ATKINS

Member of the SNC-Lavalin Group

Data Centre 3

Planning, Design and Access Statement

Next Generation Data

26 October 2020

Rev 1.0

Notice

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This document has 45 pages including the cover.

Document history

Document title: Planning, Design and Access Statement

Document reference: Rev 1.0

Revision	Purpose description	Origin-ated	Checked	Reviewed	Author-ised	Date
Rev 1.0	For Statutory Consultation	JL/JS	BN/LB	LC/NS	JP	26.10.2020

Client signoff

Client	Next Generation Data
Project	Data Centre 3
Job number	5197938
Client signature/date	

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1. Introduction

1.1. The application

Next Generation Data has instructed Atkins to prepare a full planning application for the development of a new Data Centre on land to the south-east of its existing data centre at Imperial Park, Marshfield, Newport.

The proposed development comprises a two-storey data centre building containing 10 data halls, back-up generators and ecology habitat creation. A 4m-high security fence will be installed around the site's perimeter, as well as a security lodge with two sets of security gates. Hard and soft landscaping will also be provided and is incorporated with a sustainable drainage system.

The application site lies directly south of the site which was granted planning permission for four new data centre buildings in January 2020 (application reference 20/0039).

The application site lies within the administrative authority area of Newport City Council (NCC).

Figure 1-1 – Site Location

The proposal is considered 'major development' as a result of the total floorspace proposed. The full suite of documents submitted in support of the full planning application includes:

- Planning, Design and Access Statement (this document);
- Pre-application Consultation Report;
- Ecological Impact Assessment;
- Ecology Management Plan;
- Heritage Desk Based Assessment;
- Landscape and Visual Appraisal;
- Arboriculture Impact Assessment;

- Noise Impact Assessment;
- Air Quality Statement;
- Transport Statement, including Framework Travel Plan and Construction Traffic Plan;
- Geotechnical and Land Contamination Review;
- Drainage Strategy; and
- Construction Environmental Management Plan;

Table 1-1 - Application Drawings

Title	Number	Revision	Issue Date
Site Location Plan	DC3-ATK-01-Z0-DR-AR-021001	P2	23/10/2020
Existing Site Plan	DC3-ATK-01-Z0-DR-AR-021002	P2	23/10/2020
Proposed Site Plan (Roof Plan)	DC3-ATK-01-Z0-DR-AR-021003	P3	23/10/2020
Site Section 1 and 2	DC3-ATK-01-Z0-DR-AR-023000	P2	23/10/2020
Level 0 - General Arrangement Plan	DC3-ATK-01-00-DR-AR-011000	P2	23/10/2020
Level 1 - General Arrangement Plan	DC3-ATK-01-01-DR-AR-011001	P2	23/10/2020
Level RF - General Arrangement Plan	DC3-ATK-01-RF-DR-AR-011003	P2	23/10/2020
General Arrangement Elevations South and East	DC3-ATK-01-ZZ-DR-AR-012000	P2	23/10/2020
General Arrangement Elevations North and West	DC3-ATK-01-ZZ-DR-AR-012001	P2	23/10/2020
General Arrangement Sections	DC3-ATK-01-ZZ-DR-AR-013000	P2	23/10/2020
Proposed Generators	DC3-ATK-01-XX-DR-AR-004001	P1	23/10/2020
Typical Acoustic Louvre Screen	DC3-ATK-01-RF-DR-AR-134001	P1	23/10/2020
Artist's Impression - Front Entrance Area – FOR INFORMATION	DC3-ATK-01-XX-DR-AR-047000	P1	23/10/2020
Artist's Impression - East End Elevation – FOR INFORMATION	DC3-ATK-01-XX-DR-AR-047001	P1	23/10/2020
Artist's Impression - West End Elevation – FOR INFORMATION	DC3-ATK-01-XX-DR-AR-047002	P1	23/10/2020
Security Fencing Details	DC3-ATK-XX-XX-DR-L-9500	P1	23/10/2020
Landscape General Arrangement	DC3-ATK-XX-XX-DR-L-9100	P1	23/10/2020
Landscape Sections	DC3-ATK-XX-XX-DR-L-9450	P1	23/10/2020
Landscape Softworks	DC3-ATK-XX-XX-DR-L-9300 -	P1	23/10/2020
Tree Protection Plan	5197838-ATK-BHM-ARB001	P01	21/10/2020
Drainage Layout	5197938-ATK-XX-XX-DR-CE-281001	P01	23/10/2020
External Lighting Layout	DC3-ATK-ZZ-ZZ-DR-EE-641001	P01	21/10/2020

1.2. Case for the development

Digital transformation and rapid technological advancements are at the forefront of the world economy. The global shift towards cloud computing has created - and continues to generate - significant demand for data centre facilities that store and protect data.

The proposed development comprises a new 'hyperscale' data centre facility to be occupied by a single customer. Coupled with the existing and recently approved data centres at Imperial Park the proposed development would transform Newport from one of the United Kingdom's leading data centres hubs into one of Europe's leading data centre hubs.

The proposed data centre is a cutting-edge and bespoke design and will be purpose built for a high-profile, world renowned, industry leading company.

Next Generation Data are an established local employer operating from their existing data centre at Imperial Park since the granting of planning permission in 2008 to convert the former LG factory into a data centre. The proposed development would represent significant further investment into the already established data centre industry operating in Newport and would support the City Council's Corporate Plan objective to establish Newport as a regional hub for the digital industry, which states:

'To create a Digital Ecosystem for Newport that rapidly intensifies the growth of the digital economy sector, and provides a platform for businesses to connect, innovate and grow.'

One of Imperial Park's great strengths is the transport links to Cardiff and London via the M4 corridor and Newport's mainline railway station. Additionally, the industrial park is connected to high speed broadband connections linked to a fibre-optic transatlantic communication connection as well as being served by the Imperial Park National Grid sub-station. Newport has a highly resilient local power grid. For data centre operators, both the speed of broadband connections and the resilience of the power grid are fundamental to operational performance and customer requirements.

The remaining vacant plots at Imperial Park have been largely disused for over 20 years, since the departure of LG. The proposed development would bring back into use one of the largest and best located unused plots on the estate. The proposals would redevelop a prominent site adjacent to the Imperial Way entrance to the estate. To the south of Imperial Park lies a 38-hectare area of greenfield land which is allocated in the Local Development Plan for the future growth of Newport's large-scale strategic employment development.

2. Site and context

2.1. Site context

Newport is located in southeast Wales on the M4 corridor at the mouth of the River Usk and Severn estuary. The city has a population of 150,000; the Cardiff-Newport metropolitan area has a population of over 1 million.

Newport has strategic transport links to Swansea, Cardiff, Bristol and east along the M4 corridor towards London via the M4 motorway and the Swansea to London mainline railway, as well as links to the midlands via the M5.

Located on the south-western edge of Newport, off the A48 near Junction 28 of the M4, Imperial Park is a modern industrial estate covering more than 140 hectares. The area is allocated for Newport's future large-scale strategic employment growth. The site is served by the A48 and Junction 28 of the M4. Imperial Park comprises various employment uses under Class B of the Use Classes Order, including research and development, manufacturing, warehousing and the existing NGD data centre.

Existing industrial and commercial (office) developments surround the site to the east and north-west. The closest residential properties are on Edmundsbury Road (210m east) and Powys Close, 250m south-west of the site boundary.

Figure 2-1 - Imperial Park Spatial Context

2.2. Environmental profile

The site is located on previously developed land in Imperial Park, within the settlement boundary of Newport but located on the city's south-western fringe. South of the site lies extensive open countryside, although the adjacent fields within the South Lake Drive loop are allocated in the local development plan for large scale employment development. The LG Duffryn Site 1 Site of Importance for Nature Conservation (SINC) lies within this employment allocation, approximately 40m south of the application site boundary and is designated for its reedbed habitat. There are three other SINCs within 1km of the site, namely, the Celtic Springs SINC, LG Duffryn Site 2 SINC and Duffryn Pond SINC.

