporting documentation for this planning application, the Soil and Hydrological Study Report 2013 (**Appendix 9.13 of the ES**) concludes in Section 6 that the loss of the wet grassland habitats can be compensated for by mitigation detailed in Sections 9.114-9.124 within the ES.

Watercourses

2.21 A large number of watercourses are present within the Application Site, including sections of the two tributaries of the River Ely; the Nant Coslech and the Nant Criafol; and numerous drainage ditches. The Proposed Development realigns the watercourse to accommodate the layout of key buildings within the site. Figure 1.0 below is taken from the Hydraulic Modelling Notes that Forms Appendix C within the submitted Flood Consequences Assessment (January 2014) and illustrates the length of new watercourse, that will result of diverting the stretch of watercourse that falls within the built development areas of the Parameters Plan.

Figure 1.0: Illustrative Diversion of Watercourse



- 2.22 The proposed diversion is from a point within the grassland to the north of Development Area B. The proposed diversion has been hydraulically modelled and will be sized to accommodate flood flows, but consideration should be made to maximize the ecological potential of the diversion by promoting aquatic and riparian habitat creation. This will be a matter for the Reserved Matters stage, however can be secured through a planning condition on the Outline scheme.
- 2.23 The diversion will take the watercourse southwards, through Development Area B and therefore it will be necessary to potentially culvert/bridge a small section of this watercourse within Area B, to ensure that connectivity between the car parking and access to the potential Distribution Centre, or other buildings on Area B, is achieved. Details are provided within Section 3.31-3.33 of the FCA.
- 2.24 The current length of watercourse totals a distance of some 1100m. The proposed diversion routes the watercourse to the eastern side of Development Area B and could mean that the watercourse length post development is 1090m as detailed in the FCA. The proposed watercourse diversion route is also shown on the Illustrative Layout Drawing at **Appendix 3** of this Statement. The impacts of this re alignment are detailed within the Drainage Strategy (Appendix 10.2 of the ES), and notably chapters 9 and 14 of the ES. The Flood Consequences Assessment (Appendix 10.1 of the ES) for the Site concludes that the site and its development do not pose a flood risk on site or downstream, once the development is completed.

Public Rights of Way

- 2.25 There are no Public Rights of Way within the Application Site. To the east, PROW P5/9/1 extends across agricultural land from the sewage works immediately to the east of the site, to the road to Peterston Super Ely. To the south west of the site, beyond the River Ely, PROWS P2/38/1 and P2/18/2 links the A4119, past the golf driving range and the Duffryn Bach Farmhouse, south to Duffryn Mawr Farmhouse, within approximately 240m of the site at its nearest point. To the north, PROW 347 follows the roads to Llanfarach Farm, within approximately 110m of the site, to the north of the M4.
- 2.26 The surrounding PROW have been used as part of the Visual and Sensory Assessment of the proposals, and assisted in providing locations for the Site Context Photographs that form part of the Landscape and Visual Amenity Chapter of the ES. Further details are within that Chapter.

M4 motorway

- 2.27 The M4 motorway forms a dominant boundary to the Site and influence on the proposed development. It acts as a physical barrier between the two administrative areas of the Vale of Glamorgan and Rhondda Cynon Taf. Both sides of the M4 are bordered by agricultural fields, albeit the topography of both sides, and the vegetation, screen local views of urban features that lie beyond. Local PROW, minor roads, and raised areas of ground provide views that vary from glimpses to more clear and open views, of surrounding urban features including the existing Renishaw facility buildings, the Hensol Golf Academy driving range, and the sewage treatment works.

Landscape

- 2.28 Key to the Site's development has been an assessment of its landscape context. This is detailed within Chapter 8 of the ES and also Section 6 of the Design and Access Statement. The views of the Site and the issues that these views give rise to, for the development, were identified at an early stage with the Councils to the north and south of the M4. The evidence to support this planning application was informed by a Landscape and Visual Assessment that forms part of Chapter 8 of the ES.
- 2.29 A development of the scale proposed, in terms of bulk, height and massing will be prominent in any landscape – urban areas, or the edge of urban areas, and potentially more so within a rural area. The proposed development would introduce buildings of up to 21m high. The Site is set within the Vale of Glamorgan's Ely Valley and Ridge and Slopes Special Landscape Area (SLA). The SLA designation protects areas of the Vale of Glamorgan that are considered important for their geological, natural, visual, historic and cultural significance and is not intended to prevent development, but to ensure that careful consideration is given to the siting, orientation, layout and landscaping of proposed development to ensure that the special qualities and characteristics of the SLA are protected.
- 2.30 The Topographical Features Plan (Figure 8.2) within Chapter 8 of the ES, illustrates the topography of the Application Site and its relationship to surrounding areas of landscape. The Application Site is located within the bottom of the River Ely Valley, which is enclosed by the surrounding rolling landscape, enclosed by rising slopes, a lowland ridge to the south and hills to the north. The Application Site itself undulates between 36m AOD along the northern boundary within the M4, and has a local hill within the Site, to low points of 28m AOD to the north west and north east, and 26m AOD along the south western boundary with the railway line.

- 2.31 The details relating to views of the site and the visual impact of the proposed development are assessed within chapter 8 of the ES.
- 2.32 In addition, to accommodate the scale and footprint of the proposed buildings (refer to Section 3, Proposed Development) a cut and fill exercise is proposed and detailed alongside other enabling works within Chapter 6 of the ES.
- 2.33 The overall conclusions of the Landscape and Visual Assessment that was undertaken, informs Chapter 8 of the ES. The LVIA was undertaken in order to assess the likely significant effects of the Proposed Development on the environment with respect to landscape and visual effects, based on the worst case scenario represented by the Parameter Plan. The LVIA determined the existing baseline and considered likely effects during construction, at Year 1 and after the implementation of mitigation measures, as set out in the Landscape Strategy Plan, at Year 15; cumulative effects were also addressed. The LVIA found that although the Proposed Development is located within a Special Landscape Area, the landscape character within the immediate context of the Application Site experiences urbanising influences and detractors. The Proposed Development would result in the permanent loss of fields and woodland, and temporary loss of hedgerows within the Application Site, however the effect on landscape character is typically very localised and limited to a relatively small component of the landscape character and aspect areas, with likely significant residual effects limited to the Ely Valley North and Landscape Habitats aspect areas and the Ely Valley LCA 15 as a result of the proposed Landscape and Ecological mitigation measures. In terms of visual receptors, there would be very limited numbers of receptors likely to experience significant visual effects due to the undulating, complex topography and mosaic of existing structural vegetation; the relatively low-lying location of the Application Site and the limited number of visual receptors experiencing near and middle distance views of the Proposed Development. As a result, significant residual effects are limited to one residential property and parts of two public rights of way, despite the scale of the Proposed Development.

3.0 PLANNING HISTORY

- 3.1 The existing employment premises to the south west of the application boundary were formerly occupied by Robert Bosch, and are now owned and operated by Renishaw. Both companies have used the buildings for engineering operations and general industrial activity. The planning history of the site is predominantly related to the operation of the Bosch plant, which operated within the existing built developed area, to the south west of the Application Site. More recently the operations of the plant have been by Renishaw.
- 3.2 The existing Renishaw facility benefits from two key planning permissions, obtained in 1989, pursuant to which we understand Bosch initially developed the facility, together with a number of subsequent planning permissions, pursuant to which the two main buildings were further developed.
- 3.3 The first planning permission obtained for the existing facility, which was an outline planning permission for B1, B2 and B8 use, was used in the past to obtain detailed (or reserved matters) approvals for parts of the facility which have since been developed. It covers the majority of the land owned by Renishaw – i.e. the majority of the current Application Site and also, the area now occupied by the existing Renishaw facility and car parking area. A plan of the area for which outline planning permission was secured is included at **Appendix 8**, along with a copy of the Decision Notice. It is no longer possible to use this outline planning permission to obtain detailed approval to develop those undeveloped parts of the plant, as the time allowed for submitting such applications expired some years ago. However, it is an important document for demonstrating that, at the time it was granted, the principle of developing the vast majority of the Property for B1, B2 and B8 use was acceptable. It is also a decision that was subsequently followed up by the Council, in the allocation of the Site for employment use, within the adopted UDP.
- 3.4 A second planning permission is also relevant, and this was one that secured the detailed planning permission for the development of the existing facility that Renishaw now operate from.
- 3.5 Bosch effectively 'twin tracked' the outline planning application with a detailed application for the same development, however on a reduced site area. This reflected the need of Bosch at that time to construct a plant quickly, and respond to the market at that time, and the grants for funding that were available to them. The strategy was effective, and Bosch were able to capitalise on the progress made in preparing their

outline planning application, to secure their detailed planning permission on 18th September 1989, which was less than a month after the outline planning permission for the wider site (including the Application Site) was received.

3.6 Planning permission reference 2751 dated 18 September 1989 for development described as ‘Premises for Robert Bosch GmbH: Stage 1 of Phase 1 of proposed industrial development within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987; construction of production halls 1 and 2, service building, temporary gatehouse, canteen, services bridge, parking and hardstandings’ is included at **Appendix 9**. The detailed planning permission relates to an area that is slightly larger than the area occupied by Renishaw at present. Part of this detailed application site, is located within the Application Site for the proposals made on behalf of Renishaw. The production halls however, which comprise the majority of the development permitted, are outside of the Application Site for Renishaw.

3.7 Once the facility was built, a number of planning applications were made. Key applications are set out below, and relate essentially to the buildings immediately to the south west of the Application Site:

Table 1 Planning Application History

| Application Number | Development | Status |
|--|--|---|
| 1995/00442/FUL | Renewal of planning application 90/00949/RES - Construct annexe and glazed link to production hall no. 2 to provide office, workshop and amenity areas | Approved subject to conditions 30 June 1995 |
| 1990/01133/RES Reserved matters application | Logistics building & services bridge extension to comprise warehouse, goods receiving etc., facilities and some office and amenity areas | Approved subject to conditions 20 November 1990 |
| 1998/00837/FUL | To erect a staff shop utilising the existing space frame construction in our security department | Approved subject to conditions 18 September 1998 |

| | | |
|-----------------|--|-------------------------------------|
| 1989/00931/REG5 | Industrial development, including ancillary buildings, car parks, service roads and test track | Approved subject to conditions 1989 |
|-----------------|--|-------------------------------------|

- 3.8 Additional minor applications have been submitted and approved to ensure the effective and sustained operation of the site during Bosch's tenure. The acquisition of the site by Renishaw in Autumn 2011 allowed them to commence operations on site within a very short timeframe as the premises did not require a change of use or operational development.
- 3.9 The Application Site, and adjacent land therefore has a notable planning history, and it is relevant to the proposals. Of particular note is the outline planning permission that sought to develop an area of land, similar to the Application herein, and was granted planning permission. The illustrative plan included at **Appendix 8**, demonstrates the conceptual layout at that time that was proposed by Bosch and shows a number of large production/manufacturing units across the site, including areas now proposed by Renishaw as Green Infrastructure. The previous Bosch scheme was significantly denser than the proposals presented now, and reflects the move in planning policy towards integrating environmental features where possible within development proposals.

4.0 APPLICATION PROPOSALS

4.1 This section of the Planning Statement sets out the application proposals at the Application Site.

4.2 The proposed development includes 34.78ha of employment use (B1, B2 and B8) and ancillary A2, A3 and A4 use, access infrastructure, car parking and servicing areas. The development would also include circa 1.45ha of residential training or hotel use (C1/C2 use class) and energy centre(s) to serve the development. Access infrastructure and associated landscaping and green infrastructure totalling 31.55ha will also be provided. Development will be up to 21m in height (Area B), with the hotel/residential training use, up to 9m in height.

4.3 Along with access infrastructure and associated landscaping, the Proposed Development includes areas of open space. These total 31.55 ha and include:

- A zone for revisions to earthform, diversion of watercourse and strategic drainage provision;
- Retained Tree Preservation Areas;
- 10m wide landscape buffer to railway line and setting for the SAM; and
- Open Space zone for ecological protection mitigation areas.

4.4 The Planning Application is made under the following description of development:

“Outline planning application with all matters reserved except for access, for development comprising Class B1, B2 and B8 uses; a Hotel/Residential Training Centre (Class C1/C2); and ancillary uses within Classes A1, A2, A3; associated engineering and ground modelling works and infrastructure, car parking, drainage and access, for all uses, provision of utilities infrastructure (including an energy centre(s)); landscaping and all ancillary enabling works.”

4.5 The proposed land use budget that could be developed within this development description, and has been used for the assessment in the ES, is set out in the table below, and the disposition of uses across the site is illustrated in the Design and Access Statement (Figure 9.0 in the DAS showing the possible land use/amounts) and can also be read from the Parameters Plan at Appendix 2. An overview of the development components is provided in the following sub-sections.

Table 2 Land Use and Amounts

| | Hectares | Floor space sq.m |
|---|--------------------------|-------------------------|
| Renishaw Expansion (Area A) Comprising B1,B2 and B8 uses | 9.57 | 33,909.61 |
| Area B Comprising B1,B2 and B8 uses | 18.57 | 92,903.04 |
| Area C Comprising B1,B2 and B8 uses, <i>of which:</i> | 6.64 | 25,548.34 |
| Ancillary A1,A2,A3 | - | 1,300 |
| Area D (Hotel/Residential Training Use) (C1/C2) | 1.45 | 9290.30 |
| Energy Centre (s) | Within Development Areas | 800 |
| Access infrastructure | 0.98 | - |
| Green Infrastructure | 30.57 | - |
| TOTAL (Site) (no's may not add due to rounding) | 67.77 | 162951.29 |

- Areas (ha) A, B, C and D are inclusive of associated infrastructure/internal roads, plot landscaping and utilities.

4.6 The majority of the Site will comprise employment uses within the Classes B1, B2 and B8, and could total a floor space of 152,361 sqm and a further 9,290sqm of C1/C2 use. The remainder of the Site will provide for associated infrastructure, and an ecological corridor, the diverted watercourse and associated landscaping

4.7 At this stage, only certain elements of the likely end users of the site are known, and these have informed the Parameters Plan, the ES, Design and Access Statement and are the basis of this Planning Statement. Renishaw will seek to expand their current facilities into the Application Site and develop approximately 9.57ha of the Application Site. They have also expressed a need for onsite training space with overnight accommodation, and hence the inclusion of 1.45ha of space within the Use Class C1/C2. Renishaw have established relationships with local Universities in the South Wales area (see Section 7.42) and programmes of research and development have begun to flourish. There is potential, based on experiences elsewhere in the UK where

such relationships have led to a requirement of floor space for research and development.

- 4.8 At Herriot Watt University, Edinburgh, and at Exeter University, Renishaw has Research and Development premises, and these provide direct benefits to both the company and the University programmes. Since moving into South Wales, Renishaw have fostered new relationships with Cardiff and Swansea Universities where the company is engaged in research, and also directly sponsors a number of PhD students. Ongoing relationships with Newport and Treforest have supported the training of new Renishaw employees and PDR at Cardiff Metropolitan University.
- 4.9 Renishaw has also supported the commercialisation of University research, for example Renishaw Diagnostics, which has its origins in a research project at Strathclyde University.
- 4.10 Renishaw are keen to ensure that this potential for close working relationships with local universities, and having readily available space is available at the Application Site. Furthermore, having worked with a land agent, it is clear that there is a demand for additional floor space that offers the characteristics of this Site, and that supply of sites of this scale and nature are few and far between. This element of the justification for the proposals is detailed further in Section 7.22-32. Therefore, with certain elements of the end users for the Site being unknown at this stage, it is not appropriate to attempt to divide the floor space into separate B1, B2 and B8 Uses. However, for the purposes of the Transport Assessment (trip rates), assumptions have been made, and have informed the ES.
- 4.11 The three Use Classes (B1, B2, and B8) that dominate the proposals, are reflective of the expired planning permission gained by Bosch in 1989 and would extend the existing Use Class that benefits the production facilities to the south west of the Application Site. These Uses, along with green infrastructure and infrastructure are illustrated on Drawing no RGL11 (Parameters Plan) (**Appendix 2**). The Site will operate as the Welsh base for Renishaw, and a key location for their 3D printing machine (additive manufacturing) production line. The output from the facility is to support demand for finished goods at over 30 worldwide subsidiary companies, as well as providing components to Renishaw assembly sites in Gloucestershire and Ireland. There will also be an element of onsite offices associated with the production and distribution uses on the site, plus floor space other business activities including research and development. Training requirements of employees at the site will be met within the hotel/training facility within Area D.

- 4.12 Renishaw could expand the current production halls that are south west of the Application Site, in a south easterly direction, into the Application Site (Area A). This could be through the development of two units similar to those that are currently the basis of their operations. The facility output, as described above will be within the production floor space (Use Class B2) that is directly related to the floor space within Area A where goods will be packaged for distribution (Use Class B8) onto existing Renishaw assembly sites or directly to subsidiary companies worldwide. The scale of the proposed building is detailed in Section 14 of the Design and Access Statement. The heights of buildings proposed (up to 21m height on Area B) take into account the views into the Site and impacts established in the Landscape and Visual Assessment (Chapter 8, ES). The quantum of new floor space – 33,909 sqm (circa 365,000 sqft) has been advised by Renishaw as being the likely quantum of additional floor space that will be required by them, on site by 2018 and is informed by their current rate of operations at the plant. Since 2011, Renishaw have occupied one of the two Production Halls south west of the Application Site and refurbished 12,495sqm (134,500 sqft) over two phases - each taking less than six months to complete and they have expanded to a three shift operation. Investment in additional machine tools occupied the first phase (68,500sqft) of refurbishment, and the remaining 66,000 sqft was completed in April 2013 and provided additional capacity for assembly operations. The production of additive manufacturing machines was transferred to Miskin at the beginning of 2013 and the production of some finished electronics products transferred in May 2013, together with a substantial investment in a new surface mount electronics line and associated facilities.
- 4.13 The Renishaw Annual Report (2013) shows that total group revenue for the year amounted to £346.9m, 5% ahead of the £331.9m for 2012. Good growth was realised in the Far East, especially China, where sales were £138.8m, 7% ahead of the previous year's total of £130.2m. Elsewhere, revenue growth in the Americas was 3% ahead of 2012 at £79.2m (2012 £76.8m) and 9% ahead in the UK at £20.7m (2012 £18.9m).
- 4.14 With continuing strong investment in people, R&D and new product development, profits in 2013 were slightly down by 5% globally on the previous year, with key growth areas including Metrology Products (4% increase in revenue) and healthcare products (11% increase in revenue); and the breakthrough in the new additive manufacturing technology has driven the demand for additional floor space at the Application Site. It is notable that all of the existing Renishaw premises (**See Appendix 10**) are operating at or close to capacity, and other sites (e.g. New Mills, Wotton Under Edge) are also undergoing expansion to keep up with the growth of the

business. Planning permission was granted by Stroud District Council in 2012 for a 230,000 sq ft phased development at New Mills and a 50,000 sq ft development at the Charfield site. Both applications are to meet the space requirements for Renishaw's projected future growth in R&D resource across all product lines and the required growth in corporate support functions. Work has now started on a 145,000 sq ft first-phase development at New Mills, with around half of the space expected to be occupied in April 2014 and the remainder expected to be ready by Autumn 2014. In the 2012-2013 financial year there were further investments in other Group facilities, with the completion of a 26,000 sq ft expansion of an existing Irish manufacturing facility, the occupancy of a new 20,000 sq ft facility in York for the company's large scale metrology division and the set-up of a new liaison office in Wuhan, China.

- 4.15 Given their experiences elsewhere, Renishaw wish to plan now, for the future growth of their operations at south of junction 34, Hensol. Renishaw do not wish to rule out at this early stage, that additional floor space (beyond Area A within the Application Site) may be required by them, or a company related to their business, potentially via relationships with Universities or with other companies whom they may supply to for example.
- 4.16 Area B represents a relatively unique opportunity to deliver a '1million square foot mega shed' or Distribution Centre, within a prime location. Floor space of 1 million square feet (92,903sqm) is a significant unit to accommodate on any site, and to also have a site that satisfies market demand criteria in terms of proximity to a motorway junction; an absence of immediate residential areas – thus facilitating 24/7 operations is something to capitalise upon. This planning application seeks to secure an outline planning permission that will appeal to the market leaders in this area of commerce. A number of enquires have been made to Renishaw/their agents; however the absence of certainty - that a planning permission will deliver, has meant that enquiries do not progress. It is telling of the market that with the construction period of such Distribution Centre units, now down to less than 12 months, that such operators seek to move quickly, and cannot be held to the ransoms that the planning system dictates. It is common knowledge that an outline planning application of this scale is up to 24months in the making, and can take a further 6 months from submission to be determined. Such timescales are not conducive to developers such as Graftongate, Prologis etc who actively are developing Distribution Centres like that which could be accommodated at the Application Site. **Appendix 11** illustrates the location of similar (1 million square feet) Distribution Units that are now permitted/built in the UK, and this serves not only to demonstrate the pattern of their location, but also, the trend in their establishment amongst other sizeable units across the UK. The size of the

potential Distribution Centre and its associated car parking, service and access areas, is such, that accommodating this effectively rectangular shape within what is a triangular application site, is somewhat problematic. There are limited connotations for the layout, given the length and width necessary to meet the needs of such a facility, and the constraints within the Application Site. However, conscious that the planning application is being made without the security of an end occupier for Area B, and to ensure that such an occupier can use the plot for a range of employment uses, the Parameters Plan seeks a B1/B2/B8 Use on the plot, and does not restrict the use to B8 (Storage and Distribution). This is consistent with the adopted UDP and emerging LDP policy framework.

