REFERENCE: **P/25/247/HYB**

APPLICANT: VDC CWL4 Limited

LOCATION: Former Ford Engine Plant, Waterton Industrial Estate, Bridgend CF31 3PJ

PROPOSAL: Hybrid planning Application seeking: outline planning permission for the development of a data centre campus (Use Class B8) including site preparation, new buildings and electrical substations and the accesses, infrastructure, spaces, facilities, landscaping, surface water drainage features and other works that will be needed to construct and serve the campus; and full planning permission for the first data centre and all associated works (EIA Development)

RECEIVED: 28 May 2025

APPLICATION/SITE DESCRIPTION

Vantage Data Centers Limited (**VDC CWL4 Limited**) are seeking Full and Outline Planning Permission for the proposed development of a "Data Centre Campus" at the former Bridgend Engine Manufacturing Plant site in Bridgend. A data centre can be defined as a building, or a group of buildings used to house computer systems and associated components, such as telecommunications and storage systems. Data centres store, manage, and distribute critical information technology data and applications and, using servers, provides storage systems, and network devices to process, analyse and deliver information for a vast range of digital services, from online banking and video streaming to business applications and cloud services.

The hybrid Application comprises two parts: Full planning permission for the first data centre building (**'Building 1'/CWL41**), together with the plant, infrastructure and landscaping associated with it and Outline planning permission for the development of the remainder of the data centre campus (including site preparation, new buildings, and electrical substations and the accesses, infrastructure, spaces, facilities, landscaping, surface water drainage features and other works that will be needed to construct and serve the campus).

An urgent requirement will be a new reserved matters application for an interim power solution (**IPS**) at the south-western corner of the site where the existing National Grid electrical lines can supply the Campus with power for a period of approximately 5 years until late 2031 when the final and permanent power connection will be provided.

The Applicant designs, develops and operates secure and sustainable data centres and operates in fourteen countries. It has established a significant presence in South Wales since 2010, with smaller campuses in Newport and St. Athan. The proposed Bridgend Campus will be approximately four times the capacity and size of the existing Newport Campus. They are committed to sustainable design and aim to achieve net zero operational carbon emissions by 2030, with several of their campuses already powered by renewable energy and achieving net-zero water usage effectiveness.

Data Centres are necessary to create and improve digital infrastructure - data and the systems associated with it are known as the *fifth utility* which is the reason why data centre staff were designated as key workers during the Covid pandemic and why the UK government has designated data centres as critical national infrastructure. They also serve as hubs for innovation attracting skilled professionals and investment. The development could be a trigger for tens of thousands of direct, indirect and ancillary jobs and it is likely to establish Wales as a pioneering hub for AI.

Businesses and politicians in Wales are prioritising the transformation of the country's digital infrastructure to ensure growth and progress and this relies on a network of linked facilities and utilities. Data centres are a vital part of the systems that are being created with the UK Government defining them as *"Critical Economic Infrastructure."*

In addition, the obvious synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will contribute to the delivery of the Bridgend Replacement Local Development Plan's Regeneration and Sustainable Growth Strategy.

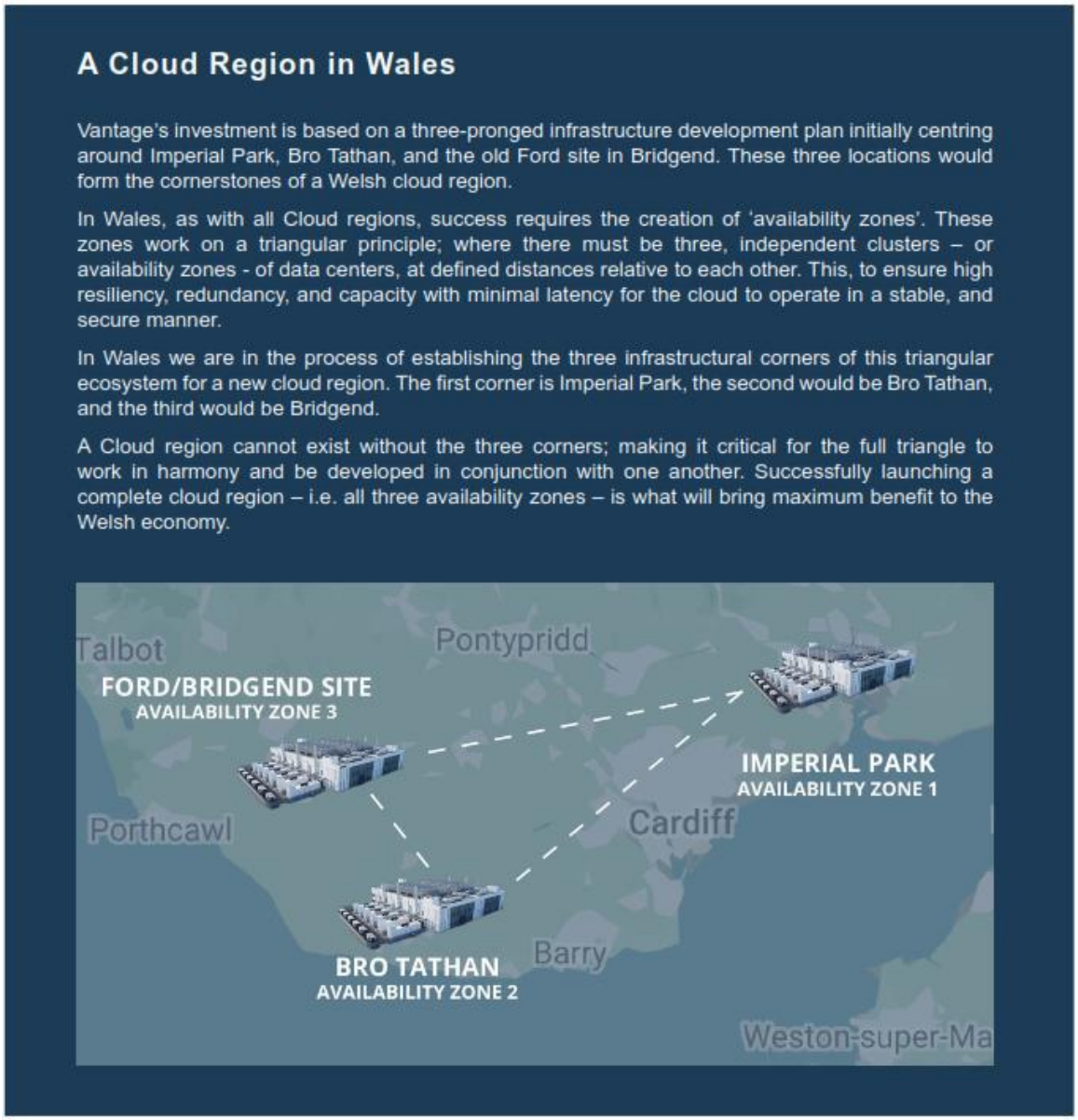


Figure 1: Vantage Development Strategy for South-East Wales

This data centre campus will be the largest investment that Vantage proposes to make in creating this "cloud region." It will generate approximately 950 jobs at operational stage comprising 600 full-time equivalent (**FTE**) on-site jobs and 350 FTE jobs in the secondary and tertiary supply chains. The development will also be a major attractor for new AI and digital technology jobs in the region.

The overall development is also expected to generate approximately 1,500 FTE on-site jobs during the construction phase which is expected to last for at least 15 years. The

construction period will also generate approximately 865 FTE jobs in the supply chain and, through increased spending on goods and services, subsequent increase in local economic activity.

The Applicant is committed to training and skills development in conjunction with the Welsh Centre of Excellence at Newport. Connections with the Council and Bridgend College will be necessary to provide the highly skilled workforce that the development will need during construction and operation.

Data Centres such as this one have to operate continually for 24 hours a day and 7 days a week throughout the year. They have specific locational requirements which relate primarily to access to fibre (or capture opportunities for its improvement), availability of power, and proximity to users or linked development opportunities. Due to what they store and how it is distributed, data centres generate significantly lower levels of vehicle and HGV movements than traditional yard-based activities.

The scheme is classed as EIA development under Regulation 24 of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (as amended). Therefore, the Application is accompanied by an Environmental Statement.

The hybrid Application includes detailed proposals for 'Building 1' (CWL41) under full planning permission and indicative proposals for the remainder of the data centre campus (with the exception of the fixed parameter plan).

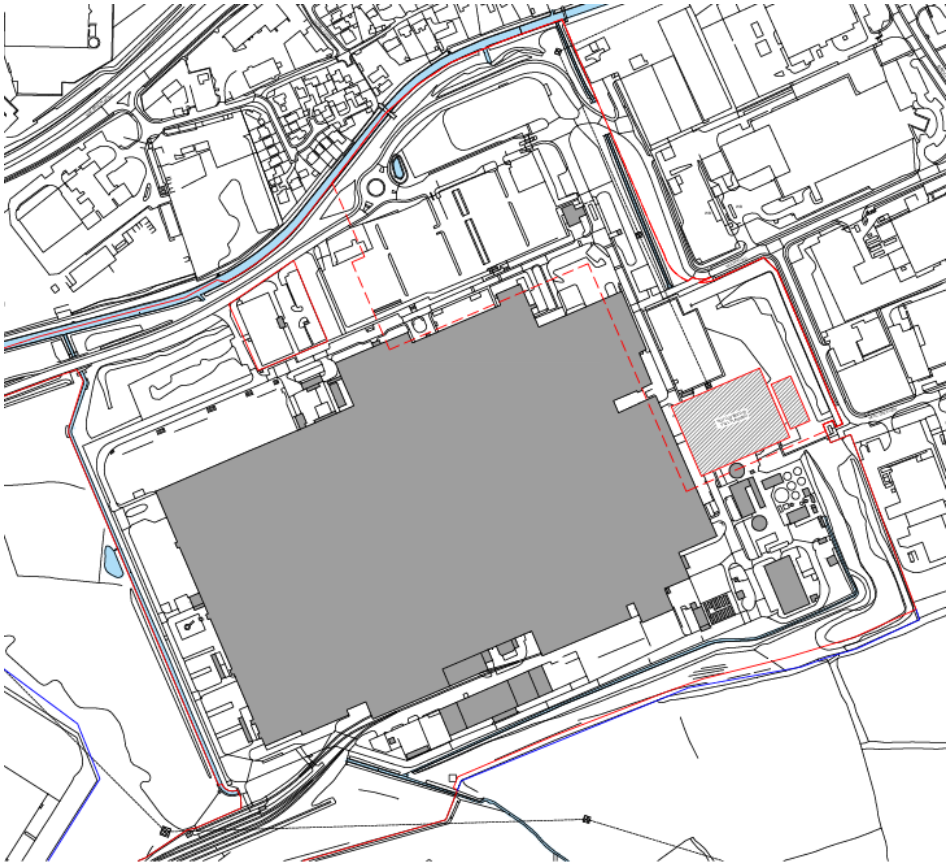


Figure 2: Proposed Extent of Full Application (red dotted line) and Outline Application (red solid line)

The whole site proposes a series of data centre developments (Use Class B8), including ancillary office and technical space (B1 and B2) across the Campus, together with substations, standby generators and electrical and other infrastructure associated with it.

An indicative masterplan for the campus has been submitted with the Application which:

a) illustrates a series of two to four storey data centres which are broadly located within the footprint of the former factory complex;
b) identifies the electrical plant which will sit on the roofs of the data centres and on gantries attached to them (with standby generators), and the guardhouse, parking, yards and external spaces and facilities which will serve the data centre buildings;
c) groups the data centres into three sub-campuses which will be linked by a network of campus roads and services;
d) includes the substations and other electrical infrastructure that will serve the Campus with *'Substation 1'* being subject to a separate full planning Application (App. No. P/25/37/FUL refers which will serve Building 1).
e) positions the data centres within a blue and green network of retained, enhanced or new landscaping and sustainable urban drainage features which circulate around the Campus and in between the new data centres (this specific element involves a culverted section of the Brocastle Brook to be daylighted, with the original culvert length of 123m being reduced to approximately 26m).

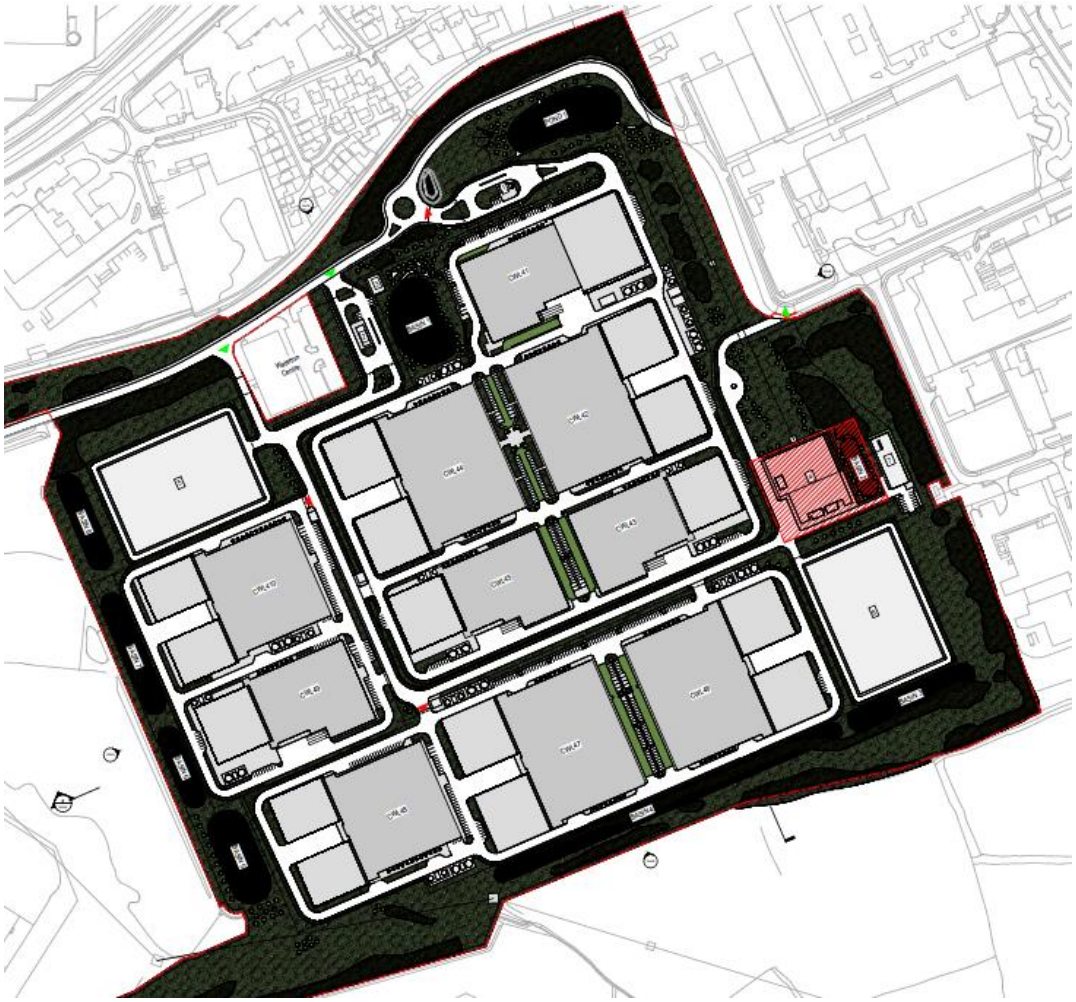


Figure 3: Indicative Masterplan (area in red benefits from a separate planning permission – App. No. P/25/37/FUL refers)

The campus will be sited within a secure, fenced perimeter with lighting and security features. It will be accessed from two principal (and controlled), vehicular entrance points located on the northern boundary of the site of the unadopted and unnamed access road. Two secondary access points are also identified to the east (onto Moor Road), and an

additional access to the north which will be used infrequently in connection with the substations or in the case of an emergency (if the main access road is blocked/unusable).

More specifically, the ten data centre buildings will be made up of 'Building 1' (CWL41), which is a two-storey data centre of 14,080 square metres of floor area and a footprint of 7,040 square metres and nine other data centres (CWL42-410) up to four floors each. Footprint and floorspaces will vary and each data centre will have a linked technical gantry attached to it.

The first main access into the wider Campus is included within the full element of the hybrid planning application.

Whilst the masterplan is not fixed, it identifies the broad locations and extents of the substations, operations building and guard/gatehouses that will serve the wider Campus.

Full planning permission is sought for the first data centre building ('Building 1' or CWL41) to the north-east of the site. The full planning permission will include a part of the existing highway to the north and the existing roundabout. The red line Application site boundary extends southwards and "frames" 'Substation 1.'

The initial 'Building 1' (CWL41) data centre will be positioned towards the northern end of the site and is a two-storey building with a total height of 15.5 metres (20 metres to gantry level). The external elevations are made up of curtain wall glazing, insulated composite panels, powder coated cladding, bitumex roof membrane, powder coated metal fins, a precast plinth and acoustic screening around the roof top plant.

It has two main parts: 1) the data centre which sits to the west (and is topped by plant), and 2) a linked gantry to the east which accommodates other electrical plant and standby generators that will only be used if the power source fails.

Visualisations of the proposed Building 1 (once completed) are reproduced below:

Figure 4: Computer generated images of Building 1/CWL4.1.

Internally, the building includes data module rooms, electrical/switchrooms, fibre intakes, mechanical rooms, office/admin/tech support, security and welfare, *"meet-me"* rooms, circulation and storage rooms. Underground tanks will store the fuel for the back-up generators.

In terms of other associated works, the full planning permission will include green infrastructure enhancements, a soft and hard landscaping scheme, drainage works and

roads and parking areas.

The land around ‘Building 1’ will include retained grassland with groups of trees on the boundaries. Two separate attenuation ponds are proposed with ‘Pond 1’ located to the north of the guard house and ‘Basin 1’ to the west of data centre ‘Building 1’. A small group of trees are proposed to be removed to make way for the data centre with some further tree loss adjacent to ‘Pond 1’ and ‘Basin 1’ to the north. Replacement and additional planting is specified in the detailed landscaping scheme which forms part of the wider green infrastructure strategy proposed for the Campus. Formal grassland and rain gardens verges are proposed along the north, west and southern boundaries of the building. Ecological enhancement measures include bat and bird boxes, an insect hotel and a hibernaculum.

Figure 5: Proposed ‘Building 1’ Landscaping Plan

The ‘Building 1’ proposals include an External Lighting Strategy which outlines the position, type of lighting and the lux levels. This is made up 6-8 metre high columns sited along the primary vehicular routes, pedestrian routes, guardhouse and parking areas with 30-40 metre spacings, wall mounted luminaires to all entrances/exits and to working areas such as the service yard and additional feature lighting to the landscaped areas.
It is proposed to reconfigure the access into the site via a proposed single storey guard house building. The guard house will be 4.5 metres in height, 9 metres in width and 6.2 metres in depth. A dedicated pedestrian footpath is proposed to link the guardhouse to the data centre.

The existing secondary access via Moor Road abutting the western boundary of the site is

to be retained to provide access to 'Substation 1' (**SS1**) and the wider data centre campus.

'Building 1' will be served by 52 car parking spaces including blue-badge parking bays and EV charging bays. The guard house will itself be served by four parking spaces immediately to its south. 6 cycle parking spaces are proposed to the west of the data centre in the form of covered '*Sheffield'* stands (providing a total of 12 spaces).

The Outline planning permission will cover the remainder of the data centre campus and indicatively includes 9 additional data centre buildings with ancillary infrastructure comprising 3 single-storey substations and other supporting infrastructure linked to the Campus.

A green and blue network of landscaping and surface water drainage features is also proposed around the site and between the buildings.

The Outline proposals are based on parameter plans which will allow flexibility within defined limits. Such parameters include total floorspace for the data halls and building heights as well as strategic green infrastructure proposals. The parameter plans include an indicative campus masterplan, a fixed parameter plan (development areas, access and maximum heights), indicative site sections, indicative proposed site levels, indicative landscape strategies and an indicative drainage layout plan.