Further south and within 450m of the application boundary is the Gwent Levels St Brides Site of Special Scientific Interest (SSSI). The open countryside to the south of the site towards the Severn is also designated as the Wentlooge Levels Special Landscape Area, which extends to within 450m of the application site boundary. The same area is designated as a Landscape of Outstanding Historic Interest and an Archaeologically Sensitive Area under Newport Local Development Plan policy CE6.

To the north-east, the Grade I listed Tredegar House is located more than 700m to the north-east of the application site boundary. There are numerous listed buildings within the grounds of Tredegar House.

There are no Public Rights of Way within or adjacent to the application site.

The site is located in NRW Flood Zone A and is at low risk of flooding.

2.3. Site description

The red line application boundary comprises two separate areas, the application site and the ecology compensation site. The application site is approximately 2.5 hectares and is situated in the south-east corner of Imperial Park. It is bound to the north and west by a private road and to the east by the adopted South Lake Drive, although to the east the highway is offset by roadside grass verge with some well-established trees. To the south, the site is bordered by a 30-40 m strip of cleared hardstanding associated with a laydown area for the recent construction of the Imperial Park link road. Beyond this area a dense corridor of mature trees and hedgerows runs east to west. These trees vary in height with many exceeding 10m. Commercial units at Imperial Court are located to the north-east of the site on Imperial Way.

The application site contains areas of hardstanding associated with previous development for LG, including a tarmac car park, internal perimeter roads and areas of bare ground with some areas of scrub. A Phase 1 habitat survey identified no priority habitat ephemeral short perennial grassland within the application site. A fence encompasses the full site perimeter. There are a number of incomplete fence lines within the site.

The proposed ecology compensation site comprises an area of approximately 0.4 hectares of undeveloped scrub habitat. The site borders residential properties along Pencarn Avenue and a wider area of undeveloped scrub habitat with some open mosaic ephemeral short perennial grass priority habitat. The area is approximately 40m

in width from northeast to southwest. The northeast and northwest boundaries with neighbouring properties comprise dense brambles with some existing trees.

Figure 2-2 - The Application Site and Ecology Compensation Site

Site Access off of North Lake Drive

Scrub habitat in Compensation site

Internal tarmac road along south boundary

Scrub habitat in north west of site

Tarmac car park

2.4. Site planning history

Application reference	Project description	Status
20/0039	Erection of 4no. three-storey data centre buildings comprising b8 use and ancillary b1 use, provision of emergency generators, security lodge, hard and soft landscaping, internal access roads, car parking and sustainable drainage	Approved 10 September 2020
18/0233	Provision of staff and visitor car and cycle parking, a secure external plant compound with multiple covered storage areas and single storey gas bunker; 2no. sprinkler tanks, roof mounted plant and discharge flues installation of 16no.refrigeration units, external alteration to fabric of building and creation of new access junction onto Celtic way	Approved 09 June 2018
17/0640	Construction of new junction, new carriageway, resurfacing and car park	Approved 12 December 2017
09/1299	Certificate of lawfulness for existing use as a data centre	Issued 08 January 2010
07/1533	Re-use of the existing fabricated building as a datacentre and the construction of buildings to house stand- by generators, the provision of a security fence and a gatehouse	Approved 12 March 2008

2.5. Pre-application Consultation

2.5.1. Pre-application advice from NCC

A pre-application meeting was held via 'Microsoft Team' on 22 September 2020. The meeting was attended by NCC Officers, including the Planning Policy Manager, Principal Planning Officer, Area Manager and Environmental Health Officer. The Project team representing the client included the applicant, planning agent, lead designer and acoustic consultant.

During the meeting the project team shared a draft layout and elevation drawings, described the proposals and scope of the planning application package.

Following the meeting a pre-application enquiry letter and request for an EIA Screening Opinion was submitted to NCC on 24 November 2020.

Further correspondence with the Environmental Health Officer took place via email over the following weeks to agree the approach to the assessment of noise impacts and possible planning conditions.

Pre-application advice was received on 23 October 2020. The advice included confirmation that the principle of the proposed development would be acceptable at the application site. It confirmed acceptability of the proposed submission package and recommended additional information including details of materials, boundary enclosures and external lighting proposals, evidence of the reduced parking need for data centres, consideration of glint and glare as well as winter and summer views in the Landscape and Visual Appraisal, and the submission of a detailed Construction Environment Management Plan. This information has been prepared.

The pre-application letter advised that consideration should be given to architectural designs which would reduce the scale and massing of the most prominent elevation, noting the limited role that landscape proposals might play due to the site's layout. On-site provision for new habitat features is recommended.

The recommendations provided in the pre-application advice have been incorporated into the proposed development.

2.5.2. EIA Screening Opinion

Despite not meeting the 5 hectare threshold for industrial estate development as set out in Schedule Part 10(a) of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017, a request for an EIA Screening Opinion has been made to NCC.

The request made to NCC comprised a Schedule 3 form completed by the applicant. The pre-application response from NCC included the adoption of a Negative Screening Opinion, confirming that EIA was not required.

The local planning authority explained that it had taken a precautionary approach to the screening of the proposed development, by combining it with the recent permission 20/0039 for a data centre. In combination, the site area exceeds the relevant 5 hectare threshold for industrial estate development and the combined development would constitute Schedule 2 development. Nonetheless, in screening the proposed development in combination with the recent permission, no significant impacts were identified by the local authority as being likely to arise and therefore EIA is not required.

2.5.3. Statutory Pre-application Consultation for Major Projects

The proposed development constitutes a major development under the definition in Article 2 of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO). A minimum 28-day period of public consultation will be undertaken in October and November of 2020 prior to the finalisation of the scheme and the submission of the planning application. The public consultation material will include draft versions of the full package of drawings, assessments and reports to be submitted with the planning application.

The consultation will take place in accordance with the Development Management Procedure Order as subsequently amended. The Planning Applications (Temporary Modifications and Disapplication) (Wales) (Coronavirus) Order 2020 introduces a temporary emergency period during which the requirement to make planning application documents available for inspection at a location in the vicinity of the proposed development is removed. As of October 2020, the emergency period is extended to January 8th 2021 by The Planning Applications (Temporary Modifications and Disapplication) (No. 2) (Wales) (Coronavirus) Order 2020.

3. Proposed development

3.1. Summary

The proposed development comprises:

- A two-storey data centre building in B8 use with ancillary B1 use;
- Ecology compensation proposals;
- 60 stand-by diesel generators;
- 40 car parking spaces;
- Security cabin with a two-stage security gate (‘airlock’) for vehicular access;
- 4m high security fence around the site perimeter with future provision for CCTV;
- External lighting scheme;
- Sustainable drainage; and
- Hard and soft landscape proposals.

3.2. Use

The proposed development is for a hyperscale data centre in Use Class B8 (data centre) with ancillary Use Class B1c office space. The proposals comprise a two-storey building containing 10 individual data halls, with support space for plant rooms, staff welfare facilities and offices.

The data centre will house computer systems, servers and supporting equipment which will be used to store data. The data centre building will have a gross external floor area of 25,500m^2. This will consist of 24,000m^2 of B8 use class and 1,500m^2 of ancillary B1 office space.

The applicant, Next Generation Data (NGD), will construct and operate the data centre. Data hall space will be leased to a customer and the ancillary office space will be in occasional use by a small number of NGD staff and customer operatives. The building is designed to have a maximum occupancy of 40 full-time equivalent staff.