- 4.17 At the formal opening of Renishaw, south west of the Application Site in October 2012, it was announced that there were plans for the operations at this location to expand. In order to facilitate this development, Renishaw advised those attending the opening, that the proposals have been designed alongside the delivery of wider employment scheme on the site. This would enable the new Renishaw facility to be funded whilst delivering an increase in the supply of employment premises and land, consistent with the current and emerging allocation of the application site for employment purposes.
- 4.18 Area C on the Parameters Plan represents a smaller (6.64ha) area of employment land, that is also subject to proposals for B1, B2 and B8 Use within this Planning Application. The size, scale and location of the Plot however, are likely to lend itself to uses akin with a business park environment and would complement the proposed hotel/training centre on Area D, and also provide potential floor space for companies associated with Renishaw or indeed, Renishaw themselves in future years. The land agents advising Renishaw have commented that an element of ancillary A1, A2 and A3 floor space, potentially at ground floor level within this Area C could contribute to the sustainability of the site on a day to day basis and meet the daily needs of employees and visitors to the Application Site. The proposals therefore include within the 25,548 sqm of floor space at this Area, an element of ancillary floor space totalling 1,300sqm. This could be divided into a series of small-medium sized units offering on site facilities such as a coffee shop, bar/restaurant, solicitors or other financial services, dry cleaners etc. Providing these facilities on site would negate the need for employees to travel off site at lunchtimes for example, and provide a more sustainable working environment.
- 4.19 In addition to the wider employment proposals, Renishaw have expressed a need for onsite floor space that accommodates their training needs. The company has an extensive training programme, and hosts a number of seminars and conferences that

present a demand for floor space and facilities. The apprenticeship schemes offered by Renishaw are also an expanding part of the business. 2013 saw again a focus on acquiring the necessary skills for the current and future growth of the business, enabling an increase of 331 staff during the year (against a backdrop of skills shortages), and a major drive to develop younger staff, resulting in a record intake for 2013 of 46 apprentices (from over 300 applicants) and in excess of 50 graduates who all started their careers with Renishaw during summer 2013. Renishaw are committed to delivering apprentice and graduate intake at the Application Site and have already forged relationships and programmes with local Universities at South Wales (Newport and Treforest), Cardiff and Swansea, and Bridgend College. The proposals therefore include within the Application Site, provision of 9,290sqm of floor space within a 1.45ha plot, at Area D on the Parameters Plan. Renishaw are not within the hotel and conferencing line of business, and at this stage are applying for a C1/C2 Use – hotel/residential training facility, to maximise flexibility in the type of facility that may be delivered in the future. Its location within the Application Site utilises the advantages offered by the junction 34 of the M4, in terms of visibility and frontage.

Justification for the layout of the Parameters Plan

4.20 From the Renishaw perspective, the company has experience of operating facilities to promote worldwide manufacturing on a global platform. Renishaw manufactures a wide range of products including products used in manufacturing processes, industrial metrology; and healthcare. The figures below provide illustrations of this:

Figure 2.0 : Manufacturing Process Control

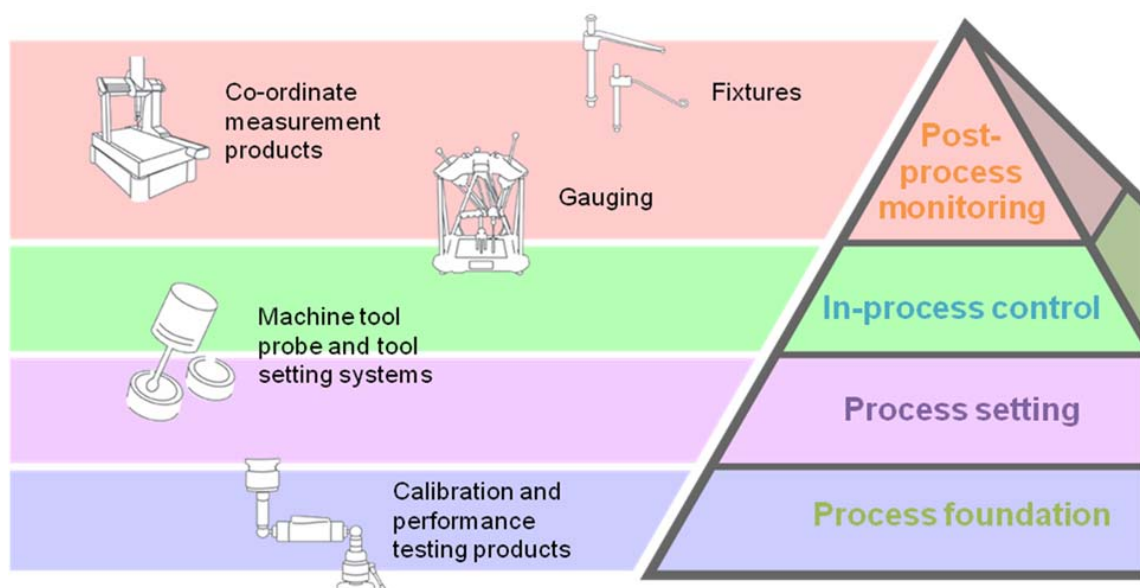
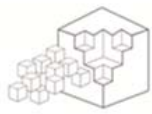
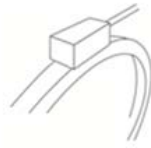


Figure 3.0: Industrial Metrology



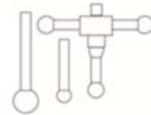
Additive manufacturing



Motion control



Large scale metrology and surveying



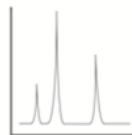
Styli for probe systems



Figure 4.0: Healthcare



Dental scanners, CAD software, milling machines and structures



Raman microscopes and analysis



Neurosurgical planning software, implantables and robotics



Diagnostic systems for clinical research



- 4.21 The existing facility to the south west of the Application Site, is important to the business, providing a base for their new additive manufacturing machine assembly (Figure 3.0), and also a third facility (to Stonehouse and Woodchester, Gloucestershire) in terms of floor space for machining, anodising, electronics and final product assembly. The additive manufacturing process is a technological breakthrough for the company and is being rolled out, and is set to be a key area for expansion. More recently R & D and process development activities have commenced at the site with a team of approximately ten engineers working on new product development.
- 4.22 The historic growth of the business is key to understanding the direction of travel and company aspirations for the Application Site. Within **Appendix 12**, the timeline depicting the company's milestones since the 1970's depicts this diagrammatically.
- 4.23 Given the speed of refurbishment within the existing buildings to the south west of the Application Site, and increase to a 3 shift work pattern, Renishaw are looking to plan ahead, and ensure their expansion to the Application Site. Similar sized buildings to those currently occupied, and up to 12m in height would ensure maximum flexibility internally, for machinery and layout of operations.
- 4.24 The research and development activity is central to the success of Renishaw. In 2013, the company invested £51.8m in this sector, maintaining the competitive edge of Renishaw and allowing technology and innovation to respond positively to tighter regulations. In the relentless drive to reduce costs, shorten lead times and improve the quality of finished products, manufacturers continue to adopt the latest Renishaw technologies to keep machines running reliably, to maximise output from those machines and to significantly reduce the time taken to inspect finished components. The skills shortages faced on a global basis in engineering and manufacturing is also driving increased investments in automated processes, many of which require Renishaw products. The future role of research and development facilities within new premises will be central to maintaining competitiveness.
- 4.25 As detailed above, the new potential to expand will incorporate product research and development, in addition to manufacturing, distribution, and ancillary administration. Renishaw has experience of designing and developing comparable facilities to the Proposed Development, on a global basis. Their expansion to Area A on the parameters Plan will be based on similar design criteria to existing and successful Renishaw plants across the world. The initial concept comprises creating a building platform of a sufficient scale to secure the future expansion plans of the business. **Appendix 24** includes images of recent expansion projects by Renishaw, similar (albeit not as large) in scale to their proposals for 33,909sqm (365,000 sqft) at Area A.

4.26 The current plant (and proposed expansion at Area A) represents a major investment to support the continued growth of the business especially in the field of new technologies which typically require a greater manufacturing and storage area given the increased physical size of the machinery being developed. The images below illustrate this clearly.



Figure 5.0 Additive Manufacturing Machinery at Miskin



Figure 6.0: Surface Mount Electronics Assembly Line, Miskin



Figure 7.0: Misikin Machining Hall and Production Storage

- 4.27 The increased demand that will be associated with additive manufacturing in particular, and other machined products produced at the Site gives rise to an increased floor space requirement that the existing production halls cannot satisfy in the medium term.
- 4.28 Experience of developing facilities within the UK and overseas has determined that a level site platform is required at day one, and this is essential, and having the adequate space within a site to expand on large footprints, as opposed to a range of small, costly extensions. A good example of this expansion/construction is at Pune, India. The original building was opened in 2008 and in 2011, the company trebled their floor space. The expansion is intended to meet the long-term growth needs for the company's Indian operations in terms of product assembly, software development, sales & marketing, and customer support.
- 4.29 The newly expanded facility at Pune, which now totals some 7,500 square metres, will include additional space for Renishaw's Indian customer demonstration and training centre, which was first opened in 2008. Proposed proportional expansion within a site, is only feasible if the correct infrastructure and platform for growth is put in place at the outset of the project.



Figure 8.0: Pune, India, expanded 3 fold between 2008 and 2011

4.30 Within the UK, existing Renishaw premises have also undergone significant expansion where the site allows for this, or existing facilities are operating at capacity:

- The Woodchester site is 165,00 square feet/ 15,329 sqm, acquired in 2000 and is fully occupied;
- the Stonehouse site is 100,000 square feet/9,290 sqm acquired in 2005 and is fully occupied by 2011.
- Expansion at the HQ site, 'New Mills' is in progress with a 145,000 square feet/13,470 sqm building for corporate and research & development use.

The need for a Single Development Platform

4.31 The benefits of having a single, level development platform extends to Area B within the parameters plan too, whereby the quantum of land available, is currently compromised by the topography of the site, that is undulating. Within Area B in particular, a small hill results in AOD heights being 10m higher than in Area A. Creating a platform on one level provides not only the operational function, efficiency and flexibility required by operators of building with large scale footprints, but also affords them the following:-

1. **Security enhancement**

It is only necessary to secure one perimeter, and also keeping all products within the same campus is beneficial in terms of stock damage.

2. **Environmental**

The avoidance of unnecessary Heavy Goods Vehicle traffic between separate facilities will save not only fuel, but also CO2. This is a key logistical benefit of a Distribution Centre that can serve a number of other facilities.

3. **Safety**

Having facilities on the same site and at the same level makes moving products around the site significantly safer than movement between different sites. Distribution Centres, along with other modern warehousing, operate on a high-bay racking system with automated manned crane systems; High Reach Trucks (accessing 6 racks high); Vertical Narrow Aisle Trucks (extending to the top of a racking system) and forklifts to access products at lower levels. Automated systems also supplement packing and picking staff too. Ensuring that all forms of these operations can manoeuvre within a single Centre, based on one ground level ensure both safety and operational efficiency.

4. **Operational Flexibility**

All businesses are dynamic, and maximising the location of products within one Distribution Centre ensures a maximum opportunity to suit the changing operational demands of the business.

- 4.32 A holistic approach to a project like this, to address all aspects of the ecology mitigation and site servicing at the outset of the project, can avoid a piecemeal approach to delivery and lead to a better environmental, logical and sustainable solution. This is an opportunity to secure a strategic employment site within South Wales, and offer investment opportunities that are of a global scale in terms of operation and standards, with comprehensive environmental mitigation strategies introduced at day one.

Additional elements associated with the Proposed Development

Energy

- 4.33 The application proposals include the provision of land for an energy centre(s). It is proposed that each Area of development on the Site is served from a central energy centre. The site wide energy centre will provide a highly efficient heating solution via a

district heating network. This planning application is supported by an Energy Strategy, that reviews the energy efficiency requirements of Planning Policy Wales and the Local Development Plan of the Vale of Glamorgan and sets out an energy strategy to meet these requirements.

- 4.34 The final energy strategy will be determined at the next stage of design (reserved matters stage). The submitted Energy Strategy presents outline energy requirements and considerations on offsetting carbon emissions in line with local carbon targets. The utilities requirements for the site will be aligned within the final energy strategy at the next stage of design.

Transport and Movement

- 4.35 The Application Site's location, south east of Junction 34 of the M4 provides excellent access to the strategic road network, providing direct access to locations along the M4 corridor, leading to access to the M5 and other road networks, therefore allowing access to Cardiff, Newport, Bristol, Birmingham, Swindon, Reading and London.
- 4.36 The application proposals are made in outline, with details of the access to the site provided in detail. The existing access to the Application Site would be used to access the proposals, and be subject to improvements as detailed within the TA on Drawing BMW/2024/001 revision P2. This drawing also includes elements associated with a committed scheme, that is taken account of within the TA, and would not be subject to being delivered by this planning application.
- 4.37 The Transport Assessment has assessed the impacts of additional traffic associated with the proposals, on junction 34 of the M4. The quantum of additional traffic is detailed in Section 5 of the Transport Assessment and this has been modelled to determine the impacts on the junction's operational efficiency and the effects on adjoin roads that lead up to that junction. The modelling then informs the proposed mitigation/improvements which are principally to Junction 34 itself and the approaches to it, where warranted e.g. the provision of traffic signals on the approach to the access road and the junction, when approaching from Pendoylan (to the south). The improvements, including those secured through an existing committed scheme detailed within the TA, are detailed on Drawing 2024 002 P2. This planning application would seek to contribute towards the improvements shown on this drawing and these will be secured by condition and a Section 278 Agreement.

- 4.38 The internal road in so far as it is shown on the Parameters Plan (Area E) extends to serve the Development Areas. A Reserved Matters application(s) would be required to provide details of the internal plot access to each Development Area, and the provision made for pedestrians and cyclists within the Site. The Transport Assessment and Travel Plan also provide details of the potential for public transport provision within the Site.

Public Transport

- 4.39 The existing bus network for the local area is referenced in Figure 8 of the Travel Plan. The existing bus network does not serve the Application Site. The TA and Travel Plan provides details that confirm that extending the existing bus routes within the local area is unlikely to be effective in serving the site at times commensurate with shift patterns. A bespoke bus service to be operated initially by Renishaw (directly/indirectly) is therefore proposed.
- 4.40 The proposals for public transport associated with this development are detailed within section 3.6.3 to 3.6.13 and section 8.8 of the Travel Plan. Within the site, buses will be able to enter and exit the site using the main access, creating a bus loop through the site. Shelters will be provided for passengers. In addition to these physical measures, the Travel Plan explores a range of measures to reduce single car occupancy and to promote shared modes of travel. The Travel Plan is at this stage only a framework and details of will be set out in a Detailed Travel Plan(s) that will accompany a Reserved Matters application(s).

Summary of Transport Proposals

- 4.41 In summary, the TA supporting this planning application is accompanied by a Travel Plan for the Application Site. The TA sets out the approach towards encouraging the use of sustainable modes of transport and the process by which the detailed Travel Plan(s) will be prepared. The process has already commenced, with surveys having been being undertaken by Renishaw, for existing employees at the facility south west of the Application Site, to assess in greater detail the travel patterns of the staff at the existing Renishaw site. A set of interim mode share targets has been set for the Site. Mode share targets will be reviewed in the light of future surveys, as set out in Section 9 of the TP, leading to the preparation of the Detailed Travel Plan.
- 4.42 Targets for each sustainable mode have been set in Section 7 of the TP, leading to an overall target for the number of Single Occupancy Vehicle trips. Separate interim targets have been set for office and shift workers, in view of the different travel

behaviours currently exhibited by these two groups and the importance of dealing with trips during the background peak hours.

- 4.43 The Cardiff-Newport railway line borders the southern part of the Application Site, however no rail connectivity activity forms part of this Planning Application, as noted in the TA.
- 4.44 Further details in respect of transport and movement are also provided within the Transport Assessment, Travel Plan and Transport Implementation Strategy submitted in support of the planning application.

Green Infrastructure

- 4.45 The proposals include substantial area of green infrastructure and areas that could potentially offer access to employees during their lunchtimes/break periods for example. The ES includes details of the proposed ecological mitigation and enhancement (ES Chapter 9) that forms part of this application, and would be detailed in subsequent Reserved Matters applications. These are illustrated on the Landscape Strategy Drawing (**Appendix 4**).
- 4.46 The area of green infrastructure detailed on the Parameters Plan (**Appendix 2**) and Landscape Strategy Drawing (**Appendix 4**) comprises

1. **Marshy Grassland of National Nature Conservation Value**

Area of National Nature Conservation Value to be retained and managed in accordance with Ecologist's recommendations and by implementing the Hydrological strategy to ensure the ongoing hydrological regimes necessary to support the habitat.

2. **Existing Marshy Grassland**

The existing marshy grassland to the west of the Nant Coslech is to be retained and positively managed in accordance with the Ecologist's recommendations, to form a buffer to the River Ely SSSI to the south and maintain habitat connectivity within the site.

3. **Proposed Wetland and Marshy Grassland**

A new wetland/enhanced marshy grassland habitat area will be created to the southeast of the site, between the Nant Coslech and Nant Criafol watercourses, retaining the existing trees along the watercourses and drainage channels. Shallow scrapes and deeper ponds will be created with areas of reedbed and species-rich marshy grassland will be established, as per the Ecologist's recommended mitigation. This will extend the existing wetland/marshy grassland to the west of the Nant Coslech to enhance habitat connectivity within the site.

4. **West Woodland and Swamp**

Existing wet woodland and swamp are to be retained and positively managed in accordance with Ecologist's recommendations, including thinning, removal of non-native species and supplementary planting where required.

5. **Species Rich Grassland**

Areas of existing species-rich neutral grassland and semi-improved species-poor grassland are to be retained and enhanced through positive management, where possible. Areas modified to accommodate revisions to earthform or strategic drainage provision is to be replanted with native species.

6. **Existing Stream Channel**

As much as possible of the existing trees, woodland scrub, hedgerows and marshy grassland will be retained along the existing stream channel and adjacent areas between the proposed development platforms, allowing for the creation of development platforms and Sustainable Drainage Systems. Vegetation will be enhanced and positively managed to provide a green corridor between proposed buildings and infrastructure and to assimilate the built form into the wider landscape.

7. **Diverted Stream Channel**

Proposed trees, scrub and marshy grassland to be planted along the diverted stream channel, and create landscape and habitat corridors between development platforms.

8. **Boundary Planting**

Existing woodland, trees and scrub along boundaries to be retained and enhanced to provide visual screening of the proposed built development and assimilate the development into the surrounding landscape.

9. **Balancing Ponds**

Balancing ponds to be designed to maximise opportunities for habitat value, and maintain hydrological regimes within the marshy grassland areas.

10. **Access Road Infrastructure**

Proposed access road to include species-rich grass banks and occasional street trees. Associated lighting and signage to be sensitive to the rural character of the surrounding landscape and sensitive visual receptors.

11. **Development Plot Platform Banks**

New predominantly native tree and shrub planting is proposed along the banks to the level development platforms to assimilate the proposed development into the surrounding landscape and filter views of the proposed built form.

12. **Development Plots**

Development Plots to comprise of built form, parking areas and infrastructure associated with employment, hotel/residential training centre and energy centre facility land-uses, as per the Parameter Plan (& Land Use Schedule). Parking areas and access infrastructure is to incorporate street tree planting and associated lighting to be sensitive to the rural character of the surrounding

landscape. Sustainable Drainage Systems within the Development Plots are to be landscaped to maximise habitat benefits and create attractive landscape features, planned with local native species.

Earthworks

- 4.47 To accommodate the design concept of single level platforms as detailed above, a significant earthworks programme is necessary on site. Details of the earthworks required are submitted with this planning application, and subject to planning permission, and the appropriate consents from the Natural Resources Wales, will enable the diversion of the watercourse within the Application Site and the creation of a large site area (Area B) that can be levelled to form the single building platform. Areas A, C and D require a reduced programme of earthworks and site clearance.
- 4.48 The indicative earthworks that have informed this planning application and the ES are detailed in Section 15 of the DAS and within Chapter 6 of the ES and will be phased to accommodate the proposed landscape strategy and ecological mitigation works detailed within this Planning Statement, and illustrated within the Landscape Strategy Drawing L18 (**Appendix 4**).

5.0 ASSESSMENT OF NATIONAL PLANNING POLICY

National Planning Policy priorities

National Policy Context

People, Places, Futures – The Wales Spatial Plan (2008)

- 5.1 The Wales Spatial Plan aims to ensure that the Welsh Assembly Government and its partners and agents develop policy in ways which take account of the different challenges and opportunities in the different parts of Wales. It seeks to provide a basis and momentum for working together on a shared agenda locally so that different parts of Wales can establish their own distinctive approaches to meet the objectives set out in the strategic plan, and respond to locally distinct issues and concerns.
- 5.2 The Wales Spatial Plan is a material consideration for Local Planning Authorities in developing their plans and making planning decisions.

Planning Policy Wales (Edition 5, November 2012)

- 5.3 Planning Policy Wales (PPW) sets out the land use policies of the Welsh Assembly Government, with the intent to achieve the objectives of The Wales Spatial Plan.
- 5.4 Paragraph 3.3 sets out the requirements for applications subject to environmental impact assessments. In accordance with this section, an Environmental Statement has been prepared to assess how the proposed development impacts on the natural environment and is submitted in support of the application.
- 5.5 PPW sets out guidance in respect of sustainable development, particularly in terms of sustaining the environment and sustaining the economy. There is a fine balance between sustaining these two elements, with an objective to develop a resilient and sustainable economy whilst reducing its use of natural resources.
- 5.6 Additionally, the objectives set out at 4.4.3 states that proposals should
- Promote access to employment;
 - Promote quality, lasting, environmentally-sound and flexible employment opportunities;

- Support initiative and innovation and avoid placing unnecessary burdens on enterprises so as to enhance the economic success of both urban and rural areas, helping businesses to maximise their competitiveness; and
- Respect and encourage diversity in the local economy.