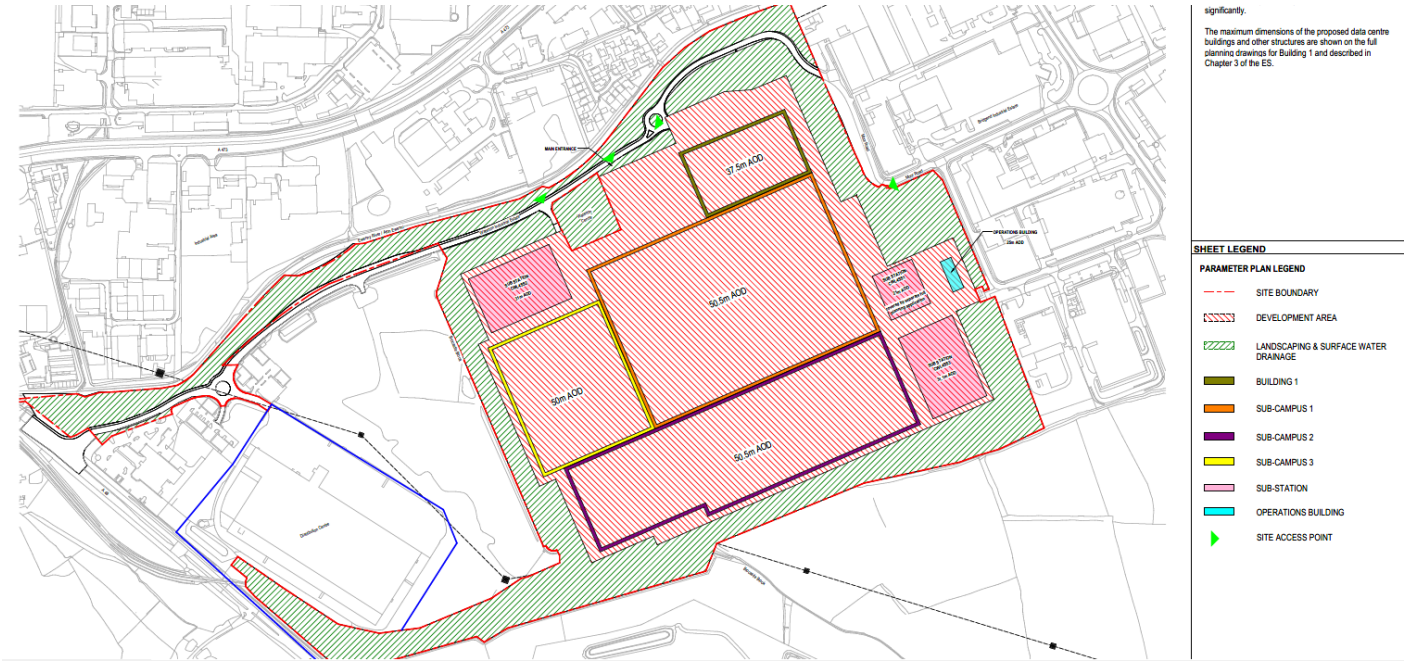


Figure 6: Proposed Parameter Plan

The building dimensions will not exceed those set out in Table 1 below:

Table 1: Proposed Maximum Height Dimensions (from Proposed Ground Floor Levels)

Height from Ground/FFL Campus Element	Top of Data Centre/ Building	Top of Roof Top Gantry + Plant	Top of linked Technical Gantry + Plant	Top of Occasional Flues	Other
Full Planning Permission:					
Building 1/ Data Centre CWL41	15.5m	20m	11m	23m	
Building 1 Guardhouse	4.5m	-	-	-	
Outline Planning Permission:					
Other Campus Data Centres CWL42-410	28.5m	33m	23m	36m	
Other Campus Guardhouses	5m	-	-	-	
Campus Sub Stations	16.5m	3m	-	-	16m for single control towers if required
Campus Operations Building	8m	-	-	-	

Works on 'Building 1' will commence in early 2026 for a build period of approximately 24 months to completion.

Within the hybrid Application site, the proposals include three elements of the Interim Power Solution (**IPS**) which will be the subject of a separate Reserved Matters application:

a) A new electricity pylon (temporary) in between the two that already exist
b) A new (temporary) National Grid sub-station that will connect to Vantage's sub-station to the north
c) The wires and infrastructure (temporary) that will need to connect these proposals

Separate to the hybrid Application, National Grid will upgrade the existing pylons and infrastructure that will serve the Site with these elements being covered by a separate consenting process under Section 37 of the Electricity Act 1989 outwith the Planning process.

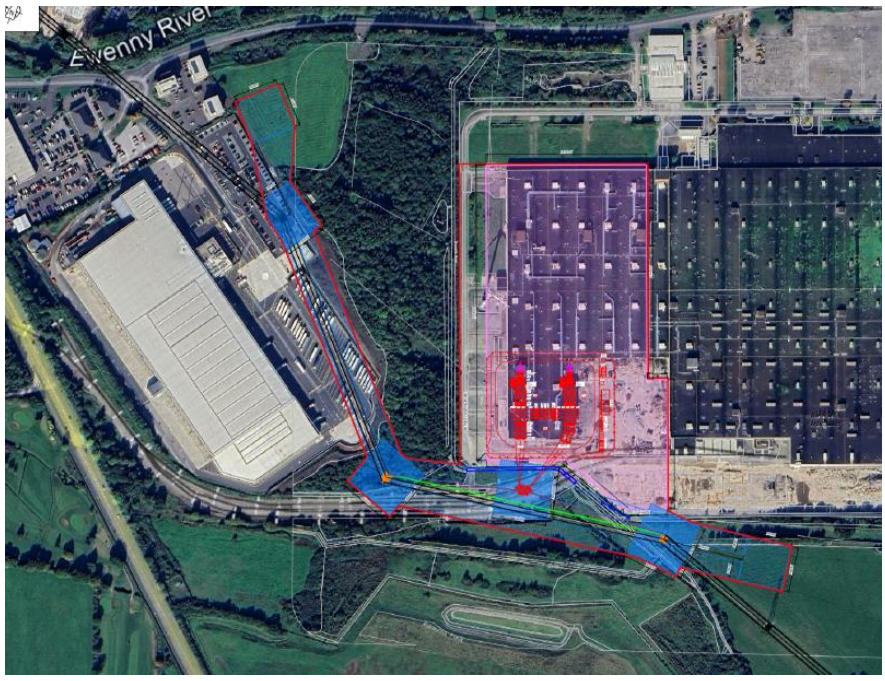


Figure 7: Overall IPS Proposals

The site is an extensive area of land to the south-east of Bridgend within the Waterton

Industrial Estate. The Waterton Technology Centre and its associated car parking is excluded from the site boundary.

It is approximately 55 hectares (136 acres) in area and previously developed land which originally accommodated a former engine manufacturing plant and a series of smaller ancillary buildings, together with roads and infrastructure. Operations at the engine manufacturing plant site ceased in 2020 and the buildings have since been removed.

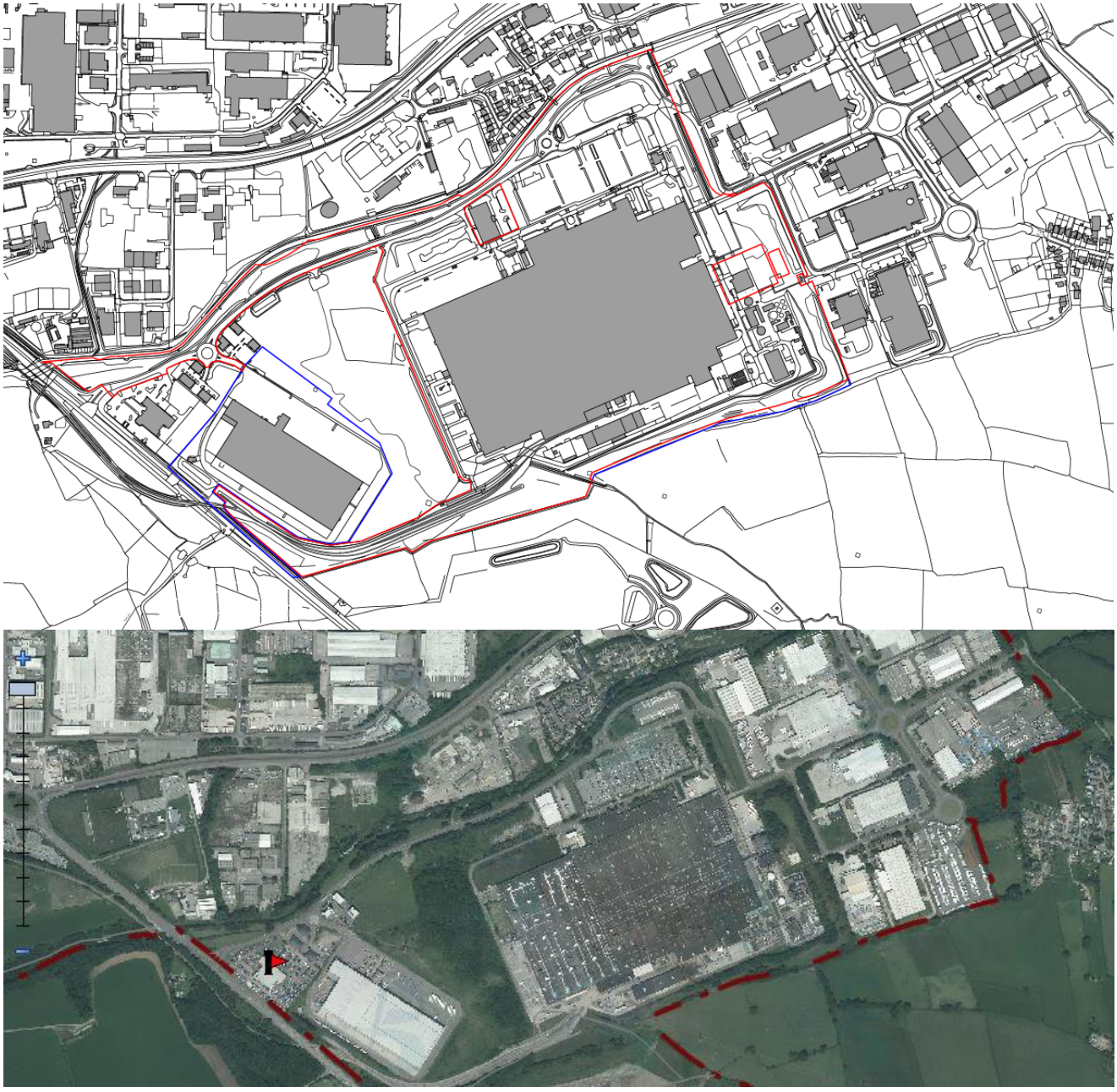


Figure 8: Site Location Plan and Aerial View of the site (2020)

From the west, the main site is accessed from the A48 along the unnamed and unnumbered road which connects the A48 to Moor Road. From the east, within the wider industrial estate, the site can also be accessed via Brocastle Avenue and Moor Road.

The site benefits from transport links to the east and west which provide connections to the wider settlement of Bridgend and to the Town Centre and Railway Station which are located approximately 2.15km to the north-west of the site.

To the north, beyond the unadopted and unnamed access road which serves the site, the site is bounded by the River Ewenny running parallel alongside it. Further to the north there are residential properties (approx. 25m from the northern boundary of the site), with industrial buildings to the north-west, which is allocated as employment land under the Bridgend Replacement Local Development Plan (**RLDP**) (Policy ENT2(6) – Parc Afon Ewenni refers) for Use Classes B1, B2 and B8.

To the west lies Waterton Alderwood Site of Importance for Nature Conservation (**SINC**), and the Brocastle Brook which is an area of woodland, with grassland beyond and the Lidl Distribution/Logistics Centre and a cluster of other commercial and industrial buildings. To the east, the site adjoins the remainder of the Waterton Industrial Estate with the residential village of Treoes lying further to the east (approx. 500m away).

A drainage ditch also lies to the south with open land beyond crossed by pylons and overhead power lines. The south-western part of this area (known as Brocastle Farm), is allocated for employment development and Outline planning permission (P/16/549/OUT) was granted for a business park of up to 71,441sqm of commercial floorspace (Use Classes B1, B2 and B8).

The site lies entirely within the administrative boundary of BCBC at its boundary with the Vale of Glamorgan (**VoG**) to the south, south-east and west.

The Application has been accompanied by the following technical reports:

- Environmental Statement
- Planning Statement
- Statement of Community Involvement and Appendices
- PAC Report
- Economic and Well-being Benefits Assessment
- Design & Access Statement
- External Lighting Strategy
- Utilities Statement
- Green Infrastructure Statement
- Transport Assessment
- Framework Travel Plan
- Sustainable Drainage Strategy
- Soil and Groundwater Quality and Proposed Remediation Works
- Flood Consequence Assessment
- Historic Environment Desk-Based Assessment
- Energy Strategy
- Arboricultural Appraisal Accompanied by Tree Appraisal Plan
- Tree Report
- Outline Construction Environmental Management Plan
- Technical Note – Below Ground Fuel Storage
- Planning Statement Addendum – Interim Power Solution

In accordance with Part 1A of the Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016, the proposal has been the subject of a pre-Application consultation process with specialist consultees and the community including the surrounding Town and Community Councils, local Ward Members and residents.

The Applicant also hosted a two-day exhibition/information event at Bridgend Rugby Club in

November 2024. They went beyond the statutory requirements by engaging the local community at an early stage to ensure that public views and involvement could inform the design process. A company named *"Copper"* devised the public consultation which is summarised in the Statement of Community Involvement submitted with this application.

The proposed development has also been the subject of a formal Scoping Opinion Request which was received by the Council on 2nd August 2024 and a decision reference P/24/471/ESO was issued on 5th November 2024.

RELEVANT HISTORY

The extensive planning history for the site recorded on the Council's planning Application system dates back to circa 1996 when consent was issued for a New Automotive Training Centre. The Bridgend Ford engine plant was originally built under a permission granted in 1977 (77/939 refers).

Application Ref	Description	Decision	Date
P/04/767/FUL	Modifications To Engine Evaluation Building	Unconditional Consent	23/7/2004
P/07/519/FUL	Car Park Extension	Conditional Consent	20/06/2007
P/08/112/FUL	Car Park Access	Unconditional Consent	19/03/2008
P/08/366/FUL	3 Bay Extension On The South Elevation Of The Main Factory Abutting The Existing Receiving Bay	Conditional Consent	06/06/2008
P/12/919/FUL	New Loading And Unloading Canopy & Extension To Existing Canopy	Unconditional Consent	22/02/2013
P/13/220/SOR	Environmental Impact Assessment - Screening Report For Wind Turbine	EIA not required	18/04/2013
P/13/719/FUL	Single 500Kw Wind Turbine 79M High with associated infrastructure, including foundations, hardstanding, landscaped bund and cabling.	Conditional Consent	13/12/2013
P/14/716/FUL	New Security Fence, Security Cabin/Gatehouse With Barriers & Gates And 10 X Security Cameras	Conditional Consent	05/01/2015
P/15/233/FUL	Substation Enclosure In Relation To Planning Permission P/13/719/Ful (Wind Turbine)	Unconditional Consent	28/05/2015
P/17/913/FUL	Surface water storage lagoon with separator and flow control device - outfall to existing surface water drainage system	Conditional Consent	26/03/2018
P/21/1076/FUL	New grid connection cable and associated substations to serve existing wind turbine	Conditional Consent	04/02/2022
P/24/272/DPN		Approve	13/08/2024

	Prior notification to demolish factory building, offices and ancillary buildings		
P/25/37/FUL	Construction of an electricity substation comprising transformers, switchgears and electrical equipment, new buildings and a communications tower together with surface water drainage features, fencing and lighting, access and hardstanding, landscaping and other associated works	Conditional Consent	27/05/2025

PUBLICITY

The Application has been advertised on site and in the press. Neighbours were notified of the receipt of the Application on 30 May 2025, and site notices were erected on 5 June 2025. The period allowed for response to consultations/publicity has expired.

CONSULTATION RESPONSES

Bridgend Town Council: No objections
Coychurch Lower Community Council: No objections. However, concern has been expressed about the impact on available power and water supplies to local residents - in Waterton, in particular. We trust that the planning department will ensure that there are no negative impacts on the amount and quality of power and water supplies to our residents.
The Vale of Glamorgan Council: No comments received to date.
Highway Authority: No objection subject to conditions.
Shared Regulatory Services – Pollution Control: No objection subject to conditions.
Land Drainage: No adverse comments received.
Rights of Way: No comments received.
Dwr Cymru/Welsh Water: No objection subject to conditions.
Destination and Countryside Management/Ecology: No adverse comments received.
Shared Regulatory Services - Environment Team – Air Quality: No objection subject to conditions.
Shared Regulatory Services – Environment Team – Land Quality:

No objection subject to conditions.
Natural Resources Wales No objection subject to conditions.
Heneb (Glamorgan Gwent Archaeological Trust) No objection subject to conditions.
South Wales Fire Service The Fire Authority has no objection to the proposed development and refers the Local Planning Authority to any current standing advice by the Fire Authority about the consultation. The developer should also consider the need for the provision of:- a. adequate water supplies on the site for firefighting purposes; and b. access for emergency firefighting appliances
South Wales Police Advice provided in respect of the following: (i). Perimeter security; (ii). Vehicle and pedestrian access; (iii). CCTV; (iv). Signage; (v). Lighting; (vi). Landscaping; (vii). Vehicle parking areas; (viii). Bicycle stores; (ix). Bin stores; (x). Building shell security; (xi). Drainpipes; (xii). Intruder alarm systems; (xiii). Access control; (xiv). Door security; (xv). Window security.
Cadw: No objection to the proposed development.
Bridgend Ramblers: No objection.
National Grid Electricity Generation (NGET) Asset Protection Team: No objection subject to conditions.
Network Rail: No in principle objections to the scheme.
Principal Regeneration Officer and Urban Designer (Landscape and Visual Impact Assessor): Support for the scheme and its principle providing that suitable conditions are attached to the decision to closely control the finish and the process to choose those materials and finishes.

REPRESENTATIONS RECEIVED

Considering the scale of the development, the PAC process and the Public Exhibition held at Bridgend Rugby Club in November 2024, this Application has been the subject of a limited number of representations from local neighbouring occupiers and residents of the wider Borough.

One local business has confirmed their general support for the scheme.

The three objections received prior to concluding this report are summarised below:

a) A resident from Pencoed considers that this development will *"really effect people causing job losses, and technical compensation against the company using it, this should be refused planning and manufacturing factories built there."*
b) We are currently experiencing noise from demolition outside of the Bridgend working hours.
c) The east facing Building 1 exemption should be removed as noise to the east will simply bounce back off the high sided TDW building to Waterton Lane - especially in winter when there are no leaves on the trees.
d) North side of Building 2, 4, 10 we still need maximum noise protection to the North in Waterton Lane.
e) It will increase noise pollution and water demand, will affect air quality and conservation in the area and will put a strain on the electricity supply undermining renewable energy.

COMMENTS ON REPRESENTATIONS RECEIVED
The following comments are offered in response to matters raised:

a) There has been no other interest in the site from a manufacturing point of view, the development is unlikely to cause more job losses as the engine plant has been closed for around 6 years and the scheme is likely to boost the economy in the area during the construction phases and once it is operational.
b) It is likely that the noise experienced by the objector related to the demolition of the former Engine Manufacturing Plant building and the breaking up of the concrete base. The development will be the subject of a Construction Method Statement and the plant will be closely controlled in terms of the noise it produces.
c) and d) The noise implications of the scheme have been assessed by Officers in Shared Regulatory Services (Pollution Control) and conditions will be attached to the consent.
e) Officers of Shared Regulatory Services, Natural Resources Wales and DC/WW have no objections to the proposals subject to conditions. The development will not have a detrimental effect on the supply of power in the area. whilst DC/WW confirm that the water supply system in the immediate vicinity has limited capacity to serve the development, the Applicant will undertake a hydraulic modelling assessment to establish the scope of any reinforcement works to be completed in advance of making a connection. This will be secured via a planning condition to ensure that public water supply capacity is not affected by the proposal.

Any additional representations received before the Development Control Committee meeting will be summarised and addressed in the Amendment Sheet.

In response to the comments raised by Coychurch Lower Community Council, the Application has been supported by a comprehensive submission and the development will not have a detrimental impact on the availability of power in the surrounding area. In terms of water supply, whilst DC/WW confirm that the water supply system in the immediate vicinity has limited capacity to serve the development, the Applicant will undertake a hydraulic modelling assessment to establish the scope of any reinforcement works to be completed in advance of making a connection. This will be secured via a planning condition to ensure that public water supply capacity is not affected by the proposal.

POLICY CONTEXT
Local Policy

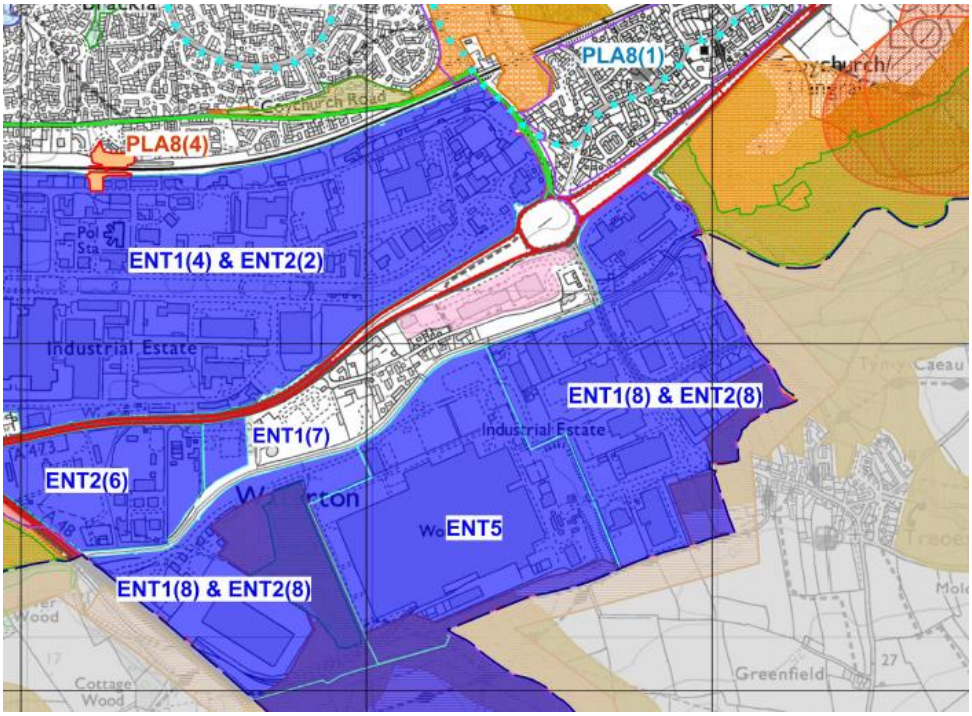


Figure 9: RLDP Proposals Map Extract

The Development Plan for the area comprises the Bridgend Replacement Local Development Plan 2018-2033 which was formally adopted by the Council on 13 March 2024.