IT operations are crucial for business continuity and 60 diesel generators are proposed to temporarily generate sufficient power to ensure the ongoing operation of the data centre in the event of a national grid failure. The 60 generators will form 10 separate groups referred to as ‘cells’. Each of the 10 data halls will be served by a cell. Each cell will contain six generators (with five allocated for the useable load and one as a redundant back-up

should one of the others fail). Each generator will have a generating capacity of 1.6MW; meaning each cell will have a generating capacity of 9.9MW. Each cell would be independent from the other nine cells. The generators would be unable to export energy to the national grid.

The generators would be subject to a strict regime for routine testing in line with manufacturers recommendations. Agreement of the generator testing regime will be sought by planning condition. A recommended condition is set out in Section 7 of this Statement. With the exception of routine testing, the generators would only be used to temporarily generate back-up power to the proposed data centre during a loss of power from the national grid.

3.3. Layout

The 10 data halls will be located on the building's first floor; situated in two rows of five data halls either side of a central corridor. The ground floor will comprise a series of plant rooms and support rooms associated with the data hall directly above.

The building will be located in the centre of the application site. Five cells of generators (30 total) will be located along the north elevation of the building and five cells of generators (30 total) will be located along the south elevation. Each generator cell will be connected to the adjacent data hall via the adjacent support and plant rooms.

The building includes two staff entrances. The main entrance to a 'reception' office for office-based staff and visitors will be located in the building's east elevation. A secondary entrance will be provided in the west elevation to provide an alternative access to support rooms and data halls. This entrance will be adjacent to the delivery and servicing entrance which will comprise an HGV loading/delivery bay.

An internal circular road constructed of macadam and permeable block paving will encompass the building on all sides, providing access to the site from the existing site access off North Lake Drive in the southern corner of the site.

A total of 40 parking spaces are proposed across the site. Two disabled access spaces and three electric vehicle charging stations are proposed adjacent to the main site entrance, 13 parking bays are proposed in the north corner of the site and a further 22 spaces are proposed in the west corner of the site. Pedestrian routes constructed of permeable block paving are proposed between the site access, security lodge, car parking bays and around the building perimeter to provide safe pedestrian access throughout the site for staff.

Short-stay cycle parking hoops will be provided adjacent to the main entrance. The hoops will accommodate 4 bicycles. A covered cycle shelter accommodating 20 bicycles is proposed adjacent to the west entrance to the building. The details and specification of the cycle shelter and hoops are to be confirmed.

The proposed security lodge will be located at the site entrance adjacent to a vehicle airlock. The airlock will accommodate an articulated lorry prior to its admission into and out of the site. A second airlock for vehicles egressing the site via the internal road to the south of the building will be provided at the site access.

A 4m high security fence will enclose the site. The fence will follow the site perimeter. In the east boundary the fence line will cut in to provide a 2.5m offset from the existing trees. A 1.8m high fence will continue along the site boundary to the eastern corner. CCTV cameras will be mounted on the perimeter fence at locations to be confirmed.

External lighting will comprise Thorlux Starbeam LED Roadway and Passway 11w pathway luminaires located around the building's curtilage to light the internal circulation road.

Within the site, areas for soft landscaping incorporating sustainable drainage are proposed. An attenuation basin to be sewn with species rich grassland and planted with trees will be provided at the northern corner of the site. The basin will be fenced off with a low timber post and rail fence. Timber and stainless-steel fixed benches will create an external amenity area for staff.

Swales are proposed along the west and part of the east boundaries of the site. These are functional features of the sustainable drainage system and will convey surface waters. The swales will be planted with species suited to the wet conditions. Similarly, planted rain gardens will attenuate small amounts of surface water throughout the site. The rain gardens will be planted with suitable species.

3.4. External appearance

The building will have two storeys with a finished roof level of 13.6m from ground floor FFL. A 500mm parapet with an acoustic plant screen is proposed to screen roof-top air handling and condenser plant. The top of the open louvre screen that wraps around the generator plant will be 19.6m from ground floor FFL. The building will be 142m in length (east to west), and 95m in width (north to south).

On the north and south elevations, the external appearance of the building's ground floor will be obscured by the back-up generator engines which will be positioned along the foot of the building and along the length of both elevations. Each cell of six generators will share a flue connected to the generator exhausts. A total of 10 flues (five in the north and five in the south elevation) will extend to 1m above the top of the rooftop parapet. The first floor, rooftop parapet, generator exhausts and the flues will be wrapped in a louvre screen of light grey PPC with mitred corners. The louvre screen wrapping the north and south elevation will be broken up into three vertically separated sections along the building to reduce the perceived mass of the building.

The east elevation, facing onto South Lake Drive will be the building's principal elevation. The roof level of the east elevation is 12.1m from ground floor FFL with a 2.1m acoustic plant screen to a height of 14.2m from ground floor FFL. The entrance, reception area, offices and welfare facilities will be accommodated in this end of the building. As such, the ground floor and first floor will largely comprise of curtain walling with grey PPC aluminium mullions and insulated panels with a profiled finish.

Set back from the east elevation, the louvre screen to the building's north and south façades and the rooftop parapet will give the appearance of the building being wrapped in a uniform louvre finish.

The ground floor in the west elevation will be finished with insulated panels with a profiled finish. The first floor and parapet will be wrapped in the same louvres used in the other elevations.

The building will reflect the contemporary design of existing industrial units at Imperial Park.

The curtilage of the building will comprise a mix of hard and soft landscaping. Internal roads, pedestrian routes and parking spaces encompass the building will be finished with permeable block paving. Areas of species-rich grass, tree planting and wet-condition plant species are proposed as part of the sustainable drainage system.

The proposed security lodge is 6.9m square with a roof height of approximately 4m. The two air locks will need to be a suitable size for delivery and maintenance vehicles of 4m high fencing approximately 18.5m in length and approximately 6.6m in width.

Security fencing will comprise black mesh welded fence panels, to match the specification of fencing at existing premises in Imperial Park. The fence will be 4m in height and one section will be 1.8m in height, with mounted CCTV cameras of a technical specification to be determined.