5.7 We consider that the proposals for substantial employment development will achieve these objectives through positively promoting the area for high-tech, high skilled employment opportunities in purpose built, fit for purpose accommodation which would effectively secure the long term sustainability and use of the Site.

5.8 The applicant is a highly innovative manufacturer with global presence and influence. The presence of Renishaw in South Wales will have a significantly positive impact upon the economic success of the area. Through the proposals for enabling development, greater certainty is afforded to the future of the area through the development of the business park and potential Distribution Centre to accommodate other employment uses which will equally contribute towards the future economy of the area.

5.9 Chapter 5 of PPW provides detailed guidance in terms of how conservation of the environment and economic objectives can align positively. Paragraph 5.1 asserts that biodiversity and landscape environment is often a factor in business location. Paragraph 5.1.3 goes on to state that:

“A key role of the planning system is to ensure that society’s land requirements are met in ways which do not impose unnecessary constraints on development whilst ensuring that all reasonable steps are taken to safeguard or enhance the environment ... With careful planning and design, not only can the potential for conflict be minimised, but new opportunities for sustainable development can also be created.”

5.10 The proposed development at the subject of the accompanying planning application seeks to create a suitable employment environment in a sensitive location. Throughout the pre-application process, and engagement with the Local Planning Authority, the applicant has been conscious of the ecological environment within which the Application Site is located and their proposals are intended to reflect that, particularly in respect of the floodplain and agreed developable area that has been established in consultation with the Natural Resources Wales (formally Countryside Council for Wales (CCW)).

5.11 Section 5.3 details measures to conserve landscape and biodiversity. Paragraph 5.3.2 sets out that local planning authorities should take care to avoid placing unnecessary constraints on development through non-statutory designations, such as Special Landscape Areas. Given the location of the site, and the proposed development which is considered to be significant for the Vale of Glamorgan and wider South Wales sub-region, due regard to this recommendation in PPW should be made.

5.12 Paragraph 5.5.1 states:

“...in the interests of achieving sustainable development it is important to balance conservation objectives with the wider economic needs of local businesses and communities. Where development does occur it is important to ensure that all reasonable steps are taken to safeguard or enhance the environmental quality of land. Pre-application discussions between the developers, local planning authorities and statutory advisers such as CCW and Environment Agency are recommended.”

5.13 As noted elsewhere in this section, ecology has been a key discussion point throughout pre-application discussions and it is considered that suitable solutions to balance the ecological concerns against the development proposals have been reached through such discussions.

5.14 Paragraph 5.5.3 states that:

“...local planning authorities must always consider whether environmental issues could be adequately addressed by modifying the development proposal or by attaching appropriate planning conditions or obligations.”

5.15 The Vale of Glamorgan Council has been fully involved in the evolution of the development proposals to ensure that they are acceptable in terms of the objectives of the local planning authority and their priorities for ecological conservation and enhancement. The design process has evolved discussions with NRW and the Vale of Glamorgan, towards steering development areas away, as far as is practicable, from sensitive locations on the site.

5.16 PPW provides guidance in respect of scheduled ancient monuments in paragraph 6.5.1, stating that development affecting a Scheduled Ancient Monument would result in a presumption in favour of the physical preservation in situ. As the proposed development is in close proximity to Scheduled Ancient Monument Pendoylan Felin Isaf Castle Mound (N: 306068 E:179265) this policy guidance is relevant however the proposed development will not directly or indirectly affect the Scheduled Ancient Monument.

5.17 Economic Development is dealt with within Chapter 7 of PPW. Paragraph 7.3.2 relates to new development in rural locations to accommodate new employment development in rural locations. Paragraph 7.3.2 states:

“...some industries may have specific land requirements which cannot be accommodated within settlements... The expansion of existing businesses located in the open countryside should be supported provided there are no unacceptable impacts on local amenity.”

5.18 The proposed expansion of Renishaw’s premises alongside wider employment development on the subject site would make a positive contribution towards the economic success of South Wales whilst remaining sensitive towards the environmental amenity of the area.

5.19 This is demonstrated through the applicant’s commissioning of an Environmental Statement that assessed the impacts of the development on the local and wider economy and environment, and made sufficient recommendations to suitably mitigate such impacts. Further information is provided within the Environmental Statement.

5.20 Paragraph 7.6.1 states:

“Local planning authorities should adopt a positive and constructive approach to applications for economic development. In determining applications for economic land uses authorities should take account of the likely economic benefits of the development based on robust evidence.”

5.21 Key factors to be assessed in respect of the likely benefits include the numbers and types of jobs created or retained on site; whether the development will help redress

economic disadvantage or regeneration priorities, such as enhancing employment opportunities or environmental upgrading; and the contribution that the development can make to wider spatial strategies relating to growth and regeneration of the area.

- 5.22 As noted elsewhere (**Chapter 17 of the ES – Summary of Residual Effects**), the proposed development of the Site, together with the existing facility is considered to have a significantly positive impact upon the future of the Vale of Glamorgan and could potentially support the creation of up over 3,000 jobs. The details supporting this calculation are explored within the ES (**Socio Economic Chapter 7.**)
- 5.23 Given the conclusions **of the ES (Socio Economic Chapter 7)** the provision of additional jobs within the Application Site will contribute positively to the economic composition of the area, including potentially reducing the number of Job Seekers Allowance claimant levels within the Vale of Glamorgan and Rhondda Cynon Taf administrative areas.
- 5.24 The environmental impacts on the site should be carefully balanced against the economic and social benefits that the development will deliver. The proposed development seeks to positively accommodate the environmental features of the surrounding area and where possible enhance and preserve them.

Technical Advice Note 5: Nature Conservation and Planning

- 5.25 Technical Advice Note (TAN) 5 relates to the impact of development on nature conservation and how to mitigate any detrimental impact.
- 5.26 The TAN sets out that nature conservation is of great importance in Wales and paragraph 1.6 of the TAN states that the objective is to:

“deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.”

- 5.27 The proposed development seeks to balance the delivery of a high-tech employment facility that will accommodate a significant number of future long term jobs in this strategic location. The proposals seek to accommodate an enhanced ecological environment through the retention/enhancement/and creation of 30.57 hectares of land for biodiversity uses (Parameters Plan, **Appendix 2**).

- 5.28 Section 4 of the TAN relates to development control procedures for nature conservation and advice as to how planning applications should address nature conservation. Section 4.3 relates to preparing planning applications and covers the suggested reports to be prepared to assess the nature conservation interests.
- 5.29 The proposals have been subject to an Environmental Impact Assessment (EIA) and therefore includes a full assessment of the impact of the development on features of the nature environment, and appropriate mitigation.
- 5.30 Section 5 of the TAN relates to development affecting designated sites and habitats, including SSSIs, of which part of the subject Site is designated, albeit the River Ely SSSI is unaffected by the proposed development. This section also details locally designated sites. On this basis, developments must be subject to rigorous testing to ensure that any impact is effectively mitigated and where possible impact limited. It is considered that the EIA addresses all of the points contained within the guidance provided on designated sites.
- 5.31 Section 6 of the TAN relates to affecting protected and priority species, setting out that suitable mitigation should be in place for any disturbed settlements. It is considered that the proposed 30.57 hectares of green infrastructure is sufficient to mitigate the impact of the development on ecological habitats whilst significantly enhancing them, and creating others both on and off site.

Technical Advice Note 10: Tree Preservation Orders

- 5.32 Given the Tree Preservations Orders (TPO) on the Site (**Appendix 7**), it is necessary to review TAN 10. The development seeks to preserve as many TPO trees as the development can accommodate, ensuring that there is a balance between the delivery of significant employment opportunities and development, and nature conservation on the Site.
- 5.33 The TAN sets out at paragraph 18 that development should take account of protected trees and where possible preserve the trees through the development.
- 5.34 The development proposals seek to retain trees where possible without having a significant impact on the ability to deliver the floor space that is sought by the Applicant. Significantly, two wet woodland blocks are retained, and are of a scale and nature that management and enhancement can occur. The potential Distribution Centre (Area B) and its associated car parking and servicing areas, does result in the loss of areas of TPO Woodland. This decision was taken following discussions with

NRW and the Vale of Glamorgan Council following the design teams attempts to accommodate the floor space within the site of the area, and whilst trying to retain as much of the ecologically important grassland to the north of Area B, as possible. Both the Council and NRW advised at meeting in 2012 that the grassland was of greater significance, and that if there was a need for the scale and nature of Area B, then the loss of TPO Woodland was preferred over and above the loss of grassland habitat.

Technical Advice Note 15: Development and Flood Risk

- 5.35 TAN 15 relates specifically to flood risk and the impact on development. Given the topography of the Application Site, we have addressed this Advice Note accordingly. The application proposals seek to limit any impact that the development may have upon flood risk through the proposed developable areas and appropriate mitigation and drainage controls. This is consistent with the approach to delivering a sustainable development that has been taken by the Applicants in respect of the application proposals.
- 5.36 The TAN sets out that highly vulnerable development should not take place in locations at risk of flooding due to the harm that a flood event could cause to such a land use. The application proposals are accordingly considered to be mostly a less vulnerable development (excluding the hotel use, which is outside of the flood zone) and it is therefore acceptable to develop the site with appropriate on site mitigation.
- 5.37 Paragraph 6.2 states that development in an area at risk of flooding would be supported if:

“Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region.”

- 5.38 The risk of flooding has been subject to a comprehensive stand-alone Flood Risk Assessment and assessed as part of the Environmental Statement submitted in support of the planning application.
- 5.39 Paragraph 11.1 states that:

“Where a site falls partially within zone C it will be a matter for the planning authority to judge whether to apply section 6, although it is probable that an assessment

in accordance with section 7 and appendix 1 will be required. The Environment Agency will assist planning authorities in coming to their decision on whether the consequences of flooding are acceptable, in terms of the risks to people and property."

- 5.40 It is considered that suitable assessments have been undertaken and deliverable mitigation has been included as part of the application proposals. The majority of the development has been proposed outside areas at risk of flooding and this is therefore substantial preventative mitigation in itself. More information is contained within the Environmental Statement and the Flood Risk Assessment, submitted in support of the application. The TAN 15 'Justification Test' is addressed within Section 7.0 of this Planning Statement.

Technical Advice Note 18: Transport

- 5.41 TAN18 is specifically concerned with transport and the impact that development is likely to have upon transport situations and traffic.
- 5.42 Section 3 of the TAN relates to the location of development and the impact of major travel generating uses. Paragraph 3.7 sets out that where possible employment development should be located in central locations, close to public transport interchanges and accessible by cycling and on foot, in order to reduce the dependency on the private car.
- 5.43 Given the requirements of the Applicant and the operation of their facility, it is considered that close proximity to the strategic highway network in Wales through the M4 motorway is a key priority and provides efficient connectivity to their other UK sites. The proposed development has been assessed robustly in transport terms and it is concluded that the scheme is acceptable when paired with the mitigation proposed as part of the application – notably the improvements to junction 34 of the M4, and the details covered in the TA and Travel Plan.
- 5.44 Section 5 relates to the design of development and in terms of traffic management measures, states that well designed and implemented traffic management measures can help to secure planning objectives including promoting safer road conditions in rural areas and reducing the impact of roads on the environment whilst maintaining access for rural businesses.

5.45 It is considered that the package of infrastructure improvements proposed as part of the scheme (See Section 10.13 of the TA) seeks to achieve the above mentioned objective.

5.46 Freight is covered in Section 8. Paragraph 8.12 states that:

“Development which attracts substantial movements of freight ... should be located away from congested inner areas and residential neighbourhoods ... ”

5.47 Given the Site’s location in close proximity to the motorway and away from the urban centres, it is considered that the development of the Site is in accordance with objectives set out within the TAN.

5.48 Section 9 of the TAN relates to assessing the impact of the development, stating that Transport Assessments and Environmental Assessments should be undertaken to ensure that there is not a detrimental impact of the development on the highways network or the environment.

5.49 A Transport Assessment, Travel Plan, Transport Implementation Strategy and Environmental Assessment have been undertaken to support the planning application and propose suitable mitigation measures to be delivered as part of the implemented scheme.

6.0 LOCAL PLANNING POLICY

Development Plan

The Vale of Glamorgan Unitary Development Plan (2005)

- 6.1 The Vale of Glamorgan (VoG) Unitary Development Plan (UDP) was adopted by the VoG Council in April 2005. The UDP covers the period of 1996 - 2011 and constitutes the current Development Plan for the local planning authority to which all developments should be assessed in the context of the adopted local policies. Although the UDP covers the plan period of 1996 – 2011, the Plan remains valid and the guiding principles remain extant for the purposes of the development of the Site.
- 6.2 The UDP sets out objectives for the environment, economic development and transport. The key policies relevant to the accompanying planning application are set out below:

Table 3 Adopted Development Plan - key policies

| Policy | Wording |
|--------|--|
| 1 | The Vale of Glamorgan's distinctive rural, urban and coastal character will be protected and enhanced. Particular emphasis will be given to conserving areas of importance for landscape, ecology and wildlife, the best and most versatile agricultural land and important features of the built heritage. Proposals which enhance these areas will be favoured. |
| 4 | An additional 160 hectares of land will be made available for employment uses from 1996 – 2011. This land will: <ul style="list-style-type: none"> i. Match the existing and forecast demand from inward investors; and ii. Assist the appropriate expansion of local businesses and facilitate new start-ups |
| 5 | A range and choice of sites for business and industrial purposes is identified in part II and will be protected from alternative uses. These sites will: <ul style="list-style-type: none"> i. Be well located to urban regeneration projects; ii. Be well located in relation to areas of high unemployment, social stress and deprivation; iii. Be well located in order to reduce the need for private transport and increase the use of public transport; iv. Be well located in order to conserve the character of the Vale of Glamorgan environment; |

| | |
|---|---|
| | <ul style="list-style-type: none"> v. Contribute to the land bank for projects of regional importance especially larger inward investment projects; and vi. Recognise the opportunities in the Vale of Glamorgan to create high quality developments in order to attract high quality employment opportunities. |
| 8 | <p>Developments will be favoured in locations which:</p> <ul style="list-style-type: none"> i. Are highly accessible by means of travel other than the private car; and ii. Minimise traffic levels and associated unacceptable environmental effects. |

6.3 Further detailed policies are set out throughout the UDP, of which the most relevant policies are reviewed and assessed in this section of the Planning Statement.

Environment

6.4 Given the nature of the Vale of Glamorgan's predominantly rural location, the environment is a key concern for the future growth and development of the Vale.

6.5 The proposals at the subject of the accompanying planning application seek to enhance many environmental features of the Site whilst delivering a viable and valuable employment development for the benefit of the Vale of Glamorgan and the wider South Wales population and economy.

6.6 Policy **ENV4 relates to Special Landscape Areas**, specifically where Ely Valley and Ridge Slopes are identified and the Site is contained within. The Policy sets out that:

“New development within... special landscape areas will be permitted where it can be demonstrated that it would not adversely affect the landscape character, landscape features or visual amenities of the special landscape area.”

6.7 The proposed development seeks to balance the need for employment development as required by the Applicant against the environmental constraints of the Site. In order to deliver a viable and economically sustainable employment use on the Site, a certain quantum of development must be delivered. The development has however been designed to accommodate the environment in which it is located and it is considered that the measures to be implemented to preserve the Special Landscape Area are

appropriate and will limit any detrimental impact on the landscape character, features and visual amenity.

- 6.8 Policy **ENV7 relates to water resources and the risk of flooding**. Where proposals will increase the likelihood of flooding, development will not be permitted. The proposals at the subject of this planning application seek to mitigate for the impact on areas of flood risk within the site, by raising the ground levels to create a suitable development plateau that is elevated above the floodplain. Floodplain storage management and a surface water drainage strategy in accordance with TAN 15 and NRW guidance will ensure that development does not result in a significant increase in flood risk elsewhere (see ES Chapter 14, section 14.49-51 and Appendix 14.1 to the ES.) The TAN 15 Justification test is covered in Section 7.0 of this Planning Statement.
- 6.9 Policy **ENV11 relates to the protection of landscape features** outside of Special Landscape Areas. Although the Site is wholly contained within a Special Landscape Area, it is considered necessary to address this policy. The policy states that development will be permitted if it does not unacceptably affect features of importance to landscape and nature conservation, including trees.
- 6.10 As there are a number of Tree Preservation Orders across different locations of the Site (**Appendix 7**), it is crucial to note that extensive retention of blocks of trees is proposed, and mitigation (off site) via contributions to a Local Wildlife Sites project (Table 9.5 within the ES) is to be secured through the S106 Agreement (see Section 9 of this Statement).
- 6.11 Policy ENV13 relates to International Areas of Nature Conservation Importance. Given a number of the features of the Application Site, it is relevant to consider this policy. The policy sets out that any development of land use proposed which is likely to have an adverse effect on sites with international nature conservation importance, such development will not be permitted unless there is no alternative and there are reasons of overriding public interest. Where development is permitted in exceptional circumstances, appropriate conditions will be used to secure appropriate compensation and mitigation.
- 6.12 The application proposals incorporate a series of measures which seek to mitigate, enhance and where neither is possible, to then compensate, for the effects on important nature conservation areas. The developable area for the built development has evolved to be as far outside of Areas of Nature Conservation Importance, where

this can be achieved without compromising the ability to deliver the required quantum of floor space.

6.13 **Policy ENV14 relates to National Sites of Nature Conservation Importance**, including Sites of Special Scientific Interest (SSSI), of which part of the Site is located within (Ely Valley). The Policy sets out that development likely to have an adverse effect on a SSSI will not be permitted. The area of development is proposed to entirely avoid the SSSI. The Parameters Plan allows for a 10m buffer between the development area and the edge of the SSSI boundary. It is therefore considered that the proposed development is in accordance with Policy ENV14.

6.14 Policy **ENV15 relates to Local Sites of Nature Conservation**, stating that development that has an adverse effect on such sites will not be permitted. Similarly in response to policies ENV13 and ENV14, the application proposals incorporate appropriate mitigation to ensure that the development does not have a detrimental impact on the nature conservation.

6.15 Policy **ENV16 relates to Protected Species** and states that:

“Permission will only be given for development that would cause harm to or threaten the continued viability of a protected species if it can be clearly demonstrated that:

- i. There are exceptional circumstances that justify the proposals;**
- ii. There is no satisfactory alternative; and**
- iii. Effective mitigation measures are provided by the developer.”**

6.16 The Site has been subject to numerous ecological surveys (listed within Section 9 of the ES) to establish the existing habitats and presence of Protected Species on Site. The surveys have concluded that there is evidence of breeding and wintering birds, bats, otters, badgers, and polecats on Site. It is considered that this policy is therefore relevant to be addressed through the planning application.

6.17 In response to the results of the ecological surveys, the Applicant has identified a significant area for Green Infrastructure therefore providing the opportunity to substantially preserve and enhance existing habitats. Where mitigation cannot occur on site, details of offsite measures proposed to be secured through the Section 106 Agreement are detailed within ES Section 9 and Table 9.5 and summarised in Section 9.0 of this Planning Statement.

- 6.18 The proposed development is to extend an existing employment site, by way of developing adjacent land, which benefits from an employment allocation within the UDP (under Policy EMP1; see paragraph 6.24 below). It is therefore considered that although there will be some impact by the development on existing habitats, the development is appropriate in principle for the location and any ecological impact will be suitably mitigated. A table summarises the impacts of the development and proposed mitigation effects is included within the ES at Table 9.5.
- 6.19 As noted in Section 2 of this Planning Statement, the Application Site is located adjacent to Scheduled Ancient Monument Pendoylan Felin Isaf Castle Mound (N: 306068 E:179265). **Policy ENV17 addresses the protection of the built and historic environment.** The policy states that development which has a detrimental effect on the special character or appearance of scheduled ancient monuments and sites of archaeological and / or historical interest.
- 6.20 The existing premises to the south west of the Application Site and the associated car parking, provide a sense of enclosure to the SAM and its immediate context. At the time of that planning permission being granted, the impacts on the SAM would have been considered. The proposals within the current Application Site do not affect the SAM or its setting. No built development is proposed to be any closer to the SAM than is currently the case. The ES Chapter 10, Archaeology and Cultural Heritage concludes on page 22, that development proposals will no impact or negligible impact on the fabric, character or the setting of any designated heritage asset due mainly to the distances involved and the lack of clear lines of view in between them and the study area.
- 6.21 Policy **ENV18 relates to archaeological field evaluation** and suggests that any site that is suspected of being of archaeological value should be subject to an appropriate archaeological evaluation. The application proposals have been assessed in relation to archaeological value and this is detailed within Chapter 10 of the ES.
- 6.22 Policy **ENV27 relates to the design of new development** in the context of the natural and built environment. The policy states that new development will be permitted where the design complements or enhances the local character of buildings and open spaces whilst meeting the Council's approved standards for amenity and open space, access, car parking and servicing. The policy also states that the development should minimise any detrimental impact on adjacent areas and protect and improve landscape planting where possible.