The relevant policies of the Replacement Local Development Plan (**RLDP**) and supplementary planning guidance are highlighted below:

Policy SF1	**Settlement Hierarchy and Urban Management** - Development will be permitted within settlement boundaries at a scale commensurate with the role and function of settlements – Bridgend.
Policy SP1	**Regeneration and Sustainable Growth Strategy** - To deliver Bridgend's Regeneration and Sustainable Growth Strategy between 2018-2033, the Plan will make provision for: 68.8 hectares of employment land to accommodate up to 7,500 additional jobs.
Policy SP3	**Good Design and Sustainable Place Making** - All development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located.
Policy SP4	**Mitigating the Impact of Climate Change** – all development proposals must make a positive contribution towards tackling the causes of and adapting to the impacts of Climate Change.
Policy SP5	**Sustainable Transport and Accessibility** – Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities.
Policy PLA8	**Transportation Proposals** – Highway improvement works in the form of corridor or junction improvement schemes will be required to mitigate the impact of development on the highway network.
Policy PLA9	**Development Affecting Public Rights of Way** – As part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the PROW network. Any predicted adverse impacts on the character, safety, enjoyment and convenient

use of a PROW must be mitigated.

Policy PLA11 **Parking Standards** – All development must be served by appropriate levels of parking in accordance with the adopted SPG 17 on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Policy PLA12 **Active Travel** - Development must maximise walking and cycling access by prioritising the provision within the site and providing or making financial contributions towards the delivery offsite.

Policy SP10 **Infrastructure** – All development proposals must be supported by sufficient existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure must be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate.

Policy COM14 **Telecommunications and Digital Technology Infrastructure** - Proposals for telecommunications and digital technology infrastructure will be considered in light of technical and operational requirements and permitted where: 1) The development contributes towards the objectives of future proofing development and regeneration proposals or forms part of the planned development of a wider network.

Policy SP11 **Employment Land Strategy -** Opportunities for economic growth will be facilitated by directing employment generating development to the most appropriate and sustainable locations, supporting expansion of existing businesses and ensuring strong spatial alignment between housing and employment growth. This holistic employment land strategy will allocate 68.8 hectares of new employment land to be brought forward and accommodate up to 7,500 additional jobs over the Plan period by allocating a portfolio of Employment Sites (refer to ENT1) with a combined 43ha of available land for employment purposes (B1, B2 & B8 uses). These allocations will provide flexibility and choice to deliver new employment on a range of sites across the County Borough. Re-development of the former Bridgend Ford Site (45ha) will also be enabled through this Strategy, thereby capitalising on this key economic opportunity, whilst providing further flexibility and choice to the immediate 68.8ha employment land supply (refer to ENT5).

Policy ENT2 **Protection of Employment Sites** - In order to protect the employment function of existing business and employment sites, development will be permitted at the following sites where: a) it falls within Use Class B1, B2 or B8; b) in appropriate locations, it provides an ancillary facility or service that supports the primary employment use; or c) It is an appropriate waste management
facility compatible with existing industrial and commercial activities.

Policy ENT3 **Non-B Uses on Allocated Employment Sites** - The change of use of allocated industrial and commercial land and premises (including vacant land on employment sites) from Use Classes B1, B2 and B8 to residential uses will not be permitted. The change of use from Classes B1, B2 and B8 to other uses will be supported where it can be demonstrated that: 1) There are no other suitable sites available with reference to the retail hierarchy detailed within SP12 and other policies in this Plan; 2) A building on an allocated employment site is required to accommodate the use; 3) The property or site has been vacant for a period of at least 12 months and has been marketed throughout that

	time at a fair market value for the area and the condition of the property or site; 4) The proposed new development will have no unacceptable impact on neighbouring existing occupiers or allocated uses; and 5) The site is accessible by a choice of means of transport other than the car and promotes use of Active Travel opportunities.
Policy ENT5	**Former Ford Site, Bridgend -** The re-development of the former Ford Site will be prioritised as a key economic opportunity in collaboration with Welsh Government and the landowners to secure the best outcome for Bridgend, whilst seeking to replace the jobs that have been lost. The former Ford Site constitutes a pivotal economic land allocation within the successful Waterton Industrial Estate and will be promoted as a means of economic stimulus for Bridgend County Borough and the wider regions.
Policy SP13	**Renewable and Low Carbon Energy Development** - Renewable and low carbon development proposals which contribute to meeting national and local renewable and low carbon energy and energy efficiency targets will be permitted where: a) It can be demonstrated that there will be no unacceptable impacts on the natural and historic environment or local communities (such as noise and air pollution) and that no other unacceptable cumulative impacts will arise; b) The proposal (inclusive of its associated infrastructure) has sought to minimise the landscape and visual impact through its design and micro-siting, particularly where in close proximity to homes and tourism receptors; c) Proposals make provision for the appropriate restoration and aftercare of the land for its beneficial future re-use; d) The proposal can facilitate a connection to the grid network; e) There would not be an unacceptable impact on access and highway safety; and f) There would not be unacceptable impact on the amenity of residential properties or tourist accommodation.
Policy ENT10	**Low Carbon Heating Technologies for New Development** - New major development must: 1) Be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions.
Policy ENT12	**Development in Mineral Safeguarding Zones -** Development proposals within mineral safeguarding areas, either permanent or temporary, must demonstrate that: 1) If permanent development, the mineral can be extracted prior to the development, and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource.
Policy ENT15	**Waste Movement in New Development** - All proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site.
Policy SP17	**Conservation and Enhancement of the Natural Environment** - The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Development which will maintain and, wherever possible, enhance the natural environment of the County Borough will be favoured. Development proposals will not be permitted where they will have an adverse impact upon 1) The integrity of the County Borough's countryside; 2) The character of its landscape; 3) Its biodiversity and habitats; and 4) The quality of its natural resources including water, air and soil.

Policy DNP4	**Special Landscape Areas** - The following areas are designated as Special Landscape Areas (SLAs): DNP4(5) Mynydd y Gaer
Policy DNP5	**Local and Regional Nature Conservation Sites** - Development within or adjacent to a Site of Importance for Nature Conservation (SINC) must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role. Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.
Policy DNP6	**Biodiversity, Ecological Networks, Habitats and Species** - all development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species.
Policy DNP7	**Trees, Hedgerows and Development** - development that would adversely affect trees, woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted. Where trees are to be replaced a scheme for tree replacement must be agreed prior to the commencement of development, including details of planting and aftercare.
Policy DNP8	**Green Infrastructure** - Development proposals will be required to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network. Where the loss or damage of existing green infrastructure is unavoidable, appropriate mitigation and compensation will be required. All developments must seek to maximise, as far as practicable, the amount of green infrastructure on the site, as well as the interconnectedness of green infrastructure within and around the site to the wider green infrastructure network. Development must also maximise opportunities to achieve multi-functionality by bringing green infrastructure functions together. All major developments will be required to submit a Green Infrastructure Assessment
Policy DNP9	**Natural Resource Protection and Public Health** - Development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to: 1) Air pollution; 2) Noise pollution; 3) Light pollution; 4) Water pollution; 5) Contamination (including invasive species); 6) Land instability; 7) Sustainable development of mineral resources; 8) Sustainable waste management; 9) Any other identified risk to public health or safety. Development in areas currently subject to the above will need to demonstrate mitigation measures to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level. The use of construction phase Pollution Prevention Plans are encouraged,

where appropriate, to demonstrate how proposals can prevent development water run-off from causing pollution of the water environment. All proposals within HSE consultation zones must also demonstrate the acceptability and need for development. All development in flood risk areas must be supported by a Flood Consequences/Risk Assessment and incorporate any mitigation measures required to avoid or manage increased flood risk.

The Council has also produced the following Supplementary Planning Guidance (**SPG**) which is relevant to this proposal:-

SPG07: Trees and Development
SPG21: Safeguarding Employment Areas
SPG17: Parking Standards
SPG19: Biodiversity and Development

National Policy
In the determination of a planning Application regard should also be given to the local requirements of National Planning Policy which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this planning Application:

Future Wales – the National Plan 2040
Planning Policy Wales Edition 12
Planning Policy Wales TAN 5 Nature Conservation and Planning
Planning Policy Wales TAN 11 Noise
Planning Policy Wales TAN 12 Design
Planning Policy Wales TAN 15 Development and Flood Risk
Planning Policy Wales TAN 18 Transport
Planning Policy Wales TAN 23 Economic Development

Planning Policy Wales - Edition 12 – February 2024 (**PPW**) indicates that the primary objective of PPW is to ensure that the Planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental, and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. A well-functioning Planning system is fundamental for sustainable development and achieving sustainable places.

Good design promotes environmental sustainability and contributes to the achievement of the well-being goals. Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, minimise the use of non-renewable resources

Good design can also help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process.

Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe, and sustainable links (including active travel networks) within and between developments. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car.
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe, and attractive choice. Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place. A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development.

Previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome. It is recognised, however, that not all previously developed land is suitable for development. This may be, for example, because of its unsustainable location, the presence of protected species or valuable habitats or industrial heritage, or because it is highly contaminated.

For sites like these it may be appropriate to secure remediation for nature conservation, amenity value or to reduce risks to human health. There may be instances where it may not be possible to develop sensitive uses on previously developed land without placing unnecessary constraints on adjacent existing businesses and activities which require that particular location. In such circumstances the agent of change principle will be a relevant consideration.

Modern society demands reliable fast and high capacity communication networks to ensure large amounts of data can be easily accessed or exchanged. It is the Welsh Government's objective to offer fast and reliable broadband to every property in Wales and to support the deployment of mobile infrastructure across the country

Growth in innovative, emerging technology and high value-added sectors such as advanced engineering, renewable and low carbon energy, digital and bio-technology sectors are also strongly supported. Development plans should consider the role these sectors may play in terms of investment and job creation in their area.
Economic clustering typically occurs when businesses from the same or similar industry, or with a common interest, choose to locate in close proximity for mutual benefit. Often, clustering concerns high technology, innovative or research and development-based companies. Businesses can benefit from shared facilities, infrastructure, local pools of skilled and qualified labour, common supply chains and links to higher education.

Sustainable building design principles should be integral to the design of new development. Development proposals should: mitigate the causes of climate change, by minimising carbon and other greenhouse gas emissions associated with the development's location, design, construction, use and eventual demolition; and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes. A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for Applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach has been applied.

Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining, and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems, and improving the health and well-being of our communities. The document sets out the key challenges and opportunities, required outcomes and a spatial strategy for the four regions of Wales.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this Application. It is considered that there would be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of the proposed development.

THE SOCIO-ECONOMIC DUTY

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage. The duty has been considered in the assessment of this Application.

APPRAISAL

The Application is referred to the Development Control Committee as it is a major development with significant economic benefits for the County Borough and region as a whole.

Consent is sought for a Data Centre on the site of the former Bridgend Ford Engine Plant.

The planning system manages the development and use of land in the public interest, contributing to improving the economic, social, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations (Wales) Act 2015. It should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land and protecting natural resources and the historic environment.

Up-to-date Local Development Plans (**LDPs**) are a fundamental part of a plan-led planning system and set the context for rational and consistent decision making in line with national policies. Planning applications must be determined in accordance with the adopted plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers).

With due regard to the above and the specific characteristics of the site and proposals, the main issues for consideration in the assessment of this hybrid Application are the principle of the development in this location, the potential visual impact of the development in the landscape, the potential impact of the development on the highway network, neighbouring properties/uses, biodiversity, land drainage and ground conditions.

PRINCIPLE OF THE DEVELOPMENT

The proposal is located within the Primary Key Settlement of Bridgend as defined by Policy SF1: Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RLDP**). It is also located within the Bridgend Sustainable Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP.

The site is primarily allocated by Policy ENT5 as a key economic opportunity that supports Policy SP11 in seeking to address this major economic loss within Bridgend's economy and provide further flexibility to the employment land supply.

The boundary of the site extends beyond ENT5's allocation boundary and includes approximately 1.5ha of employment land to the north-west and the former, disused railway line to the south-west. Both of these areas are allocated and protected for employment purposes (B1, B2 and B8) by policies ENT1(8) and ENT2(8).

However, the proposal should be viewed holistically in the context of enabling regeneration of a disused strategic employment site and wider employment generation.

With the exception of the circa 1.5ha of employment land to the north-west of the site, the majority of the proposed development does not form part of the RLDP's immediate employment land supply (i.e. the 68.8 hectares allocated by Policy ENT1). Nonetheless, as detailed in Policy ENT5, it remains an important part of the employment land portfolio within the successful Waterton Industrial Estate which the RLDP seeks to promote as a means of economic stimulus for Bridgend County Borough and the wider region.

Policy ENT5 also recognises that a unique approach is required in this respect and it will be necessary to enable a flexible mix of economic uses, not necessarily akin to the type and density of uses previously accommodated on the site.

It is acknowledged that the proposed data centre will create approximately 950 jobs at operation stage, comprising 600 full-time equivalent on-site jobs and 350 jobs in the supply chain and through increased spending on goods and services. The development will also likely generate upwards of 1500 on-site jobs during the 15-year construction period. Such level of job creation is in direct accordance with the Employment Land Strategy set out within Policy SP11.

Data Centres fit within the B8 Use Class. This has been established at Vantage's existing campus at Newport and in many other parts of the UK. This places them firmly within the business use classes, although there are some important differences between data centres and more traditional, conventional storage and distribution uses.

Whilst a data centre campus is clearly a high value economic development, a scheme of this scale is relatively rare. The Applicant has identified the opportunity to create a data centre campus on the site which will form part of a new cloud region for South Wales. The redevelopment of the former Engine Manufacturing Plant will be the largest part of this 'cloud' initiative and is likely to be one of the largest single investments in Wales. The economic dividend is equally significant and reflects experience from the UK and Europe where new cloud regions have been the catalyst for the generation of thousands of jobs in sectors prioritised by local and national government.

The proposed economic benefits have been demonstrated in the supporting *'Economic and Well-being Benefits Assessment'* document. As such, it is expected that the Proposed Development on the former Bridgend Ford Engine Manufacturing Plant site will transform the vacant brownfield/previously developed site and will deliver a significant and strategic economic development project that will benefit Bridgend, the County Borough and the wider South-East Wales Region.

In summary, and in view of the use of the proposed buildings in association with the wider and continued operations of this important employment site, the proposed development is considered compatible and acceptable in principle, according with the general principles of Policies SF1, SP11, ENT2 and ENT5 of the Bridgend Replacement Local Development Plan 2024 and the Council's SPG21 – Safeguarding Employment Areas.

LANDSCAPE AND VISUAL IMPACT

Planning Policy Wales (Edition 12, February 2024) states at paragraph 3.9 that*: 'The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.'*

Policy SP3: Good Design and Sustainable Placemaking of the Bridgend Replacement Local Development Plan (2024) (RLDP) states all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment, by:

1) Demonstrating alignment with the principles of Good Design; and
2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

Planning applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to o) of Policy SP3, that states, amongst others, all development must:

a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character; and,
b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

Policy SP17 of the RLDP notes that where there is an adverse impact upon landscape character, proposals will not be permitted and as such, the Landscape and Visual Impact

Assessment (**LVIA**) takes account of the Landscape character of the Site (townscape) and surrounding area.

The Application proposal is for a new Data Centre on the site of the former Bridgend Ford Engine Plant. The Application has been supported by an Environmental Statement which includes a chapter on Land and Visual Impact.

Landscape and visual effects are separate, although closely related and interlinked issues. Landscape effects result from physical changes to the landscape (including the built environment, or *'townscape,'* which may result in changes to the distinctive character of that landscape and how it is perceived. Visual effects relate to changes to what can be seen by people as a result of what is proposed, for example the changes to views experienced by local residents or people passing through the area.

The Landscape and Visual Impact Assessment (**LVIA**) undertaken for this Application followed best practice guidance as set out in Guidelines for Landscape and Visual Impact Assessment (**GLVIA**). In accordance with the GLVIA, the LVIA adopted an approach proportionate to the likely significant effects of the Proposed Development. The conclusions of the LVIA have been determined via use of professional judgement, set within a structured assessment framework, and supported by reasoned justification.

The key elements of design of relevance to this LVIA are:
• One data centre building (Building 1) with a height of approximately 20 metres above proposed finished ground level (including roof top plant);
• A series of other data centre buildings reaching a height of up to 33 metres including roof top plant, above proposed finished ground level (including roof top plant);
• Occasional flues which will extend 3 metres above the building heights identified above;
• Substations and other electrical and supporting infrastructure linked to the data centre campus;
• A series of roads, paths, parking areas and circulation areas to serve the campus;
• A green and blue network of retained and/or new landscaping and surface water drainage features linked to the whole campus (including opening up part of the Brocastle Brook which is currently enclosed in a culvert); and,
• Boundary fencing and security features including, small buildings and gatehouses, Closed Circuit Television (CCTV) and lighting.

Through the LVIA process the nature of visibility of the development has been assessed and fed into the design process to minimise significant adverse impacts upon landscape character.

The site falls within the National Character Area 36 (**NLCA 36**) Vale of Glamorgan. However, given the scale and extent of the proposed development, it is unlikely that it will significantly alter the key features and characteristics of NLCA 36. Therefore, the LVIA includes a high-level overview of the NLCA36 where the Proposed Development is accommodated but does not consider the NLCA36 further. The site is not covered by any form of national or regional level landscape designation. However, there are locally designated special landscape areas within the study area which include:

• Castle upon Alun to the west (there is no predicted visibility of the Proposed Development); and
• Upper and Lower Thaw Valley to the east (limited visibility of the Proposed Development).

It is considered that there would be no direct impacts upon these designations.

The study area is covered by two local landscape character assessments and these form the basis for the landscape (townscape) assessment.:
• Landscape Character Assessment for Bridgend County Borough;
• Vale of Glamorgan County Borough Council Designation of Landscape Character Areas.

A series of representative viewpoints have been assessed as part of the LVIA.

Receptors (the people that would be experiencing the view from the viewpoint location) in the vicinity of the Site that are likely to experience views of the Proposed Development include:
• Users of public rights of way;
• People engaged in recreation including walking, riding, cycling and on the waterway; and
• Residential views.

The eleven visualisations are included at Appendix A to this report.

One of the viewpoints (11) from the A48 to the south-east of the site is represented below:

Figure 10: Viewpoint 11 at A48 – Before and After representations

The LVIA concludes that, overall, the development would represent an increase in size and scale from the baseline but not uncharacteristic from the industrial surrounding. Due to the increase in scale this results in localised effects on nearby receptors. In longer distance views, the Proposed Development's scale and size means it is noticeable and prominent with ***Minor Adverse effects*** but is considered to be ***Not Significant*** when the wider extent of the views available is taken into consideration.

The Council's Principal Regeneration Officer and Urban Designer/Landscape Officer has reviewed the LVIA and considers that, whilst the assessment includes a long distant view from Mynydd y Gaer, it does not consider its landscape character with its northern part falling into a Special Landscape Area. Mynydd y Gaer forms a strong peak within the SLA and views to and from it should be protected. However, it is noted that the site will be delivered over an extended period (15 years) and that its visual impact will gradually grow over time.

Given the submission detail, with the majority of the site and the larger buildings in outline, it is appreciated that granular detail on form will follow as subsequent Reserved Matters submissions are made to the LPA.

It is acknowledged that there will be different visual impacts during different stages of the development and soft landscaping (in the form of semi-mature planting) will be key in softening and screening what will be tall, vertical buildings being introduced on a site which currently/previously is interpreted differently.

It is accepted that the figures supporting the LVIA include computer generated visualisations that illustrate the proposed scale and massing of the data centres from 11 agreed viewpoints but do not portray the façade and building materials that would be applied. To that extent a condition will be applied seeking details of the materials and colours to be used in the construction of the buildings. Through assessing the colours and proposing materials that will blend in with the landscape, it is considered that the visual impact of the development can be suitably mitigated.

