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RENISHAW

LAND SOUTH OF J34, M4, HENSOL
SUSTAINABILITY APPRAISAL STATEMENT



ENVIRONMENT

Renishaw
Land South of J34, M4, Hensol

Sustainability Appraisal Statement

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1.0 INTRODUCTION

- 1.1 This report represents the Sustainability Appraisal for the proposed development of land situated to the south of junction 34 of the M4. This Statement describes the Sustainable Development objectives of the proposed scheme and how they comply with the local, regional and national sustainability objectives.
- 1.2 Sustainable Development is a key objective of the UK Government, with growing recognition throughout society that there is a need to reduce our overall environmental impacts. This is reflected both in National and European Union (EU) legislation and in local government policies.
- 1.3 This Sustainability Appraisal Statement describes the background to sustainability appraisals and why a sustainability appraisal has been carried out. It explains the approach followed and presents the results and recommendations of the sustainability appraisal.
- 1.4 The emphasis of the Sustainability Appraisal has been to ensure the development of the site is aligned with best practice as outlined in the Vale of Glamorgan Sustainability Statement and has been prepared within the comprehensive policy and guidance framework provided at the National and Local Authority level.

2.0 PROPOSED DEVELOPMENT

- 2.1 The application site is located approximately 16km to the west of Cardiff City Centre and approximately 2km to the southeast of the village of Miskin in the Vale of Glamorgan.
- 2.2 The site is being proposed by Renishaw Plc 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.
- 2.3 This Sustainability Appraisal Statement is supported by the following documents that have been produced in support of the proposed development of the site:
 - Environmental Statement and Non-Technical Summary
 - Design and Access Statement
 - Planning Statement
 - Statement of Community Engagement
 - Transport Assessment and Interim Travel Plan and Transport Implementation Strategy
 - Waste Management Strategy
 - Energy Strategy
 - Tree Survey Report
 - Flood Consequences Assessment

- Ground Conditions Interpretative Report
- Draft Heads of Terms for the Section 106 Agreement (within the Planning Statement)
- Minerals Resource Assessment
- Utilities Statement.

3.0 NEED FOR A SUSTAINABILITY APPRAISAL

- 3.1 As stated in Planning Policy Statement 1: Delivering Sustainable Development *"sustainable development is the core principle underpinning planning... National planning policies and regional local development plans provide the framework for planning for sustainable development. This plan led system plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan"*.
- 3.2 The UK Government Sustainable Development Strategy: Securing the Future (March 2005) states the principles of sustainable development *"should be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment and a just society that promotes social inclusion, sustainable communities and personal wellbeing in ways that protect and enhance the physical environment and optimise resource and energy use"*.
- 3.3 Under the Planning and Compulsory Purchase Act (2004), all new development plans are subject to a sustainability appraisal, with the purpose *"to promote sustainable development through the integration of social, environmental and economic consideration into [the plan] preparation"*.

4.0 THE AIM OF THE SUSTAINABILITY APPRAISAL

- 4.1 The aim of this Sustainability Appraisal is to appraise the extent to which social, environmental and economic considerations, as defined by relevant sustainability objectives, set out in the Vale of Glamorgan Local Development Plan Sustainability Appraisal Report (September 2013), have been integrated into the proposed development.
- 4.2 The scope of the project that is subject to this appraisal is the proposed development of the Miskin site being proposed by Renishaw as described in Paragraph 2.2 above.
- 4.3 In line with the Vale of Glamorgan Sustainability Appraisal Plan (2013) the following sustainability objectives identified in their SA have been considered in the context of the proposed development site:
- To provide the opportunity for people to meet their housing needs.
 - To maintain, promote and enhance the range of local facilities.
 - To maintain and improve access for all.

- Reduce the causes of deprivation
- To maintain, enhance and protect community spirit.
- To minimise the causes and manage the effect of climate change.
- To minimise waste.
- To use land effectively and efficiently.
- To protect and enhance the built and natural environment.
- To provide a high quality environment within all new developments.
- To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.
- To reduce the need to travel and enable the use of more sustainable modes of transport.
- To provide for a diverse range of local job opportunities.
- To maintain and enhance the vitality and viability of the Vale's town district and local centres.