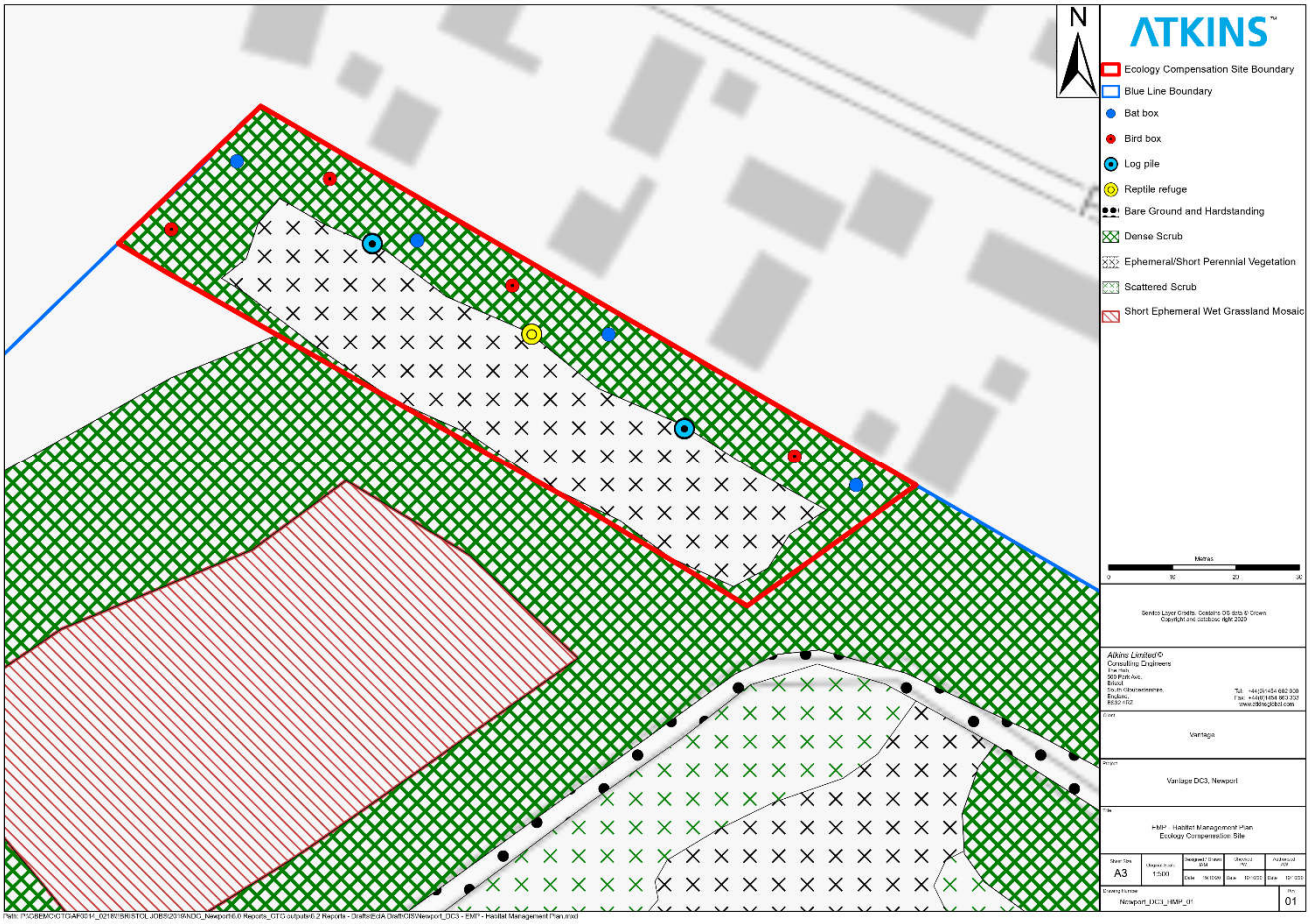
3.5. Access

Vehicular and pedestrian access to the site will be provided via the existing site access off North Lake Drive in the southern corner of the site. A vehicle and pedestrian air lock, comprising two stages of security gates adjacent to the security lodge is proposed. The external gate is positioned to provide adequate space to accommodate a waiting 6-axle articulated lorry within the site and to pull off the main road.

Internal roads will be constructed of permeable block paving and tarmacadam for heavy vehicles. The internal road is designed to accommodate enough space for service vehicles, including the heavy-duty cranes required to install and remove roof-mounted plant and generators. Full swept-path analysis has been undertaken to ensure adequate turning space.

3.6. Priority Habitat Creation

Figure 3-1 - Ecology Compensation Site



The proposals include the creation of priority habitat open mosaic ephemeral and short perennial grassland on an area of unmanaged scrub located to the north of Imperial Park. Existing scrub vegetation will be selectively managed and areas of turf removed to expose the lower soil horizon to encourage the growth of ephemeral/short perennial grass. This habitat is present in parts of the adjacent field and the proposals will extend this area of habitat, which will ensure the habitat is not in shade all day, allowing micro-climatic changes to prevail across the area.

Existing scrub habitat will be managed to encourage a dense stand of scrub at a height of 3-4m. Blackthorn will be favoured and encouraged.

Scrub clearance will not occur within 10m of the boundary with neighbouring properties in order to maintain visual screening of Imperial Park that this existing vegetation affords neighbouring residents. Existing trees would not be removed or worked as part of the scrub clearance. A log pile will be created to encourage reptile species. Bird boxes and bat boxes will be installed on existing mature trees.

Ongoing management commitments to control scrub and encourage the growth of semi-natural ephemeral/short perennial habitat is proposed.

Full details of the habitat creation are set out in Ecology Management Plan.

3.7. Construction

The anticipated construction period for the proposed development is expected to commence in June 2021, with an overall duration of 18 months.

During the peak of construction it is anticipated that 30 HGV deliveries would occur per day. Up to 250 construction staff will be present on site at the peak of the construction period. Generally crews will arrive to site in vans and private vehicles, with approximately 100 construction staff vehicles on site during construction.

Construction vehicles will access the site from the A48, via Celtic Way and North Lake Drive. HGVs will not be permitted to access the site from Pencarn Way or Imperial Way.

Standard construction hours for non-piling and piling activities are proposed. Confirmation of the construction hours would be sought by planning condition. A recommended planning condition is set out in Section 7.

The construction compound will be located immediately south of the application site on the area of existing bare ground associated with the laydown area for the recently completed North Lake Drive link road scheme. The compound will be implemented under permitted development rights (Schedule 2, Part 3, Class A of Town and Country Planning General Permitted Development (Wales) Order 1995 as amended).

A Construction Environmental Management Plan and Construction Traffic Management Plan are submitted with the planning application.

3.8. Operation

3.8.1. Occupancy

The data centre will be operated, managed and maintained by NGD. Data hall space will be leased to customers.

The building would be occupied by both NGD staff and customer representatives. The building is designed for an occupancy of 40 staff which is considered to be the maximum number of full-time equivalent staff using the building during peak operational periods (busy days with 10 operational data halls). Remote working and the use of shared facilities at the existing data centre are anticipated and this could reduce the number of site-based staff.

Site-based staff will include technicians, engineers, maintenance and office-based administrative staff and estates and security personnel.

The nature of the data centre operations is such that customer visits to the site would be infrequent. Strict security requirements will be in place, which will limit the number of visitors to the site. All staff and visitors will be required to park within the secured site boundary in the interest of staff safety and security.

The building would be operated 24-hours per day throughout the year. Some shift working will be required to maintain operations and provide 24-hour security. However, the majority of staff will work a standard 8-hour day.

3.8.2. Phased operation

A phased approach will be taken to commencing operations.

The first phase of operation is programmed for June 2022 and would comprise the first three data halls. The first phase would be supported by 30 roof-top Idle Air Control (IAC) units (10 units to cool each data hall) and 18 back-up generators (a cell of six per data hall).

Subsequent operational phases are to be confirmed. Each data hall will be capable of operating independently and so data halls could be brought into operation individually or in groups. The number of IAC units and back-up generators will be in proportion with the number of operational data halls.

3.8.3. Back-up Generators

The need to operate all emergency generators concurrently would be wholly exceptional. The generators are proposed to ensure business continuity and protection of the data centre's customer data in the unlikely event of a power outage. The site benefits from two separate connections to the national grid. This makes it extremely unlikely that loss of power to the site would be caused by the simultaneous severing of both of the site's connections to the national grid. As such, the most likely cause of a power outage affecting the site would be as a result of a national grid power outage. This type of event would cause a power outage across most, if not all the region, affecting thousands of homes and businesses, public services and the transport and communications networks. The region has excellent power resilience and such a national grid failure is estimated to be a 1 in 25-year occurrence.

The duration of grid outages are short, generally lasting for minutes rather than hours. Any significant impacts from all generators operating simultaneously would be equally short in duration. The loss of power to an entire region for a period longer than several hours would be unprecedented and would present significant, wide-ranging impacts for the region.

Other than in an emergency scenario, the back-up generators will only be used during routine testing. The routine testing regime will be in line with manufacturers recommendations and follows the same regime Newport City Council conditioned in the recent planning permission 20/0039 for a data centre at the adjacent site.

Testing of back-up generators will take place between 09:00 to 17:00 Monday to Friday. No testing would take place on weekends or bank holidays. No more than 2 cells will be tested simultaneously.

Back-up generator testing and servicing will be carried out on a quarterly basis and will not take place at the same time as other generator testing or servicing.