Therefore, it is considered that the associated landscape and visual impacts of the buildings, both individually and cumulatively would only be of a local relevance/importance and will not give rise to any significant wider environmental effects.

In summary, the visual appearance, design and scale of the development is generally acceptable in this location in accordance with Policies SP3, SP17 and DNP4(5) of the Bridgend Replacement Local Development Plan 2024, and, on balance, raises no adverse visual amenity concerns.

HIGHWAYS, ACCESS AND SUSTAINABLE TRANSPORT

The Application and supporting Transport Assessment (**TA**), Environmental Statement and Travel Plan Framework (and a Technical Note submitted following initial comments), have been carefully considered in respect of the transportation and access implications of the proposal. It has been accepted, following negotiations that the Travel Plan prepared is a Framework and identifies interim single occupancy vehicle reduction targets and detailed sustainable travel targets per mode will be derived within the Full Travel Plans for each Building/Campus once the end occupiers are known and secured by way of a planning condition.

The site is sustainably located, well connected to both public transport and the active travel network and is an approximately 30 minutes walk to Bridgend Town Centre. Vehicular access into the site will be at the same location as the existing arrangement from the unadopted highway to the north, with additional accesses proposed which utilise this road and a secondary access to the east via Moor Road. No significant additional transport measures or infrastructure is required to support the development.

The impact of the development on the surrounding road network has been considered in the submitted Transport Assessment. Construction traffic is expected to route via the M4, the A743 Coychurch Road, Brocastle Avenue and Moor Road. Data centres typically generate

low levels of vehicular movements, and the development will generate fewer trips than when the Engine Manufacturing Plant was operational with circa 2000 employees.

To allow for a robust assessment, all trips to the proposed development have been treated as being new to the network with respect to the highway network capacity modelling undertaken. However, it is considered appropriate to contextualise the level of traffic generated by the former site use.

The TA has considered the proposed trip generation for the whole site, with an emphasis on traditional transport network peak hours (AM and PM). The construction and operational phases of the development have also been assessed separately in the supporting Environmental Statement (Chapter 9 – Transport and Traffic). In addition, a supporting Framework Travel Plan has been prepared to encourage sustainable transport and a modal shift to non-car use.

The proposed data centre campus will generate two types of vehicles trips on a daily basis; staff commuting trips (based on approximately 600 members of staff), and deliveries. The estimated vehicular trips for staff have been calculated based on Vantage's operational experience and on surveys at a similarly scaled data centre site. The whole campus will generate a total of 800 two-way vehicle trips over a day. This consists of 745 staff trips and 55 servicing trips with 318 movements occurring during the network peak hours. Servicing vehicle trips will be concentrated between the AM and PM peaks in line with a well-managed delivery strategy to reduce highway congestion in the standard network peaks and to ensure that the site can facilitate the number of servicing vehicles on site at any one time, with 55 of these movements expected over the course of a day.

Traffic surveys were undertaken across five junctions around the site concludes that there is sufficient highway capacity on the local highway network to accommodate the proposed development and the impact of the proposed development on junctions will be negligible and would therefore not have a material adverse impact on highway operation or safety.

It also states that the proposed development will generate fewer total vehicle trips than its former site use. Therefore, this will not result in any adverse impacts upon the highway network within and around the site.

Across the campus, and in order to reflect the expected employment levels and operational requirements of the data centre, approximately 508 car parking spaces are indicatively proposed, with the final number of parking spaces to be allocated across the site designated according to the size and operation type of each one of the 10 buildings. The estimated provision for car parking has been set according to the Applicant's own experience of data centres.

Two metres wide footways will extend from the existing off-site footway network to the data centre entrances and parking areas. Crossing points would be provided throughout the site where required and would comprise dropped kerbs with tactile paving and zebra road markings. Cyclists would share the carriageway with vehicles in order to access each data centre's respective cycle store. Mixing cyclists with vehicles in this location is considered acceptable given the low daily vehicle flows and speeds experienced on-site.

On-site cycle parking will be provided at a ratio of 1 space per 4 members of staff to align with the adopted formula of a recently approved Vantage data centre scheme in the Vale of Glamorgan. An estimated total of 150 cycle parking spaces are proposed for the wider data centre campus to promote active travel to and from the site.

Building 1/CWL41 will be provided with a dedicated service yard containing two loading docks for vehicles up to a 16.5m articulated HGV. Fuel storage is also provided on-site and access for a fuel tanker has been allowed for together with a dedicated lay-by. Emergency access by a high reach fire appliance has been allowed for around the full building perimeter. Infrequent access for an 800T mobile crane has been allowed for with respect to the replacement of roof-based chillers and plant.

The A48 onto which this site gains access is under the control of the Vale of Glamorgan Council (**VoG**), as is the signalised junction. The views of VoG on the highway related impacts of this development have been sought via the statutory consultation process but no comments have been received to date. However, Highways Officers from the VoG Council have been party to pre-Application discussions and they are generally supportive of the development as it is expected that only a small number of employees and construction traffic will access the site from the south-east.

The Council's Highway Officer has considered the Application and raises no objections subject to conditions.

The Strategic Transport Assessment undertaken as part of the RLDP preparation identified that the A48/A473 (Waterton) roundabout and the A473 / B4281/Bridgend Ind Est/Brocastle Avenue (Coychurch) roundabout operate over their theoretical capacity.

An initial review of the TA was undertaken by the Council's independent Highway Consultant. This identified items that required clarification and further assessment by the Applicant's Transport consultant. Consequently, a Technical Note (**TN**) has been submitted and considered.

The TN has considered the concerns raised by BCBC regarding the scope of assessment at the Brocastle Avenue gyratory. Further analysis demonstrates that:
• The proposed VDC masterplan is forecast to generate a modest level of operational trips, equating to only 2.4% of total gyratory flows in the peak hours, with the detailed element (CWL41) representing just 0.2%. In daily terms, the proposed masterplan traffic would account for less than 1% of the total traffic through the junction. This would be expected to reduce further with the introduction of a robust Travel Plan for the site.
• These trip levels fall significantly below the IEMA materiality thresholds for highway capacity impacts and are comfortably within the day-to-day variability of background traffic.
• The baseline flows used in BCBC's Strategic TA were subject to a robust COVID uplift factor of 1.23, which subsequent evidence suggests was overly conservative by around. This has the effect of already incorporating the scale of flows anticipated from the proposed development.
• Technical Note 4 of the Strategic TA explicitly modelled the impacts of 5,714 committed dwellings to the 2020 baseline, which in practice subsumes the relatively small contribution from the VDC masterplan.
• Technical Note 7 identifies that signal timing optimisation will be sufficient to restore the gyratory to a *nil-detriment* position once committed growth is delivered, at a modest intervention cost.

On this basis, it is concluded that the development traffic associated with both the masterplan and CWL41 will not materially alter the operation of the Brocastle Avenue gyratory. The impacts could already be argued to have been assessed within the Strategic TA assessments where robust traffic growth factors and committed developments have already been modelled. Future mitigation has already been proposed which would see the traffic signals optimised at the junction.

Given the hybrid nature of the Application and the long timescales involved before the outline phases are expected to come forward (with full build-out not anticipated until 2040), if future modelling of the junction is required to validate the findings of the data centre development and the produced TA, this could be secured via future reserved matters planning applications for the development. An appropriate threshold is considered to occur at the point when 50% of the masterplan is delivered, at which stage the development is forecast to generate more than one vehicle per minute during the network peak hours for the first time.

It should be noted that due to the availability of power on the site, only circa 20% of the development could come forward and be operational before 2032.

At that point, validation assessments would be based on up-to-date traffic conditions and background growth, providing a robust and accurate evidence base. This approach will also ensure that any future concerns regarding the operational impacts of the masterplan can be addressed using the most recent traffic data and with targeted mitigation taking account of background traffic growth over the period to 2040 if considered necessary.

The Technical Note acknowledges that the overall site once completed would employ approximately 600 staff and would generate circa 800 two-way movements. As identified in the review of the submitted TA, this quantum requires greater assessment to ensure that the impact upon the A48/A473 (Waterton) roundabout and the A473/ B4281/Bridgend Ind Est/Brocastle Avenue (Coychurch) roundabout is not detrimental.

Furthermore, it is evident that the masterplan for the site will take approximately 15 years to realise. In this timescale, the highway network capacity could well change and therefore it is appropriate to request that full development impact is considered in stages throughout the lifetime of the development to protect the highway network.

The Technical Note clarifies that the initial phase of development which is being applied for in full (Building 1/CWL41), would generate a much reduced 24 two-way flows in the peak hours. When distributed onto the network this will result in circa 10 two-way vehicle trips at Coychurch roundabout (1 vehicle every 6 minutes) with the remainder (14 two way trips – 1 vehicle every 4 minutes), reaching the A48 to the West (some of which towards Waterton and some towards Cowbridge).

Notwithstanding the concerns with the capacity of the junctions, the HA agree that this level of traffic is immaterial against the existing background flows and would effectively be imperceptible. Accordingly, the detailed element of this hybrid Application is acceptable in terms of vehicular impact.

The nearest bus service to the site traverses the A48 to the West and has a broadly half hourly service (Service X2). Whilst a northbound bus stop and shelter have recently been upgraded as part of the Brocastle Active Travel scheme, southbound services rely on a flag sign mounted on a lamp post.

In order to encourage use of public transport, it is considered that an upgraded facility including a shelter should be provided and this can be secured by condition.

Given the unusual/bespoke nature of the development, it is difficult to calculate the quantum of car and cycle parking for the development. Whilst a car park layout for Building 1/CWL41 has been submitted, the Highway Authority would wish to consider these elements further and therefore a suitably worded planning condition has been added to the recommendation.

Whilst the site has an Active Travel route along the northern side of the access road, there is no dedicated link to the proposed facility and thus a condition requiring a scheme for a link has also been added to the recommendation.

Finally, the proposed site layout plan indicates a revised gatehouse and entrance/exit arrangement when compared to the existing situation. Whilst the level of staff needing to access the site, particularly in phase 1, is much reduced there is a concern that moving these towards the access roundabout may create queuing onto the access roundabout to the detriment of adjoining highway safety. Accordingly, a scheme for the entrance gates and a gate management plan are requested to ensure that the arrangement is suitable in this location. This will identify the specification of the gates to be used and how they are to be operated to ensure sufficient throughput of vehicles at peak times.

Having regard to the above, and subject to conditions and further assessments to ensure that any impact upon the A48/A473 (Waterton) and the A473/ B4281/Bridgend Ind Est/Brocastle Avenue (Coychurch) roundabouts are not detrimental as the campus is built out, it is considered that the development accords with Policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

IMPACT ON NEIGHBOURING PROPERTIES/USES

Policy SP3, of the adopted Local Development Plan states, amongst others, that all development must k) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.

The specialist function of a data centre defines the necessary building envelope, its mass, its layout and its overall form. The Applicant has developed an understanding of the site's context (that is predominantly industrial and commercial in character), whilst also being conscious of its proximity to the open countryside to the south (beyond the proposed WG Brocastle development), neighbouring residential dwellings to the north beyond the access road and Afon Ewenny as well as public rights of way.

The masterplan seeks to optimise the site to ensure that the development delivers optimum capacity for the site and the most efficient use of land whilst also responding appropriately to the local context and its supporting infrastructure.

The requirement for height is a direct result of each building's function and reflects the aspiration for the most efficient use of the land. Whilst it is acknowledged that the proposed group of buildings will be taller than the original building on this site a sensitive approach will be taken to the building design and external appearance. In addition, the wider development will be divided into ten separate buildings across three sub-campuses rather than one expansive building. The development will also benefit from an extensive landscape strategy with tree planting partially screening and softening the views from the north and east. Any residual negative effects on close-up viewpoints or neighbouring occupiers should be balanced against the significant economic and technological benefits that the development will deliver.

A series of technical reports have been submitted in support of the Application in respect of noise, air quality and lighting.

Whilst industrial noise is generally limited with data centres, noise from two types of plant equipment has been assessed as part of a Noise Impact Assessment prepared by Hoare Lea.

The first type relates to chillers which regulate temperature within the data halls and are

therefore required to operate continuously. The second are the back-up generators which will only be used in the very event of a National Grid Failure and during infrequent testing, the times and schedule of which can be controlled.

The submitted Noise Impact Assessment describes a series of mitigation measures that are proposed and represent the best practicable means of controlling noise from the proposed data centre campus so that there are no significant adverse effects on sensitive receptors.

This will be enforced within a Construction Environmental Management Plan (**CEMP**), (including working hour limitations and managing construction traffic on routes closest to residential dwellings), and through design mitigation to ensure compliance with noise limits and to protect against operational adverse effects.

The Council's Shared Regulatory Services (**SRS**) – Public Protection Officer has examined Chapter 11 of the EIA on noise and confirms that acoustic survey work has been carried out to measure background sound levels in the area to provide a quantitative and qualitative understanding of the general sound climate.

Based on this survey work, plant noise limits have been derived to protect against adverse noise impacts. Indicative proposed mitigation measures are outlined at this stage to achieve these limits comprising quieter plant selection, acoustic barriers, enclosures, side attenuators and silencers. Small relaxations are proposed for routine generator testing during the middle of the day. However, this is not expected to cause an adverse impact when assessed against day-time noise criteria.

In addition, a CEMP has only been submitted for the construction of the substation. A CEMP should be submitted to and agreed with the LPA to cover the construction of the whole development and include how noise and dust will be controlled and monitored.

SRS therefore has no objections to the development in terms of noise, subject to conditions.

In terms of Air Quality, whilst the site is not located within an Air Quality Management Area, Chapter 6 (Distinctive and Natural Places) of PPW 12 states that developers must seek to incorporate measures which reduce overall exposure to air pollution. Future Wales considers air quality as an issue for public health, although no specific policies with regards to emissions from data centres or similar developments are mentioned.

RLDP Policy DNP9 encompasses the consideration of the potential to cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to air pollution.

The submitted Air Quality Assessment considers the potential air quality impacts associated with the development which will mainly be during the construction phase and, when operational, associated with diesel back-up generators.

The impact at construction phase can be managed through the incorporation of best practice construction procedures which would be controlled through a Construction Management Plan and a Construction Environmental Management Plan.

Back-up generators would only be used during very infrequent National Grid power shortages and for irregular testing purposes. The Applicant is committed to selecting Best Practice diesel generators whilst the testing regime would seek to minimise durations and occasions.

Natural Resources Wales (**NRW**) have reviewed Chapter 10 Air Quality in the EIA and agree with its conclusions and can confirm that the information they requested in relation to Air Quality and Designated sites has been provided and NRW have no further comments on this matter.

The Council's SRS Environment Team – Air Quality Officer has reviewed the Air Quality Assessment and considers that the assessment has followed appropriate guidance and approved methodologies (Institute of Air Quality Management (IAQM), LAQM TG22, ADMS dispersion modelling), to assess the impacts of the construction and operational phases of the development.

The operation of the development includes 392 backup diesel generators. Air quality impacts from the generators have been assessed with dispersion modelling to consider routine generator testing and emergency generator operation. Impacts from construction dust were assessed in line with IAQM guidance and were found to be '*Not Significant'* with implementation of standard practice mitigation as per IAQM guidance. Impacts from the generator testing regime with embedded mitigation were modelled with ADMS and are predicted to be at worst *'Minor'* (Not Significant) during certain Building Load Tests and only at human receptors. Impacts to nearby habitats were all modelled to be *'negligible.*' In the unlikely event that a large number of generators operate simultaneously for an extended duration (≥19 hours), modelled concentrations of nitrogen dioxide (NO2) have the potential to exceed the short-term air quality objective. This is classed as a *Major* (Significant) effect. However, the Applicant notes that such an outage is highly unlikely due to the design resilience of the power supply and the rarity of prolonged grid failures in the UK.

Given the scale of the development and the potential for significant short-term impacts under rare but credible emergency scenarios, a number of conditions have been requested although there is no in principle objection to the development on Air Quality grounds.

In terms of lighting, an External Lighting Strategy has been prepared. The strategy has been designed to minimise any impacts on biodiversity and it is unlikely that the height and strength of the security lighting around the site will have any negative impact on residential occupiers to the north.

Therefore, appropriate mitigation measures will be implemented and incorporated into the design of the development to minimise the visual and environmental effects on existing and future neighbouring occupiers and users as sensitive receptors. It is therefore considered that the development can comply Policies SP3 k) and DNP9 of the Bridgend Replacement Local Development Plan 2024, in respect of neighbouring amenity protection.

BIODIVERSITY AND TREES

In assessing a planning application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Paragraph 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals." PPW12 further states that "All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the adopted Bridgend Replacement Local Development Plan (2024) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 of the RLDP states: *"All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species"*

Policy DNP7 of the RLDP states: *"development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted".*

Policy DNP8 of the RLDP requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network.

Paragraph 5.9.20 of Planning Policy Wales (PPW) states planning authorities should identify ways to avoid, mitigate or compensate adverse impacts of renewable and low carbon energy development, considering the impact on the natural and historic environment.

Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended) states that *'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'.* This *"duty to conserve biodiversity"* has been replaced by a *"biodiversity and resilience of ecosystems duty"* under Section 6 of the Environment (Wales) Act 2016 which came into force on 21 March, 2016.

Section 6 (1) states that *"a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions."* Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular:
(a) diversity between and within ecosystems;
(b) the connections between and within ecosystems;
(c) the scale of ecosystems;
(d) the condition of ecosystems (including their structure and functioning); and
(e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 (as transposed into the Conservation of Habitats & Species Regulations 2017) requires LPAs to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The

three tests that must be satisfied are:
1. That the development is *"in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment".*
2. That there is *"no satisfactory alternative".*
3. That the derogation is *"not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range".*

Given the industrial nature of the Application and the current status of the land in question, which generally comprises a large area of hardstanding area following the demolition of the Bridgend Ford Engine Plant, it is considered that, overall, there will be no **significant** adverse residual impacts on biodiversity.

However, the Application is supported by a comprehensive Green Infrastructure Statement (**GIS**) and a full Ecological Impact Assessment (**EcIA**), together with bird, bat and wildlife monitoring. The results of the EcIA and surveys have informed the supporting GIS.

The EcIA presents the results of habitat and protected species surveys, and the desk study. The surveys have recorded the habitats that exist on the site (and its edges) and have informed a masterplan that delivers a biodiversity net benefit, both through the retention of as much established habitat as possible and the incorporation of various enhancement measures.

This has also considered the surrounding habitat, both in terms of connectivity and how the development may impact on the surrounding area, particularly the Waterton Alderwood SINC.

The EcIA concludes that no negative impacts will be caused on the adjacent SINC, other SINCs or statutory designated sites within its study area. The Habitats Regulations Assessment (**HRA**) Stage 1 Screening concluded that there will be no likely significant effect from the proposed development on Kenfig SAC (Special Areea of Conservation), which is the only statutory designated site with a notable potential impact pathway from the proposed development.

The masterplan (see Figure 3 above) aims to maximise links to wider green infrastructure by considering how these can contribute and integrate at local and national levels. This proposes uninterrupted corridors of planting/waterways which run from within the site to connect with habitats that exist already and provides suitable enhancement. As described in Chapter 4 and in the GIS, a number of enhancement measures are proposed including a tree planting strategy, enhanced woodland zones, SuDS features, rich grassland areas, bat and bird boxes and new habitats).

Consequently, and as concluded in the EcIA, the development will likely lead to long-term positive effects for habitats and protected or notable species, including both those currently using the site and in the surrounding landscape.

In light of the proposed mitigation and enhancement measures, no significant effects are anticipated on ecological receptors. Indeed, the development will achieve a net benefit in biodiversity as set out in Future Wales and PPW12 and the supporting GIS shows how the stepwise approach has been followed and applied.

A Construction Environmental Management Plan (CEMP) will be prepared, to include details of how environmental receptors will be protected during construction, which will be secured via a planning condition. A suitably qualified ecologist will input into the CEMP, to ensure

appropriate mitigation measures are in place and to reduce any disturbance impacts.

Natural Resources Wales welcome the preparation of the supporting documents. They advise that dormouse, bats, and otter, as well as their breeding sites and resting places, are protected under the Conservation of Habitats and Species Regulations 2017 (as amended).

Where these species are present and where a development proposal is considered likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

i. The proposed works to be authorised satisfy an appropriate derogation purpose, which in the case of development are for the purposes of preserving public health or safety, or for other imperative reasons of overriding public interest, including those
of a social or economic nature and beneficial consequences of primary importance for the environment;
ii. There is no satisfactory alternative; and
iii. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

To avoid developments with planning permission subsequently not being granted a licence, the planning authority should take them into account when considering development proposals where a European Protected Species is present.

The Environmental Statement section 5.4.44-50 states that dormice were recorded within Waterton Alderwood SINC in 2017, 30m to the west of the site and a dormouse nest was found in a nest box north of the Former Bridgend Engine Plant Access Road, in the riparian corridor south of the river in 2024.