4.4 In line with the UK Government's stated intention of pursuing the aims of sustainable development in an integrated way, the expectation of the sustainability appraisal should not necessarily to meet or exceed all the appraisal objectives defined on an individual basis, but considered in balance taking into account the overall development scheme.

5.0 PLANNING POLICY

5.1 The outline application for the Renishaw site will demonstrate high levels of sustainable development. The design will comply with the national, regional and local sustainable design requirements. Consideration has been given to the following National and Local policies and planning guidance in this process:

- People, Places, Futures – The Wales Spatial Plan (2008) aims to ensure that the Welsh Assembly Government and its partners develop policy in ways which take account of the different challenges and opportunities in the different parts of Wales.
- Planning Policy Wales (Edition 5, November 2012) consolidates previous changes and gives strong and detailed emphasis to climate change (both reduction and adaptation).
- Technical Advice Note 22: Sustainable Buildings (Welsh Assembly Government 2010) provides guidance and advice on sustainable buildings, standards of assessment and design solutions, including for low carbon buildings.

- One Wales: One Planet (2011), Welsh Government discussion paper, signals the government's intention to legislate to give more impetus and leverage to accelerate progress towards sustainable development.
- Consultation on a Sustainable Development Bill (Consultation on a white paper with implementation proposals closed in March 2013) would make sustainable development the central organising principle of the Welsh Government and most public bodies in Wales.
- National Strategy for Flood and Coastal Erosion Risk Management in Wales (Welsh Government November 2011) sets out the framework for Risk Management Authorities to allow them to deliver their flood and coastal risk management functions.
- Energy Wales: A Low Carbon Transition (Welsh Government 2011) states the Welsh Government's commitment to create a sustainable low carbon economy for Wales featuring low carbon energy and energy efficiency.
- Deposit Local Development Plan (LDP) published for consultation in 2013 by the Vale of Glamorgan.
- The Vale of Glamorgan Local Development Plan Sustainability Appraisal Approved Scoping Report, July 2007.
- The Vale of Glamorgan Local Development Plan, Sustainability Appraisal Report, September 2013.

6.0 SITE LOCATION & DESCRIPTION

- 6.1 The site totals approximately 67.7 hectares (ha) and is predominantly characterised by sections of undulating fields, hills, woodland clusters and a network of watercourses, drains and wetlands. The site is located adjacent to the embankment of the westbound M4, with Junction 34 located adjacent to the northwest corner of the site.
- 6.2 The existing Renishaw facility including buildings serving the parking areas provides approximately 410,000sqft of employment floor space. Access will be retained to this area from the M4 via the application site. The remainder of the site consists of agricultural land used for grazing and pockets of woodland.

7.0 PLANNING BACKGROUND

- 7.1 The site was first granted planning permission for employment use in 1989 when planning consent was granted to Robert Bosch for the development of the site for a manufacturing plant, and ancillary buildings and facilities. Between 2010 and 2011, Bosch formally approached the Vale of Glamorgan and the Welsh Assembly to explore the opportunities available for the disposal of the site, alongside promotion of the site for employment uses within the Vale of Glamorgan Development Plan.

- 7.2 The location of the site and absence of immediate residential neighbouring properties provides an excellent opportunity for the development of high tech manufacturing operations, alongside provision of sufficient space for on-site car parking.
- 7.3 As detailed in the planning statement accompanying the application, the Vale of Glamorgan have prepared a draft LDP (November 2013) and have allocated the majority of the site for employment.
- 7.4 It is within this positive planning history and emerging planning policy context that an application for employment led uses on the site is being made.

8.0 PROPOSED DEVELOPMENT

- 8.1 The Application Parameters Plan and Illustrative Master Plan for the site have been developed in accordance with the National and Local Plan Policies. An inclusive approach to design, planning and technical input has been adopted, enabling the proposals to be positively and sustainably integrated into the site and assisting the development's contribution to the wider character and quality of the area.
- 8.2 The primary driver behind the application proposals has arisen from Renishaw's future business plan, and the resulting need to establish future expansion in their production facilities on-site to meet growing global demand for their products
- 8.3 Development of the site will bring the following benefits:
- The proposed development of new employment facilities.
 - Additional new employment facilities to accommodate new employers creating new employment opportunities in the region.
 - Improved access to the villages to the south of the M4 through the alteration of the highways junction with the site access.
 - Development of off-site highway improvements.
 - The proposals will ensure the development of the site is physically and visually integrated into the surrounding environs.
- 8.4 Renishaw's strategic business objectives have determined the scale of the development components to be accommodated on-site, and have therefore been the main structuring elements of the Application Parameters Plan and Illustrative Master Plan. However, environmental objectives have been adopted to assist in assimilating the proposed development of the site as follows:
- Minimising the impact of the development form on existing areas of environmental sensitivity, but where removal or loss is necessary to facilitate development, areas of equal or enhanced ecological landscape value will be provided.
 - Achieving a balanced cut and fill land form for the site