A 'black building test' will be carried out on each cell of six generators two times per year. The black building test simulates a controlled mains failure to prove the system's response. In this test, a single cell is selected, power is isolated, and the system responds as it would in an emergency scenario. All engines in the cell fire up during this test. The test takes 10-15 minutes to carry out for each cell. Each cell would be tested sequentially and will not be carried out at the same time as any other testing.

It is anticipated that the testing regime will be secured by planning condition. A draft planning condition is recommended in Section 7 of the Planning Statement.

Other than in accordance with the testing regime, back-up generators would only be used the unlikely event of a national grid power failure.

4. Planning Policy and Legislation

4.1. National planning policy

4.1.1. Planning Policy Wales 10th Edition December 2018

Planning Policy Wales (PPW) provides the national strategic guidance for land use planning matters in Wales. PPW aims to deliver the vision for Wales as set out in the Well-being of Future Generations Act:

> ***'A more prosperous Wales, a resilient Wales, which supports healthy, functioning ecosystems and recognises the limits of the global environment, a healthier Wales, a more equal Wales, a Wales of more cohesive communities, a Wales of vibrant culture and a globally responsible Wales'.***

PPW aims to ensure that the planning decisions taken in Wales, regardless of scale, will improve the lives of both current and future generations, building a better environment to accommodate current and future needs.

PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).

PPW sets out a series of key planning principles, these include:

Growing our economy in a sustainable manner - the planning system should enable development which contributes to long term economic well-being, making the best use of existing infrastructure and planning for new supporting infrastructure and services.

- Making the best use of resources - The efficient use of resources, including land, underpins sustainable development.
- Facilitating accessible and healthy environments - Our land use choices and the places we create should be accessible for all and support healthy lives. The best way of achieving this is to involve and collaborate with others to ensure issues are understood and prevented at the earliest opportunity through effective engagement with those affected by or having an interest in the development concerned.
- Creating and sustaining communities - The planning system must work in an integrated way to maximise its contribution to well-being. It can achieve this by creating well designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density,
- Maximising environmental protection and limiting environmental impact - Natural, historic and cultural assets must be protected, promoted, conserved and enhanced. Negative environmental impacts should be avoided in the wider public interest.

Paragraph 5.4 of PPW defines economic development as 'the development of land and buildings for activities that generate sustainable long-term prosperity, jobs and incomes' and states that wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.

4.1.2. Technical Advice Notes

The following Technical Advice Notes (TANs) are considered relevant to the proposed development. The advice provided for developers within the TANs has been considered as part of the design development process.

- TAN 5 Nature Conservation and Planning;
- TAN 11 Noise;
- TAN 12 Design;
- TAN 15 Development and Flood Risk;
- TAN 18 Transport; and
- TAN 23 Economic Development.

4.2. Local planning policy

4.2.1. Newport Local Development Plan

The Local Development Plan (LDP) for Newport was adopted in 2015. The LDP establishes its vision for Newport, planning objectives to achieve this vision, and policies against which applications for new development will be assessed.

Objective 3 of the LDP relates to Economic Growth: *'To enable a diverse economy that meets the needs of the people of Newport and those of the wider South East Wales economic region'.*

Paragraph 1.27 forecasts an increase of 7,400 new job over the plan period and states that the LDP makes provision for adequate employment land to support this level of growth. Paragraph 6.5 of the LDP states that *'medium sized prestige business park development can be supported at Duffryn'.*

Policy SP1 *Sustainability* requires development proposals to contribute to sustainable development by concentrating development on brownfield land within the settlement boundary and establishes the various considerations against which proposals will be assessed, including; the efficient use of land, re-use of previously development land, minimising the risk of and from flooding and encouraging economic diversification.

Policy SP2 *Health* states that development proposals should *'maximise their positive contribution to health and well-being, and minimise any negative effects by being located in the most sustainable locations.'*

Policy SP4 *Water Resources* expects development proposals to minimise water consumption and avoid any net increase in surface water runoff through the implementation of sustainable drainage systems.

Policy SP9 *Conservation of the Natural, Historic and Built Environment* states that the *'conservation, enhancement and management of recognised sites within the natural, historic and built environment will be sought in all proposals.'*

Policy SP17 *Employment Land* establishes that provision will be made throughout the plan period for approximately 172ha of employment land. Paragraph 2.69 states that the minimum allocation of employment land will be 35 hectares, but 172 hectares is identified to ensure sufficient flexibility to account for constraints. Paragraph 2.70 refers to this land being allocated under policy EM1. Paragraph 2.71 explains that the LDP will seek employment on urban regeneration sites but notes that occasionally sites adjacent to existing employment uses will be most appropriate.

Policy SP18 *Urban Regeneration* states that proposals which assist the regeneration of urban areas will be favoured, especially where proposals contribute to the provision of business opportunities in the urban area and reuse derelict sites.

Policy GP2 *General Amenity* expects development proposals to avoid significant adverse effects on local amenity, including in terms of noise, overbearing, light and air quality. The policy also states that visual amenity of nearby occupiers, the character and appearance of the area must not be detrimentally affected by development proposals. Proposals are also expected to design out opportunities for crime.

Policy GP3 *Service Infrastructure* states that development proposals must be able to provide necessary and appropriate service infrastructure and whether there is capacity in the existing foul sewer or sufficient capacity could be provided.

Policy GP4 *Highways & Accessibility* establishes the requirements of development proposals in terms of access. Development proposals are expected to provide safe and suitable access which is in accordance with national guidance, make adequate provision for car parking and cycle storage, to be accessible by a choice of transport modes and to ensure that the development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network.

Policy GP5 *Natural Environment* sets out the need for developers to consider the natural environment at the earliest stage of design to avoid harmful impacts in line with the relevant statutory and non-statutory provisions. The policy includes the expectation that development proposals:

- Will be designed and managed to protect biodiversity, including through the provision of new features;
- Will be able to demonstrate how they avoid, or mitigate and compensate negative impacts to biodiversity and protect features of importance for ecology;
- Will be designed to not result in an unacceptable impact on water quality;
- Will be designed to ensure no unacceptable impact on landscape quality;

- Will include an appropriate landscape scheme, which enhances the site and the wider context including green infrastructure and biodiversity networks; and
- Will include appropriate tree planting or retention and not result in the unacceptable loss of or harm to trees that have wildlife or amenity value.

Policy GP6 *Quality of Design* states that good quality design will be sought in all forms of development with the aim to create *'a safe, accessible, attractive and convenient environment.' The policy* establishes the fundamental design principals against which development proposals will be assessed, including:

- Should be sensitive to the unique qualities of the site and responding positively to local character;
- Should be designed and laid out to minimise noise pollution;
- Where possible, should reflect the character of the locality, while demonstrating creativity and innovation in design;
- Should appropriately reflect the scale of adjacent townscape. Care should be taken to avoid over-scaled development;
- Should make use of high quality, durable and preferably renewable materials to complement the site context; and
- Should be inherently robust, energy and water efficient, flood resilient and adaptable, thereby facilitating the flexible re-use of the building.

Policy GP7 *Environmental Protection and Public Health* states that development proposals would not be supported where they would cause unacceptable harm to health through any risk to the environment, local amenity or public health and safety, including; noise, light, air, dust or water pollution.

Policy T4 *Parking* requires proposals to provide appropriate levels of parking in accordance with the Parking Standards SPG.

Policy T5 Walking and Cycling ensures that a 'network of safe walking and cycling routes will continue to be developed and protected.' This includes National Cycles routes 4 and 88.

Policy CE6 *Archaeology* ensures that development proposals include an archaeological impact assessment before the proposal is determined within areas of recognised archaeological interest.

Policy CE8 *Locally Designated Nature Conservation and Geological Sites* states that proposals affecting locally designated sites will only be permitted where there would be no overall loss to the nature conservation resource, as well as no significant adverse effect on the geological interest of the site.