A survey was undertaken for this project during 2024 which did not find the presence of dormouse in habitat on site or immediately adjacent to it. A minimal amount of scrub with potential to support dormouse is to be cleared for this development and this area of scrub regrowth was part of a previous EPS dormouse licence. New habitat planting was provided to mitigate the loss of this area under that licence. The 2024 dormouse surveys for this development included this area and no dormice were recorded present there.

NRW welcome the clarifications on the scale of works that may affect dormice and also welcome a precautionary method of works for the clearance of this habitat. They also welcome the statement that the new landowner will commit to the long-term management of the dormouse habitat planting, adjacent to the river.

It is advised that a condition be attached to the recommendation for a Construction Environmental Management Plan (**CEMP**) (which includes the precautionary methods of habitat planting works for dormouse), and for a landscape and ecological management plan (**LEMP**) which includes the intended long-term management and maintenance of these habitat areas.

The majority of existing green infrastructure is around the periphery of the site with very little vegetation at the centre of the site. This includes supporting grassland (marshy grassland, amenity grassland and unimproved and semi-improved neutral grassland), plantation woodland (broadleaved, coniferous, and mixed), dense scrub, open mosaic habitat on previously developed land, orchids, cultivated/disturbed land, bare ground, sparsely vegetated land, introduced shrubs, hedgerows (species-poor and native species-rich) and individual/groups of trees. Ditches and streams run along parts of the western, southern and

eastern edges of the site.

The River Ewenny runs along the northern boundary and there is one pond within the site boundary. Waterton Alderwood SINC and the Brocastle Brook is an area of woodland (outside of the red line).

The Application is supported by an Arboricultural Appraisal and Tree Appraisal Plan. They identify the existing trees on the Site:

26 individual trees (6 Category B and 20 Category C),
51 groups of trees (1 Category B and 34 Category C), and,
3 hedges (all Category C).

No Category A trees/hedges were identified.

For the 'Building 1/CWL41' detailed proposals, a small group of trees is to be removed to make way for the data centre with some further tree loss adjacent to 'Pond 1' and 'Basin 1' to the north.

The landscape masterplan has taken account of existing trees and provided suitable enhancement and replacement planting. Any trees lost resulting from the development will be mitigated by an extensive native and non-native tree planting strategy which delivers a tree replanting ratio of 1:3 in accordance with PPW 12.

The CEMP will also include measures to mitigate any risk to existing and retained trees during construction.

The indicative masterplan proposes a green and blue network of landscaping and surface water drainage features surrounding the site and between the new Campus buildings. The proposed landscape strategy plan shows how this can be delivered and the Applicationis supported by a GIS.

There are individual trees with low potential to support bat roosts on site and these are proposed to be impacted by the development. Section 5.7.16-18 of the ES sets out precautionary method of works to be followed for felling of these trees. NRW advise this detail should be added to the updated CEMP to be agreed by condition.

Light pollution/spillage will be avoided onto areas of adjacent vegetation, and a detailed lighting design will be undertaken with reference to best practice guidelines from Bat Conservation Trust.

A lighting design for the full Application should be agreed by condition, and a lighting design then provided at each reserved matters stage for subsequent phases. Designs should be sensitive to the use of boundary habitat by nocturnal animals and which include light spill drawings to demonstrate avoidance of light spill on adjacent vegetation, particularly onto Waterton Alderwood SINC on the west boundary, as well as suitable dormouse and bat habitat to the north, south and east.

The development, which is located adjacent to a SINC, is compatible with the nature conservation characteristics of the area. The proposals comply with Policy DNP6, in that it will provide a net benefit for biodiversity and improved ecosystem resilience (as required by PPW12), and will maintain, protect and enhance biodiversity and ecological networks and services.

As such, the proposal complies with local and national planning policy in regard to biodiversity maintenance and enhancement, as well as the requirements of the Habitats Regulations 1994 (as amended), and Section 6 of the Environment (Wales) Act 2016.

LAND DRAINAGE AND FLOOD RISK
The development proposes to discharge surface water flows to a surface water body.

This development is subject to Schedule 3 of the Flood and Water Management Act 2010 (as amended). The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the *'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'.*

With respect to the 'Indicative Drainage Layout Masterplan' (Drawing No. CWL4-CUR-ZZ-ZZ-DR-C-507004) and 'Proposed Drainage Layout CWL41 Sheets 1-4' (Drawing No. CWL41-CUR-ZZ-ZZ-DR-C-507001,2,3&5), DC/WW offer no objection to proposals for disposal of surface water flows into a surface water body, in principle, subject to consultation and agreement with the regulatory body or riparian owner of this system.

In addition, this site is crossed by a 650mm combined and 1050mm surface water public sewer along the eastern boundary, with their approximate positions being marked on the attached Statutory Public Sewer Record. In accordance with the Water Industry Act 1991, Dwr Cymru Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs.

Having regard to 'Proposed Site Plan' (Drawing No. CWL41-SNH-ZZ-SI-DR-A-011100 Rev P05), the proposed development would be situated outside the protection zone of the 650mm combined and 1050mm sur-face water public sewer, measured 3.5 and 5 metres either side of the centreline, and therefore acceptable in principle. Please note, the distance specified for this protection zone is indicative and based on industry standard guidelines.

However, the depth of the asset will need to be verified on site which may infer a greater protection zone. For completeness, DC/WW recommend the developer refer to their title deeds to confirm if there are any covenants or restrictions associated with the assets crossing the proposed development site. Given the protection zone is located within the site boundary, it is recommended that the developer contact their Plan and Protect team to carry out a survey to verify the location of the assets and establish their relationship to the proposed development.

The Application is supported by a Sustainable Drainage Strategy. A detailed drainage strategy has been prepared for 'Building 1' with a clear plan for the remainder of the campus under the Outline proposals including proposals for an existing culverted section of the Brocastle Brook to be opened up and daylighted.

The strategy shows that SuDS are to be implemented across the site, and their design will accord with the Welsh Government's Statutory Standards for Sustainable Drainage SuDS in Wales (2019), and will be able to be fully endorsed by the Council as SuDS Approval Body (SAB) via a separate application.

A successful challenge was made to the modelling work informing the Welsh Government's emerging Flood Map for Planning with the result being that the majority of the site is now designated as being in Flood Zone 2 rather than Flood Zone 3. The Application is supported by a Flood Consequences Assessment. This demonstrates the suitability of the development and describes the flood mitigation measures recommended to manage flood

risk at the site.

The proposals take a sequential approach to flood risk by proposing all built development in Flood Zone 2 and no built development in Flood Zone 3. Development of the site will deliver a betterment to local flood risk conditions by avoiding the loss of floodplain storage due to land raising and reducing the footprint of development across the site.

To ensure that the development is acceptable on flood risk grounds, the finished floor levels will be above the 1 in 100yr flood level and an alternative vehicular access point is identified that is outside of Flood Zone 3. The floor levels across the site will be raised by varying levels depending on where the building is located. Those buildings closest to the north and north east will need to be raised more than the areas to the south and south-east.

Detailed hydraulic modelling has been used to assess the risk of fluvial flooding at the site. This demonstrates that flooding will occur within areas of open space across the site and within flood storage areas. Areas of proposed built development across the site will be flood-free in the 1% AEP plus climate change post development event. The buildings within the site will be flood free in the 0.1% AEP fluvial event and the roads around the site will experience shallow flooding.
NRW confirm that the planning Application proposes less vulnerable development. The Flood Map for Planning identifies the Application site to be at risk of flooding and within Flood Zone 2 Rivers.

NRW have reviewed the FCA which has considered all relevant sources of flooding with the predominant risk identified as fluvial flooding from the main rivers Ewenny and Brocastle Brook.

The FCA has considered climate change fluvial events for the 1% (1:100 year) and 0.1% (1:1000 year). TAN15 (paragraph 4.3) states that *'detailed Flood Consequences Assessments, to accompany planning applications, will be required to consider a range of climate change scenarios, including upper end estimates, making reference to the Welsh Government guidance on climate change allowances for planning purposes'.*

Current Welsh Government guidance on climate change allowances for planning purposes states that this information should be used to inform mitigation measures that help to ensure the long term resilience of the development.

The site is not within a TAN15 defended zone and therefore no assessment of defence overtopping or breach is required. There are a number of in-channel structures in the main rivers adjacent to the site but the FCA has not provided any assessment of the likelihood and consequences of potential blockage as required in section 11.7 of TAN15. With regard to the flood free criteria in section 11 (Figure 5) of TAN15, the FCA confirms that, whilst all new buildings will be designed to be flood free by raising finished floor levels, other parts of the site do not meet the requirement to be flood free in the 1% plus allowance for climate change (+cc) fluvial flood event. Some internal access roads, designated open space alongside the main rivers and a flood storage basin are predicted to flood in the 1%+cc event. Whilst flooding of the open space and flood storage areas could be considered acceptable the access road is predicted to flood to depths of up to 330mm which does not comply with the flood free requirement.

It is however accepted that due to the proposal being a redevelopment, section 11.8 of TAN15 allows some flexibility where the ability to substantially redesign a site is limited. It is further accepted that the need for the proposed internal access roads to join up with existing roads, off site, will limit the ability to design them to be flood free.

The FCA has identified that there are some increases in flood depths within the proposed flood storage area, the Brocastle Brook channel and in the watercourse corridor to the western and eastern boundary of the site. Whilst any increase may be confined to these locations, they do partly lie outside the site boundary. Therefore, it is recommended that the agreement of affected landowners is sought. The FCA states that the *"proposed development has been designed to mitigate the risk of flooding to the buildings whilst accepting that areas of the site will flood during the most extreme event. These measures have been considered and implemented to mitigate the impact on flood risk to third parties."*

Having regard to the above, it considered that the development has been designed to accommodate sustainable drainage systems and will not increase the risk of flooding within or outside the site.

OTHER MATTERS
Ground Contamination
The planning system should guide development to reduce the risk from natural or human-made hazards affecting the land surface or sub-surface. The aim however is not to prevent the development of such land. Key is understanding the risks associated with the previous land use, pollution, groundwater, subsidence, mine and landfill gas emissions and rising groundwater from abandoned mines. Responsibility for determining the extent and effects of surface and subsurface hazards remains with the developer. It is for the developer to ensure that the land is suitable for the development proposed.

The following information has been submitted in relation to land quality:

- ERM, 20/02/2025; Soil and Groundwater Quality and Proposed Remediation Works Rev 03

- WSP, May 2025; REMEDIATION OPTIONS APRAISAL AND OUTLINE REMEDIATION STRATEGY Bridgend Engine Plant FINAL (VERSION 5) CONFIDENTIAL

ERM's document acknowledges the need for further gas assessments to inform the potential requirement for gas protection measures. A condition is requested in relation to this.

It is acknowledged that the remediation methodologies within WSP's Remediation Implementation and Verification Plan (**RIVP**) are designed to allow for modification on-site during the works, based on observed site conditions and findings, as well as based on the findings the further site investigations and assessments.

All pollutant linkages identified on completion of site investigations and assessments will need to be considered as part of any revisions to the above RIVP remediation strategy, to address the risks to human health and the environment in relation to the development of the site on a suitable for use basis.

On completion of remediation works, the developer will need to submit for approval a remediation verification report demonstrating the effective completion of remediation against the risks to human health and the environment on a suitable for use basis.

Should there be any importation of soils to develop the landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or

other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

SRS – Environment Team – Land Quality Section requests the inclusion of conditions and an informative.

NRW have considered the following documents submitted in support of the Application:

• Remediation Options Appraisal and Outline Remediation Strategy by WSP dated May 2025 Ref 5
• Remediation Implementation and Verification Plan V3 May 2025,
• Controlled Waters Details Quantitative Risk Assessment - Infiltration Addendum dated 21 March 2025
• Controlled Water Details Quantitative Risk Assessment - Rev 5 dated 18 July 2024

These documents have been amended to include additional information which reflects the conversations the Applicant has had with NRW's contaminated land specialists and therefore NRW do not have any concerns in relation to land contamination and controlled waters at this site.

Having regard to the above it is considered that the development can successfully manage the effects of surface and subsurface hazards on this site.

Mineral Safeguarding Zone
The site is located within a number of Mineral Safeguarding Zones (Category 1: Limestone/ Category 2: Limestone and Sand & Gravel) as defined by Policy ENT12 of the RLDP.

Permanent development proposals within mineral safeguarding zones need to demonstrate that the mineral can be extracted prior to the development and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource.

In this instance, the development is utilising a previously developed site that is allocated for employment uses and there is limited expectation that any mineral under this site would be of any value as a finite resource.

Power Supply
The Application is accompanied by an Energy Strategy (**ES**) that sets out the Applicant's intention to minimise energy demand and associated greenhouse gas (**GHG**) emissions through the Application of the energy hierarchy and will consider energy efficiency measures in building design and orientation to minimise demand, the use of low embodied carbon materials and the potential for district heating.

The Energy Strategy targets an energy-efficient, low-carbon scheme. An energy efficient *fabric first* approach combined with high efficiency servicing equipment will look to minimise the regulated energy usage across the data hall and supporting office accommodation.

The Energy Strategy has been developed to ensure that the development is efficient and economical in the delivery of energy.

The Climate Change chapter of the ES makes conclusions on energy consumption, and typical of data centres, the energy consumption of the development is significant but the Applicant has committed to procuring 100% of the development's energy consumption from renewable energy sources through REGO's, and thus reducing the associated operational carbon emissions (and therefore concluding that there is no significant effect on climate

change in the ES).

The development complies with criteria (m) of Policy SP3 of the RLDP which requires development to respond to the climate emergency, notably by incorporating resource efficient buildings and a flexible masterplan that will allow for sustainable design and construction techniques.

In terms of electricity supply, no adverse comments have been received.

A new reserved matters application for an interim power solution at the south-western corner of the site will supply the Campus with power for a period of approximately 5 years until late 2031 when the final and permanent power connection will be secured.

Water Supply
DC/WW have confirmed that the water supply system in the immediate vicinity of the site has limited capacity to serve the development. A hydraulic modelling assessment is required to establish the scope of any reinforcement works to be completed in advance of making the connection and the provisions of Section 45 of the Water industry Act 1991 apply. The delivery of any required reinforcement works will be secured via a suitably worded planning condition to ensure that public water supply capacity is not affected by the proposal.

Foul Drainage
No objections have been offered from the drainage bodies to the development. The development proposes to discharge foul water flows to a public sewer. The proposed development site is located in the catchment of a public sewerage system which drains to Penybont Wastewater Treatment Works (**WwTW**). Dwr Cymru/Welsh Water (**DC/WW**) have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

Heritage/Archaeology
The planning system recognises the need to conserve archaeological remains. The conservation of archaeological remains and their settings is a material consideration in determining planning applications, whether those remains are a Scheduled Monument or not.

The designated historic assets identified by Cadw (13 x Scheduled Ancient Monuments and 2 x Registered Parks and Gardens) are all located inside 3km of the proposed development.

The Application is accompanied by an Environmental Statement produced which at Chapter 6 Landscape and Visual Impacts and in the accompanying figures (6.2 & 6.3 Zones of Theoretical Visibility and 6.4.1 to 6.4.11 viewpoint photographs), contains sufficient information to determine that those designated historic assets which are inter-visible are at such a distance that the proposed development will have a *negligible* visual impact on them.

The site of the proposed development, a former factory complex, does not have any known historical association with any of the above designated historic assets.

Therefore, the proposed development will have no impact on the significance of any designated historic assets and whilst in some instances there may be a very slight visual change in the view from the designated historic assets this will not have any effect on the way that they are experienced, understood and appreciated. Consequently, the proposed development will not have an unacceptably damaging effect upon the settings of any of the above designated historic assets.

Heneb (Glamorgan Gwent Archaeological Trust), confirm that the proposal requires archaeological mitigation. Heneb consulted the regional Historic Environment Record (**HER**) and note the completion of an Historic Environment Desk-based Assessment (Savills report no. 492159, dated January 2025). The Assessment states that archaeological work carried out during the construction of the main engine manufacturing plant in 1977 recorded archaeological remains likely associated with a medieval farm. Furthermore, the remains of a mill race and additional historic farmsteads have been identified in the vicinity.

However, it is likely that the construction of the plant and associated infrastructure at the time had an adverse effect on any potential remains that may be present. Nevertheless, depending on the depth of the groundworks required for the proposed development, it is possible that archaeologically significant material may be encountered.

Therefore, it is Heneb's recommendation that a condition requiring the Applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any recommendation.

This programme of work would take the form of a watching brief during ground investigation (**GI**) works, as well as the groundworks required for the development, with detailed contingency arrangements including the provision of sufficient time and resources to ensure that any archaeological features or finds that are located are properly investigated and recorded; it should include provision for any sampling that may prove necessary, post-excavation recording and assessment and reporting and possible publication of the results.

Underground Fuel Storage Tanks

NRW, in their initial response to the development, raised concerns due to the inadequacy of the information provided in support of the proposal regarding Underground Storage Tanks and the potential risks to controlled waters.

It was noted that *'the final make and model of the fuel storage containers are yet to be determined' and that the proposal presented is specifically for building 1 but also that 'it is expected that this will be replicated for each additional building on the site'.*

As the proposal was made as an Outline Application, it was unclear how many tanks are proposed and NRW have noted paragraph 8.5.16 of chapter 8 (Ground Conditions) which recognises *"that storing large volume of diesel below ground could pose a risk to local receptors, notably groundwater and surface water (River Ewenny and Brocastle Brook), since the tanks will be 'sub water table storage' (the resting groundwater from previous investigations described in Paragraph 8.3.25 is 0.9 – 2.5 m bgl)."*

The information provided was generic and did not provide sufficient detail to assess the risk to controlled waters. Details of the design and how this sits within the subsurface environment should be site specific and should be included upfront for review. There is also the requirement for a detailed groundwater risk assessment relevant to the subsurface storage of fuels as the installation of sub-water table fuel storage infrastructure represents a potential high risk to controlled waters which needs to be appropriately identified and managed, with robust and sufficient mitigation protocols so as not to contravene the environmental permitting regulations (**EPR**).

The originally submitted information on the proposed design, construction, maintenance and monitoring of any fuel storage tanks, and an accompanying groundwater risk assessment was insufficient and without the information requested NRW were unable to determine whether the risk to controlled waters had been satisfactorily mitigated.

Officers sought further information from the Applicant with a view to overcoming the concerns. Additional information in the form of a Technical Note on *Below Ground Fuel Storage* has been received and final comments are now awaited from NRW.

When the Applicant submitted the hybrid Application, they did provide a Technical Note on Underground Storage (following a request from NRW in response to the Statutory Pre-Application Consultation process).

For Building 1 (which forms part of the full Application) the details are also featured on the layout plan and the drainage drawings but for the other masterplanned buildings (which form part of the outline Application) they did not have details for the underground storage of fuels. It may be above ground or below ground.

However, NRW's main point about a *"robust and appropriate risk assessment must be completed, and mitigation measures suggested"* did not form part of the Technical Note.

The Applicant has now updated the proposals for underground storage for Building 1.

The underground storage broadly extends to the same area, but eight smaller tanks replace the four as originally proposed at the submission stage.

The following drawings therefore need to be updated:
a) Layout: the SNHA drawing CWL41-SNH-ZZ-SI-DR-A-011100, Rev P05 S5
b) Sections: the SNHA drawing CWL41-SNH-DC-ZZ-DR-A-311101, Rev P05 5
c) Surface Water Drainage Layout (Sheet 4): CWL41-CUR-ZZ-ZZ-DR-C-507005, Rev P06 S5*
d) Surface Water Drainage Details (Sheet 2): CWL41-CUR-ZZ-ZZ-DR-C-507002, Rev P14 S5*

The Applicant has also updated the Technical Note on Underground Storage. This, and the ERM risk assessment that accompanies it (**Assessment**) provides a very strong analysis of what is being proposed for Building 1. The Technical Note plus the Assessment concludes that the design, installation, operation and maintenance of the underground storage areas (which are limited because of Building 1's size), can all be acceptable because of the measures proposed. The other buildings across the Campus may or may not have underground storage, but the design can be submitted as part of the reserved matters approval process which NRW will be consulted on.

A condition will be applied to the recommendation to cover the requirement for the Below Ground Fuel Storage Tanks in the event that NRW do not respond to the re-consultation on underground storage prior to the committee meeting.

CONCLUSION
Section 38(6) of the 2004 Act requires that if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Factors to be considered in making planning decisions (*material considerations*), must be planning matters, that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability.

In this case it is considered that the information submitted in support of the EIA development is *material* to the determination of the hybrid Application and has been taken into account

during the consideration of the proposal.

On balance, and having regard to the objections raised and consultee responses and the above weighing up of all *material considerations* relevant to this scheme, it is considered that the proposed development is acceptable in this location due to the allocated and protected nature of the wider site for employment purposes and in regard to its potential impacts on surrounding residents by way of visual impact, residential amenity, any impact on the character and appearance of the site and surrounding countryside, its potential impact on biodiversity in and around the site and its potential impact on the highway network and drainage in and around the site.