- Achieving a drainage and water regime to enhance the existing hydrogeological and therefore ecological function of the site.

8.5 To ensure the physical, social and economic integration of the development proposals, the areas immediately adjacent to the site, together with the wider surroundings have been the subject of appraisal.

9.0 CONSTRUCTION PLANNING

9.1 Construction of the project will be phased to meet tenant demand but consideration has been given to sustainability issues in the design and planning of the construction process.

9.2 Significant earthworks will have to be undertaken to form development plateaus but site levels will be designed to ensure a cut and fill balance at each stage of development, ensuring there are no waste earthworks materials and associated transport to disposal.

9.3 Surface runoff will be managed carefully during construction using temporary SUDS treatment to ensure that there is no pollution of the surrounding wetland environment by silt contaminated runoff. Dust generation will be controlled by damping down and noise pollution by use of construction best practice techniques.

9.4 All site works will be undertaken under a Construction Environmental Management Plan (CEMP) to ensure pollution prevention during the construction phase and a Site Waste Management Plan (SWMP) will be prepared to minimise waste generation and encourage re-use and recycling. All contractors working on the site will be required to comply with the CEMP and SWMP and be expected to demonstrate good working practices in line with the standards of the 'Considerate Contractors' scheme.

10.0 WASTE MANAGEMENT STRATEGY

10.1 A Site Waste Management Strategy has been prepared and will be implemented at the Application Site to ensure that waste is minimised both during and following construction.

10.2 The development of the site's Waste Management Strategy has revolved primarily around the application of the 'Waste Hierarchy', which underpins the majority of waste planning policy. The aim of the Site Waste Management Strategy is to adhere to the requirements, and contribute to the objectives of European, National, Regional and Local Waste Policy.

10.3 As part of this strategy, it is proposed that a site Waste Management Plan (SWMP) be prepared to assist in tracking waste, managing waste targets, improving material resource efficiency and helping to comply with the duty of care through the construction phase. A SWMP will record how waste is disposed of, re-used, recycled or recovered and will help identify opportunities to reuse/recycle materials both on and off-site. The strategy document provides a framework for the production of a detailed SWMP.

10.4 Recycling arrangements will also form part of the detailed layouts and designs associated with the development, to ensure that the potential for recycling is exploited throughout the operational phase. Consideration will be made to good practice waste segregation and storage practices, with sufficient area designated to ensure that high rates of recycling are achieved in order to contribute towards policy targets.

11.0 UTILITIES

11.1 Having made initial enquiries to the relevant statutory undertakers, it is considered that the provision of strategic services to the site should not be problematic. The utilities requirements for the site will be aligned within the final energy strategy at the next stage of design.

12.0 BIODIVERSITY & ECOLOGY

12.1 There are no statutory designated sites of international or European importance to nature conservation within 1km of the site and no Special Areas of Conservation (SAC) within 1km of the site. The Ely Valley Site of Special Scientific Interest (SSSI) borders the south-eastern corner of the site, extending a little way onto the site.

12.2 The Vale Valley Development Plan identifies five Sites of Importance for nature Conservation (SINCs) within the site; three designated for their wet woodland and two for their marshy Greenland habitats. There is also one SINC located adjacent to the eastern boundary of the site, designated for its wet woodland.

12.3 One of the objectives of the development proposal was to establish the impact of the proposed development on the existing ecologically sensitive grassland area present on the site. This was identified through discussion with what is now Natural Resources Wales, (previously Environment Agency Wales & Countryside Council for Wales). The intention being to identify how the development could be designed in a sustainable manner, sensitive to the presence of this ecological area. So as to preserve as much as acceptably possible the existing flow regime of groundwater and surface water runoff draining to this grassland that has resulted in the desirable habitat conditions present.