- 6.23 The planning application that is the subject of this Planning Statement is based upon a Parameters Plan, as set out within Section 4.0 of this Statement. It is therefore considered that the requirements of policy ENV27 should be considered in the detailed design of the scheme – at Reserved Matters stage. The parameters do however seek to mitigate for detrimental impact through the measures proposed as part of the development scheme, and assessed in the Residual Effects Chapter 17 of the ES.

Economy

- 6.24 The Site itself is allocated within the adopted UDP under policy EMP1 and is listed as Site 19. The Site is identified as a 66 hectare site, including the 11.7 hectares of developed land occupied by the Bosch alternator plant (as it was at the time of preparation of the UDP).
- 6.25 The remaining 54.3 hectares of land is allocated for B1, B2 and B8 uses however the Site is also considered within the Policy to have high archaeological potential and the Council will seek to protect areas of nature conservation interest and features of landscape value. The UDP Proposals Map identifies other protected mineral resources to the south east of the Site.
- 6.26 The Proposed Development is considered to be appropriate in terms of these specific potential constraints listed in policy EMP1. The ES details the method of assessment in terms of landscape, ecology and archaeology and presents the mitigation/enhancement measures within Table 9.5. In terms of potential minerals resources, the Applicant has made representations to the emerging LDP and included evidence that demonstrates the quantum of potential minerals within the Application Site is such that it is not economically viable to extract these, and furthermore, the environmental implications of doing so could compromise the River Ely SSSI based on the proximity of the minerals designation to the SSSI boundary.
- 6.27 Policy **EMP2 provides guidance in respect of new business and industrial development, including the extension of existing premises.** Where such development is proposed, the following criteria must be met prior to a development being permitted:
- i. **The proposal does not lie within the countryside except for those proposals acceptable under the terms of ENV8 (Rural Buildings) or COMM2 (Redundant Hospitals);**

- ii. **The proposal minimises the loss of good quality agricultural land (grades 1, 2 and 3a) and does not have an unacceptable impact on areas of attractive landscape and high quality townscape or on areas of historical, archaeological or ecological importance;**
- iii. **The size and relationship of any new building and / or alteration or extension is not disproportionate to its size and setting;**
- iv. **Access and parking arrangements are in accordance with the Council's approved standards;**
- v. **Adequate landscaping is provided;**
- vi. **The proposal does not have an unacceptable effect on residential amenity by virtue of traffic congestion, noise, smell, safety, health impacts and emissions;**
- vii. **Adequate utility and infrastructure services exist or are reasonably accessible or capable of being readily and economically provided;**
- viii. **Does not present additional risk to the health or safety of users of the site and does not unacceptably pollute air, water, or land; and**
- ix. **Does not unacceptably affect the use of the adjoining land by virtue of the risk and impact of potential pollution.**

6.28 It is considered that the proposed development scheme is in excellent location for employment development, directly adjacent to the M4 and with a purpose built access directly to junction 34. The Application Site is also allocated for employment use within both the adopted and emerging Development Plan. The proposals will deliver a number of benefits resulting from mitigation for the proposals, and enhancing of environments within the Application Site and offsite, that otherwise would not occur. The Site is a considerable distance from residential properties to avoid adverse impacts in terms of their amenity. The ES Chapters on Noise and Vibration, and Air Quality consider these matters in greater details and assess the likely receptors of such adverse effects and conclude in Sections 13.103-13.109, and 12.143-147 that sensitive receptors identified within these ES Chapters are not significantly adversely affected as a result of the Proposed Development. Mitigation of minor effects as a result of potential construction noise and vibration is proposed via a Construction Environmental Management Plan. In respect of potential effects on air quality, a Dust Management Plan is recommended as mitigation for controlling construction dust emission. In respect of minimising any potential adverse impacts on air quality associated with the energy centre, its location is recommended to be within Area A or B on the Parameters Plan.

6.29 Policy **EMP3 relates to general industry**, and states that development will be permitted for B2 use (general industry) where:

- **The proposal is compatible with existing business / industrial / warehousing uses;**
- **It will not cause detriment to the amenities of nearby residential areas;**
- **The nature and scale of the proposed development does not unacceptably affect surrounding uses;**
- **It does not present additional risk to the health or safety of users of the site and does not unacceptably pollute air, water or land; and**
- **It does not unacceptably affect the use of the adjoining land by virtue of the risk and impact of potential pollution.**

6.30 The Application Site is allocated for a range of employment uses, including B2 use. B2 Uses on the Application Site would also be compatible with neighbouring uses i.e. the existing Renishaw premises to the south west. The site is not within close proximity to residential areas, however individual farms are closer to the site. The nearest residential receptor is 215m to the south west of the built parameter of site – and is identified as Dyffryn Bach Farm. The ES Chapters on Air Quality, Noise and Vibration, and Landscape and Visual Assessment are most relevant in determining the impacts on this property. Within the DAS, cross section drawings through the Application Site illustrate the distances between the farmhouse and the proposed development. The farmhouse is currently within 358m of the existing buildings which themselves have a visual impact on views from the farmhouse. The proposed development within Area A establishes a parameter of built development that is 215m from the farmhouse. The ES concludes in Section 8, that the residual effects of the Proposed Development have a moderate adverse impacts on residential amenity, and notably on the nearest receptor to the Site.

6.31 Policy EMP4 relates to the protection of land for employment uses, stating that:

“On existing employment sites and sites identified in policy EMP1 development of uses that are not contained in classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (As Amended) will not be permitted.”

- 6.32 The proposed development accords with this policy. The hotel/ residential training centre forms part of the Proposed Development and is intended to support the operations of Renishaw in particular. Furthermore, the proposals include 1,300 sqm of ancillary floor space for A1, A2 and A3 uses that would complement and support the wider employment site. The emerging LDP acknowledges this approach and supports a controlled quantum of ancillary development on employment sites. Whilst strictly not employment Uses within Classes B1, B2 and B8, the uses would all provide employment opportunities that would contribute to the diversification of employment offer on the Site.

Transport

- 6.33 Given the Site's location in close proximity to the motorway and the Cardiff-Newport railway line to the south, transport is a key area to address.
- 6.34 Policy TRAN6 relates specifically to rail freight. The policy states that development which would attract a significant amount of freight movement will be favoured where existing or potential rail facilities are available. It is likely that the development would generate some freight movement, in terms of delivery of parts and collection of manufactured products. The opportunity for whether that freight could be moved by rail is discussed as a material consideration in Section 7 of this Statement. Paragraphs 7.88 and 7.90 conclude that rail freight or rail connectivity does not form part of this planning application, albeit the Application Site does form a boundary with the railway line and areas left undeveloped as a result of these proposals, may offer future opportunities for passenger halts. This would be subject to detailed studies and separate planning applications being made.
- 6.35 Policy TRAN10 relates to parking and sets out that:

“The provision of parking facilities will be in accordance with the approved parking guidelines, and will be related to the type of land use, its density and location; accessibility to existing and potential public transport facilities; and the capacity of the highway network.”

- 6.36 There are currently 560 existing car parking spaces adjacent to the Renishaw premises, south west of the Application Site. These will be available to the existing premises occupied by Renishaw, and also to the expansion of Renishaw facilities, that is within the Application Site. The planning application is made in outline, and therefore the potential B1, B2 and B8 division in terms of floor space, is indicative and

is based on the Illustrative Layout Plan (**Appendix 3**) the indicative floor spaces have also been used to inform the TA, because different uses generate different numbers of trips because they support different numbers of employees. In turn, these employees per Use Class give rise to different car parking requirements. **Appendix 13** provides an example of how the car parking requirements of the UDP can be met on Site, if the division of B1/B2/B8 and C1/C2 Uses are as per **Appendix 13** and the Illustrative Layout plan (**Appendix 3**). The calculations conclude that to support a total of 161,701 sqm of new floor space (**as per Appendix 13**) and the existing 38,090 sqm of floor space existing at the Renishaw site, then 3,129 parking spaces for employees are required to comply with Local Policy. It has been calculated that the development of the Site, as set out on the Illustrate Layout Plan (**Appendix 3**) and the Car Parking calculations (**Appendix 13**) could provide 3137 car parking spaces. The plans within **Appendix 3 and 13** are both within the set parameters being assessed within this planning application, but **Appendix 13** provides a useful exercise in demonstrating that on site car parking requirement for the proposed quantum of floor space can be met. Clearly, if the B1/B2/B8 mix of uses alters from the illustrative example in **Appendix 13**, then parking requirements will change. It is considered therefore appropriate that a planning condition that requires the provision of car parking on site, consistent with Policy, is applied to any grant of planning permission.

- 6.37 However, the Travel Plan seeks to reduce the number of single occupancy based trips and also encourage employees to travel by bus to the Site. It may therefore be the case that car parking requirements on the site are reduced from the indicative calculations in **Appendix 13**. In order to mitigate the parking requirements of the development, solutions are identified within the Travel Plan submitted in support of the enclosed application to encourage car sharing and more sustainable modes of travel.
- 6.38 Policy TRAN11 relates to road freight and reducing any detrimental impact that the transportation of freight using heavy goods vehicles would have on the environment. The policy states that development which generates HGV movements which would unacceptably affect the amenity and character of the existing or neighbouring environment will not be permitted. It is considered that although any approved development as part of the enclosed planning application will intensify activity on the junction 34 of the M4, in respect of Renishaw's operations (current and once expended) these are proportionate to the activity that has taken place previously by Bosch, when they were fully operational. The additional floor space on Areas B, C and D is also assessed within the Transport Assessment, alongside the Renishaw expansion land (Area A) and lorry movements are part of that Assessment. The ES Chapter on

Transport and Access (Chapter 11) confirms in Section 8 that the impacts of the Proposed Development are at Junction 34 and also the Site access with the road south, towards Pendoylan. Section 8 of the TA proposes mitigation measures for these two junctions. Once implemented, this would reduce the significant effects of the operational development to acceptable levels.

Minerals

- 6.39 The adopted UDP includes a designation on the Application Site in respect of minerals resources. Due regard has therefore been had to Policy MIN3 which identifies the Site as having potential for reserves of sand and gravel, that the Policy framework states must be protected. The UDP map identifies an area in the south east of the Application Site that is identified as a limestone / sand and gravel resource. This area is within the area of the Parameters Plan shown as Area A. The Proposed Development identifies up to 33,909 sqm of development within Area A. The Applicant instructed a survey to assess the minerals potential of this part of the Application Site and submitted the findings to the Council as part of the LDP process and this is also included with this planning application. The Assessment confirms that there are not viable resources for extraction and it is not appropriate in this case to protect them for potential future extraction, given their quantum, and the potential environmental effects on the adjacent SSSI that their extraction could give rise to.

Emerging Local Development Framework

Vale of Glamorgan Local Development Plan

- 6.40 Work has been ongoing on the Local Development Plan: Deposit Draft since 2006, and progress has been made in respect of the version of the Plan that has been taken forward.
- 6.41 The Vale of Glamorgan Council consulted on the Deposit version of their Local Development Plan (LDP) between October and December 2013, which sets out how land use policies for the Vale of Glamorgan between 2011 and 2026. This LDP covers housing developments, community facilities and employment opportunities, transport, waste management and retailing.
- 6.42 This version of the Plan followed on from extensive work that had been conducted by the Council that led to the publication of an earlier version of the LDP in early 2012. Significant progress was made on the LDP between 2006 - 2012, with the Council preparing a series of draft documents subject to public consultation, including "Candidate Sites", Preferred Strategy, relevant topic papers and the Deposit LDP.

- 6.43 Policy MG11: Employment Allocations in the Deposit LDP allocates 51.1ha gross of land, equating to 6.64ha net for local needs and 28.26ha net for strategic needs. The scale of development is queried.
- 6.44 Although the Deposit Plan does not form part of the Development Plan, it is a material consideration in determining this planning application. There are a number of draft policies relevant to the application proposals which are addressed in the paragraphs below. Land south of the Junction 34, M4 is both allocated as a Strategic Opportunity Area and Strategic Employment Site (as defined on the Key Diagram within the Deposit Plan).
- 6.45 *Policy SP5* refers to the Vale of Glamorgan's employment requirements. Just over 51 hectares (gross) of land is identified within this policy, as providing employment opportunities within the Application Site.
- 6.46 *Policy MG9* sets out the employment allocations for the Vale of Glamorgan. The policy sets out that 51.1 hectares of land (gross) should be allocated within the Application Site, equating to 28.26 hectares net. This site area allocated for employment use is slightly smaller than the area proposed for employment use within this planning application. Representations have been made to the Deposit Plan to increase the allocation.
- 6.47 *Policy MG11* specifically relates to the Application Site and sets out the criteria for the allocation of employment land at the site.
- 6.48 *Policy MG17* relates to the designation of Special Landscape Areas, which covers the entire Application Site. The Proposed Development seeks to maximise the opportunities for the Site whilst mitigating for any adverse impacts on the landscape context. Landscape appraisal work has been completed in support of the planning application, and this is detailed within the ES Landscape and Visual Assessment Chapter. The undulating topography, limited viewpoints and layering of landscape proposals and features within the Site, have the potential to minimise the adversity of any landscape visual impact.
- 6.49 *Policy MG19* relates to Sites of Importance for Nature Conservation (SINC) and that development proposed that will impact on SINC's will not be permitted. The Application Site comprises five SINC's. The proposals include development in proximity to the SINC's, and in some cases on the SINC sites themselves. The ES Chapter, Ecology and Nature Conservation details the level of significant effect and the proposed mitigation measure within Table 9.5.

- 6.50 *Policy MG20* relates to development in minerals safeguarding areas. As noted earlier in this Planning Statement, the Site is affected by a safeguarded area for sand and gravel. The Applicant's have commissioned work in respect of minerals safeguarding which concludes that there is limited economic viability of the extraction of minerals in this location. Given the long term proposals for the application site, the lack of economic viability for the mineral extraction and the potential adverse impacts on the River Ely SSSI, it is unlikely that mineral extraction will be undertaken in this location. We therefore do not consider that it is appropriate for land within the ownership of the Applicant to be designated for the safeguarding of minerals. Representations have been made in this respect to the LDP process.
- 6.51 A number of policies have been prepared with the intention to manage development which is relevant to the proposals. Policy MD3 relates to the design of new development, stating that development proposals will be permitted where they are of a high standard and they respond appropriately to the local context and character. Given the nature of the planning application, detailed design of the built development will be subject to detailed/reserved matters planning applications at a later date. The Design and Access Statement submitted with this planning application provides some guidance in Sections 16 and 17 on Layout Principles and Appearance. This includes a potential baseline materials palette. This matter can be subject to planning condition once the planning application has been determined.
- 6.52 *Policy MD8* relates to environmental protection and states that development will be required to demonstrate that they do not result in an unacceptable impact on people, residential amenity, property and the natural environment. The application proposals have been assessed in relation to their impact on the environment through the Environmental Statement submitted in support of the application, and in accordance with adopted Unitary Development Plan Strategic Policy 1 - the Environment.
- 6.53 *Policy MD9* relates to the historic environment and reflects policy ENV17 of the adopted Unitary Development Plan. No further comments have been provided on this basis.
- 6.54 *Policies MD15* and *MD16* relate to new employment proposals and the protection of employment land and premises. These policies, following adoption of the Local Development Plan, will replace adopted Unitary Development Plan policies EMP1 and EMP4. The proposals will make a significant contribution towards the provision of employment land and premises, and create wide-ranging opportunities for new employment within the Vale of Glamorgan.

6.55 The proposals are therefore consistent with emerging planning policy.

Supplementary Planning Guidance – Planning Obligations

6.56 The Vale of Glamorgan Council published their Supplementary Planning Guidance (SPG) on Planning Obligations in 2012. This document sets out the adopted and emerging policies in place that would be related to the planning obligations that may be required to be delivered as part of the proposed development scheme, particularly relating to provision of open space, and affordable housing. The emerging Deposit Plan includes *Policy MD4* which relates to Community Infrastructure Levy and Planning Obligations. This Supplementary Planning Guidance therefore provides *guidance* in terms of the aspects of development that would require contributions.

6.57 Section 6 of the SPG sets out what planning obligations will be sought for. Commercial developments require the following:

Table 4: Extract from vale of Glamorgan SPG: Planning Obligations

| Type of Obligation | Development Threshold | Formula |
|--------------------------|------------------------------------|---|
| Public Art | 1000 sqm floor space / 1ha site | 1% of Build Costs |
| Public Open Space | 1000 sqm floor space / 1ha site | 2.43 ha/1000 population = 55.40m ² /dwelling or £1000 per person = £2280 per dwelling |
| Sustainable Transport | 1000 sqm floor space / 1ha site | £2000/100m ² floor space |
| Training and Development | 1000 sqm floor space / 1ha site | One trainee (£1200) per 500m ² of new floor space |

6.58 Discussions with planning officers at the Council have explored the principle of S106 contributions that will be necessary to mitigate for the impacts of the Proposed Development. Early meetings in January 2013 explored the key areas for contribution. The Head of Planning, (Rob Thomas) and Development Control Manager (Marcus Goldsworthy) advised that principally, the development should address the matter of sustainable transport.

6.59 This became a focus for the proposals, and notably the Transport Assessment and Travel Plan. Further details on this area of contribution are contained within Section 9 - Heads of Terms.

6.60 Given the excellent track record of training and development provided by Renishaw, and the inclusion of a training facility within the proposals, officers did not seek contributions towards Training and Development in line with the above table. However

it was requested that details of the likely levels of training opportunities at the Site, be detailed within the planning application. In addition, these would inform the Socio Economic Chapter (7) of the ES. Further details are therefore presented as potential Heads of Terms for the S106.

- 6.61 Public Art is something that the Applicants were seek to ensure is inbuilt within the urban fabric of the proposals, as opposed to being a token sculpture close to the site entrance – as often be the case. Ensuring that ‘public art;’ is integral to the proposals will ensure that an improved design can be achieved overall. Further details regarding how the applicants will address this matter are therefore presented as potential Heads of Terms for the S106.
- 6.62 The matter of open space is complex. The Application Site does provide for 30.57ha of green infrastructure. The nature of the site, and notably the environmental designations (SINCs, SSSI etc) are principally areas of the site where enhancement and management is not necessarily conducive to encouraging public access for the purpose of open space provision. Furthermore, the use of the site is for employment related land use – as opposed to residential or leisure development. The demand for accessible public open space is therefore not substantiated. The Applicant will not be encouraging general public admission into Area A within the site, beyond the security gates, and similarly this is understood to be the scenario for the future owner/occupiers of Areas B and C. This relates to matters of health, safety and security. Area D and ancillary A1, A2 and A3 Uses are more likely to attract visitors, in addition to employees. As a result an insignificant demand for accessible open space may be generated. The Illustrative Layout Plan /Landscape Strategy Plan (**Appendix 3 and 4**) and Environmental Mitigation Strategy (Chapter 9 and Table 9.5) illustrate a potential footpath link that could lend the area of open space connected by the route, to fulfilling an informal open space function. These proposals do not therefore materialise into a financial contribution, as per Table 4 above, however it is considered that they are appropriate in terms of ecological enhancement and management and on balance must be weighed against the requests for financial contributions. Furthermore, the Heads of Terms Section of this Statement, with reference to the Ecological Mitigation Strategy (within ES Chapter 9) details the areas for potential off site contributions that will create/enhance additional habitats in lieu of compensating for the development proposals.

Employment Land Review

- 6.63 An Employment Land and Premises Study was prepared in support of the Deposit Plan in September 2013. The Study assesses the supply, need and demand for employment

land and premises (Use Class B) in the Vale of Glamorgan. In terms of supply, as of 31st March 2013 there was a headline strategic supply of 433.50 ha. However, this is a gross total which includes areas of land which are already developed; undevelopable due to site constraints, likely to be retained/developed for infrastructure or non B-Class employment uses. Accounting for deductions in the supply reduces the strategic land supply by around 28 percent to 312.90 ha. (Employment Land and Premises Study, Para. 6.18.)

6.64 The findings of the Employment Land and Premises Study have been used to inform the policies of the Deposit Plan. The recommendations of the Employment Land and Premises Study state that within the strategic supply, 6.64 ha of Land South of Junction 34, M4 should be allocated to meet local needs for B1 and B2 accommodation. The remainder of the site contributes towards the Strategic Supply of employment land.

6.65 Table ES2 of the Employment Land and Premises Study makes the following comments in respect of Land South of Junction 34, M4:

- **Proposals for employment development (of both a strategic and local nature) should be supported.**
- **Support Renishaw in marketing the proposal to developers and occupiers.**
- **Any proposals that would see a large proportion of the site lost to non B-Class uses should be resisted.**

6.66 Given the application proposals, it is considered that they are consistent with the recommendations of the Employment Land and Premises Study and it is considered that the proposals will make a positive contribution towards the provision of high quality employment land over the course of the plan period.

Other Guidance and Policy

South East Wales Transport Alliance: Regional Transport Plan

6.67 The Regional Transport Plan (RTP) for South East Wales was published in March 2010, providing guidance, strategy and policy in respect of the forward proposals for transport in the area.

- 6.68 The key points of interest in respect of the enclosed planning application are rail proposals and the motorway, which are detailed in the paragraphs below.
- 6.69 A key goal of the RTP is to develop the economy, through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, and by improving transport integration.
- 6.70 Having reviewed the proposals to be delivered under the RTP, there are no plans at a regional level to improve rail, particularly in respect of freight, that would have an impact on the development scheme. There is a policy (RAP2) to deliver capacity improvements to facilitate increased movement of freight by rail however the methods in which to deliver this is not covered within the RTP.