In addition, the limited impacts of the development have to be weighed up against the overall economic benefit to the wider County Borough community through the provision of employment opportunities during both the construction and operational phases of the development.

This hybrid Application is therefore recommended for approval. A detailed consent can be issued for the full planning Application element of the development and an Outline planning consent can be issued for the remainder of the site.

RECOMMENDATION
(R02) That DETAILED PLANNING Permission be GRANTED subject to the following conditions: -

CONDITIONS RELATING TO THE DETAILED PLANNING PERMISSION (i.e. the first data centre building ('Building 1'/CWL41), together with the plant, infrastructure and landscaping associated with it and the location of the interim power solution)

1. (F)	The development hereby permitted shall be begun before the expiration of five years from the date of this permission and in accordance with: a) the following approved plans and documents: Application Site Extent CWL4-SNH-A-SI-SI-DR-A-011100 Rev 05 Proposed Site Plan CWL41-SNH-ZZ-SI-DR-A-011100 Rev P05 EXISTING SITE PLAN & BUILDING 1 AREA CWL4-SNH-A-SI-SI-DR-A-011101 Rev P05 Proposed Ground & First Floor Plans CWL41-SNH-DC-ZZ-DR-A-111101 Rev P05 Proposed Roof & Gantry Floor Plans CWL41-SNH-DC-ZZ-DR-A-111102 Rev P05 Proposed Data Centre Elevations CWL41-SNH-DC-ZZ-DR-A-211101 Rev P05 Proposed Data Centre Sections CWL41-SNH-DC-ZZ-DR-A-211101 Rev P05 Proposed Guardhouse Plans CWL41-SNH-GH-ZZ-DR-A-111101 Rev P05 Proposed Guardhouse Exterior Elevations & Sections CWL41-SNH-GH-ZZ-DR-A-211101 Rev P05 Landscape Strategy General Arrangement CWL4-STL-XX-XX-DR-L-000101 P04 S5 Landscape General Arrangement - North CWL41-STL-XX-XX-DR-L-001101 Rev P05 Landscape General Arrangement – South CWL41-STL-XX-XX-DR-L-001102 Rev P05 Soft Landscape Plan – North CWL41-STL-XX-XX-DR-L-001501 Rev P05 Soft Landscape Plan – South CWL41-STL-XX-XX-DR-L-001502 Rev P05 Hard Landscape Plan – North CWL41-STL-XX-XX-DR-L-001401 Rev P05 Hard Landscape Plan – South CWL41-STL-XX-XX-DR-L-001402 Rev P05

	Tree Pit Details and Soil Profile CWL41-STL-XX-XX-DR-L-001701 Rev P04 Soft Landscape Planting Schedule CWL41-STL-XX-XX-SH-L-001601 Rev P04 Proposed Drainage Layout CWL41 Sheet 1 CWL41-CUR-ZZ-ZZ-DR-C-507001 Rev P10 Proposed Drainage Layout CWL41 Sheet 2 CWL41-CUR-ZZ-ZZ-DR-C-507002 Rev P14 Proposed Drainage Layout CWL41 Sheet 3 CWL41-CUR-ZZ-ZZ-DR-C-507003 Rev P11 Proposed Drainage Layout CWL41 Sheet 4 CWL41-CUR-ZZ-ZZ-DR-C-507005 Rev P06 Preliminary External Lighting Layout North CWL41-HLE-DC-XX-DR-O-708001 Rev P03 Preliminary External Lighting Layout South CWL41-HLE-DC-XX-DR-O-708002 Rev P02 Parameter Plan CWL4-SNH-SI-SI-DR-A-011102 P05 S5 Tree Appraisal Plan Environmental Statement, Figures and Appendices (dated April 2025) External Lighting Strategy (dated 19/02/2025) Utilities Statement (dated 21/02/2025) Green Infrastructure Statement (dated 09/02/2025) Transport Assessment (dated 15/04/2025) Framework Travel Plan (dated 20/02/2025) Sustainable Drainage Strategy (dated 16/04/2025) Soil and Groundwater Quality and Proposed Remediation Works (dated 20/02/2025) Flood Consequence Assessment (dated February 2025) Heritage Historic Environment Desk-Based Assessment (dated January 2025) Energy Strategy (dated 17/01/2025) Arboricultural Appraisal and Tree Appraisal Plan (dated 23/02/2024) BS5837 Tree Report (dated 26/02/2024) Technical Note – Below Ground Fuel Storage Rev P05 dated 05/09/2025 Planning Statement Addendum – Interim Power Solution July 2025 (b) The recommendations set out in the documents listed below shall be implemented during the construction stages and carried out as prescribed in the documents before the development is brought into beneficial use: • Technical Appendix 4.1 Ecological Impact Assessment, Rev 4, dated 07/04/2025 by Ramboll • Chapter 5, Environmental Statement Volume 1, Proposed Data Centre Campus, Bridgend, dated February 2025 • ES Figure 2.1 Application Site Extent, Dwg CWL4-SNH-SI-SI-DR-A-011100 P05 • ES Figure 3.1 Indicative Campus Masterplan, Dwg CWL4-SNH-SI-SI-DR-A-011103 P05 • ES Figure 3.2 Parameter Plan, Dwg CWL4-SNH-SI-SI-DR-A-011102 P05 Reason: To avoid doubt and confusion as to the nature and extent of the approved development.
2. (F)	The interim power solution (IPS) as hereby approved to supply Building 1/CWL41 and the Campus with power for a period of approximately 5 years until a

	permanent power connection can be provided shall be removed from the site and the land returned to its previous condition within 12 months of it being decommissioned or before 1st June 2033, whichever is the sooner. Reason: To ensure a satisfactory form of development as permanent or longer-term retention of the structures may unacceptably detract from the character of the area and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).
3. (F)	The premises shall be used as a data centre with ancillary office and technical space as identified in the submitted Planning Statement only and for no other purpose including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order. Reason: For the avoidance of doubt and in the interests of the free flow and safety of traffic and to maintain the operational capacity of the network in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).
4. (F)	Notwithstanding the plans as submitted, no development shall commence until such time as a comprehensive scheme has been submitted to and approved in writing by the Local Planning Authority for the proposed underground fuel storage tanks to serve Building1/CWL41. The scheme shall be accompanied by a robust and appropriate risk assessment and detailed information on the proposed design, construction, maintenance and monitoring of any fuel storage tanks. The agreed scheme shall be implemented as approved. Reason: To ensure a satisfactory form of development and to reduce the risk of pollution of groundwaters.
5. (F)	Before commencing any development at the site, you must do the following: - a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out. Reason: To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.
6. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall take place until a potable water scheme to serve the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the

	existing water supply network can suitably accommodate the proposed development site. If necessary, a scheme to reinforce the existing public water supply network in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and be retained and maintained in perpetuity. Reason: To ensure Building 1/CWL41 and the initial phase of the development is served by a suitable potable water supply.
7. (F)	No development shall commence on site until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for the phasing of the site construction including i. The routeing of construction traffic to/from the site ii. The timing of construction traffic to/from the site to avoid highway network peak hours iii. the parking of vehicles of site operatives and visitors iv. loading and unloading of plant and materials v. storage of plant and materials used in constructing the development vi. wheel washing facilities vii. the provision of temporary traffic and pedestrian management at and in the vicinity of the site construction access Reason: In the interests of highway safety and neighbouring amenity
8. (F)	Notwithstanding the submitted framework travel plan, an updated travel plan shall be submitted to the Local Planning Authority prior to the beneficial occupation of Building 1/CWL41 of the facility. The agreed travel plan shall be implemented within 6 months of the first beneficial use of the development. Such a plan shall contain targets, measures and initiatives relating to the encouragement and promotion of the use of sustainable transport for journeys to and from the site. The travel plan shall be subject to periodic review and monitoring, with annual reports prepared by the Applicant and submitted to the Local Planning Authority. Reason: In the interests of promoting sustainable modes of transport to and from the site.
9. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall commence until such time as a comprehensive scheme for an Active Travel connection between Building 1/CWL41 and the existing active travel route on the Northern side of the access road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be accompanied by full engineering details, stage 2 - 4 Road Safety Audits and an Active Travel Act route audit to support the suitability of the connection for pedestrians and cyclist. Such a scheme shall be implemented as approved prior to the development being brought into beneficial use and shall be maintained and retained thereafter in perpetuity. Reason: In the interests of promoting sustainable travel and Highway Safety.
10. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall commence until a scheme for the provision of long stay and short stay cycle parking stands has

	been submitted to and approved in writing by the Local Planning Authority. The cycle stands shall be installed before the development is brought into beneficial use and retained as such thereafter. Reason: In the interests of promoting sustainable means of travel to/from the site.
11. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall commence until a scheme for the provision of on-site car parking spaces has been submitted to and agreed in writing by the Local Planning Authority. The parking areas shall be completed in accordance with the approved details in permanent materials with the individual spaces clearly demarcated in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained and maintained for parking purposes in perpetuity. Reason: In the interests of highway safety.
12. (F)	Notwithstanding the submitted drawings, no above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall commence until a scheme for the access gates has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include for appropriate signage and roadmarkings. The gates, signage and roadmarkings shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained thereafter in perpetuity. Reason: In the interests of highway safety.
13. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall commence until an access Gate Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The site access gates shall be operated in accordance with the approved Gate Management Plan once the development is brought into beneficial use and retained thereafter. Reason: In the interests of highway safety.
14. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for Building 1/CWL41 shall commence until a scheme for the provision of a Southbound bus stop on route A48 between the A473 / A48 roundabout and the signalised junction adjacent to Bridgend Ford has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include for high access kerbing, roadmarkings, bus shelter, flag sign and timetable case and be supported by a Stage 2 Safety Audit. The scheme shall be implemented as approved prior to the development being brought into beneficial use. Reason: In the interests of highway safety and to promote sustainable means of transport to/from the site.
15. (F)	The existing access onto Moor Road shall remain locked at all times except for when emergency access is required or in conjunction with the servicing and maintenance of the consented sub-station (SS1).

<table>
<tr><td></td><td>Reason: In the interests of highway safety and to ensure a satisfactory form of development.</td></tr>
<tr><td>16.
(F)</td><td>The combined noise rating level from all operations and fixed plant and equipment (excluding routine generator testing and black building testing) at the development when measured in free field conditions (or where this is not possible a combination of measurement and calculation) in accordance with BS 4142: 2014+A1:2019 (or any British Standard amending or superseding that standard) shall not exceed the noise limits in Table 1 below:

Table 1 Noise Limits excluding routine generator testing and black building testing

<table>
<tr><th>Noise Sensitive Receptors (NSR)</th><th>Rating Level, dB $L_{Ar,Tr}$ Daytime operations (07.00-23.00 hours)</th><th>Rating Level, dB $L_{Ar,Tr}$ Night time operations (23.00-07.00 hours)</th></tr>
<tr><td>Waterton Lane and Waterton Close (any property)</td><td>45dB LAeq,1 hour</td><td>37dB LAeq,15mins</td></tr>
<tr><td>Residential Properties at Treoes (any property)</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
<tr><td>Greenfield Farm</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
<tr><td>Brocastle Farm</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
<tr><td>Brocastle Manor Care Home and Nearby residential receptors</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
<tr><td>Residential properties of Corntown</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
<tr><td>Golden Mile Inn</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
<tr><td>Bridgend Golf</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr>
</table>

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.</td></tr>
<tr><td>17.
(F)</td><td>Generator and black building testing shall be restricted to the following parameters:
• Testing shall be restricted to between 11.00 and 15.00 hours only during the weekdays
• The maximum hours for testing shall be restricted to 5 hours/generator/year
• Testing shall be restricted to a maximum of 2 x 2 hour load banks per set per year and 1 x black building test [30 mins].

Therefore, any two generators across site could be operating concurrently at any time for an hour; and at any time during the test, all the generators serving a single building could be operational concurrently for 30 mins of testing.</td></tr>
</table>

All generators shall be fitted with maintain Selective Catalytic Reduction (SCR) technology, with maintenance records retained and made available to the authority on request. The routine generator testing shall be scheduled to avoid periods of elevated background pollution (e.g. peak traffic hours) where practicable. Records of annual generator operating hours for test and emergency use shall be submitted to the local authority on request.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

18. (F) The noise rating level from routine generator testing and black building testing at the development when measured in free field conditions (or where this is not possible a combination of measurement and calculation) in accordance with BS 4142: 2014+A1:2019 (or any British Standard amending or superseding that standard) shall not exceed the noise limits in Table 2 below:

Table 2 - Noise Limits including routine generator testing and black building testing

Noise Sensitive Receptors (NSR)	**Rating Level, dB $L_{Ar,Tr}$ Restricted to Daytime operations (11.00-15.00 hours, Monday-Friday)**
Waterton Lane and Waterton Close (any property)	47dB LAeq,1 hour
Residential Properties at Treoes (any property)	39 dB LAeq,1 hour
Greenfield Farm	39 dB LAeq,1 hour
Brocastle Farm	39 dB LAeq,1 hour
Brocastle Manor Care Home and Nearby residential receptors	39 dB LAeq,1 hour
Residential properties of Corntown	39 dB LAeq,1 hour
Golden Mile Inn	39 dB LAeq,1 hour
Bridgend Golf	39 dB LAeq,1 hour

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

19. (F) The sound power level of each noise source shall not exceed the noise levels specified in Table 11.17 of Chapter 11 of the Environmental Statement on Noise and Vibration entitled ‘Proposed Data Centre Campus, Bridgend prepared by Hoare Lea and the mitigation measures for operational building services shall comply with Table 11.19 of Chapter 11 of the Environmental Statement. Prior to

	installation of any plant and equipment, details of the plant and exact mitigation per phase shall be submitted to and agreed with the Local Planning Authority to demonstrate compliance with this condition. The plant, equipment and mitigation shall be implemented as agreed and the mitigation measures shall be maintained for as long as the permitted use continues. Reason: For the avoidance of doubt and to ensure a satisfactory form of development.
20. (F)	Prior to the development being brought into beneficial use, at the commissioning stage of each phase of the development, a further noise assessment shall be undertaken by a suitably qualified acoustic consultant to demonstrate by measurement or where that is not possible, a combination of measurement and calculation, that the noise rating levels specified in Tables 1 and 2 of conditions 16 and 18 are being met in practice when assessed in accordance with BS 4142: 2014+A1:2019 (or any British Standard amending or superseding that standard) . The further completed noise assessment shall be submitted to and agreed in writing with the Local Planning Authority within 28 days of the assessment being completed. Where the noise assessment shows that the rating level is not being achieved, it shall include any additional mitigation that is required to meet the rating level in Tables 1 and 2. The mitigation measures shall be carried out in full prior to the development being brought into beneficial use. Reason: To ensure a satisfactory form of development.
21. (F)	Within 21 days of receipt of a written request from the Local Planning Authority (LPA), following a complaint to the LPA relating to noise emissions arising from the operation of any part of the development site, the site operator shall provide a written protocol for the assessment of the noise levels to the Local Planning Authority for approval. The written protocol shall be produced by an independent acoustic consultant. Within 2 months of the protocol being approved, the noise assessment shall be undertaken in accordance with the agreed protocol and shall be submitted to the Local Planning Authority unless written consent is granted to any variation. The assessment shall include all data collected for the purposes of undertaking the compliance measurements and analysis. The assessment shall propose further noise mitigation measures if there is non-compliance with the noise levels set out in Conditions 16 and 18. Any additional mitigation required as a result of the above shall be installed on site within 1 month of the date of submission of the report unless otherwise agreed in writing with the Local Planning Authority. Following the installation of the additional mitigation, a further noise assessment using the agreed methodology shall be undertaken and submitted to the LPA to demonstrate that the mitigation has now achieved the noise rating levels specified in conditions 16 and 18. Reason: To ensure a satisfactory form of development.
22. (F)	No intrusive ground works shall commence until the Applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the Applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme. Reason: To identify and record any features of archaeological interest discovered

	during the works, in order to mitigate the impact of the works on the archaeological resource.
23. (F)	Notwithstanding the plans hereby approved, a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority prior to their use on site. Development shall be carried out in accordance with the agreed details. Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenities of the area.
24. (F)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) shall commence on site until such time as details of the proposed floor levels of the buildings in relation to existing ground levels and the finished levels of the site have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details. Reason: To ensure that the development relates appropriately to the topography of the site and the surrounding area.
25. (F)	Notwithstanding the submitted oCEMP, no development or phase of development, including site clearance, shall commence until a site wide or phase Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include: • Construction methods: details of materials, how waste generated will be managed, • General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain, • Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures, • Soil Management: details of topsoil strip, storage and amelioration for re-use, • CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures, • Control of Nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of dust control measures; measures to control light spill, • Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use, • Traffic Management: details of site deliveries, plant on site, wheel wash facilities, • Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan, • Details of the persons and bodies responsible for activities associated with the

	CEMP and emergency contact details, • Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations., • Locations where vegetation clearance shall be supervised by a suitable qualified ecologist, • Avoidance and mitigation measures to avoid potential killing or injury of dormice during works, • Tree felling and pruning methods to avoid potential killing or injury of bats, • Actions to be taken if a dormouse, dormouse nest, or bats are found during works, and • Timing of works, to avoid impacts on dormouse breeding season or hibernation period. The CEMP shall be implemented as approved during the site preparation and construction phases of the development. Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development or phase of development and implemented for the protection of the environment during construction.
26. (F)	No development or phase of development, including site clearance, shall commence until a site wide or phase Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP should include: • Details of long-term habitat management which benefits dormouse on site, • Details of the desired conditions of features (present and to be created) at the site, • Details of scheduling and timings of management and maintenance activities, • Details of short and long-term management, monitoring and maintenance of landscape, environmental and ecological features at the site to deliver and maintain the desired condition, • Details of replacement measures should any landscape or environmental features die, be removed or become seriously damaged or diseased, • Details of management and maintenance responsibilities, and • Details of timescales, length of plan, the method to review and update plans (informed by monitoring) at specific intervals as agreed. The LEMP shall be carried out in accordance with the approved details, with a written report of the effectiveness of the plan provided to the LPA every 5 years and any arising revisions of the plan to be agreed in writing with the LPA prior to implementation. Reason: A LEMP should be submitted to ensure necessary landscape and environmental management measures are agreed prior to commencement and implemented to ensure the site's landscape and environmental features are adequately managed long term.
27. (F)	Notwithstanding the submitted plans, prior to the installation of any external lighting, a lighting scheme shall be submitted to and agreed with the Local Planning Authority detailing the lighting levels in lux within the development site and the predicted levels at the nearest residential receptors (the current plans do not show the lux levels likely to be experienced at residential properties). The predicted lighting levels at the residential receptors shall comply with the recommendations in Guidance Note 01/21 'The Reduction of Obtrusive Light',

	Institution of Lighting Engineers (ILE) (2021), including the upward light ratio of luminaires. Should the scheme show that the predicted lighting levels do not comply with these recommendations, mitigation shall be included within the scheme. The scheme shall be implemented as agreed. Reason: To ensure a satisfactory form of development.
28. (F)	Prior to its installation, full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan shall include: • Clarification of existing lighting present in the area, • Details of the siting and type of external lighting to be used, • Light spill drawings to demonstrate that the habitat for dormouse and bats at the borders of the site shall be kept dark, and • Details of lighting to be used both during construction and/or operation. The lighting shall be installed and retained as approved during construction and operation. Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species.
29. (F)	Prior to the commencement of any development works a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval. Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the Application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required. All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required. • ‘Gases’ include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings. Reason: To ensure that the safety of future occupiers is not prejudiced.
30. (F)	The approved remediation scheme must be fully undertaken in accordance with its terms. On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report (excluding the need for long term treatment and monitoring that will not

	affect the occupation/operation of the Data Centre) that demonstrates the effectiveness of the remediation carried out, to ensure the development is suitable for use, must be submitted to and approved in writing by the Local Planning Authority. All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation. Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ENV7 of the Bridgend County Borough Council Local Development Plan.
31. (F)	In the event that significant contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 10 days to the Local Planning Authority, all associated works must stop, and no further development that will be affected by the contamination shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 4 weeks of the discovery of any unsuspected contamination. Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ENV7 of the Bridgend County Borough Council Local Development Plan.
32. (F)	The development insofar as it relates to the Full planning permission and Building 1/CWL41 shall be carried out in accordance with the maximum height parameters as stated in Table 1 below:

Table 1: Proposed Maximum Height Dimensions (from Proposed Ground Floor Levels)

Height from Ground/FFL Campus Element	Top of Data Centre/ Building	Top of Roof Top Gantry + Plant	Top of linked Technical Gantry + Plant	Top of Occasional Flues	Other
Full Planning Permission:					
Building 1/ Data Centre CWL41	15.5m	20m	11m	23m	
Building 1 Guardhouse	4.5m	-	-	-	
Outline Planning Permission:					
Other Campus Data Centres CWL42-410	28.5m	33m	23m	36m	
Other Campus Guardhouses	5m	-	-	-	
Campus Sub Stations	16.5m	3m	-	-	16m for single control towers if required
Campus Operations Building	8m	-	-	-	

Reason: To ensure a satisfactory form of development.