12.4 The proposed development includes approximately 30.5 ha of green infrastructure, which will include areas of open space, strategic drainage provision, ecological protection and mitigation areas, retained Tree Preservation Areas and Landscaping including:

- Marshy grassland of national nature conservation value to be retained and managed appropriately.
- Balancing ponds to be designed for nature conservation and managed appropriately.
- New tree and shrub planting on banks.
- Species-rich grassland to be retained and managed appropriately.

- Recently established wet woodland to be retained and managed appropriately.
 - Retain stream channel with scattered trees, woodland, scrub, hedgerows and marshy grassland. Note – contains two trees with confirmed bat roosts.
 - Area for wetland/marshy grassland habitat creation.
 - Marshy grassland to be retained and managed appropriately.
 - Scattered trees and scrub along railway to be retained as a green corridor.
 - Diverted stream channel. Plant banks with trees and shrubs.
 - Wet woodland and scattered trees to be retained and managed appropriately, create species-rich neutral grassland.
 - Existing wet woodland to be retained and managed appropriately.
 - Existing swamp to be retained and managed appropriately.
 - Potential for street trees along internal roads and within parking areas.
- 12.5 The site is characterised by significant areas of tree cover, although these have been found to be of relatively recent origin, having been disturbed by the construction of the M4 motorway, the railway and the original Bosch development. As such the woodlands on-site are not Ancient Semi-Natural Woodland or Planted Ancient Woodland. Tree Preservation Orders provide statutory protection to three of the woodland areas within the site boundary and all of the hedgerows within the site fall under the protection of the Hedgerows Regulations 1997.
- 12.6 The site is generally well contained, due to its low lying position and the undulating character of the surrounding topography. To ensure that the proposed development remains visually contained within the Ely Valley and Ridge Slopes SLA and Landscape Character Area, the site will retain and enhance the vegetation along the northern and south-western boundaries, retain and enhance key tree belts and woodlands where possible.
- 12.7 An environmental sensitivity plan has been developed to help identify areas where large distribution facilities can be easily accommodated with limited impact to areas of environmental sensitivity.
- 12.8 Offsite mitigation and compensation relates to the offsetting 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. 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 Fritallary project, and therefore an appropriate linkage and benefit can be made. 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.

- 12.9 For both potential 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.

13.0 SURFACE WATER FEATURES

- 13.1 The outcome of the Ground Conditions and Hydrology study undertaken by BWB, (which included for a period of site condition observations, rainfall gauge monitoring, site wide assessment of borehole monitored groundwater level fluctuations and flow path assessment and water quality sampling) determined that the development site itself is not the primary supplier of runoff/groundwater contributing to the ecologically sensitive grassland. Instead the watercourse catchment to the north of the M4 that drains into the site presents the predominant volume of existing flow along with highway runoff drained from the M4.
- 13.2 On review of the findings of this study, the surface water drainage proposals for the development were designed to include for sustainable drainage systems that would provide an equivalent supply of surface water runoff to the grassland area to replicate that which currently drains to this location to maintain as much as possible the habitat conditions present.
- 13.3 In addition, the flood consequence assessment and floodplain modelling undertaken accounted for the results of the study by recognising the impact that the development proposal could have on the watercourses that flow through the site and disruption to existing flow continuity. One minor watercourse (tributary of the Nant Coslech) is to be diverted as part of the proposal to maintain the existing flow linkage from north of the site through to the Nant Coslech.

14.0 FLOOD RISK

- 14.1 A Flood Consequence Assessment (FCA) of the application site has been carried out following the recommendations of Technical Advice Note 15 (TAN15): Development and Flood Risk.
- 14.2 The FCA has been supported by a detailed hydraulic river model of the River Ely and Nant Coslech catchments which has confirmed that areas of the site fall within the 1 in 1000 year floodplain (0.1% annual exceedance probability). This is classified as Zone C2 within TAN15 – areas of the floodplain without significant flood defence infrastructure.
- 14.3 Elements of the proposed development fall within the Zone C2, however the layout has been formulated to minimise flood risk by raising the development itself above flood levels. The impact this could have on flood risk in the wider catchment will be minimised by allowing new areas of floodplain to form within the undeveloped areas of the site. The development's flood mitigation strategy has been designed to accommodate, and be resistant to, the increase in peak river flows (+20%) which are expected as a result of climate change.