7.0 PLANNING EVALUATION - STRATEGIC ISSUES

7.1 This chapter concludes the planning case, by bringing together the key aspects of this planning application, the policy implications and the opportunities and benefits the implementation of the proposals will deliver. This chapter is structured into the themes of economic (business), social, and environmental (physical), commensurate with the pillars of sustainability used to appraise development proposals.

Economic (business)

- i. The Need for Growth – Renishaw**
- ii. New Employment Opportunities**
- iii. Need for Enabling Development**
- iv. The Attractiveness of the site for Business Park and Distribution Centre Operators**
- v. Clustering opportunities**
- vi. Alternative Sites**
- vii. Ownership and Availability**
- viii. Leverage**

- i. The Need for Growth –Renishaw**

7.2 Renishaw operate globally (**Appendix 14**), with more than 70 offices in 32 countries and some 94% of sales are made outside the UK. Renishaw sought to expand their current UK operations in 2011, to the existing buildings south west of the Application Site and officially opened the facility in 2012. This was in addition to planning permissions being pursued for the extension of three of their existing Gloucestershire plants.

Manufacturing – Stonehouse, Gloucestershire

7.3 The Stonehouse facility was a stereotypical portal-framed factory building and it has been transformed into what is undoubtedly one of the best machine shop environments in the world. Given the lack of space constraints that previously faced the company in recent times at New Mills, significant improvements have been made to the environment through innovative ceiling design and construction to reduce noise levels, improved air-conditioning, the implementation of high specification oilmist extraction systems on almost all the machine tools, and the overall finish and appearance of the facility. The fact that all these operations are now under one roof is of great benefit in terms of improved organisation and efficiency. Images from the

Stonehouse facility, amongst other Renishaw locations are included at **Appendix 15**. It is efficiency in centralising processes that has also driven Renishaw to locate in the premises to the south west of the Application Site, allowing significant opportunities for expansion in the medium and longer term, into the Application Site.

- 7.4 The Stonehouse facility has been described positively in the Trade Press. Machinery magazine, Dec 2006 commented "*It is still a surprise to enter a machine shop that is so clean, quiet and bright.*"
- 7.5 Professional Engineering magazine, Nov 2006 reported "*In the struggle to convince youngsters that engineering is not a grimy, spanner-in-hand profession, those entrusted with improving the industry's image could do worse than persuade Renishaw to open the gates of its new factory to all and sundry.*" and "*Common sense was the inspiration behind Renishaw new Stonehouse machining facility, which astonishes the visitor with a simplicity and pragmatism still rare among western manufacturers*" said MWP Best Practice in UK Manufacturing, Jan 07.
- 7.6 These reports exemplify the type of facility that Renishaw operates from, and needs to replicate at the Application Site. The existing buildings south west of the Application Site provide the size of facility for current requirements, but offer the available land adjacent to them, within the Application Site, for expansion. The extensive halls offer the scale of space required for Renishaw to continue their ethos of providing a 'start to finish' process under one roof, without reliance upon centralised facilities elsewhere in the country. This aids their efficiency. The clean, structured layout, that provides an environment for the flow of R & D, manufacturing and assembly will need to be reproduced at the Application Site and be subject to significant investment to achieve this. Renishaw require a re-fit within the existing buildings, of floors and ceilings, temperature controlled rooms, 'clean rooms' and air conditioning to create the necessary environment for their production and research and development processes. Two phases of this refurbishment have been undertaken and will need to continue within those buildings. The new extension to their floor space (Area A on the Parameters Plan) will be constructed to the same degree.

New Mills, Gloucestershire

- 7.7 The former Machine Hall at New Mills, Wotton-under-Edge has been transformed into a pre-production factory housing a model-shop and pre-production machine shop, as well as a pre-production electronics facility and nursery assembly cells. New Mills is also undergoing an extension at present of 145,000 sqft, out of a permitted 230,000 sqft and a further 50,000 sqft has been permitted at Charfield. These sites are

nearing their physical capacity in terms of available land and Renishaw looked towards the Application Site in acquiring it and the existing buildings from where they currently operate.

Woodchester, near Stroud

7.8 At Woodchester, near Stroud, Renishaw's main assembly operation features the latest technologies used to automate the assembly of electronic circuit boards. Renishaw's Woodchester facility in Gloucestershire won the category of the UK's Best electronics and Electrical Factory in the Best Factory Awards 2012 that are run by Cranfield University School of Management. At Woodchester, Renishaw designs, develops and assembles the components for a wide range of metrology products, including laser calibration devices for machine tools, encoders for precision position feedback and other manufacturing work for Renishaw's vast array of products. At 15,000 sqm, and with 348 employees working in manufacturing roles at the site, Renishaw's Woodchester assembly plant is the largest of four assembly facilities within the Renishaw Group, and it operates within an environment of high innovation and constant change. The facility is at optimum capacity and with no further opportunities to expand.

7.9 The company's initial requirements for 400,000 sqft of manufacturing floor space (the existing premises) and a further opportunity to extend by the same amount (Area A, Parameters Plan) were not requirements that could be realised at their current Gloucestershire premises, particularly with the above planning proposals that are in place to extend those facilities too.

Research and Development

7.10 For Renishaw, research and development (R&D) has always been at the heart of the business, annually investing between 14% and 18% of sales turnover on R&D and engineering to maintain leadership in various technologies (**Appendix 16**). As Sir David McMurtry, Chairman and Chief Executive, says, "Innovation is at the heart of everything that we do as a business, from the products that we produce, the processes used in their development and manufacture, to the way that we service our customers".

7.11 There is a real and exciting opportunity to bring R & D to Miskin to complement the manufacturing base that the existing halls are so well suited for in terms of location, size and overall scale. R & D could introduce a scale of enterprise into this part of the

Vale that signals inward investment opportunities for others, attracted by the commitment of Renishaw to South Wales. Renishaw has started to develop the R & D base within the existing facility adjacent to the Application Site, and has employed 10 new members of staff within these roles.

7.12 On 31 July 2013, the Government launched a first stage consultation on updating the Assisted Areas Map for 2014 to 2020, in response to new European Commission guidelines on regional aid. Assisted Area status allows small businesses and large enterprises in less economically advantaged locations to benefit from additional financial support under EU Regional Aid Guidelines. This support is offered to encourage business in these communities to grow, innovate and thrive. The second stage consultation document on the draft proposal for a new Assisted Areas Map for the period 2014 to 2020 also sets out the government's response to the first stage consultation. The purpose of the second stage consultation was to seek views on the draft Assisted Areas Map, taking into consideration the government's response to the first stage consultation, and the need to comply with the Commission's regional aid guidelines. The Application Site, and wider land to the south of junction 34, M4, was included as a new area for Assisted Area Status within that second stage of consultation. Renishaw consider that the inclusion of the Application Site within this area for Assisted Area funding, demonstrates that this is one of the best opportunities to drive economic growth in this part of South Wales and in the adjacent 'a' areas (Rhondda Cynon Taf) that it borders.

7.13 Recognising that land to the south of the M4, junction 34 represents one of the best opportunities for driving economic growth and could benefit from funding initiatives, is critical to providing the message to Renishaw's Board of Directors that expanding R & D further within the expansion of Renishaw, to the Application Site, is the way forwards.

ii. New Employment Opportunities

7.14 The potential employment offer of Areas B, C and D (as defined on the Parameters Plan) could provide up to 127,741sqm of floor space; of which 9,290 sqm would be C1/C2 Use, and up to 1,300sqm would be ancillary A1,A2 and A3 Use.

7.15 The Socio Economic Chapter within the ES notes that there are potential construction jobs associated with the construction phase of the development, expect to be 2016-2018. Paragraph 7.36 within the ES notes that potential construction jobs could amount to 1234 over the build period. The ES notes at paragraph 7.37 that there are

950 residents within the Study Area (defined within Chapter 7) that are seeking employment within this sector.

7.16 Paragraph 7.41-7.60 provides a detailed account of the potential job creation that will derive from Areas A –D as per the Parameters Plan. As identified within the baseline section of Chapter 7, at the time of preparing the assessment, there were 83 employees working within the existing Renishaw premises to the south west of the Application Site. To indicate what the potential employment numbers that could be generated by the development of Area A, a comparable site owned by Renishaw has been assessed providing an employee to floor space ratio. Other assumptions used to calculate potential jobs that may be created, are detailed within paragraph 7.41-60 of the ES. In summary, the total operational jobs could potentially be as follows:

Table 5: Total Operational Jobs (extract from Table 7.18 within the ES)

| Area | Area sq ft & m Sq | Proposed Use Class | Method of assessing Job Count | Job Count |
|-------------------------|------------------------------|-----------------------------------|-------------------------------|--------------|
| Existing Facility Halls | 410,000 sq ft | - | Comparable Information | 750 |
| Area A | 365,000 sq ft 33,909 sq m | B1/B2/B8 | Comparable Information | 753 |
| Area B | 980,625 sq ft 91,102 m sq | B1/B2/B8 | Employment Density Guide 2010 | 1,253 -1,648 |
| Area C | 275,000 sq ft 25,548 m sq | B1/B2/B8 and ancillary A2,A3,A4 | Employment Density Guide 2010 | 516- 618 |
| Area D | 100,000sq ft 9,290 m sq | Hotel/Residential Training Centre | Employment Density Guide 2010 | 33 -50 |

7.17 The Development Areas A to D could potentially generate between 2,555 and 3069. The increase in operations at the existing facility could provide a further 750 jobs. Further details are within Table 7.18 of the ES.

7.18 The previous operations (Bosch) onsite generated, during peak operation, employment levels of 1,800. The Development of Area A and the increased operations in the existing two halls could provide 1,503 jobs. Therefore, once at full expansion, Renishaw is very unlikely to provide the same number of jobs as Bosch previously did, at its peak. This is important to note from a traffic generation position, and has been a factor that has informed the Travel Plan and suggested triggers within the Section 106 Heads of Terms (Section 9).

- 7.19 The Development of Areas B, C and D provide potential employment opportunities of between 1,802 and 2,316 compensates for the 297 fewer jobs (when comparing former Bosch employment levels at their peak with existing and proposed Renishaw levels). Of more significance however, is the improved skill set that Renishaw can bring to the local workforce, notably in their R and D operations.
- 7.20 Figure 14.1 within the ES has demonstrated that 93% of the current employees are generated from within the Study Area. Based on this it is assumed that Development will provide increased employment opportunities for residents within this area.
- 7.21 Figure 14.1 within the ES demonstrates the area that would be negatively affected if operations on Site had not been continued by the Applicant. Therefore it is important to recognise the significance of sustaining jobs as well as creating additional ones.

iii. Need for Enabling Development

- 7.22 The need for enabling development on the Site is driven by the refurbishment cost associated with the current buildings formerly occupied by Bosch and to seek a return on the investment in the land that has been made. Enabling development on the Application Site, within an employment land context is not at odds with the adopted Development Plan that supports in principle the B1, B2 and B8 Use of the Site. The allocated site has not come forward to date, however it is not a reflection on the site itself, but more on the previous landowner. Bosch had clear plans for expansion as detailed on their illustrative master plan in **Appendix 8**, however with there being changes within the availability of grant funding over the years since Bosch first occupied the site, their plans to expand never reached fruition. However Bosch were not actively looking to sell or lease the remainder of their land during their operations at Miskin either. The company had a very strict security policy that applies to all of their sites, to maintain their competitive edge. Sharing a direct access from the motorway, and encouraging non Bosch related operations onto the site would not have been conducive with Bosch manufacturing policy. The Site therefore never came forward and was not truly an available site within the supply of employment land. The opportunity to turn this around is now evident.
- 7.23 Renishaw have not actively marketed the Site since acquisition however the news of the company expanding into South Wales made headlines in the press following a press release from Renishaw (**Appendix 17**). **Appendix 18 and 19** refer to the significance of the announcement and comment by the MP Alun Cairns is critical to the

Renishaw case, where he is quoted as saying *'it is important to establish their plans for the surrounding land asset.'*

7.24 The following table list the enquiries to date, made via the Agent for Renishaw. The key driver for most of the enquiries has been the direct access to the motorway network, where commercial traffic can minimise dead mileage, and avoid issues of traffic flows on secondary roads.

Table 6: Enquiries Made to Renishaw Agents

| Nature of Enquiry | Source |
|---|--|
| <p>Circa 15 acres For a leading plastics re-cycling company in the UK circa 300,000 sq ft with 10 % Office content (jobs estimate:300). This is a vital service to UK industry, where regulation and best practice is observed.</p> | <p>Via Developers engaged in UK/European provision of Logistics facilities</p> |
| <p>Circa 50 acres Up to 1,000,000 sq ft facility (or 2 x 500,000 sq ft) for major logistics facility with 60,000 sq ft office content.(jobs estimate: 1000). It is acknowledged that this is a 'chicken and egg' enquiry, but the company are currently delivering a 1 million sq ft facility for an International Company in the UK, and are aware of further requirements coming forward in the market, where direct Motorway access is vital, and from which regional populations can be served.</p> | <p>Via Developers engaged in UK/European provision of Logistics facilities</p> |
| <p>An expression of interest to develop the entire site on a JV basis, and erect both Warehouse and Office accommodation speculatively at the outset.</p> | <p>Via Developers who have already completed £400 million commercial development in Wales:- Via Agents</p> |
| <p>20 acres for a Regional Agricultural Trade</p> | <p>Primarily via agents</p> |

| | |
|--|----------------------|
| Park and Livestock Market | |
| 30/50 acres site for Distribution depot | Primarily via agents |
| 10/18,000 sq ft requirement for Laboratory | Primarily via agents |
| 20/25 acres, relocation of South Wales based operation | Agent led |
| 400,000 sq ft occupier requirement | Agent led |
| 12 acres Garden Centre with tutorial facilities 2 acres Hotel site | Primarily via agents |
| 5 acres Anaerobic Digester Energy Generation Plant | Primarily via agents |
| 50 acres Private consortium promoting New Severn Barrage for construction base | Primarily via agents |

iv. The Attractiveness of the site for Business Park and Distribution Centre Operators

7.25 The success of Distribution Centres and Business Parks is fundamentally attributed to their location. Investors in both types of development, seek a location that is accessible for employees, but principally in the case of Distribution Centres, a location that is directly accessible to a motorway network without passing through residential areas therefore enabling the movement of goods efficiently across a 24 hour period. Ensuring that products, particularly if they are related to the food and drinks market for example, are packed and distributed quickly is imperative to the needs of a business. Examples including the Morrison’s Distribution Centre at Bridgewater or the Sainsburys Distribution Centre at Daventry both rely on direct motorway access to transport goods to their stores. In non food retailing, the efficiency of distributing goods is not diluted – Amazon for example at Swansea offer customers the despatch of goods within 24 hours, and similar on line retail operators have built their successes on this ‘promise.’ The significant benefit that this Application Site offers is the direct

access to the M4, with a purpose built spur road onto junction 34. This is a significant 'unique selling point' to future operators in this market and one that is difficult to replicate on other sites.

7.26 Business Parks are equally attracted to motorway junctions, as can be demonstrated by the locations offered by

- Premier Business Park Cardiff Gate (J30, M4) that offers 700,000 sqft of offices, a petrol filling station, budget hotel, family pub, restaurant, car dealerships and has the capacity for a further 300,000 sqft;
- Greenmeadow Springs (J32, M4) offers 130,000 sqft of built floor space and a further capacity of 85,000 sqft
- Bocam Park, Bridgend (J35) offers 95,000 sqft of floor space and a further capacity of 60,000 sqft. Source: (DTZ, 2011)

7.27 In addition other sites are also emerging in the locality including junction 33, where the Welsh Assembly/Macob/Hodge have interests of approximately 200 acres.

7.28 Renishaw has worked with Property Agents Williams Gunter Hardwick and have been advised on the scale and mix of development, to ensure that the proposals represent a viable mix of floor space that will attract investors. WGH advise that certainty is a significant factor in terms of attracting investors, and that the receipt of planning permission will enable investors to secure funding to take up plots within this site.

7.29 Speculative planning applications were the feature of an article in Property Week (dated 27th Sept. 2013) where the headline noted that '*Speculative big-shed development is back*'. It notes that almost 6 million square feet of speculative 'big-shed space' was completed in the second half of 2006 alone, and that in the past four years, three other units have been completed – Amazon at Scotland, and two further units in Lancashire. IM properties are constructing two units and Prologis, also, two units that are classified as distribution Centres, albeit they are under 500,000 sqft. The availability – or in this case, shortfall, in supply of floor space that satisfies the markets term of 'big-shed' is a key factor that is driving the increase in interest over recent years. Availability has fallen from 28m sqft in 2008 to less than 7msqft in 2013.

7.30 In the Property Week article, an interview with IM Priorities cites several factors that are increasing the decision for developers to build speculatively. The decrease in availability, improving economic sentiment and the buoyant investment market and

most importantly increasing sources of funding – so yields are improving , giving developers a lot more confidence. Prologis comment in that article, on the general upturn in activity and with limited availability in the Prologis stock for example – being down to just one or two units, the company took the decision to start constructing more, as being a modest one, in terms of risk. Ensuring there is a supply choice within a development portfolio is critical for customers who are not prepared to go down the design and build route. Goodmans also comment within the article on the importance of having sites that are ‘oven ready and with infrastructure in place’. These industry views are critical to understand the importance of securing a planning permission on land adjacent to the M4, with consent for a range of B1,B2 and B8 Uses, with access, and having tested parameters that include up to a maximum of 1 million sqft/ 92,903sqm.

- 7.31 An article in The Times, (11 March, 2013) comments on the ‘race’ by retailers, to locate Distribution Centres, who viewed these as the ‘shops of the future’ given the buoyancy in internet shopping. The article refers to the difficulty of carefully planning, whilst being responsive to the trends in on line shopping, and how these retailers are being faced with a lack of supply of suitable land (Grade A, motorway accessible, Distribution Centre scale) and equally, facing the constraints of the planning system – that can take many months of due process and cost many hundreds of thousands of pounds. This Application Site has an opportunity to respond to these market demands and deliver a planning permission to facilitate the development of a Distribution Centre and a Business Park.
- 7.32 **Appendix 11** indicates the location of Distribution Centres that are of 1million sqft/92,903,000sqm that are located in the UK. It is notable those warehouses are short in supply within Wales and currently absent from VOG, and that the Application Site can plug this gap in the marketplace. There are some factory units of similar size, that benefit from a B2 Use Class, but these are not B8. The nature of a B8 Use of this scale relies on a 24/7 operation, direct motorway access and scale of construction that enable high bay operations i.e. 15m or more. Factories are traditionally not to this height, and span, and unlikely in the majority of cases, be ‘Grade A’ and meet the demands of modern distribution and logistics.

v. Clustering opportunities

- 7.33 The potential of the Application Site, and indeed by the current operation of Renishaw, to attract the clustering of new business is considerable. Take up of sites is notable to the north of the Site, within RCT. Some are slower than others and there are many

reasons behind this, including site size, location and the perceptions of the local market, not least S106 obligations that might run with those particular sites. However, the status of an international company like Renishaw relocating and expanding to a key strategic site has instilled business confidence locally and within South Wales. The availability of this Site immediately adjacent to the Renishaw premises presents a unique opportunity for future development and clustering opportunities should the Application Site be granted planning permission and then act as an anchor for future growth not just at this location, but by spurring growth and investment locally too.

vi. Alternative Sites

- 7.34 Renishaw have explored the opportunities for alternative sites, as part of the consideration of the application site and whether it was appropriate in terms of deliverability, suitability and availability. This work was initially part of a separate Evidence Based report submitted to the VOG in October 2011 to inform the development of the LDP.
- 7.35 The review of development plans was the starting point, along with Employment Land Reviews, with a view to identifying if there were suitable alternative sites that could offer the potential for Renishaw expansion, the potential for a Distribution Centre and the potential for a Business Park. The presence of Renishaw being adjacent to the Application Site would always, naturally, suggest that expanding their business was best and more efficiently achieved on land that they both owned and was next to where they currently operated from.
- 7.36 In terms of assessing alternative sites, the size of site was principally the first ‘stumbling block.’ Whilst some sites could accommodate elements of the business park, the ability to accommodate significant distribution and production space was more problematic, and was further compounded by the desire to be close to the M4.
- 7.37 Furthermore, the Application Site benefits from both an allocation and emerging allocation within the Development Plan and the principle of development is established. The single ownership status of the application site is also a significant factor in terms of guaranteeing delivery of the Renishaw expansion notably, and also the hotel/training facility within the Site. Section 8 provides a more detailed overview of the approach to considering Alternative Sites and refers to the Appendices that comprise the Assessment of Alternative Sites. This matter has also been considered within the ES, Chapter 5.