4.2.2. Wildlife and Development SPG (August 2015)

The Wildlife and Development SPG encourages developers to incorporate the findings of survey work into the design proposals.

The SPG establishes the preferred hierarchy for resolving potential impacts on wildlife from development; avoid, mitigate and compensate. Where avoidance or mitigation of an impact is not achievable, compensation to achieve a net gain in habitat will be discussed on a case by case basis with the local planning authority.

In addition to mitigation and compensation, development proposals are expected to incorporate measures which enhance biodiversity. It is recognised that enhancement measures will be considered by the local planning authority on a site by site basis.

4.2.3. Parking Standards SPG (August 2015)

The Parking Standards SPG is a material consideration for decisions on individual planning applications. The SPG establishes parking standards for five Parking Zones. The proposed development is situated within Zone 5: Countryside, which the SPG characterises as having limited public transport services, but often capacity for vehicle parking.

The parking standards for Zone 5 include:

- For Office use of less than 1000 m^2 in zone 5, the standards recommend 1 space/25 m^2.
- For a storage warehouse in zone 5, the standards recommend 1 space/500 m^2.
- Disabled parking should be within 50 m of the facility served by the car pack and be 5% of the total car park capacity.

It is recognised that the parking standards presented in the SPG represent the maximum provision.

The SPG notes that reductions in proposed parking provision is acceptable if the site is situated within 800 m of a bus stop on a regular bus route. The factors which will be considered by the LPA when assessing the appropriate level of parking for development proposals include:

- accessibility to, and the service provided by, the public transport system;
- the availability of private buses or the extent of car sharing;
- the relative proportions of full time / part time / local catchment of labour;
- accessibility by walking and cycling;
- the existing and possible future congestion in streets adjacent to the development; and
- accessibility to and the availability of public and/or private car parking space in the vicinity.

The SPG refers to the Sustainable Travel Supplementary Planning Guidance for cycle parking provision

4.2.4. Sustainable Travel Supplementary Planning Guidance (July 2020)

The SPG states that all planning applications for offices, general industry and storage development will provide appropriate and secure cycle storage facilities in accordance with the following cycling parking standards:

- Long stay (secure and covered) – 1 space per 4 staff
- Short stay (easily accessible) – 1 space per 20 staff

Long-stay cycle parking space for staff and residents should be located in a safe, convenient and accessible place suitable for everyday long-stay use.

Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.

The SPG provides floorspace thresholds for various types of development which the Council advises should be accompanied by a Travel Plan for operational workforce. The relevant threshold for distribution and warehousing proposals is 10,000m2.

4.2.5. Trees, Woodland, Hedgerows and Development Sites SPG (January 2017)

This SPG provides guidance to help create high quality and sustainable urban and rural landscapes where trees, woodlands and hedges are a key element. The SPG states that the positive use of trees, woodlands and hedges within a development site can help create truly sustainable development.

The SPG requires that a tree survey carried out in accordance with British Standards accompanies planning applications for development which may affect trees. The expectations of the tree survey and accompanying information is set out in detail in the SPG.

Following the Council's Green Lung Policy, the SPG requires replacement planting where trees will be felled.

4.2.6. Air Quality SPG (February 2018)

The SPG notes that most industrial development proposals that have the potential to emit atmospheric pollution and would require an air quality assessment as part of a permit application under the Environmental Permitting (England and Wales) Regulations. The proposed development will require an environmental permit from Natural Resources Wales before the scheme could operate.

The SPG goes on to state that NCC may request an air quality assessment only in the unusual circumstance where an assessment is not required as part of the environmental permitting regime.

An Air Quality Statement is submitted with the planning application, as an Air Quality Assessment will be prepared as part of the environmental permitting regime.

4.3. Relevant legislation

4.3.1. The Developments of National Significance (Specified Criteria and Prescribed Secondary Consents) (Wales) Regulations 2016

This legislation specifies the thresholds and criteria for the types of development which qualify as Developments of National Significance (DNS). Regulation 3 specifies the types of development which could be considered to be of national significance. These include generating stations, underground gas storage facilities, facilities for

liquid natural gas, gas reception facilities, airports, railways, rail freight interchanges, dams and reservoirs, transfer of water resources, wastewater treatment plants and hazardous waste facilities.

The proposals are not considered to fall within the thresholds that could consider them to be of national significance.

4.3.2. Crime and Disorder Act 1998

Section 17(1) of this legislation requires local authorities to *'exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent'* crime and disorder in its area, including anti-social behaviour.

4.3.3. Equality Act 2010

Chapter 1 of the Equality Act sets out several 'protected characteristics'. These include:

- age;
- disability;
- gender reassignment;
- marriage and civil partnership;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

The Equality Act ensures that disadvantages suffered by people due to their protected characteristics are removed or minimised. Furthermore, it encourages the necessary steps to be taken to meet the needs of people from protected groups where these differ from the need of other people.

These proposals will not result in any significant or unacceptable impacts upon persons who share a protected characteristic.

4.3.4. Planning (Wales) Act 2015 (Welsh language)

Section 31 of the Planning (Wales) Act 2015 ensures that impacts on the Welsh language are considered as part of development proposals, so far as it is material to the application.

4.3.5. Newport's Well-Being Plan 2018-23

Newport's Well-Being Plan sets out local well-being objectives, priorities and steps proposed to take to meet the objectives. As part of this, the plan imposes a duty on public bodies to carry out sustainable development, that is to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

5. Design and Access Statement

5.1. Site Analysis

5.1.1. Existing Site and Typology

The proposed DC3 site is in a high-tech industrial park called Imperial Park that is well suited for a data centre facility. The existing industrial buildings are white, rectilinear buildings and are a product of their functions. There is a clear industrial vernacular that emerges from the functionality of the buildings and the processes that take place within.

The site's existing underground services are established for high-tech facilities and the surrounding buildings in Imperial Park are generally offices including a service research and development centre, small, modern production units, large manufacturing and warehousing operations. Major companies operating at Imperial Park include Gocompare.com, Quinn Radiators, Smiths News, Beechcroft as well as Next Generation Data.

The surrounding site roads form a 'grid' network that 'contain' individual site islands - some of which are already developed with existing industrial / manufacturing / storage buildings, one that has planning consent and some that are vacant (and awaiting future development).

Below is a diagram showing the location of the site and the surrounding transport links. The site is close to the M4, as illustrated below by key road 10, giving the site good national connectivity for large delivery and maintenance vehicles. There are good link roads surrounding the site that provide direct access to the site from two directions, from North Lake Drive (7) and from Imperial Way (11). There are several bus stops that surround site and are all under 10 minutes walk from site providing good public transport accessibility.

Figure 5-1 - Transport Links Diagram

5.1.2. Directional Analysis

The sites' main orientation is rotated approximately 37 degrees off the north-south axis rotating the corners of the site to face NW, NE, SW and SE. The proposed DC3 site is approximately 2.5 acres and can be accessed from North Lake Drive to the south and Imperial Way to the north. The sun path is shown in the diagram below illustrating that the south west and south east edges of site will need consideration for solar gain and glare within the proposed building.