- 14.4 The development of the site will introduce new areas of impermeable surfaces to the site which could negatively impact the local hydrological regime. To mitigate this risk the development has included a Sustainable Drainage System (SuDS). This seeks to drain surface water in a manner that will provide a more sustainable approach to a conventional piped system, by mimicking the natural drainage processes. The development will include a series of ponds and swales which will attenuate runoff to the pre-development rate, thus mitigating the potential impact on downstream flood risk. The attenuated storage offered by the development will be designed to accommodate the anticipated increase in rainfall intensity resulting from future climate change (+20%).
- 14.5 The SuDS will also provide a treatment train ensuring that runoff is of a good quality before it is discharged from the site to the local fluvial system, while also providing a level of amenity and biodiversity within the site.

15.0 TRANSPORT

- 15.1 It is accepted that whilst the site is well located for vehicular access, with good links to the Strategic Road Network, and key routes through the Vale of Glamorgan, Rhondda Cynon Taff and Cardiff, it is less accessible by sustainable travel modes, including walking, cycling and public transport. However, it is worth highlighting that the site still offers sustainability benefits by providing significant employment opportunities that could assist in reducing out commuting from the area, and thus the number and length of car journeys on the highway network.
- 15.2 Nevertheless, to help rectify the current lack of sustainable travel options to access the site, the proposed development focuses on providing a dedicated public bus service to help mitigate against the lack of opportunities for employees and visitors alike from walking to and from the site, for example. This would help connect the site with the key surrounding populated areas and other public transport nodes.
- 15.3 It is intended that a bus stop will be provided on the site approach (location to be determined at the reserved matters stage) to include a shelter and seating.
- 15.4 In addition, a Travel Plan would be introduced at the site. This would focus on introducing measures such as car sharing across the site, providing priority car parking spaces for such users, together with a host of other measures to reduce the need to travel amongst staff and visitors. The Travel Plan would be formally managed and co-ordinated across the site, and monitored over time.

16.0 REDUCING CARBON EMISSIONS

- 16.1 To move towards more sustainable and zero carbon buildings in Wales, the Welsh Government expects that the following standards will be met for a non-domestic or mixed use development:

'Meet the Building Research Establishment Environmental Assessment Method (BREEAM) 'Very Good' standard and achieve the mandatory credits for 'Excellent' under issue Ene 01 – Reduction of Carbon Emissions.'

- 16.2 The 'Be Lean, Be Clean and Be Green' approach to reducing energy consumption and carbon emissions will enable the development to meet the carbon reduction target.
- 16.3 Following the energy hierarchy ensures the high impact and low cost options are reviewed as a starting point and are mainly targeted at unregulated energy consumption.