Vii. Single ownership and availability

7.38 The Application Site is particularly suitable to the needs of Renishaw, being within their current ownership and readily available for development to meet their ambitious timescale of a developable site where construction can commence, by 2016. The technical work underpinning the development of the Site has been completed, and extensive public consultation has been undertaken. Renishaw are keen to progress their planning application at both Outline and subsequent Reserved Matters stages, swiftly. Therefore, the business operations of Renishaw can continue within South Wales and this important employer can contribute yet further to the local and regional economy. The opportunity for an expansion of this size within the recent and indeed current economic climate presents exceptional and unique circumstances that could not have been planned for within the normal development plan making process, and are also significant points to be given weight in the consideration of where the proposals depart from the extent of the allocation in the Development Plan. The pressing need for Renishaw to gain their Outline planning permission and subsequent Reserved Matters in the near future cannot afford to be thwarted by the planning system, and it has therefore been incumbent on the project team to present a robust and thorough case for granting planning permission on this strategic site, whilst tackling the challenging on site and proposal led issues that have been faced. Thus the identification within the Development Plan of potential environmental constraints on the site should not be a hindrance to this proposal. Robust technical mitigation has been employed to address on site matters including flood risk and ecology, and where mitigation cannot always be achieved on site – in the case of mitigating for pSINC loss for example then demonstrable efforts have been made to secure an opportunity for this to be mitigated off site. Matters of flood risk and ecology (that represent the environmental constraints to this proposal) have been the subject of close and detailed working with Officers at the LPA, NRW (CCW and the EAW) to reach agreed methodologies, the Parameters Plan and resulting enhancement, mitigation and compensation. It would not in our view be reasonable for the First Minister to ‘call in’ the planning application on the basis that matters principally to do with ecology and flood risk have been dealt with by advisors to the Minister. The applicant would rather look towards the successful plan making that has already been undertaken at a local level, to bring forward this Site and the route that has already begun to be paved in terms of allocating strategic employment land to south of the M4, at junction 34 within the Preferred Option LDP.

ix. Leverage

7.39 As a significant employer – the largest private sector employer in Gloucestershire (1,900 staff), and both a national and international company, Renishaw’s proposals will have an immediate knock on effect on their supply chain, new market opportunities in Wales and the local labour force. The company has considered a number of alternative sites to expand and has expressed a preference in Miskin. However this new venture is a significant step away from the Gloucestershire base that provides a home for the majority of the Renishaw operations and the Site will require substantial investment to bring the current buildings up to a standard that Renishaw can operate from. This level of investment is in addition to the considerable price already paid for the Site and therefore leverage from enabling development on the remainder of the land acquired (i.e. the Site) is essential. Without this potential Renishaw will need to reconsider their options with regard to the Site; which could include it’s disposal in part/whole in future years. In our view, it is therefore essential to harness this major opportunity for inward investment and job creation and continue to allocate the Site and provide certainty to the Renishaw Board.

7.40 There is a unique opportunity to bring international manufacturing, research and development, and sales to the VoG through supporting the expansion of Renishaw to Miskin. Employing circa 100 people within 18 months of opening, the company has enjoyed continued success.

Social

7.41 The social aspects that can be considered as strategic issues relate to

- i. Skills and training and
- ii. Local labour force
- iii. Benefits to existing communities

i. Skills and training

7.42 A particular opportunity offered by the development proposals relate to the on site training facility that forms part of the application. Many companies operate training schemes via a local education establishment, and Renishaw is no exception. Renishaw pride themselves on building strong linkages with education establishments and delivering training. Renishaw has developed relationships with UK Universities as illustrated in **Appendix 10** and since commencing operations within premises to the south west of the Application Site, Renishaw has developed working relationships with the University of South Wales, Cardiff Metropolitan, Swansea and Cardiff Universities.

To date 68 apprentices are being supported at the University of South Wales, and intake per annum could increase if Renishaw are granted planning permission to expand. In 2012 the company employed six apprentices from Bridgend College and these now all work full time at the current premises adjacent to the Site. A further five apprentices from the same college were employed in 2013 and are joining the site in September of this year. In 2014, the Plan is to take on a further five apprentices, and to cast the scope of application further afield than Bridgend College to take into account other education establishments. Furthermore, the onsite training facility provides opportunities for onsite skills based training, seminars, and conferences etc, both by Renishaw and potentially from other companies attracted to the Application Site.

7.43 The ability for Renishaw employees to train on site and have ready and available access to research and development and production line operations is essential and links the proposed hotel/training centre to the existing and proposed key operational Renishaw buildings on the application site. Whilst normally a C1/C2 use of this scale, when assessed against planning policy within the Development Plan or PPW may normally be expected to be located within a town centre, the unique relationship shared with the production and proposed research and development operations at the Renishaw part of the Site, is such, that separating the training facility away from this Site and locating it into a town centre for example, would actually increase traffic generation by necessitating trips between the two sites.

7.44 Attracting delegates to the training facility is a growth aspiration of Renishaw and significantly above their current operations. Training is not just limited to the training of Renishaw employees, but also to the training of those who ultimately use the products manufactured and assembled by Renishaw. Of particular note are the training programmes associated with Renishaw's healthcare equipment and medical software. These are areas that Renishaw are keen to expand, given that Renishaw have worked closely with breakthrough developments in healthcare, being forged ahead by their University partners. In terms of local employment generation this opportunity for an influx of delegates will stimulate other businesses and services associated with business customers.

ii. Local labour force

7.45 The significant key advantage of Renishaw refurbishing and extending the former Bosch premises, is the potential for Renishaw to employ local people who formerly worked at Bosch prior to its closure. Approximately 20% of the current employees

are former Bosch employees and have been retrained as part of Renishaw’s commitment to ‘on the job’ training. The skills sets within manufacturing and advanced engineering fields present in South Wales in particular are useful to harness. There are relatively few advanced engineering and manufacturing companies of this scale, investing within the valleys of South Wales, and this is a significant opportunity for local employment. **Appendix 20** was a consideration in drafting the Travel Plan, and indicates using current employee postcode data, where employees live presently. The local area from which employees currently commute is clearly identifiable. This data has also informed the Travel Plan and the indicative bus route that forms part of the proposals to mitigate for potential traffic impacts arising from the proposals.

7.46 It is clearly not possible to be certain on the draw of potential future employees that might arise from the immediate local area , however the analysis of those currently working within the premises adjoining the Application Site provides useful indications.

iii. Benefits to existing communities

7.47 The application proposals can deliver a significant number of benefits to existing communities located in reasonable proximity of the site.

7.48 The creation of a high number of jobs would be of significant benefit to the local communities, particularly given that South Wales has been particularly affected by the recent economic position.

7.49 The transport and movement proposals incorporate public transportation proposals could have a significant impact on the accessibility of locations along the proposed bus route. Details on how this service might operate have not yet been firmed up, however in the medium to longer term there is potential for non employees to have the option of using this bus too.

Environmental (Physical)

7.50 The remaining strategic issues have been grouped under the sub heading of ‘environmental’ and these range from physical challenges through to ones presented by the natural environment.

i. Site suitability

ii. Ecology

iii. Flood Risk

- iv. Transport**
 - v. Design, Views and Levels**
 - vi. Layout**
 - vii. Air Quality**
 - viii. Noise**
 - ix. Meeting the requirements of sustainable development**
- i. Site suitability**

7.51 The review of alternative sites referred to previously has highlighted the lack of choice and availability of viable alternatives. This Application Site in comparison matched the majority if not all of Renishaw's requirements outlined within this Statement and again at the beginning of this chapter. The overall size of the site was fundamental. Renishaw needed to be sure that their decision in 2011 for this multi million pound investment was based upon a sound business need and a robust case that demonstrated that this site represented the best option for the company. The availability of land far beyond their original requirements - in that the land south of junction 34, Hensol provided both 'oven ready floor space' and a direct opportunity for additional expansion, and with a single willing land owner at that time (Bosch) set the site far above any other competitor from the outset. The land is relatively unconstrained for a site of its size. Flood risk can be managed as detailed within the Flood Consequences Assessment accompanying this planning application and does not increase off site surface water in a 1 in 100 year event. The access to the motorway is unrivalled by many if not all sites considered, and the lack of other immediate neighbouring uses places no restrictions on the 24 hour operational requirement of Renishaw – given that the current Renishaw premises operate a B1/B2/B8 use within the same proximity to the nearest neighbour (Duffryn Bach farm) as the proposed development would do. Thus satisfying Local Plan policies in terms of amenity and impact. The scale of the proposals and size of land required to meet them, would give rise to issues of an environmental nature. Given the sites greenfield status this was not surprising to the applicants. The size of the site and the opportunities it presented, coupled with the close location to the existing operations south west of the Application Site produced a level of confidence within the company that expanding onto the Application Site and seeking its wider development for other strategic employment uses, would be the most viable and successful option. This would cause minimal disruption to their business.

7.52 The suitability of the site for locating strategic employment uses is not a characteristic that has gone unnoticed in previous years. Indeed, almost 20 years ago, a Study was

undertaken by the Planning Officer's Group, known as **the M4 Corridor Study (1995)**.

- 7.53 The Group reported to the Standing Conference on Regional Policy in South Wales. The findings of that Study informed planning policy that is being applied today when determining planning applications.
- 7.54 The report was undertaken to consider the availability of sites within the M4 corridor that were of 14 hectares or more. The Study had been preceded by a similar piece of work looking at sites of 20 hectares. The response was within the context of the Development Plan system and the application of conservation policies conflicting with development pressures which sought to develop high quality, prestige sites for what might be regarded as inappropriate uses. Underlying the concerns was a growing awareness of the principle of sustainable development and that economic and social needs should be considered alongside environmental issues.
- 7.55 The Study focussed on sites within one mile radius of the M4, junction 22 to 49. The Application Site is within that scope. The Study highlights issues that are still relevant today. Notably at paragraph 2.1

“Inward investment, particularly from overseas sources, is a vital component in the continuing efforts to regenerate South Wales’ economy following the decline of the region’s traditional heavy industries. However, whilst factors such as labour supply, regional incentives and the availability of greenfield sites can be key factors in attracting inward investment, the existence of high quality transport infrastructure is often the catalyst.”

- 7.56 The Application Site clearly demonstrates the characteristics of a site that would attract inward investment and with unrivalled motorway access within the VoG - as has been demonstrated by the expansion by Renishaw at the premises south west of the Application Site. The Site is referenced as a good example of a site that could attract major multinational companies or prestige manufacturing and high technology sectors, at paragraph 3.2 of the Study.
- 7.57 The Study contemplates future demand (at that time) and acknowledges that sites which are visible from the Motorway are especially attractive to inward investors, particularly those concerned with product image. Referencing Sony and British Airways, the Study states that determining factors for the decisions to locate for both

companies, was the proximity to the motorway and the availability of a large serviced site. The only viable way to ensure the VoG can capitalise on this potential in future is to continue to allocate the Application Site within the emerging LDP and grant planning permission for this Application.

ii. Ecology

- 7.58 The challenges presented by the ecology of the Site have given rise to many iterations of the proposals and influenced the final scheme significantly. The ecological resources of the Site can be divided into: habitats, trees and water. Whilst inextricably linked, and sometimes overlapping, these three challenges are considered individually below.
- 7.59 The Nant Coslech watercourse and two tributary branches that join, before draining as an ‘unnamed tributary’ into the Nant Coslech. These existing features influenced the layout of the proposals from the outset, and this was a necessary fundamental area for assessment due to the requirement for a Flood Consequences Assessment under the policy guidance of TAN15. The EAW Flood Risk Mapping for this Application Site illustrated that parts of the Application Site were within the Flood Zone 2 area, and would be at risk of flooding, because the affected areas were without significant flood defence infrastructure. The compliance with TAN 15 is covered within the next sub section, under the heading ‘Flood Risk.’
- 7.60 Having established that the Site was located within flood zones A through to Zone C2 (see Figure 14.1 of the ES Chapter 14) and a Flood Consequences Assessment was required, modelling of the water flows on site commenced. A Ground and Hydrological Conditions Study (Appendix 14.2 of the ES) was undertaken too, and this determined the current local drainage process on the Site and how it interacts with the marsh grassland situated within the northern area of the Site.
- 7.61 Running through the centre of the Site, the tributaries that fall into the Nant Coslech watercourse, in their current location would not facilitate the layout of a large industrial building or Distribution Centre. In addition, the flood risk area associated with those tributary branches would further restrict the available land for development. The need to develop buildings of this size is covered both within this statement and the Design and Access Statement and locating them on the site could not be achieved without diverting the watercourse and raising the ground levels by reprofiling land, to raise the development areas out of the floodplain. The diversion has resulted in a proposal that ensures the tributary lengths are not dissimilar to the

current lengths. As much as possible of the existing trees, woodland scrub, hedgerows and marshy grassland will be retained along the existing stream channel and adjacent areas between the proposed development platforms, allowing for the creation of development platforms and Sustainable Drainage Systems. Vegetation will be enhanced and positively managed to provide a green corridor between proposed buildings and infrastructure and to assimilate the built form. The proposed enhancement associated with the diverted stream, includes proposed trees, scrub and marshy grassland which will be planted along the diverted stream channel, and create landscape and habitat corridors between development platforms.

- 7.62 This has a significant advantage in terms of water management policy, and satisfying the Environment Agency for Wales (now NRW). Further, the introduction of new habitats along the watercourse length, including wet grassland and reed beds, on site balancing, and sustainable urban drainage systems will overall improve the offsite water runoff quantum and reduce speed. The water quality will also be improved.
- 7.63 It is given that a greenfield site, in agricultural use historically, will have a variety of trees and hedgerows within the fields and boundaries to them. This site is no exception. A Tree Survey Report (January 2013) has informed the development proposals. There are 399 Groups of trees and 256 individual surveyed trees within the Application Site. Given the scale of development within the Site and the dispersed nature of the trees – e.g. within field hedgerows or within woodland blocks, it has not been possible to retain all mature trees, or indeed all trees within Category A for example.
- 7.64 A matter of particular significance relates to the three woodland areas on the Site – that are protected by a Tree Preservation Order (No.5) dated 1976. Area W1 within that Order is located quite centrally within the Application Site and is also of a size and shape that stretches from the location of the current security gatehouse on the Site, to within 100m of the Application Site boundary with the M4. Therefore it presented a particular constraint to the Site. The size, shape and location of the W1 woodland area had initially led the project team to attempt to design the Development Area B around this. However, with guidance from the Head of Planning and at that time, CCW (now NRW) the preference was to move the Development Area B as far south as possible to retain as much of the grassland habitat in the northern part of the site (SINC no.25) which was considered to be more valuable as a habitat than the W1 woodland. The decision also meant that infrastructure to serve the Areas B and C within the Parameters Plan could be laid out. The two areas of woodland (W2 and W3) that have been retained, were surveyed as part of the Tree Survey and Ecology

surveys and displayed more intrinsic and complex characteristics, and as wet woodland, were deemed to be preferable to retain and enhance. This is a design response that applies the factors of habitat quality, connectivity with other habitats, and longevity of future survival (as a block) against a rather ‘black and white’ assessment of whether a woodland is registered or not.

7.65 A number of habitats on site were identified and where possible these have been retained, enhanced or through on site mitigation and compensation, new habitats have been proposed. Figure 8.10a within Chapter 8 of the ES, is attached at **Appendix 4** of this Statement for ease of reference. It illustrates the proposed ecological mitigation and compensation on site, associated with these proposals. These can be summarised as follows:

- **Marshy Grassland of National Nature Conservation Value**

Area of National Nature Conservation Value will be retained and managed.

Implementing the Hydrological strategy to ensure the ongoing hydrological regimes necessary to support the habitat.

- **Existing Marshy Grassland**

The existing marshy grassland to the west of the Nant Coslech is to be retained and positively managed in to form a buffer to the River Ely SSSI to the south and maintain habitat connectivity within the site.

- **Proposed Wetland and Marshy Grassland**

A new wetland / enhanced marshy grassland habitat area will be created to the southeast of the site, between the Nant Coslech and Nant Criafol watercourses, retaining the existing trees along the watercourses and drainage channels. Shallow scrapes and deeper ponds will be created with areas of reedbed and species-rich marshy grassland will be established.

- **Wet Woodland and Swamp**

Existing wet woodland and swamp are to be retained and positively managed, including thinning, removal of non-native species and supplementary planting where required.

- **Species Rich Grassland**

Areas of existing species-rich neutral grassland and semi-improved species-poor grassland are to be retained and enhanced through positive management, where

possible. Areas modified to accommodate revisions to earthform or strategic drainage provision are to be replanted with native species.

- **Existing Stream Channel**

As much as possible of the existing trees, woodland, scrub, hedgerows and marshy grassland will be retained along the existing stream channel and adjacent areas between the proposed development platforms, allowing for the creation of development platforms and Sustainable Drainage Systems. Vegetation will be enhanced and positively managed to provide a green corridor between proposed buildings and infrastructure and to assimilate the built form into the wider landscape.

- **Diverted Stream Channel**

Proposed trees, scrub and marshy grassland will be planted along the diverted stream channel, to create a landscape and habitat corridors between development platforms.

- **Boundary Planting**

Existing woodland, trees and scrub along boundaries to be retained and enhanced to provide visual screening of the proposed built development and assimilate the development into the surrounding landscape.

- **Balancing Ponds**

Balancing ponds will be designed to maximise opportunities for wildlife, and maintain hydrological regimes within the marshy grassland areas.

- **Access Road Infrastructure**

Proposed access road to include species-rich grass banks and occasional street trees. Associated lighting and signage to be sensitive to the rural character of the surrounding landscape and sensitive visual receptors.

- **Development Plot Platform Banks**

New predominantly native tree and shrub planting is proposed along the banks to the level development platforms to assimilate the proposed development into the surrounding landscape and filter views of the proposed built form.

- **Development Plots**

Development Plots to comprise of built form, parking areas and infrastructure associated with employment, hotel / residential training centre and energy centre facility land-uses, as per the Parameter Plan (& Land Use Schedule). Parking areas and access infrastructure is to incorporate street tree planting and associated lighting to be sensitive to the rural character of the surrounding landscape.

Sustainable Drainage Systems within the Development Plots are to be landscaped to maximise habitat benefits and create attractive landscape features, planted with local native species.

- 7.66 The ecological mitigation scheme has been developed alongside landscape proposals as detailed within section 15 of the Design and Access Statement and drawn on Landscape Figures 8.11a and 8.11b within the ES. This will deliver a high quality scheme that has been developed in discussions with a variety of stakeholders including the ecologist for the Vale of Glamorgan Council and officers from NRW. There are opportunities for an Ecological Mitigation and Management Plan to support the proposals and this could be a condition of the planning permission for the site to ensure it continues to flourish over the years to come. The ecological mitigation covers the presence of potential on-site bat roosts (at least six trees that would be lost, have bat roost potential). Repeat surveys would be required of any trees to be affected, and if any trees identified as supporting roosting bats had to be removed, proposed mitigation, to be undertaken subject to NRW licence, would be required as part of a Reserved Matters application. The loss of bat foraging habitat is not assessed within the ES as being significant. The potential fragmentation effect on foraging/commuting bats and other wildlife caused by the replacement of habitats, such as wet woodland, marshy grassland and the hedgerow network with new buildings would be mitigated for by providing a wide corridor of open space running through the middle of the Application Site. The existing main drainage ditch that lies within this corridor would be retained and kept open, with some minor diversions required at its northern end. Existing wet woodland, scrub and marshy grassland habitats, and as many of the scattered trees as possible, along this stream corridor would be retained. Following the land re-profiling works, and the implementation of the new drainage scheme (attenuation ponds are likely to be constructed within this corridor), habitats of benefit to foraging bats would be created within these disturbed areas.
- 7.67 It is usual for a condition to be placed on a permission associated with proposals like these, for a Construction Environmental Management Plan. The CEMP will include guidance on construction phase lighting that is sensitive to the requirements of the local bat population. Where all lighting is designed to be sensitive to the requirements

of roosting, foraging and commuting bats using the site a probable residual impact on bats and their habitat can be minimised. The CEMP will include mitigation measures that will prevent harm to bats during the construction and operational phases of the development.

iii. Flood Risk

7.68 The design of the Proposed Development has been informed by floodplain modelling undertaken (Appendix 14.1 within the ES). To facilitate the Proposed Development and ensure it is protected from flooding, ground levels will be raised to create a suitable development plateau above the floodplain. This does not result in any increase in flooding from the design 1 in 100 year return period event (including an allowance for future climate change) off site as additional flooding extents is restricted to the Application Site, albeit at a greater depth of flooding. In the 1 in 1000 year extreme flood return period, flood levels are increased by up to 40mm downstream of the Site. This would result in a minimal increase in flood risk downstream so the magnitude of the effect is considered to be moderate. This matter was discussed and agreed as being an acceptable impacts at the 1000-year return period level (an event beyond design standards) when the project team met with officers from the then EAW in June 2013. The downstream land is predominantly agricultural and is already subject to the wide expanse of the River Ely floodplain at this extreme flood event and hence the overall significance of the effect on floodplain storage volumes is considered to be of minor adverse effect in the long term.

7.69 In the hydraulic modelling undertaken as part of the FCA, the diverted watercourse has been sized to accommodate flood lows to ensure the changes to flooding can be contained within the Site and the flow continuity between this watercourse and the Nant Coslech is retained. The watercourse, as previously mentioned, will also be designed to maximise the ecological potential of the diversion by promoting aquatic and riparian habitat creation.

7.70 The surface water drainage strategy has been prepared and will limit surface water runoff to existing greenfield rates and provide attenuation in the form of SuDS features including two balancing ponds (as detailed within Appendix 14.1 of the ES) . The surface water arrangement attenuates all additional runoff from new impermeable areas on the site up to the 100 year plus climate change storm event design standard while limiting peak runoff rates from these areas to average annual greenfield runoff rates, thereby reducing peak runoff from the site in extreme storm events.

7.71 Due to the potential sensitivity of the wetland areas within the northern area of the site, only discharge from the roof(s) of Area B (Parameters Plan) will be directed north, this being the surface water least at risk of pollution from the Proposed Development. Excess run off will be discharged directly into the tributary watercourse at the average green field run off rate. All surface water is firstly collected within SuDS for water quality treatment and attenuation.

7.72 These proposals are considered within the context of Guidance in TAN 15: Development and Flood Risk. Paragraph 2.11 notes that 'managing flood risk is an important part of contributing towards achieving sustainable development' and that

'relevant sustainable development considerations from the flooding perspective include:

Managing the consequences flooding where development can be justified and the consequences are considered acceptable in reference to section 7 and appendix 1' [TAN]

7.73 Paragraph 3.1 of the TAN notes that

'where development has to be considered in high risk areas (Zone C) only those developments which can be justified on the basis of tests outlined in section 6 and section 7 are located within such areas.'