33. (F) The agreed landscaping works shall be carried out prior to the occupation of any part of the Building 1/CWL41 development or in accordance with a programme agreed with the Local Planning Authority prior to any development commencing on site and shall be maintained and retained in perpetuity.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

34. (F) If within a period of up to five years from the planting of any landscaping, any tree or hedgerow planted is removed, uprooted, destroyed or dies or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place unless the Local Planning Authority gives its written consent to any variation.

Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

35. (F) Notwithstanding the submitted plans, no above ground super structure works (super structure relates to the building work above the slab/foundation level) shall commence until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with including future maintenance requirements has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall also include details of how ground water will be managed during the construction phase. The scheme as approved in writing by the Local Planning Authority shall be implemented throughout the period of construction, prior to the beneficial use of any property and retained in perpetuity.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

36. *** THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS ***

(F)	**DWR CYMRU/WELSH WATER** As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB Application process and will provide comments to any SuDS proposals by response to SAB consultation. The Applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com. The Applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the Applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times. If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted. In accordance with Planning Policy Wales (Edition 11) and Technical Advice Note 12 (Design), the Applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the Applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements. Our response is based on the information provided by your application. Should the proposal alter during the course of the Application process we kindly request that we are re-consulted and reserve the right to make new representation. If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com

SOUTH WALES FIRE AND RESCUE AUTHORITY
The developer should consider the need for the provision of:-

a. adequate water supplies on the site for firefighting purposes; and
b. access for emergency firefighting appliances

Should the Applicant require further information in relation to these matters they should contact the South Wales Fire and Rescue Authority.

HIGHWAY AUTHORITY
1. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:
i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
ii) indemnify the County Borough Council against any and all claims arising from such works;
iii) give not less than one calendar month's notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

2. In respect of the above condition for a travel plan the Applicant is advised to consider the Travel Plan Guide for Developers at the following internet address: http://www.bridgend.gov.uk/web/groups/public/documents/manuals/050232.pdf

NGET ASSET PROTECTION TEAM
National Grid Electricity Transmission have no objection to the proposal provided the below conditions are adhered to;

• The statutory clearances indicated on the attached drawings are maintained at all times and no buildings or structure are within 25m of our towers.
• There are no conflicts with our existing overhead line easements in this area.
• The attached guidance documents are reviewed and followed at all times
• For further guidance and support for working near our overhead lines safely the developer should contact us at assetprotection@nationalgrid.com.

Please note this response is only in reference to National Grid Electricity Transmission assets only.

SHARED REGULATORY SERVICES – ENVIRONMENT TEAM
CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE
The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints;
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate

	waste management license. The following must not be imported to a development site; - Unprocessed / unsorted demolition wastes. - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances. - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and (iii) the safe development and secure occupancy of the site rests with the developer. Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land. The Local Planning Authority has determined the Application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination. **NETWORK RAIL** SAFETY(WALES) Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk. <u>Traffic and Transport</u> Information provided in support of the development highlights that construction would be phased over 15 years, with the peak construction period being in 2032. The Environmental Statement – Transport and Traffic notes at 9.4.15 that 'during the peak construction phase (2032) it is anticipated that the development would generate 1,236 daily two-way vehicle movements (AADT), inclusive of 419 two-way HGV movements.' In terms of passenger rail access during the operational phase of the development, we note that the Transport Assessment (TA) highlights the rail services available from Bridgend station. However, the edge of town location of the proposal site is beyond a reasonable walking distance (well in excess of the 2.75km 'as the crow flies' distance quoted). Pedestrian and cycling facilities are limited, as are public transport links between the station and the site. The TA notes a 1.2km walk to the nearest A48 bus stops, which are served with a half hour bus frequency only. We believe development of this scale deserves a much stronger provision of sustainable travel options, to avoid it becoming entirely car dependent, contrary to the relevant policy which itself is set out in the Environmental Statement. In terms of the construction phase of the development, the supplied information points to a high level of impact over a very long period of time i.e. 15 years, noting 400+ HGV movements daily at the time of peak construction. We note from the Environmental Construction Plan that no reference is made to a role for rail, however given this scale of impact and timeframe, we strongly encourage the Applicant to work with us to explore opportunities for delivery of construction

materials by rail.

We note that the rail network within the site serving the former Ford plant is not proposed to be re-used as part of this scheme. We are aware of the challenges previously affecting rail access to the site, arising from the need to cross the dual carriageway. In view of this, we would not suggest reopening the former Ford branch directly into the site. However, the remainder of the branch exists in situ and is connected to the main line railway south of Bridgend. Consequently, we encourage the re-use of this section of the line to be investigated, as a potential railhead for the delivery of construction support to this project. To aid the economies of such an operation, there may be an opportunity to work with the operators of the nearby quarries in the Ewenny area, to develop a solution which would also enable the loading of their outgoing quarry products.

We look forward to working with the Applicants, to help develop more sustainable transport options for both the construction and operational phases of the project.

NATURAL RESOURCES WALES
We note that the River Ewenny borders the proposed development site and Brocastle Brook runs through it. They are both classified as main rivers. Therefore flood risk activity permits (FRAPs) or FRAP exemptions may be required for works in, under, over or within 8m of the river channels.
More information is available at: Natural Resources Wales / Check if you need a flood risk activity permit (FRAP) or send any queries to
DFRSouthPermitting@cyfoethnaturiolcymru.gov.uk

Annex 1 Underground fuel storage
The Environment Agency adopts the precautionary principle with respect to protecting groundwater at sites where fuel storage is proposed. In principal and secondary aquifers we expect the storage of hazardous substances to be within above ground tanks. We recognise that this may not always be reasonable when other risks (such as health and safety) are taken into account. Position statements therefore allow for underground storage of hazardous substances outside Source Protection Zones (SPZ) 1 where there is sufficient evidence to justify such an approach. This should include both site-specific and generic data on the performance of installations (providing this is appropriate to the materials being stored).

In situations where redevelopment or refurbishment of underground storage is unavoidable, we will review the risks and any contamination history and take account of the proposed improvements. We encourage improvements that reduce the risk of contamination of groundwater. It will not object to below ground storage in such situations provided there is evidence that:
• there are no suitable alternatives to below ground storage
• redevelopment will maintain a low risk or significantly reduce an existing risk to groundwater
• proposals comply with appropriate engineering standards and best available techniques (BAT)
• effective management systems will be in place
• redevelopment does not bring the below ground storage nearer to any groundwater abstraction source, surface water or spring

We would expect proposals for underground storage of pollutants in principal and secondary aquifers to be accompanied by a risk assessment appropriate to the

	volume and type of pollutants being stored and the hydrogeological situation. More detailed risk assessments and an infrastructure design method statement that meets BAT would be expected for storage within SPZs or close to other vulnerable receptors. **Sub water table storage** For all storage of pollutants underground (hazardous substances and non-hazardous pollutants), operators are expected to adopt appropriate engineering standards and have effective management systems in place. These should take into account the nature and volume of the materials stored and the sensitivity of groundwater, including the location with respect to SPZs. **New sites** For proposed locations outside an SPZ1, a risk assessment must be conducted based on the nature and quantity of the hazardous substances and the physical nature of the location. Where this assessment demonstrates that there is a high risk of groundwater pollution, we will normally object to storage below the water table: • in any strata where the groundwater provides an important contribution to drinking water supply, river flow or other sensitive surface waters or wetlands • within SPZ2 or 3 • in a principal aquifer **Existing sites** For existing sites that store or transmit hazardous substances or non-hazardous pollutants below the water table, or where the water level subsequently rises, we will work with operators to mitigate the risks. The aim is eventually to change to above ground storage (notwithstanding the position statements above and in particular D2). The Environment Agency will normally object to any redevelopment scheme involving retention of sub water table storage of hazardous substances unless it can be demonstrated that risks to groundwater can be adequately mitigated. * For the purposes of this position statement this should include any laterally continuous groundwater in these aquifers including 'perched' groundwater. Operators should consider the lifetime of the storage in their assessment of the depth to groundwater.

(R05) That Outline Permission be GRANTED subject to the following conditions: -

CONDITIONS AND REASONS RELATING TO THE OUTLINE PLANNING PERMISSION (i.e. the development of the remainder of the data centre campus including site preparation, new buildings, and electrical substations and the accesses, infrastructure, spaces, facilities, landscaping, surface water drainage features and

other works that will be needed to construct and serve the campus)

1. (O)	Details of the appearance, landscaping, layout, and scale, (hereinafter called “the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved. Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.
2. (O)	Any Application for approval of the reserved matters shall be made to the local planning authority not later than twelve years from the date of this permission. Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 and having regard to the expected timescales for developing this site.
3. (O)	The development shall begin either before the expiration of 15 years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later. Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 and having regard to the expected timescales for developing this site.
4. (O)	The development hereby permitted shall be carried out in accordance with: (a) the following approved plans and documents: Application Site Extent CWL4-SNH-A-SI-SI-DR-A-011100 Rev P05 Parameter Plan CWL4-SNH-SI-SI-DR-A-011102 Rev P05 Indicative Campus Masterplan CWL4-SNH-SI-SI-DR-A-011103 Rev P05 Indicative Proposed Site Sections CWL4-SNH-SI-ZZ-DR-A-311102 Rev P05 Tree Consultancy Tree Appraisal Plan 1 of 1 Landscape Strategy General Arrangement CWL4-STL-XX-XX-DR-L-000101 Rev P04 Indicative Drainage Layout Masterplan CWL4-CUR-ZZ-ZZ-DR-C-507004 Rev P08 Proposed Levels Plan – Sheet 1 CWL4-CUR-ZZ-ZZ-DR-C-900000 Rev P01 Proposed Levels Plan – Sheet 2 CWL4-CUR-ZZ-ZZ-DR-C-900001 Rev P01 Proposed Levels Plan – Sheet 3 CWL4-CUR-ZZ-ZZ-DR-C-900002 Rev P01 Proposed Levels Plan – Sheet 4 CWL4-CUR-ZZ-ZZ-DR-C-900003 Rev P01 Proposed Levels Plan – Sheet 5 CWL4-CUR-ZZ-ZZ-DR-C-900004 Rev P01 Earthworks Demo/Proposed CWL4-CUR-ZZ-ZZ-DR-C-901661 Rev P02 Environmental Statement Dated April 2025 External Lighting Strategy (dated 19/02/2025) Utilities Statement (dated 21/02/2025) Green Infrastructure Statement (dated 09/02/2025) Transport Assessment (dated 15/04/2025) Framework Travel Plan (dated 20/02/2025) Sustainable Drainage Strategy (dated 16/04/2025) Soil and Groundwater Quality and Proposed Remediation Works (dated 20/02/2025) Remediation Options Appraisal and Outline Remediation Strategy May 2025

	Remediation Implementation and Verification Plan Rev 03 May 2025 Controlled Waters Detailed Qualitative Risk Assessment – Infiltration Addendum (dated 21/03/2025) Controlled Waters Qualitative Risk Assessment July 2024 Flood Consequence Assessment (dated February 2025) Heritage Historic Environment Desk-Based Assessment (dated January 2025) Energy Strategy (dated 17/01/2025) Arboricultural Appraisal and Tree Appraisal Plan BS5837 Tree Report Dated 26/02/2024 (b) The recommendations set out in the document listed below shall be implemented during the construction stages and carried out as prescribed in the documents before the development is brought into beneficial use: • Technical Appendix 4.1 Ecological Impact Assessment, Rev 4, dated 07/04/2025 by Ramboll • Chapter 5, Environmental Statement Volume 1, Proposed Data Centre Campus, Bridgend, dated February 2025 • ES Figure 2.1 Application Site Extent, Dwg CWL4-SNH-SI-SI-DR-A-011100 P05 • ES Figure 3.1 Indicative Campus Masterplan, Dwg CWL4-SNH-SI-SI-DR-A-011103 P05 • ES Figure 3.2 Parameter Plan, Dwg CWL4-SNH-SI-SI-DR-A-011102 P05 Reason: To avoid doubt and confusion as to the nature and extent of the approved development.
5. (O)	Before commencing any development for any of the Reserved Matters phases on this site, you must do the following: - a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out. Reason: To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.
6. (O)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) on the Outline permission part of the site (apart from the advance infrastructure works including the Interim Power Solution) shall commence until a potable water scheme to serve the wider site has been submitted to and approved in writing by the Local Planning Authority. The scheme

	shall demonstrate that the existing water supply network can suitably accommodate the proposed development site. If necessary, a scheme to reinforce the existing public water supply network in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and be retained and maintained in perpetuity. Reason: To ensure that the sub-campuses and associated buildings are served by a suitable potable water supply.
7. (O)	No development shall commence until such time as a comprehensive scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of underground or overground fuel storage tanks to serve the sub-campuses on each reserved matters Application phase as part of this Outline consent. The scheme shall be accompanied by a robust and appropriate risk assessment and detailed information on the proposed design, construction, maintenance and monitoring of any fuel storage tanks. The agreed scheme shall be implemented as approved. Reason: To ensure a satisfactory form of development and to reduce the risk of pollution to groundwaters.
8. (O)	The site shall be used as a data storage facility only with ancillary office and technical space as identified in the submitted Planning Statement and for no other purpose including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order. Reason: For the avoidance of doubt and in the interests of the free flow and safety of traffic and to maintain the operational capacity of the network in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).
9. (O)	No development (apart from advanced infrastructure, including the interim power solution) shall commence on each Reserved Matters phase of development until a Construction Traffic Management Plan relative to that phase has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for the phasing of the site construction including i. The routeing of construction traffic to/from the site ii. The timing of construction traffic to/from the site to avoid highway network peak hours iii. the parking of vehicles of site operatives and visitors iv. loading and unloading of plant and materials v. storage of plant and materials used in constructing the development vi. wheel washing facilities vii. the provision of temporary traffic and pedestrian management at and in the vicinity of the site construction access Reason: In the interests of highway safety and neighbouring amenity.
10. (O)	Notwithstanding the submitted framework travel plan, an updated travel plan shall be submitted to the Local Planning Authority prior to the beneficial occupation of each sub-campus approved under each of the separate Reserved Matters applications. The agreed travel plan shall be implemented within 6 months of the

	first beneficial use of the sub-campus. Such a plan shall contain targets, measures and initiatives relating to the encouragement and promotion of the use of sustainable transport for journeys to and from the site. The travel plan shall be subject to periodic review and monitoring, with annual reports prepared by the Applicant and submitted to the Local Planning Authority. Reason: In the interests of promoting sustainable modes of transport to and from the site.
11. (O)	Notwithstanding the submitted transport assessment and supplementary transport response note, revised assessments shall be submitted to accompany all subsequent reserved matters applications. Such assessment shall address traffic generation and highway impact together with any required mitigation works and triggers for their implementation. Reason: In the interests of the free flow and safety of traffic and to maintain the operational capacity of the network.
12. (O)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for any of the buildings approved under each Reserved Matters Application shall commence until a scheme for the provision of long stay and short stay cycle parking stands has been submitted to and approved in writing by the Local Planning Authority. The cycle stands shall be installed before the development is brought into beneficial use and retained as such thereafter. Reason: In the interests of promoting sustainable means of travel to/from the site.
13. (O)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) for any of the buildings approved under each Reserved Matters Application shall commence until a scheme for the provision of on-site car parking spaces has been submitted to and agreed in writing by the Local Planning Authority. The parking areas shall be completed in accordance with the approved details in permanent materials with the individual spaces clearly demarcated in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained and maintained for parking purposes in perpetuity. Reason: In the interests of highway safety.
14. (O)	The combined noise rating level from all operations and fixed plant and equipment (excluding routine generator testing and black building testing) at the development when measured in free field conditions (or where this is not possible a combination of measurement and calculation) in accordance with BS 4142: 2014+A1:2019 (or any British Standard amending or superseding that standard) shall not exceed the noise limits in Table 1 below: **Table 1 Noise Limits excluding routine generator testing and black building testing**

	<table><tr><th>Noise Sensitive Receptors (NSR)</th><th>Rating Level, dB $L_{Ar,Tr}$ Daytime operations (07.00-23.00 hours)</th><th>Rating Level, dB $L_{Ar,Tr}$ Night time operations (23.00-07.00 hours)</th></tr><tr><td>Waterton Lane and Waterton Close (any property)</td><td>45dB LAeq,1 hour</td><td>37dB LAeq,15mins</td></tr><tr><td>Residential Properties at Treoes (any property)</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr><tr><td>Greenfield Farm</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr><tr><td>Brocastle Farm</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr><tr><td>Brocastle Manor Care Home and Nearby residential receptors</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr><tr><td>Residential properties of Corntown</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr><tr><td>Golden Mile Inn</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr><tr><td>Bridgend Golf</td><td>37 dB LAeq,1 hour</td><td>33dB LAeq,15mins</td></tr></table> Reason: For the avoidance of doubt and to ensure a satisfactory form of development.
15. (O)	Generator and black building testing shall be restricted to the following parameters: • Testing shall be restricted to between 11.00 and 15.00 hours only during the weekdays • The maximum hours for testing shall be restricted to 5 hours/generator/year • Testing shall be restricted to a maximum of 2 x 2 hour load banks per set per year and 1 x black building test [30 mins]. Therefore, any two generators across site could be operating concurrently at any time for an hour; and at any time during the test, all the generators serving a single building could be operational concurrently for 30 mins of testing. All generators shall be fitted with maintain Selective Catalytic Reduction (SCR) technology, with maintenance records retained and made available to the authority on request. The routine generator testing shall be scheduled to avoid periods of elevated background pollution (e.g. peak traffic hours) where practicable. Records of annual generator operating hours for test and emergency use shall be submitted to the local authority on request. Reason: For the avoidance of doubt and to ensure a satisfactory form of development.
16. (O)	The noise rating level from routine generator testing and black building testing at the development when measured in free field conditions (or where this is not possible a combination of measurement and calculation) in accordance with BS

4142: 2014+A1:2019 (or any British Standard amending or superseding that standard) shall not exceed the noise limits in Table 2 below:

Table 2 - Noise Limits including routine generator testing and black building testing

Noise Sensitive Receptors (NSR)	**Rating Level, dB $L_{Ar,Tr}$ Restricted to Daytime operations (11.00-15.00 hours, Monday-Friday)**
Waterton Lane and Waterton Close (any property)	47dB LAeq,1 hour
Residential Properties at Treoes (any property)	39 dB LAeq,1 hour
Greenfield Farm	39 dB LAeq,1 hour
Brocastle Farm	39 dB LAeq,1 hour
Brocastle Manor Care Home and Nearby residential receptors	39 dB LAeq,1 hour
Residential properties of Corntown	39 dB LAeq,1 hour
Golden Mile Inn	39 dB LAeq,1 hour
Bridgend Golf	39 dB LAeq,1 hour

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

17. (O) The sound power level of each noise source shall not exceed the noise levels specified in Table 11.17 of Chapter 11 of the Environmental Statement on Noise and Vibration entitled 'Proposed Data Centre Campus, Bridgend prepared by Hoare Lea and the mitigation measures for operational building services shall comply with Table 11.19 of Chapter 11 of the Environmental Statement. Prior to installation of any plant and equipment, details of the plant and exact mitigation per phase shall be submitted to and agreed with the Local Planning Authority to demonstrate compliance with this condition. The plant, equipment and mitigation shall be implemented as agreed and the mitigation measures shall be maintained for as long as the permitted use continues.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

18. (O) Prior to the development being brought into beneficial use, at the commissioning stage of each individual Reserved Matters approval phase of the development, a further noise assessment shall be undertaken by a suitably qualified acoustic consultant to demonstrate by measurement or where that is not possible, a combination of measurement and calculation, that the noise rating levels specified in Tables 1 and 2 of conditions 14 and 16 are being met in practice when

	assessed in accordance with BS 4142: 2014+A1:2019 (or any British Standard amending or superseding that standard). The further completed noise assessment shall be submitted to and agreed in writing with the Local Planning Authority within 28 days of the assessment being completed. Where the noise assessment shows that the rating level is not being achieved, it shall include any additional mitigation that is required to meet the rating level in Tables 1 and 2. The mitigation measures shall be carried out in full prior to the development being brought into beneficial use. Reason: To ensure a satisfactory form of development.
19. (O)	Within 21 days of receipt of a written request from the Local Planning Authority (LPA), following a complaint to the LPA relating to noise emissions arising from the operation of any part of the development site, the site operator shall provide a written protocol for the assessment of the noise levels to the Local Planning Authority for approval. The written protocol shall be produced by an independent acoustic consultant. Within 2 months of the protocol being approved, the noise assessment shall be undertaken in accordance with the agreed protocol and shall be submitted to the Local Planning Authority unless written consent is granted to any variation. The assessment shall include all data collected for the purposes of undertaking the compliance measurements and analysis. The assessment shall propose further noise mitigation measures if there is non-compliance with the noise levels set out in Conditions 14 and 16. Any additional mitigation required as a result of the above shall be installed on site within 1 month of the date of submission of the report unless otherwise agreed in writing with the Local Planning Authority. Following the installation of the additional mitigation, a further noise assessment using the agreed methodology shall be undertaken and submitted to the LPA to demonstrate that the mitigation has now achieved the noise rating levels specified in conditions 14 and 16. Reason: To ensure a satisfactory form of development.
20. (O)	No intrusive ground works shall commence on each Reserved Matters approval phase until the Applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the Applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme. Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.
21. (O)	Notwithstanding the plans hereby approved, a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings permitted under each Reserved Maters approval shall be submitted to and agreed in writing by the Local Planning Authority prior to their use on site. Development shall be carried out in accordance with the agreed details. Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenities of the area.