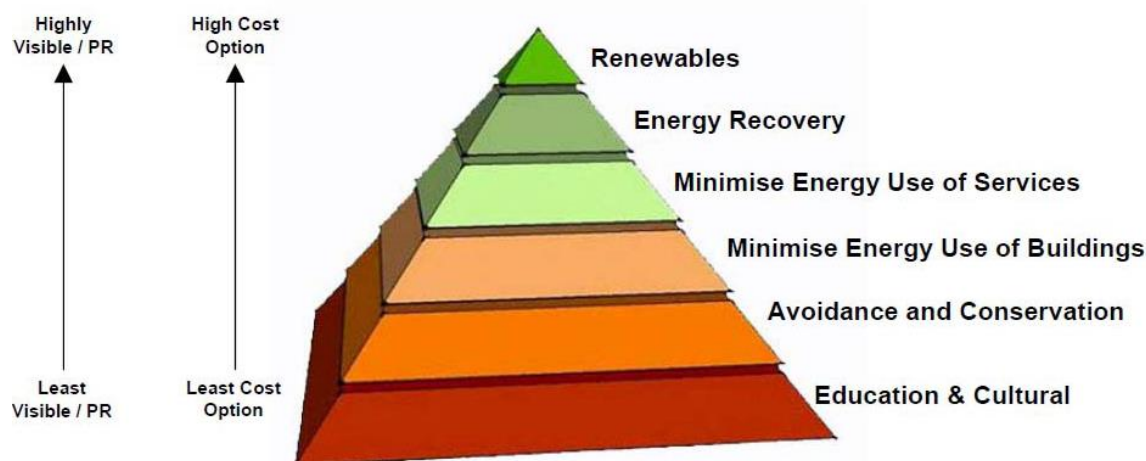


Figure 1 - Energy Hierarchy

- 16.4 The 'Be Lean' approach looks to avoid and conserve the use of energy and minimise energy use in buildings. Following this, a review can be made of the energy use in building services.
- 16.5 The 'Be Clean' approach looks at the use of local or regional district heating and energy schemes. District heating and electricity schemes are particularly efficient in mixed use schemes, such as this development, as the base heating and electrical load will be spread across the day. This allows longer running hours for base load heating plant and electrical generation, such as combined heating and power, resulting in carbon emission reduction.
- 16.6 The 'Be Green' approach is the final step in meeting the energy hierarchy and carbon reduction target. By reducing the energy consumption of the base scheme through sustainable building and building services design and low carbon energy delivery the overall building energy demands will be reduced.
- 16.7 The final step is to review the outstanding carbon reductions required and meet this through appropriate uses of renewable or low carbon technologies, through either a site wide or building integrated approach. Further analysis will be undertaken at the next stage of design to determine the most appropriate technology mix on a site wide and building level to meet the target carbon emissions reduction.

17.0 SOCIO-ECONOMIC IMPLICATIONS

- 17.1 The site is located on the edge of the Vale of Glamorgan, a relatively affluent area. Many inhabitants are skilled professionals who commute into Cardiff.
- 17.2 The Borough County of Rhondda Cynon Taff (RCT) is to the north of the site and is an area associated with heavy manufacturing and engineering and coal mining. The downturn in these industries has seen a readjustment in the local economy, with new business parks, retail parks and light industrial areas emerging in the RCT.
- 17.3 The Deposit Vale of Glamorgan Local Development Plan (2013) identifies stemming the high levels of out commuting from the Vale of Glamorgan for work as one of the challenges for the Vale. Development at the site should support this aim.
- 17.4 Renishaw have already started to locate and operate parts of their business from the existing buildings on-site, and now submit this planning application to bring some of the adjacent land areas forward to support their own expansion, including the incorporation of training and conference facilities on-site.
- 17.5 To cross-fund Renishaw’s expansion plan a financial return is required from the remaining site area (allocated for employment development in the Vale of Glamorgan’s adopted UDP and emerging Local development Plan).
- 17.6 Analysis of the market for new employment units identified an unmet and growing demand for a 1 million square foot distribution unit in addition to a series of smaller employment units and support facilities in this highly accessible location on the M4.

18.0 SUMMARY

- 18.1 The following table considers whether the proposed development of the application site meets the sustainability objectives identified in the Vale of Glamorgan Sustainability Appraisal Plan (2013):

Vale of Glamorgan Identified Sustainability Objectives	Commentary in Relation to the Proposed Application Site
To provide the opportunity for people to meet their housing needs.	Employment site – N/A.
To maintain, promote and enhance the range of local facilities.	Achieved through provision of hotel and conference facilities and bus service.
To maintain and improve access for all.	Achieved via travel plan and provision of bus service.
Reduce the causes of deprivation	Achieved through provision of local

Vale of Glamorgan Identified Sustainability Objectives	Commentary in Relation to the Proposed Application Site
	employment opportunities.
To maintain, enhance and protect community spirit.	Achieved by bringing new employment opportunities to the area.
To minimise the causes and manage the effect of climate change.	Achieved through flood management and drainage designed to mitigate the effects of climate change.
To minimise waste.	Achieved through Strategic Waste Management Plan.
To use land effectively and efficiently.	Achieved through masterplanning to maximise efficient land use whilst protecting important habitats.
To protect and enhance the built and natural environment.	Achieved via mitigation for habitat loss.
To provide a high quality environment within all new developments.	Achieved through masterplanning.
To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.	Demonstrated through continued use of a manufacturing facility important for local employment opportunities.
To reduce the need to travel and enable the use of more sustainable modes of transport.	Achieved through travel plan and provision of a bus service to the site.
To provide for a diverse range of local job opportunities.	Achieved through the provision of a wide range of associated employment opportunities.
To maintain and enhance the vitality and viability of the Vale's town district and local centres.	Achieved via provision of local employment opportunities.

APPENDICES

APPENDIX 1
PARAMETERS PLAN



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