7.74 Figure 1 within the TAN advises on a precautionary framework that is applied to each of the Flood Zones. Noting that the Application Site has Zones that are 'Zone A' (where there is understood to be little or no risk of fluvial or tidal coastal flooding) and that the justification test is not applicable and there is no need to consider flood risk further; through to 'Zone C2', which is used to describe areas of floodplain without significant flood defence infrastructure and is used to indicate that only less vulnerable development should be considered subject to application of the justification test, including acceptability of consequences. Emergency services and highly vulnerable development should not be considered.

7.75 Only one element of the Proposed Development is categorised as Highly Vulnerable, based on Figure 2 within TAN 15. This element is the proposed hotel/residential training centre. This element of the site is contained within Area D on the Parameters Plan and this area is not within the C2 Flood Zone. An email included at **Appendix 23** to this Statement from Natural Resources Wales confirms that from a flood risk

perspective, officer at NRW have no objection to this proposed use being located as per the Parameters Plan, given that it is within Zone B. Thus, none of the Highly Vulnerable category of Proposed Development presents or is at risk from flooding.

7.76 TAN 15 includes a requirement for a Justification Test where development is located within Flood Zone C. Section 6 of the Tan advises on this. Paragraph 6.2 states that

‘New development should be directed away from Zone C...and ...all other new development [excluding highly vulnerable development and Emergency Services] should only be permitted within Zones C1 and C2 if determined by the planning authority to be justified in that location.’

7.77 Paragraph 6.2 outlines the ‘test’ for development and the second part (ii) of that paragraph applies here. It states that development will only be justified if

‘its location in Zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain and existing settlement of region.’

7.78 The Proposed Development will meet key objectives of the Council’s Development Plan in facilitating the delivery of a strategic employment site, attracting new inward investment to the Vale of Glamorgan, and providing for job opportunities of a variety (across B1, B2, B8 and C1/C2 Uses) that can stem the out commuting of skills to neighbouring LPAs. This will assist in sustaining the ‘region’.

7.79 Part iii of paragraph 6.2 also states that the proposals must concur with the aims of PPW and meets the identification of previously developed land. The objectives set out at 4.4.3 of PPW states that proposals should

- Promote access to employment;
- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises so as to enhance the economic success of both urban and rural areas, helping businesses to maximise their competitiveness; and
- Respect and encourage diversity in the local economy.

- 7.80 Therefore the proposals are compliant with PPW, albeit the site is greenfield and not previously developed land. The land to the south west of the Application Site, from where Renishaw operates is clearly previously developed land, and there are remains of a former farmstead on the Application Site, however it is accepted by the Applicants that this site is essentially greenfield. This element of TAN is not met by the proposals, however on balance, given the strategic nature of the proposals, the ability (as demonstrated through the FCA and drainage strategy) to manage the flood risk on site within a 1 in 100 year event, and to include SuDS measures that will target water quality and surface run off, are considered to be matters at the heart of TAN 15 principles, as opposed to reusing previously developed land, which is a wider aim in the planning arena. In balance, the Applicants do not consider this minor issue should derail these development proposals.
- 7.81 Finally, part iv of the Justification Test at paragraph 6.2 of TAN 15 states that the potential consequences of a flooding event for the particular type of development must be considered and in terms of the criteria in sections 5 and 7 and appendix 1 [of TAN15] found to be acceptable.
- 7.82 In terms of Section 5, this is the categorisation of development, and as previously stated the element of ‘highly vulnerable’ development; within the proposals is located outside of Zone C2, and therefore does not compromise the Justification Test. The remainder of the proposals is categorised as ‘less vulnerable development’ with regard to Figure 2 in the TAN 15 Guidance.
- 7.83 Section 7 of the TAN notes gives guidance on less vulnerable development, where it is located in Zones C1 or C2 – as in this case, and where the test in Section 6 of the TAN have been met – which we have demonstrated above. The guidance states that these developments will need to be planned accordingly. The matter of whether development should proceed is stated as being dependent on whether the flood consequences can be managed to an acceptable level or not, for the type of development proposed. (Para 7.2, TAN 15.)
- 7.84 The FCA makes the assessment. It identifies that areas of the proposed development as per the Parameters Plan that are currently in the floodplain, are as a result of the development, now proposed to be dry, as a result of raising the ground profile. This is illustrated within **Appendix 21**. Therefore, the Proposed Development will be as safe as possible, with minimal risk to life, property, disruption to people, and natural heritage, as per paragraph 7.3 of the TAN 15 Guidance.

iv. Transport

- 7.85 A strategic employment site of between 2,555 and 3,069 jobs (based upon the ES Socio Economic Chapter) will undoubtedly give rise to access and movement issues that require investment. However it is critical that this impact is assessed against the current use of the premises south west of the Application Site, by Renishaw. The former Bosch plant employed up to 1800 employees at its peak, and these mainly vehicular trips were using the current infrastructure serving the site. Renishaw can legitimately and legally use those buildings and generate similar levels of traffic without any new planning permission or infrastructure investment. However, given that Renishaw is a high tech engineering company, as detailed earlier in this Chapter, it is unlikely that Renishaw would exceed 1500 employees within both the current and proposed floor space (Area A) that meets their requirements. It is on this basis that Renishaw do not consider it would be appropriate to apply a trigger to the Area A expansion, that requires the improvement of junction 34 for example.
- 7.86 The accompanying TA, Interim Travel Plan and Transport Implementation Strategy for this planning application have not identified anything that would prevent development of this Site in terms of access and movement, that cannot be mitigated or compensated for. The Site's advantage of the M4 proximity is also one of its biggest challenges. The Project Team have approached the neighbouring Planning Authorities to seek their input into the scoping and modelling of the TA that in turn has informed the Access and Movement Chapter of the ES. The benefits offered by Renishaw by nature of their known and established shift pattern, local workforce and willingness to engage in developing sustainable modes has assisted in the development of access and movement solutions for this site. Whilst the end user for Area B is not yet known, the TA has modelled the trip rates on the basis of this Area being a B8 (Distribution Centre) Use and again, this is useful in terms of the shift patterns for such Centres are widely acknowledged and are targeted by operators to ensure lorry movements in particular are outside of peak hours and furthermore, shift patterns are too. Area C is much smaller in terms of floor area than Areas A and B, albeit the nature of the B1/B2 Use is that a higher density of employees could give rise to more trips proportionate to floor spaces, and also potentially some trips within peak hours. This may be countered by any potential B8 users within Area C, that operate on a reduced employee density and with shift start and end times, generally outside of peak hours. The hotel/training centre use is equally more likely to generate trips with peak hours, albeit these will also be spread throughout the day too.

- 7.87 The identified areas of 'stress' related to the application that will be placed on the local and strategic highways network have been identified in the TA and considered in the Interim Travel Plan. Where improvements to junctions are required, these have been identified. These are also summarised in the Heads of Terms section of this Statement and will form the basis of discussions with the Vale of Glamorgan Council and Highways Agency to arrive at appropriate and acceptable sums that can form the Section 106 legal agreement and /or Section 278 agreement that will stem from this proposal. This draft S106 agreement will be in place and submitted to the LPA prior to their determination of the planning application. A Section 278 Agreement will be entered into following the granting of planning permission to enable the phased delivery of infrastructure improvements.
- 7.88 The Site is adjacent to the mainline railway that connects Cardiff and Swansea. The South East Wales Transport Alliance (SEWTA) Rail Strategy Review and Roll Forward Study Revised Final Report (October 2011) refers to the aspiration for a new station at Miskin. The Study suggests that the station could be immediately adjacent to junction 34 of the M4, at the point which the motorway cross the South Wales main Line. It goes on to suggest that the station would be located where the railway is crossed by the secondary road between junction 34 and the village of Clawdd Coch. It notes that there is an access road (this is the Application Site access road) that serves the Renishaw facility, and the Study suggests that there may be potential to provide access to a new station from this road.
- 7.89 From the Renishaw perspective, this part of the Application Site is not proposed for any development associated with new floor space. It is identified as part of the green infrastructure package that mitigates for the onsite proposals. The proposals do not therefore prejudice this potential new station from being explored in future, by others, however it is notable that this area indentified for a new station is a pSINC (no. 23 – **Appendix 6**) and is a habitat of wet woodland and swamp. The area is also at significant level changes to the surrounding roads to the north and west, and slopes steeply down towards the railway. It may not be feasible to provide a vehicular access road from a new station to the current access road serving the Renishaw facility. The Proposed Development has also identified through the TA/Travel Plan and TIS that the effects of increased traffic/employees to the Application Site can be mitigated without the need for a new station.
- 7.90 From a freight perspective, the levels across the Application Site are not conducive to enabling a line into the Site from the existing track, particularly given the location of the existing facility, and its expansion area, that would make it impossible for the line to be routed into the site to serve the potential Distribution Centre at Area B.

Furthermore, the area through which any line would route, would also be within the floodplain on the site and give rise to adverse effects on the River Ely SSSI.

v. Design, views and levels

7.91 Finally, the design of the proposals, whilst being an outline planning application has been a useful consideration to build a perception with stakeholders and the LPA officers of what the development could look like and how it might 'sit' within the landscape context. The Parameters Plans that forms part of this planning application give an indication of the scale of the development (giving maximum heights for buildings, and an indication of massing), the scale of footprints required by Renishaw and what is known of 'industry standards' in the distribution and office markets, and demonstrate how these must fit within the site to both give operational efficiency but also work within other parameters of the site – i.e. views, access, levels and drainage. The material palette discussed within the Design and Access Statement provides a useful reference point for the type of material that could be considered acceptable within this location, and the Statement's assessment of levels and views is also useful in forming a position that advocates that the proposals can respond positively to the site and its surroundings whilst bringing a sense of place to this gateway within South Wales. Whilst details of the exact dimension of each buildings within the parameters are not known at this stage, the Parameters Plan does provide the basis for assessment on the maximum impact that development may have, from a visual appraisal perspective. The ES is supported by a Wireline Assessment that has been used to inform the Assessment on the affects that will experienced within the landscape views of the site. Furthermore, whilst the exact scale/massing of buildings is not known within the parameters, a photomontage package has been commissioned to support the planning application that will provide example of how buildings, constructed to maximum heights within the AOD parameters of the Site could be viewed within their landscape context.

7.92 Accommodating large buildings like those proposed, within existing landscapes can be achieved by the use of materials and the massing of buildings and colour, to create either points of interests, or to create characteristics and features that attempt to reflect their landscape context. At this outline application stage, no details are known about the extra scale, materials or colours that may be preferred by end users on the site, however, **Appendix 25** provides illustrative images of example Distribution Centres from around the UK.

7.93 To conclude, this assessment of economic, social and environmental themes has sought to draw upon the key points considered in the previous chapter of this Planning Statement and draw upon and reference material in other supporting document for this planning application. It is considered that these proposals present an exciting opportunity for the Vale of Glamorgan, and South Wales, to embrace the offer of Renishaw's plans to expand and act as a catalyst for this strategic employment site's development. The prestige of retaining and securing an international employer, seeking to develop additional landmark premises of the highest standards, securing sustainable construction levels beyond those normally expected for development of this type at the current time, is something that in our view the Vale of Glamorgan and surrounding LPAs cannot fail to benefit from. The timing of the application is fundamental to Renishaw's continued investment in their existing premises, providing their Board with the confidence to continue to build up technical expertise and associated headcount and to refurbish the current building south west of the Application Site, and continue to fund the Planning Application project towards the expansion of their premises and be constructing on site as early as 2016. Therefore we invite the LPA to consider this planning application as a priority for the District and strongly encourage the Welsh Minister to not 'call' this planning application in for his determination, given that the times scales are such that receiving a decision notice this Autumn, will enable Reserved Matters applications(s) to follow and be approved and ready to commence construction work in the Spring of 2016. Any delays to this timescale will mean this timetable is not achievable and Renishaw's current rate of expansion could be put under undue threat.

vi. Layout

7.94 The proposed layout for the application proposals is intended to provide visibility of the premises from the M4 without having a detrimental impact upon the landscape.

7.95 The Application Site is located within the bottom of the River Ely valley, which is enclosed by the surrounding undulating landscape, enclosed by rising valley sides, a lowland ridge to the south and hills to the north. The meandering river course flows from approximately 36m AOD to the north-west of the Study Area to approximately 20m AOD to the south-east. To the north-west, the lowland valley and hills form the upper reaches of various tributaries that flow into the Ely valley. To the north-east, Garth Hill, at approximately 300m AOD, is a visually prominent landform and backdrop to the Ely River valley and ridge slopes. To the south, the ridge crest, bisected by the A48, defines the southern extent of the Ely River valley, rising to approximately 137m AOD to the north of the A48.

- 7.96 The layout design of the application proposals has therefore been prepared in the context of the location and topography of the Application Site.
- 7.97 It has been possible to locate some elements of the Proposed Development within the lower parts of the Site, including Area A (Parameters Plan) for example, and this benefits from the context of scale offered by the two existing buildings from which Renishaw operates. The Proposed Development of Area B, is based on a platform that would 'sit' within a lower level than is currently the case. A small hill within this Area would be reduced in height, and the ground levels therefore sit lower within their surrounding landscape than is currently the case. Whilst this is helpful, the overall scale of the development within this Area – potentially a 1 million sqft Distribution Centre presents some challenges from a design perspective. However, examples across the country have shown how these large structures can be treated with a materials palette that soften their visual affect. The Morrison's Bridgewater Depot adjacent to the M5 in Somerset for example is designed on a 'weave' pattern of shades of yellow, green and beige, that are laid in horizontal blocks on the facade of the building to assist in the building 'blending' into the landscape when viewed from a distance. Similarly, in Northamptonshire, shades of blue are used to assist in drawing the eye down towards deeper shades of blue when observing the buildings at DIRFT, whereas the lighter shades of blue are positioned towards the top of the buildings to assists in 'blending' into the skyline. Examples of these buildings are included at **Appendix 25**. The M4 frontage of the application proposals is justified in its location as it is considered to have a level of suitable mitigation through landscape planting and the orientation of buildings within the context of the topography of the application site.
- 7.98 The layout in some parts of the site has been influenced by the surrounding features too and seeking to achieve maximum visibility. The positioning to the hotel/residential training centre adjacent to the M4 junction 34 is to achieve maximum visibility from passing traffic to attract people into the business.

iv. Air Quality

- 7.99 The impacts of the Proposed Development on Air Quality are assessed within Chapter 12 of the ES. The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emission. The overall impacts during construction are judged to be *negligible*. The assessment of road traffic emissions during operation of the Proposed

Development have concluded that the significance of effects at human receptor locations is negligible. With mitigation in place, in the form of locating the energy centre in Areas A or B of the Proposed Development, the impacts upon human health of emissions from the energy centre will be negligible. It is not anticipated that the energy centre emissions will have a significant effect on the ecological habitats of concern (see Chapter 9 Ecology and Nature Conservation). However, the energy centre assessment is very much provisional, and it is recommended in the ES that the assessment be revisited once the design of the development, and in particular the energy centre, is fixed.

v. Noise

7.100 The Proposed Development is generally well separated from residential properties and the background noise levels in the area are not particularly low because of the proximity to the M4 motorway. Construction noise effects on locations within and outside the site can be mitigated by measures to be included in the Construction Environmental Management Plan. It is anticipated that the noise effects of traffic on the principal roadways within the Application Site will be negligible. Without mitigation measures there is some likelihood of a moderate / minor adverse effect from operational noise within individual areas. However, with appropriate mitigation measures in place it is expected that the noise effects will be negligible. Details are provided within Chapter 13 of the ES.

7.101 Vibration effects on locations outside the site are not expected to be significant apart from any possible effect on the railway from vibratory construction techniques. This matter would need to be addressed with the railway authority as part of the Construction Environmental Management Plan, that would be a condition on the grant of planning permission.

vi. Meeting the requirements of sustainable development

7.102 A Sustainability Strategy has been prepared and submitted as part of this Planning Application. It demonstrates that:

- i. The development is sustainable in terms of the location of the site and the proposed layout/design; construction techniques that might be employed; and the potential initiatives on the site e.g. grey water recycling;
- ii. There is potential to explore the use of renewable energy technologies where they are viable and meet a specific energy requirement of a building;

- iii. In accordance with national planning policy documents, there is an expectation that new developments will achieve BREEAM Very Good and achieve the mandatory excellent credits for BREEAM Ene 01 reduction of carbon emissions, i.e. 25% in comparison with the notional building;
- iv. There are opportunities for reuse and recycling of materials and to minimise waste on site;
- v. Principally the strategy at the Strategic Employment Site will be to reduce energy demand where viable and practicable to do so, use low water usage appliances and rainwater recycling.

vii. Phasing

- 7.103 As detailed in Chapter 6 of the ES, there are two development Options. Option 1 includes the development of Areas A (Renishaw expansion), C (Business Park), D (Residential Training Centre/hotel), E (road network) and B (potential Distribution Centre) plus associated open space and land for mitigation in 24 months. Option 2 includes two phases, with Phase 1 comprising the development of Areas A, C, D, and E, and the enabling works for Area B, plus associated open space and land for mitigation; and Phase 2 comprising the development of Area B. The timescales are 24 months for Phase 1 and 6 months for Phase 2.
- 7.104 It is anticipated that construction will begin in 2016, and that the development could be open and operational in 2018. In reality, construction and occupation of the individual plots and units is likely to occur on a phased basis, but this has not been finalised.
- 7.105 Therefore, for the purposes of a robust assessment, it is assumed within TA that the entire development will be open in 2018.
- 7.106 We will offer the information necessary, as requested, to ensure that officers can progress this application effectively. Any assistance we can offer in smoothing this process is available – further documents can be requested, although an electronic version of the planning application has been included with our submission. If there are any detailed questions relating to any aspect of this application, please contact Joanne Russell at Barton Willmore (0121 711 5154) in the first instance.

8.0 ALTERNATIVES

Consideration of Alternative Locations

- 8.1 An Alternative Site Assessment (ASA) exercise has been undertaken as part of the planning application, to identify and evaluate the potential opportunity to deliver the Proposed Development at other sites throughout the VoG and the adjoining authorities of RCT and Cardiff City Council (CCC). This exercise is included at **Appendix 22** of this Statement.
- 8.2 In order to identify suitable potential alternative sites in the surrounding area an initial list was assembled of potential employment sites which meet the following criteria:
- i. Employment land allocations within Development Plan and existing employment land, light industrial, general industrial and warehousing purposes (B1/B2/B8)
- 8.3 Only sites over a minimum of 10 hectares (ha) were included to allow for a sufficient area for development (although the Application Site is larger than 10ha this limit allowed a thorough assessment and captured sites, which could be expanded or incorporated with other adjoining sites to create a sufficiently large development site). Previously developed land and buildings and existing large scale employment sites which are presently on the market in the adjoining authorities were also included in order to capture the potential for large scale existing employment buildings and derelict sites within the assessment.
- 8.4 Criteria were also applied to discount sites located within the Green Belt and Conservation Areas as it is considered that this type of development would not be suitable in these locations. Areas isolated from the primary road network of at least a dual carriageway or motorway were also discounted as not suitable as the Proposed Development will be associated with a high number of HGV movements and will require good primary road links.
- 8.5 Three alternative sites were identified with the VoG, two within RCT and three within CCC which met the criteria. In addition, five existing employment sites were identified which are presently on the market.
- 8.6 A detailed review of these sites was undertaken which looked at environmental and planning constraints to development. The assessment found that there are no alternative sites which are available, suitable or deliverable that could accommodate the

Proposed Development. Further information on why the identified sites have been discounted is included in the ASA at **Appendix 5.1** of the ES.

- 8.7 The scale of the existing buildings – essentially two large production halls and ancillary buildings, the availability of additional, adjacent land on the same site, and direct motorway access within an hour's drive time of their current Gloucestershire premises makes the Miskin site an ideal candidate for Renishaw's expansion into South Wales. Section 4 of this report considers the lack of alternative sites available within the Vale of Glamorgan and the unique opportunities this Site offers for becoming a premier strategic location for employment in South Wales. Section 4 also identifies that there are other sites in South Wales that form part of the 'M4 corridor' that offer similar attractions, and in our view it is important that the VOG LDP embraces this opportunity for growth now and looks to the continued allocation of employment land at Miskin as part of the UDP review process and ensure the growth of Renishaw on this Miskin site.
- 8.8 In accordance with the VoG adopted Unitary Development Plan (UDP) (1996-2011) Policy EMP1, 54.3ha of employment land for B1, B2 and B8 uses has been allocated across the majority of the Application Site. The emerging Vale of Glamorgan draft Local Development Plan 'Deposit Plan Written Statement' (November 2013) also identifies the majority of the Application Site as one of three strategic employments sites in the district. Policy MG 9 (1) and MG 9 (11) allocates 51.1ha of employment land for B1, B2 and B8 uses to meet strategic and local employment needs. The Application Site is therefore considered to be a suitable location for the Proposed Development.

9.0 DRAFT HEADS OF TERMS - SECTION 106

9.1 The Planning Application for development of a strategic employment site on land to the south of junction 34, M4, Hensol, if granted planning permission will be subject to the completion of a Section 106 Agreement, and this Agreement will seek to mitigate for impacts arising from the development. Renishaw have instructed MACE to consider the viability of developing the Areas A,B, C and D within the application Site, with advice from WGH Agents on land values and market rents. This in turn has informed the draft Heads of Terms set out below.