22. (O)	No above ground super structure works (super structure relates to the building work above the slab/foundation level) shall commence on site for each of the Reserved Maters approval phases until such time as details of the proposed floor levels of the buildings in relation to existing ground levels and the finished levels of the site have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details. Reason: To ensure that the development relates appropriately to the topography of the site and the surrounding area.
23. (O)	Notwithstanding the submitted oCEMP, no development (apart from advanced infrastructure, including the interim power solution), including site clearance, shall commence until a site wide or phase Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include: • Construction methods: details of materials, how waste generated will be managed, • General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain, • Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures, • Soil Management: details of topsoil strip, storage and amelioration for re-use, • CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures, • Control of Nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of dust control measures; measures to control light spill, • Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use, • Traffic Management: details of site deliveries, plant on site, wheel wash facilities, • Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan, • Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details, • Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations., • Locations where vegetation clearance shall be supervised by a suitable qualified ecologist, • Avoidance and mitigation measures to avoid potential killing or injury of dormice during works, • Tree felling and pruning methods to avoid potential killing or injury of bats, • Actions to be taken if a dormouse, dormouse nest, or bats are found during works, and • Timing of works, to avoid impacts on dormouse breeding season or hibernation period.

	The CEMP shall incorporate IAQM best practice measures for dust and traffic emissions as stated in Table 10.34 of the Air Quality Assessment. The CEMP shall be implemented as approved during the site preparation and construction phases of the development. Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development or phase of development and implemented for the protection of the environment during construction.
24. (O)	No development or phase of development (apart from advanced infrastructure, including the interim power solution) including site clearance, shall commence until a site wide or phase Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP should include: • Details of long-term habitat management which benefits dormouse on site, • Details of the desired conditions of features (present and to be created) at the site, • Details of scheduling and timings of management and maintenance activities, • Details of short and long-term management, monitoring and maintenance of landscape, environmental and ecological features at the site to deliver and maintain the desired condition, • Details of replacement measures should any landscape or environmental features die, be removed or become seriously damaged or diseased, • Details of management and maintenance responsibilities, and • Details of timescales, length of plan, the method to review and update plans (informed by monitoring) at specific intervals as agreed. The LEMP shall be carried out in accordance with the approved details, with a written report of the effectiveness of the plan provided to the LPA every 5 years and any arising revisions of the plan to be agreed in writing with the LPA prior to implementation. Reason: A LEMP should be submitted to ensure necessary landscape and environmental management measures are agreed prior to commencement and implemented to ensure the site's landscape and environmental features are adequately managed long term.
25. (O)	Notwithstanding the approved plans, prior to the installation of any external lighting for each Reserved Matters approval, a lighting scheme shall be submitted to and agreed with the Local Planning Authority detailing the lighting levels in lux within the development site and the predicted levels at the nearest residential receptors (the current plans do not show the lux levels likely to be experienced at residential properties). The predicted lighting levels at the residential receptors shall comply with the recommendations in Guidance Note 01/21 'The Reduction of Obtrusive Light', Institution of Lighting Engineers (ILE) (2021), including the upward light ratio of luminaires. Should the scheme show that the predicted lighting levels do not comply with these recommendations, mitigation shall be included within the scheme. The scheme shall be implemented as agreed. Reason: To ensure a satisfactory form of development.
26.	At each reserved matters stage, full details of lighting shall be submitted to and

(O)	agreed in writing by the Local Planning Authority. The Lighting Plan should include: • Clarification of existing lighting present in the area, • Details of the siting and type of external lighting to be used, • Light spill drawings to demonstrate that the habitat for dormouse and bats at the boarders of the site shall be kept dark, and • Details of lighting to be used both during construction and/or operation. The lighting shall be installed and retained as approved during construction and operation. Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species.
27. (O)	Prior to the commencement of any development works for each Reserved Matters phase a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval. Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the Application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required. All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required. • 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings. Reason: To ensure that the safety of future occupiers is not prejudiced.
28. (O)	The approved remediation scheme must be fully undertaken in accordance with its terms. On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report (excluding the need for long term treatment and monitoring that will not affect the occupation/operation of the Data Centre) that demonstrates the effectiveness of the remediation carried out, to ensure the development is suitable for use, must be submitted to and approved in writing by the Local Planning Authority. All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination:

	risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation. Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ENV7 of the Bridgend County Borough Council Local Development Plan.
29. (O)	In the event that significant contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 10 days to the Local Planning Authority, all associated works must stop, and no further development that will be affected by the contamination shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 4 weeks of the discovery of any unsuspected contamination. Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ENV7 of the Bridgend County Borough Council Local Development Plan.
30. (O)	The development insofar as it relates to the Outline permission and subsequent Reserved Matters applications for the site shall be carried out in accordance with the maximum height parameters as stated in Table 1 below: *Table 1: Proposed Maximum Height Dimensions (from Proposed Ground Floor Levels)* **Height from Ground/FFL** **Campus Element** / **Top of Data Centre/ Building** / **Top of Roof Top Gantry + Plant** / **Top of linked Technical Gantry + Plant** / **Top of Occasional Flues** / **Other** **Full Planning Permission:** Building 1/ Data Centre CWL41 — 15.5m / 20m / 11m / 23m Building 1 Guardhouse — 4.5m / - / - / - **Outline Planning Permission:** Other Campus Data Centres CWL42-410 — 28.5m / 33m / 23m / 36m Other Campus Guardhouses — 5m / - / - / - Campus Sub Stations — 16.5m / 3m / - / - / 16m for single control towers if required Campus Operations Building — 8m / - / - / - Reason: To ensure a satisfactory form of development.

31. (O)	Notwithstanding the submitted plans, no above ground super structure works (super structure relates to the building work above the slab/foundation level) approved under the Reserved Matters applications shall commence until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with including future maintenance requirements has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall also include details of how ground water will be managed during the construction phase. The scheme as approved in writing by the Local Planning Authority shall be implemented throughout the period of construction, prior to the beneficial use of any property and retained in perpetuity. Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.
32. (O)	*** THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS *** **DWR CYMRU/WELSH WATER** As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB Application process and will provide comments to any SuDS proposals by response to SAB consultation. The Applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com. The Applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the Applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times. If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused

although planning permission is granted.

In accordance with Planning Policy Wales (Edition 11) and Technical Advice Note 12 (Design), the Applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the Applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

Our response is based on the information provided by your application. Should the proposal alter during the course of the Application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com

SOUTH WALES FIRE AND RESCUE AUTHORITY
The developer should consider the need for the provision of:-

a. adequate water supplies on the site for firefighting purposes; and
b. access for emergency firefighting appliances

Should the Applicant require further information in relation to these matters they should contact the South Wales Fire and Rescue Authority.

HIGHWAY AUTHORITY
1. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:
i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
ii) indemnify the County Borough Council against any and all claims arising from such works;
iii) give not less than one calendar month's notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

2. In respect of the above condition for a travel plan the Applicant is advised to consider the Travel Plan Guide for Developers at the following internet address: http://www.bridgend.gov.uk/web/groups/public/documents/manuals/050232.pdf

NGET ASSET PROTECTION TEAM
National Grid Electricity Transmission have no objection to the proposal provided the below conditions are adhered to;

• The statutory clearances indicated on the attached drawings are maintained at all times and no buildings or structure are within 25m of our towers.
• There are no conflicts with our existing overhead line easements in this area.
• The attached guidance documents are reviewed and followed at all times
• For further guidance and support for working near our overhead lines safely the developer should contact us at assetprotection@nationalgrid.com.

	Please note this response is only in reference to National Grid Electricity Transmission assets only. **SHARED REGULATORY SERVICES – ENVIRONMENT TEAM** CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for (i) determining the extent and effects of such constraints; (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site; - Unprocessed / unsorted demolition wastes. - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances. - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and (iii) the safe development and secure occupancy of the site rests with the developer. Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land. The Local Planning Authority has determined the Application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination. **NETWORK RAIL** SAFETY(WALES) Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk. <u>Traffic and Transport</u> Information provided in support of the development highlights that construction would be phased over 15 years, with the peak construction period being in 2032. The Environmental Statement – Transport and Traffic notes at 9.4.15 that 'during the peak construction phase (2032) it is anticipated that the development would generate 1,236 daily two-way vehicle movements (AADT), inclusive of 419 two-way HGV movements.' In terms of passenger rail access during the operational phase of the development, we note that the Transport Assessment (TA) highlights the rail

	services available from Bridgend station. However, the edge of town location of the proposal site is beyond a reasonable walking distance (well in excess of the 2.75km 'as the crow flies' distance quoted). Pedestrian and cycling facilities are limited, as are public transport links between the station and the site. The TA notes a 1.2km walk to the nearest A48 bus stops, which are served with a half hour bus frequency only. We believe development of this scale deserves a much stronger provision of sustainable travel options, to avoid it becoming entirely car dependent, contrary to the relevant policy which itself is set out in the Environmental Statement. In terms of the construction phase of the development, the supplied information points to a high level of impact over a very long period of time i.e. 15 years, noting 400+ HGV movements daily at the time of peak construction. We note from the Environmental Construction Plan that no reference is made to a role for rail, however given this scale of impact and timeframe, we strongly encourage the Applicant to work with us to explore opportunities for delivery of construction materials by rail. We note that the rail network within the site serving the former Ford plant is not proposed to be re-used as part of this scheme. We are aware of the challenges previously affecting rail access to the site, arising from the need to cross the dual carriageway. In view of this, we would not suggest reopening the former Ford branch directly into the site. However, the remainder of the branch exists in situ and is connected to the main line railway south of Bridgend. Consequently, we encourage the re-use of this section of the line to be investigated, as a potential railhead for the delivery of construction support to this project. To aid the economies of such an operation, there may be an opportunity to work with the operators of the nearby quarries in the Ewenny area, to develop a solution which would also enable the loading of their outgoing quarry products. We look forward to working with the Applicants, to help develop more sustainable transport options for both the construction and operational phases of the project. **NATURAL RESOURCES WALES** We note that the River Ewenny borders the proposed development site and Brocastle Brook runs through it. They are both classified as main rivers. Therefore flood risk activity permits (FRAPs) or FRAP exemptions may be required for works in, under, over or within 8m of the river channels. More information is available at: Natural Resources Wales / Check if you need a flood risk activity permit (FRAP) or send any queries to DFRSouthPermitting@cyfoethnaturiolcymru.gov.uk **Annex 1 Underground fuel storage** The Environment Agency adopts the precautionary principle with respect to protecting groundwater at sites where fuel storage is proposed. In principal and secondary aquifers we expect the storage of hazardous substances to be within above ground tanks. We recognise that this may not always be reasonable when other risks (such as health and safety) are taken into account. Position statements therefore allow for underground storage of hazardous substances outside Source Protection Zones (SPZ) 1 where there is sufficient evidence to justify such an approach. This should include both site-specific and generic data on the performance of installations (providing this is appropriate to the materials being stored).

	In situations where redevelopment or refurbishment of underground storage is unavoidable, we will review the risks and any contamination history and take account of the proposed improvements. We encourage improvements that reduce the risk of contamination of groundwater. It will not object to below ground storage in such situations provided there is evidence that: • there are no suitable alternatives to below ground storage • redevelopment will maintain a low risk or significantly reduce an existing risk to groundwater • proposals comply with appropriate engineering standards and best available techniques (BAT) • effective management systems will be in place • redevelopment does not bring the below ground storage nearer to any groundwater abstraction source, surface water or spring We would expect proposals for underground storage of pollutants in principal and secondary aquifers to be accompanied by a risk assessment appropriate to the volume and type of pollutants being stored and the hydrogeological situation. More detailed risk assessments and an infrastructure design method statement that meets BAT would be expected for storage within SPZs or close to other vulnerable receptors. **Sub water table storage** For all storage of pollutants underground (hazardous substances and non-hazardous pollutants), operators are expected to adopt appropriate engineering standards and have effective management systems in place. These should take into account the nature and volume of the materials stored and the sensitivity of groundwater, including the location with respect to SPZs. **New sites** For proposed locations outside an SPZ1, a risk assessment must be conducted based on the nature and quantity of the hazardous substances and the physical nature of the location. Where this assessment demonstrates that there is a high risk of groundwater pollution, we will normally object to storage below the water table: • in any strata where the groundwater provides an important contribution to drinking water supply, river flow or other sensitive surface waters or wetlands • within SPZ2 or 3 • in a principal aquifer **Existing sites** For existing sites that store or transmit hazardous substances or non-hazardous pollutants below the water table, or where the water level subsequently rises, we will work with operators to mitigate the risks. The aim is eventually to change to above ground storage (notwithstanding the position statements above and in particular D2). The Environment Agency will normally object to any redevelopment scheme involving retention of sub water table storage of hazardous substances unless it can be demonstrated that risks to groundwater can be adequately mitigated. * For the purposes of this position statement this should include any laterally continuous groundwater in these aquifers including ‘perched’ groundwater. Operators should consider the lifetime of the storage in their assessment of the depth to groundwater.

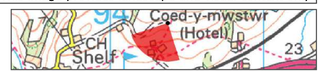
JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

Figure: 4.1a
Viewpoint 1: View from Footpath CYL/12/3, Bridgend

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	294375 180514	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	74 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	207 degree			Camera height:	1.5 m AGL
Distance to Development:	2.03 km			Date and time:	22/11/2024 10:25



Photomontage - Building Only

Figure: 4.1b
Viewpoint 1: View from Footpath CYL/12/3, Bridgend

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	294375 180514	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	74 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
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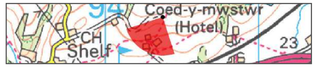


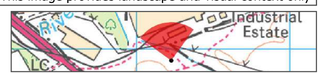
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.2a
Viewpoint 2: View from east of Footpath CYL/18/1, near Brocastle Brook

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	293226 177925	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	20 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	351 degree			Camera height:	1.5 m AGL
Distance to Development:	0.06 km			Date and time:	22/11/2024 16:19



Photomontage - Building Only

Figure: 4.2b
Viewpoint 2: View from east of Footpath CYL/18/1, near Brocastle Brook

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	293226 177925	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	20 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	351 degree			Camera height:	1.5 m AGL
Distance to Development:	0.06 km			Date and time:	22/11/2024 16:19

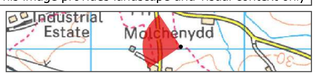
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.3a
Viewpoint 3: View from Footpath L9/4/1, near Treoes

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	448250 425288	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	13 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	281 degree			Camera height:	1.5 m AGL
Distance to Development:	0.88 km			Date and time:	22/11/2024 13:35



Photomontage - Building Only

Figure: 4.3b
Viewpoint 3: View from Footpath L9/4/1, near Treoes

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	448250 425288	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	13 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	281 degree			Camera height:	1.5 m AGL
Distance to Development:	0.88 km			Date and time:	22/11/2024 13:35

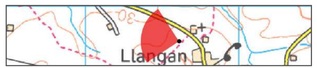
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.4a
Viewpoint 4: View from Footpath L9/5/1, near St Canna, Church

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	294587 178016	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	30 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	282 degree			Camera height:	1.5 m AGL
Distance to Development:	1.94 km			Date and time:	22/11/2024 13:58

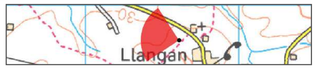


Photomontage - Building Only

Figure: 4.4b
Viewpoint 4: View from Footpath L9/5/1, near St Canna, Church

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	294587 178016	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	30 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	282 degree			Camera height:	1.5 m AGL
Distance to Development:	1.94 km			Date and time:	22/11/2024 13:58



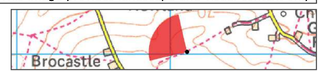
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.5a
Viewpoint 5: View from Footpath C1/1/1, Vale of Glamorgan

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	295110 177013	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	86 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	302 degree			Camera height:	1.5 m AGL
Distance to Development:	1.83 km			Date and time:	22/11/2024 14:25



Photomontage - Building Only

Figure: 4.5b
Viewpoint 5: View from Footpath C1/1/1, Vale of Glamorgan

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	295110 177013	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	86 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	302 degree			Camera height:	1.5 m AGL
Distance to Development:	1.83 km			Date and time:	22/11/2024 14:25

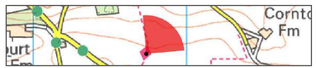
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.6a
Viewpoint 6: View from Footpath E2/14b/1, near Tair Croes

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	291736 176651	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	86 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	40 degree			Camera height:	1.5 m AGL
Distance to Development:	1.49 km			Date and time:	22/11/2024 15:28

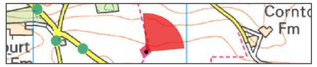


Photomontage - Building Only

Figure: 4.6b
Viewpoint 6: View from Footpath E2/14b/1, near Tair Croes

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	291736 176651	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	86 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	40 degree			Camera height:	1.5 m AGL
Distance to Development:	1.49 km			Date and time:	22/11/2024 15:28



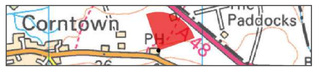
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.7a
Viewpoint 7: View from Footpath E2/5/1, near B4524

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	292715 177402	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	31 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	26 degree			Camera height:	1.5 m AGL
Distance to Development:	0.42 km			Date and time:	22/11/2024 16:06



Photomontage - Building Only

Figure: 4.7b
Viewpoint 7: View from Footpath E2/5/1, near B4524

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	292715 177402	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	31 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	26 degree			Camera height:	1.5 m AGL
Distance to Development:	0.42 km			Date and time:	22/11/2024 16:06

Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.8a
Viewpoint 8: View from the junction of Trem Y Sianel and Glasfryn, Bridgend

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	292726 179655	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	60 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	159 degree			Camera height:	1.5 m AGL
Distance to Development:	1.02 km			Date and time:	22/11/2024 09:56

Photomontage - Building Only

Figure: 4.8b
Viewpoint 8: View from the junction of Trem Y Sianel and Glasfryn, Bridgend

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	292726 179655	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	60 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	159 degree			Camera height:	1.5 m AGL
Distance to Development:	1.02 km			Date and time:	22/11/2024 09:56

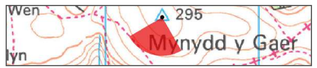
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.9a
Viewpoint 9: View from the summit of Mynydd y Gaer

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	295371 185838	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	298 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	195 degree			Camera height:	1.5 m AGL
Distance to Development:	7.34 km			Date and time:	22/11/2024 11:08

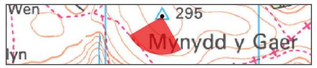


Photomontage - Building Only

Figure: 4.9b
Viewpoint 9: View from the summit of Mynydd y Gaer

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	295371 185838	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	298 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	195 degree			Camera height:	1.5 m AGL
Distance to Development:	7.34 km			Date and time:	22/11/2024 11:08



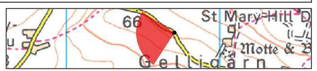
Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.10a
Viewpoint 10: View from unnamed road, near Nant Ganna

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	295705 178832	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	75 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	258 degree			Camera height:	1.5 m AGL
Distance to Development:	2.08 km			Date and time:	22/11/2024 12:07

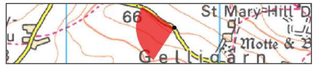


Photomontage - Building Only

Figure: 4.10b
Viewpoint 10: View from unnamed road, near Nant Ganna

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	295705 178832	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	75 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	258 degree			Camera height:	1.5 m AGL
Distance to Development:	2.08 km			Date and time:	22/11/2024 12:07



Existing Baseline Photography

This image provides landscape and visual context only

Figure: 4.11a
Viewpoint 11: View from the junction of A48 and unnamed road, near Bridleway C1/22/1

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	294716 176527	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	94 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	319 degree			Camera height:	1.5 m AGL
Distance to Development:	1.95 km			Date and time:	22/11/2024 15:07

Photomontage - Building Only

Figure: 4.11b
Viewpoint 11: View from the junction of A48 and unnamed road, near Bridleway C1/22/1

CWL 14 Bridgend Data Centre Landscape and Visual Impact Assessment

OS reference:	294716 176527	Horizontal field of view:	90° cylindrical projection	Camera:	Canon EOS 6D Mark II
Eye Level:	94 m AOD	Photo Size:	820 mm x 260 mm	Lens:	50 mm
Direction of view:	319 degree			Camera height:	1.5 m AGL
Distance to Development:	1.95 km			Date and time:	22/11/2024 15:07