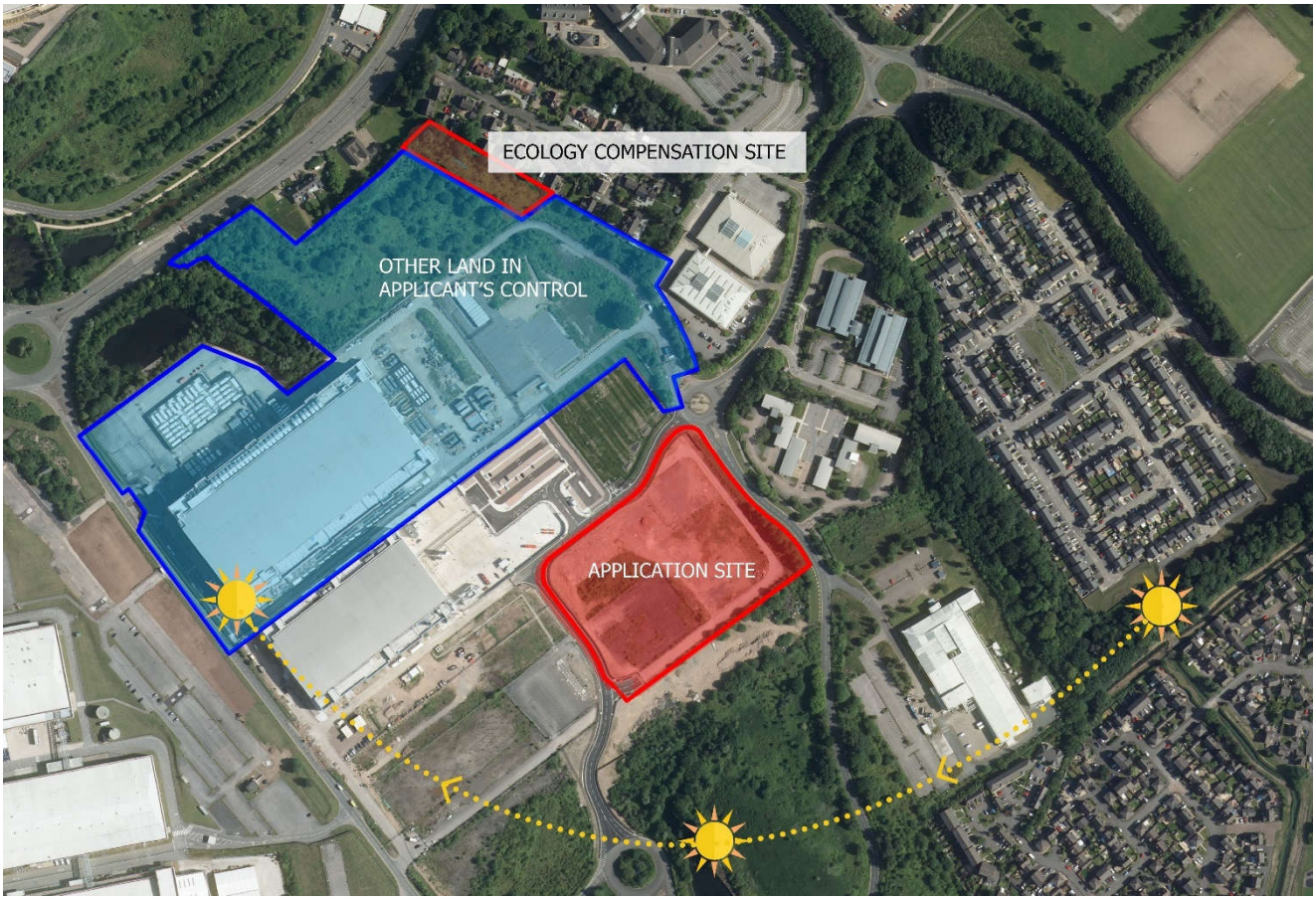


Figure 5-2 - Site ownership and application site diagram

The north west site frontage faces the Imperial Park development, which are the proposed and approved DC2 development that sits next to the built DC1 (illustrated below as image 5) and near to the IQE building (illustrated below as image 1). Between the proposed DC2 and the application site there is a car park alongside unoccupied land.

The north east site frontage faces South Lake Drive and the existing 2-3 storey offices. The Imperial Courtyard offices are opposite (as illustrated in image 4 below) and to the rear of these offices sits the DAC Beechcroft and GoCompare.com offices (as shown in image 3). To the north of the site (image 2) is the Sovereign House offices.

To the south west of the site a new road layout has been built that now connects South Lake Drive on the north eastern flank that that wraps around to the south of the site and looping back up to the south east edge. To the south west of the proposed development site, on the site of a former Packaging and Testing (P&T) building, Welsh Government/IQE have constructed a car park accessed from the roundabout on Imperial Way. This car park is designed to service development plots at Imperial Park.

The south east site frontage faces a cleared flat hardstanding area before it reaches a line of trees and dense vegetation.

Refer to drawings DC3-ATK-01-Z0-DR-AR-021001 - Site location plan, DC3-ATK-01-Z0-DR-AR-021002 – Existing site plan and DC3-ATK-01-Z0-DR-AR-021003 - Proposed Site Plan (Roof Plan) for site drawings.

Figure 5-3 - Built context

5.2. Brief Development

5.2.1. Use

Due to the success of NGD and the significant demand for data facilities, the business has an ongoing requirement for additional capacity associated with the existing location near to Celtic Way. NGD remain an important employment generator in the local area and are excited about growth at this site and constructing additional data facilities in Newport. The Atkins multi-disciplinary team have engaged directly with the Client to determine a practical and well-considered design that meets Client requirements.

The proposal needs to provide a 40MW date storage facility in a single building across 10 4MW data hall for a potential single tenant set-up.

5.2.2. Amount

Each of the 10 data-halls will need to be approximately 980m² in floor area in order to accommodate the operational requirements of 10 halls of 4MW.

5.2.3. Layout

The site layout will need to accommodate an internal roadway that will provide access to the whole perimeter of the building for maintenance. The consideration of maintenance vehicles and emergency vehicle access is important to the operation and safety of the facility. The north and south roadways must accommodate space for a crane to allow for the replacement or maintenance of a generator.

Within the site there will be 40 non-covered parking spaces that will be accessed from the internal roadway for the employees of the data centre.

The building layout will need to be highly efficient and highly organised to accommodate the 10 data halls required. The building footprint is determined by the data hall layouts and the required relationships with servicing

routes and support space for additional plant. It will be important that the back-up generators, switch rooms and cooling plant are laid out in a way that minimises the distance between the building elements in order to reduce the amount of cabling. This will reduce cost and reduce material requirements for a more sustainable design.

5.3. Design Development

5.3.1. Scale

The building is around 140m west to east and 95m north to south. Along the north and south facades there will be 30x1.65MW generators, as shown in the site layout plan diagram below. These will provide emergency power in the event of a power cut to the facility as described earlier. The roadways to the north and south will provide sufficient and appropriate surface to allow for mobile crane out-riggers to be fixed in active position. As well as the operational placement and replacement of generators the mobile crane will also be necessary for the maintenance or replacement of roof top plant.

The proposed building is 2-storeys with a floor-to-floor dimension of 6.8m and an acoustic screen of 6m to the roof that will provide an acoustic and visual barrier to the roof plant. The roof will have a large amount of IAC units that serve the data-halls directly below on the first floor. Each data-hall will require 10 IAC cooling units that will sit on a frame above the roof level to allow for maintenance. The frame will create a 'rail system' that will allow the units to be moved to the perimeter of the roof to be craned off for replacement. This is all invisible from the outside of the building. There will be a louvred screen in front of the acoustic plant screen that wraps around the generator flues and air inlets in order to shield the generator plant and create a simplified clean external façade commensurate with a high-tech business aesthetic.