9.2 Initial discussions with the Vale of Glamorgan Council in respect of the potential S106 package commenced in January 2013, and member of the project team along with Renishaw met officers including the Head of Planning at the Council's offices. Discussion focussed on the Council's adopted Supplementary Planning Guidance (2012) entitled Planning Obligations. This SPG summarised the likely areas for development contribution. However officers were keen to stress that in the case of this Site, the priority was on sustainable transport, given its location away from a centre or public transport node, and the scale of proposed development being an opportunity to trigger such modes.

9.3 The SPG in so far as it applies to this site covers:

- Public Open Space
- Public Art
- Sustainable Transport and
- Training and Development

9.4 However, as a result of pre application discussions (that focused on sustainable transport) and the evolution of the project to incorporate details regarding strategic landscaping (including areas that provide informal access), the matter concerning public open space is not proposed to be an area for this S106 Heads of Terms.

Public Open Space

9.5 The Applicants maintain that as a commercial development, given its location and absence of near neighbouring communities, the site does not present ideal opportunities for creating public open space. Furthermore, given that the site will have a busy arterial road network, facilitating the movement of HGVs and other large

vehicles, it does not present itself, as a site adjacent to the M4, where people will safely be able to come and spend leisure and recreation time. The Applicants note that the policy framework at paragraph 11 on page 24 of the SPG suggests that providing footpaths and other forms of circulation space are not considered to be 'public open space' in terms of satisfying the Policy. However, we would suggest that within the environment of the Application Site, and given the nature of the proposed development – that includes a potential Distribution Centre, that providing a network of pathways to safe and accessible areas of the Site is the only appropriate way of providing employees with areas to use for informal relaxation away from the workplace, during their shifts. In addition, the nature of the green infrastructure within the site is one that lends itself in the majority of cases to supporting the enhancement or creation of ecological habitats and this aim is not always commensurate with allowing unrestricted public access. The fragility of grassland areas and wet woodlands for example are important for their nature conservation value, and will be more likely to succeed as established colonies without significant public interference. To this end, a small network of pathways have been suggested within the ecological mitigation strategy and indicative pathways are shown on Figure 8.11b, and included at **Appendix 4** to this Statement. These paths could run within the woodland areas to the north and south side of the access road, within Area 'X' on the Parameters Plan. This will provide some opportunity for people at lunchtimes for example, to walk and relax, away from their place of work. This can be secured in further detail and design at Reserved Matters stage. The Applicants have taken the view that it is appropriate in this location, to focus resources on the ecological aspects of open space as opposed to the public accessibility of it. It is noted that page 10 of the SPG acknowledges that in some circumstances, that planning obligations may need to be prioritised where it is not always possible to satisfy all of the requirements. No off site public open space is proposed.

Public Art

- 9.5 In respect of public art, it was not prioritised when the project team met with officers in January 2013. Furthermore, Renishaw would look to ensure that public art is intrinsic to the design of the site, and is used to inform building design through the use of building materials, lighting, scale and form. Existing Renishaw facilities within the UK, and worldwide, are developed within pleasing environments. This approach is more consistent with meeting the aim of the obligation, cited on page 26 of the SPG that suggests public art should be integral to the development proposals. We do not agree that setting aside a financial contribution to employ a local artist to commission public art, is an appropriate mechanism for integrating art into the proposals. As

outlined within the Design and Access Statement, the use of building materials within the façade can integrate public art into an elevation – using colour, texture, glazing for example, can add interests, diversity and vibrancy. This is a more inclusive approach to design and public art, as opposed to singular sculpture being offset by a bland backdrop of buildings. The treatment of spaces around building – surface materials, lighting, planting can all be use to create a public realm that is designed for movement through, seating, contemplating, and appreciating, and none of these require formal artistic involvement, secured via a S06 obligation. The applicants accept that there may be an opportunity for a Design Code to be a condition of planning permission being granted, and that this in turn may request that the approach to public art within the site, be detailed, however this should be intrinsic to appearance and layout of buildings and spaces, as opposed to artistic commissions.

Highways and Public Transport

- 9.6 The scope of these Draft Heads of Terms at this stage covers the scope of the proposed on and off site highways works. The actual scope and financial details of these works will be agreed through ongoing discussion with the Council and Highways Agency, prior to the application being determined at a local level.
- 9.7 The scope of on and off site highways works has been informed by a Transport Assessment (TA) Report that has been prepared in support of proposals to develop the strategic employment site of some 67 hectares. This report was by BWB Consulting Ltd, on behalf of Renishaw.
- 9.8 The site will be accessed via an improved junction between the access into the site and the road leading from junction 34 of the M4, that heads south towards Pendoylan.
- 9.9 The scope of the TA report was agreed with RCT, Vale of Glamorgan Council, and other neighbouring Authorities, and a number of the key elements of the assessment have also been agreed as work has progressed.
- 9.10 In the light of national and local policies requiring new developments to be accessible by a range of means of transport, and to enable the mode share targets set out in the Travel Plan to be achieved, improvements have been identified that will provide employees at the site with the opportunity to use public transport from the surrounding area, offered by the potential to connect public transport nodes and ultimately serve the Site.

Highway and Supporting Infrastructure:**Site access/Clawdd-Coch T-junction**

- Main Site Access junction to the Application Site to adoptable standard, delivered under S278.

9.11 The junction of the access road with the road leading to Clawdd-Coch and Pendoylan, will be upgraded to provide a traffic signal controlled arrangement, as shown in Drawing BMW/2024/001 revision P2 (within the TA). For ease within the assessment, the main roads at the junction have been named 'A4119 North' and the 'Site Access', with the 'A4119 West' forming the minor arm.

9.12 The proposed junction would operate in three stages as follows:

- Stage 1 – A4119 north and Site Access
- Stage 2 – A4119 north, right-turn indicative arrow and A4119 west left-turn filter
- Stage 3 – A4119 west.

9.13 These access proposals will be fully funded by the developer.

Off-Site Highway Improvements**M4 Junction 34*****Main roundabout***

9.14 To mitigate the impact of the proposed development traffic at this junction, a comprehensive improvement scheme is proposed, as shown in Drawing BMW/2024/001 revision P2 (within the TA). This is one potential scheme that could mitigate for the traffic impacts at junction 34. It is a drawing that includes additional junction improvements that are shown for clarity, but relates to approved, committed schemes. The improvements detailed within Drawing BMW/2024/001 revision P2 are summarised as follows:

- The A4119 north arm of the junction and the circulating carriageway to the north of the gyratory would be widened to provide three lanes on both and traffic signal control would be introduced.
- A segregated left-turn lane on the M4 east arm would be introduced to relevant design standards, with significant widening on the slip road to make best use of the segregated lane.

- The A4119 south arm of the junction and the circulating carriageway to the south of the gyratory would be widened to provide three lanes on both and traffic signal control would be introduced.
- The road markings and lane allocation in the vicinity of the M4 westbound off-slip would be formalised to improve lane discipline and maximise capacity.
- The road markings on the northbound circulating carriageway would be rationalised to provide three lanes.
- A segregated left-turn lane would be provided on the M4 west arm as per the consented scheme.

9.15 It is envisaged that the proposed junction would operate under a linked MOVA control system, with appropriate queue management procedures incorporated into the control strategy.

9.16 As noted above, the proposed scheme shown in Drawing BMW/2024/001 revision P2 therefore takes into account the committed improvement schemes at the junction, but includes slight alterations to these schemes. It also includes further improvements to mitigate the proposed development traffic. This should be taken into consideration in the Section 106 Agreement, when attributing the costs of the works required for the various different developments.

9.17 The design shown in Drawing BMW/2024/001 revision P2 (within the TA) has evolved from an original design (Drawing BMW/2024/001 revision P1) following a Stage One Road Safety Audit (RSA1) undertaken of the proposed highway improvements in Drawing BMW/2024/001 revision P1. A copy of the RSA1 and the original drawing is contained in **Appendix P of the TA**. The WAG was provided with CVs and an audit brief. No comments were received in relation to this and hence it is assumed that both items are agreed. The RSA1 raised a number of issues that were assessed in the Design Team Response (DTR), a copy of which is contained in **Appendix Q of the TA**.

9.18 As a result of the RSA1 and DTR, a revised arrangement is proposed, as shown in Drawing BMW/2024/001 revision P2, and that scheme is being promoted as one way in which the Proposed Development could be mitigated for, as part of the Transport Assessment and the associated Transport Implementation Strategy.

9.19 The Proposed Development will be constructed and occupied in phases. However, no detailed breakdown of the build programme is currently available. Nevertheless, the improvement works could also be introduced on a phased, incremental basis. Given

that Renishaw will not employ anywhere near the 1,800 employees that Bosch did, within their existing facility or expansion Area, (Area A), it is not considered to be a reasonable trigger for Area A to act as a catalyst for the improvements to junction 34. Under any other manufacturing opportunity company, a far greater number of employees might be expected to be based in the existing facility and with no requirement for a new planning permission or junction improvements. In this case, Renishaw are simply expanding their floor space, and introducing lower employee numbers per square metre densities, based upon the type of production undertaken here. It is not reasonable for Renishaw to be expected to improve the junction 34 as a result of employing less people at the Site than were formerly employed here by Bosch, and more so, given the improved skill set and level of on-site training, offered by the company.

Public Transport

9.20 Based on the information received from Renishaw, the bus would therefore need to operate at the following times from Monday to Friday

- Arriving at the site 0545, 0645, 0715, 0745, 0845, 1345, and 2145 hours
- Departing the site 0615, 1415, 1545, 1615, 1630, 1715, 1815, and 2215 hours.

9.21 In addition, given that Renishaw and the potential Distribution Centre will operate on a 24-hour basis, seven days a week, the following would need to be provided on weekends:

- Arriving at the site 0545, 1345, and 2145 hours
- Departing the site 0615, 1415, and 2215 hours.

9.22 At this stage, given that there is no available information on where staff will live, other than those at Renishaw whose locations are spread far and wide, it is considered that the bus service could run in a loop from the site through Misken, Pontyclun and Talbot Green, and back again. This will allow it to serve staff living in the local area, as well as allowing staff to interchange at Talbot Green Bus Station and Pontyclun Train Station. This is shown in **Sketch 2 within the TA**. This sketch is one option for the bus route, but it offers the benefits of connecting key public transport nodes. The S106 Agreement could be worded to ensure that the route of the proposed bus could be agreed in writing between the developer of a parcel of land within the site, and the Local Planning Authority. It may be necessary to revisit the proposed bus route as

more information is known with regards the location of the future workforce. Sketch 2 is based upon the home postcodes of majority of current employees at the existing Renishaw facility.

- 9.23 Given the likely journey time to complete the loop shown in Sketch 2 (approximately 30 minutes one-way or an hour in total), this service could be operated using two buses running on an almost continuous basis.
- 9.24 As detailed earlier, usage of the bus service will be actively monitored to ensure that the bus service provision is suitable for the site and the occupants. This will be undertaken via staff surveys, which will identify their home postcode, whether they have used the bus, and if not, whether they would be interested in using the bus service. These surveys would be issued to all staff on a six month or 12 month frequency. The patronage on the bus would also be monitored over a typical month. This would help ensure that the bus service is sufficient to accommodate any high demand, or conversely, to ensure that the bus service is not running empty – which could be a possibility depending on the geographical spread of the staff home locations.
- 9.25 Should the bus service be found to not be worthwhile due to low usage (despite all the measures to promote its use as detailed within the Travel Plan), improved Travel Plan targets for alternative sustainable travel modes (for example car sharing, or free shuttle bus services to and from the bus station and train station etc) will be encouraged.
- 9.26 With regards to timescales for the implementation of the bus service, the bus service would not need to operate until after the existing and proposed Renishaw units are occupied (assuming that these come forward before all other development). This is based on the employment density and likely bus patronage, and is detailed further in 5.4 of the TA.

Additional Initiatives

Car sharing

- 9.27 It is proposed to actively promote car sharing amongst all staff and visitors travelling to and from the site. This is detailed further in the Travel Plan prepared in support of the development. However, in terms of infrastructure, this will include the provision of designated car share spaces close to the entrance to each building.

Cycle/pedestrian links

- 9.28 An appropriate amount of secure, covered cycle parking will also be provided as part of the development proposals. VGC suggest a minimum cycle parking provision for industrial uses of 1 space per 500sqm. However, given the location of the site, and thus the forecast low level of cycle trips and demand for cycle parking, this amount should be reduced. The proposed level of cycle parking will be confirmed as the development proposals are progressed.
- 9.29 Similarly, pedestrian links to the site are unlikely to attract people to walk into work, as opposed to using other modes of travel, given the limited number of settlements within a convenient walking distance. The Site access road will be to an adoptable standard and have a pavement along its length, and pavements along internal site roads will also facilitate pedestrian movement within the Application Site, and be provided proportionate to the Development Area (A-D) within the Parameter Plan.
- 9.30 The above list of cycle and pedestrian link improvements will potentially be fully funded by the developer.

Ecology

- 9.31 A detailed Ecological Mitigation Strategy is included at **Appendix 9.4 to the ES**. This should be read in detail; however the onsite and offsite mitigation and compensation are listed below:

Within the Application Site:

- Implementation of best practice pollution control measures during construction to avoid habitat degradation of retained habitats.
- Retention and enhancement of 9.93ha of marshy grassland of national nature conservation value.
- 4.89ha of marshy grassland enhancement and wetland creation on land to the east of the Nant Coslech.
- Retention of wet woodland, including 3ha of retained wet woodland SINC.
- New hedgerow planting and retention of 1,620m of hedgerow.
- Enhancement of existing, and creation of new, ponds and drainage ditches.
- Maintenance and enhancement of major wildlife corridors.
- Long-term conservation management of all areas of retained and newly created habitat.

- Provision of features to maintain and improve the value of the site for invertebrates, small fish, amphibians, reptiles, birds, bats, hedgehogs, polecats, otters and badgers.
- Provision of measures to protect small fish, amphibians, reptiles, birds, bats, hedgehogs, polecats, otters and badgers.
- Implementation of a strategy to control the spread of the invasive plant species, Japanese Knotweed and Indian Balsam.

Outside the Application Site:

- Contribution to a nature conservation project (such as the Ely Valley Marsh Fritillary project) to fund the management of at least 5.68ha of marshy grassland for 25 years.
- Contribution to a nature conservation project (such as the Local Wildlife Sites project) to fund the management of at least 6.53ha of wet woodland for 25 years.
- Contribution to a nature conservation project (such as the Local Wildlife Sites project) to fund the creation and/or management of sufficient length of hedgerow for 25 years (sufficient length is 4,712m minus the length of new hedgerow created within the Application Site).

- 9.32 The implementation of these mitigation measures would ensure no net loss of biodiversity as a result of the Proposed Development in the long term.
- 9.33 It is considered that the items listed at paragraph 9.31 as being within the Application Site could be secured through planning conditions and need not be matters for the S106 Agreement. These could be linked to the Ecological Mitigation Drawing at **Appendix 4** of this Statement.
- 9.34 The offsite mitigation and compensation relates to the off setting of impacts on the Application Site that cannot be mitigated or compensated for on site, due to the availability of land or the availability of suitable habitats to recreate or enhance.
- 9.35 The above two projects have arisen as opportunities following discussions with ecologists at the Vale of Glamorgan and Rhondda Cynon Taf Councils and also at NRW. These are closely linked to the impacts on Site too. For example, with an area of SINC being lost to the north of Area B, this is marshy grassland that is similar in characteristics to the grassland project known as the Ely Valley Marsh Fritillary project, and therefore an appropriate linkage and benefit can be made.

- 9.36 The Local Wildlife Sites project is advised by the Vale of Glamorgan Ecologist as being important to assist in meeting local targets for biodiversity and for which funding is necessary.
- 9.37 For all both off-site projects, the Applicants will discuss over the course of the Application being determined, levels of financial conditions that would be appropriate in scale and kind, to mitigate and compensate for the effects of the Proposed Development.

10.0 CONCLUSIONS

- 10.1 Renishaw plc is a world leading metrology company. With a highly experienced team, the company is confidently driving their future growth through innovative and patented products and processes, efficient, high quality manufacturing and the ability to provide local support in expanding global markets, With a continued expansion in property, plant, equipment and new product development, and over 3,200 skilled and motivated staff, Renishaw continues to be at the leading edge of technological innovation.
- 10.2 Development of land adjacent to the existing Renishaw facility, in the Vale of Glamorgan, will enable considerable expansion of Renishaw's high-tech light industrial, R&D and production facilities. This supports their long term business plan and employment generating ambitions. In addition the proposals will also bring a series of new significant employment developments in a highly accessible location adjacent to the M4 motorway. This will provide further employment opportunities in the area supporting the social and economic prosperity in South Wales.
- 10.3 Renishaw are extremely proud of maintaining their highly skilled workforce and the continuation of the company's training policy. During the financial year to 2013, £290,000 was spent on apprenticeships and £450,000 on centrally administered cross departmental training. There are opportunities on site to house a training facility, within a hotel/residential training centre. This will provide opportunities for Renishaw employees, delegates and visitors, in addition to providing space for training and development of employees associated with the remaining development proposals on the Application Site.
- 10.4 In order to fund the construction of the Renishaw expansion, and to recoup the investment made in the land itself, the proposals for the wider site area evolved and are the subject of this planning application. The Application Site is allocated for employment uses within the adopted and emerging Development Plan, and together with the current Renishaw premises to the south west of the Application Site, the proposals will create a sustainable strategic employment area in this location.
- 10.5 The proposed development includes 34.78ha of employment use (B1, B2 and B8) and ancillary A2, A3 and A4 use, access infrastructure, car parking and servicing areas. The development would also include circa 1.45ha of residential training or hotel use

(C1/C2 use class) and energy centre(s) to serve the development. Access infrastructure and associated landscaping and green infrastructure totalling 31.55ha will also be provided. The application proposals are set out in greater detail in section 4.0 of this Planning Statement. The three Use Classes (B1, B2, and B8) that dominate the proposals, are reflective of the expired planning permission gained by Bosch in 1989 and would extend the existing Use Class that benefits the production facilities to the south west of the Application Site.

- 10.6 Extensive pre-application discussions in relation to the Proposed Development have taken place between the Applicants and the Vale of Glamorgan Council. Consultation and meetings where appropriate have also been held with Rhondda Cynon Taf Borough Council and Cardiff City Council. Extensive pre-application consultation has also been undertaken to communicate the development proposals to local residents, the wider community, local Members and other stakeholders.
- 10.7 This Planning Statement assesses the proposed development against national and local planning policy, including adopted and emerging documents. Of principle note are the adopted Unitary Development Plan allocation of this Site for employment use, and the continued allocation in the emerging Local Development Plan.
- 10.8 The strategic issues are examined in this Statement, under three headings – Economic, Environmental and Social. The growth requirements of Renishaw are explored, with evidence citing the company's expansion in existing UK and Worldwide operations, and their accelerated refurbishment of the existing facility, adjacent to the Application Site. New floorspace could be needed by 2018. There are significant benefits to the proposals, from the new employment opportunities arising as part of the Renishaw expansion, and also from the additional proposed development on Areas B, C and D within the Parameters Plan. The site is likely to be attractive to B8 operators in particular, and the parameters plan has provided development areas that would facilitate the development of a Distribution Centre of circa 1,000,000 sqft/ 91,102 sqm, but equally could serve uses within the B1/B2/B8 use class. The frontage with the M4 junction 34 is also a key asset that will encourage the development of a business park with hotel/residential training centre. The Proposed Development has been subject to a review of Alternative Sites, as detailed within this Statement and within the supporting ES. However, the attraction of Renishaw, adjacent to the Site; the location; excellent accessibility; and ability to deliver the quite quickly – by virtue of it being within single ownership are notable factors that weigh in the site's favour.

- 10.9 The social aspects that can be considered as strategic issues relate to skills and training, the availability of an opportunity to utilise the local labour force and delivering benefits to existing communities. The creation of a high number of jobs would be of significant benefit to the local communities, particularly given that South Wales has been particularly affected by the recent economic position. The transport and movement proposals incorporate public transportation proposals could have a significant impact on the accessibility of locations along the proposed bus route. Details on how this service might operate have not yet been firmed up, however in the medium to longer term there is potential for non employees to have the option of using this bus too.
- 10.10 The remaining strategic matters considered within this Statement, have been grouped under the sub heading of 'environmental' and these range from physical challenges through to ones presented by the natural environment. The site is suitable for development, benefiting from an allocation for employment use; direct motorway access and an absence of immediate neighbouring promotes that would otherwise curtail the large scale development of the site for employment uses. Being a greenfield site, there are matters of ecology, flood risk, views and levels, layout, air quality, noise to consider. Technical areas have been assessed within the supporting ES that is submitted as part of this planning application and where significant adverse effects are highlighted, package of mitigation and compensation are proposed to ensure that on balance, the proposed development is acceptable.
- 10.11 To conclude, the proposed development is best summed up within the words used by the First Minister for Wales, Carwyn Jones in his official opening of the existing facility, adjacent to the application site:

"Today is a significant event in the history, not just of this site, but for the whole of South Wales. We know that Renishaw are a successful firm, we know that Renishaw are an ambitious company. We want to work with them in the future for the benefit of Renishaw itself and of course for the economic benefit of all those people that live in this area."

- 10.12 Therefore, now is the time for all stakeholders concerned in the consultation, consideration and determination of this planning application to 'step up' and work with

Renishaw towards the delivery of a planning permission for the proposed development of land to the south of junction 34, M4, Hensol.

- 10.13 The request for the grant of planning permission, by the Vale of Glamorgan Council is therefore respectfully made.