Figure 5-4 - Site layout plan diagram

The site sections below illustrate the proposal's scale within the surrounding context. The height to the acoustic screen and louvre screen is 19.6m above ground level and it is 20.6m to the top of the generator flues. There is one generator flue for every 6 generators, totalling 5 flues on the south and the north elevations. Please refer to

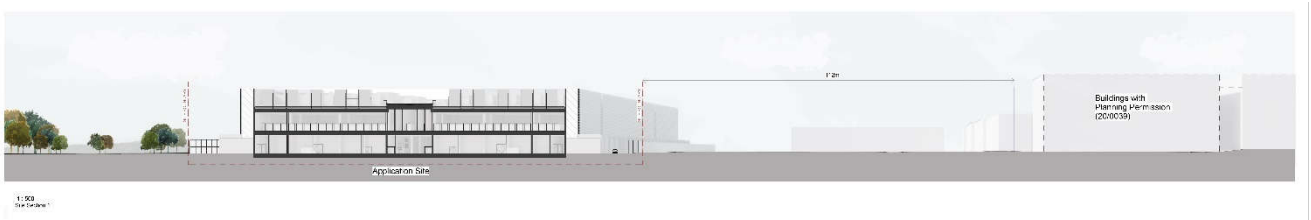


Figure 5-5 - Site Section 1

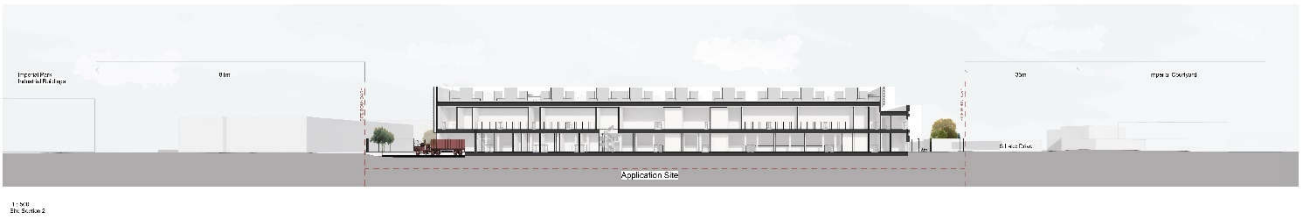


Figure 5-6 - Site Section 2

5.3.2. Access

Security access clearly needs to be controlled due to the nature of the building and the security measures required by the client. The site has a single point of entry (indicated by the red arrow on the access diagram below) that will be surveyed by security personnel who monitor the entry and exit as previously described. The security personnel will be housed in a security kiosk and both the entry and the exit routes will have a security vehicle 'airlock' (a double set of gates to allow access to the site vehicle-by-vehicle).

The vehicle access route is shown below in yellow and runs around the perimeter of site alongside 40 car-parking spaces that are immediately off the road. There are two compliant accessible parking spaces near to the main entrance with a level access and safe crossing provided from the accessible spaces to the main entrance. Next to the accessible spaces are 3 electric car charge spaces. Please refer to section 4.2.3 Parking standards SPG for further information on parking planning policy.

Internally the building is step free and all internal levels are well provided for with lift access.

Pedestrian and cycle access will be through a pass-gate at the entrance and exit. There will be covered cycle parking for 20 bicycles located near to the building's loading bay. Please refer to section 4.2.4 Sustainable travel supplementary planning guidance for further information on cycle parking planning policy (see the Landscape General Arrangement drawing DC3-ATK-XX-XX-DR-L-9100 for detailed external layout).

In the centre of the south west façade, near to the site access, is a loading bay for articulated lorry deliveries. The road will gently slope down one metre lower from the access to the loading bay and allow the lorry to reverse into the dock for convenient loading/unloading.

On either end of the south west façade there are plant access routes for large equipment deliveries and further plant access routes on the north east to the MW switchgear rooms.

There are 8 fire exits around the perimeter of the building (shown in red below) to provide emergency egress to all areas of the building.

The main entrance is in the centre of the north east façade, as shown in orange. The north-east corner is the proposed office content overlooking South Lake Drive and the existing offices on the opposite side of the road.

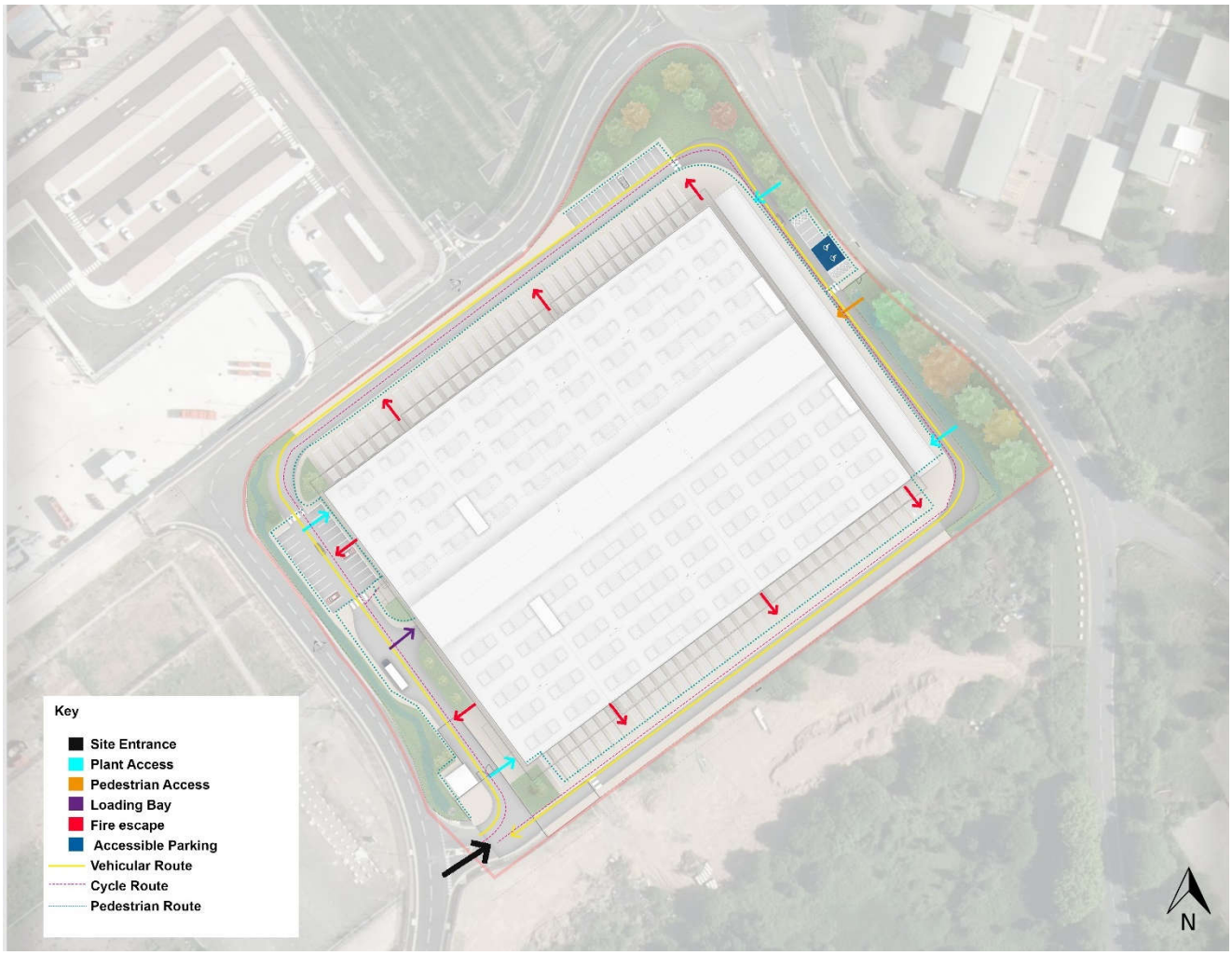


Figure 5-7 - Access Diagram

5.3.3. General Arrangement

5.3.3.1. Ground Floor

The ground floor layout (shown in the diagram below) has a central corridor that spans from the loading bay on the south west to the main pedestrian entrance on the north east. The loading bay has been located near to the site access and the site security lodge.

Within the central corridor there are operational rooms, an accommodation stair and goods lifts to transport equipment to the data halls. To either side of the corridor are 20 switch-rooms that are based directly below the data-halls in order to efficiently supply them.

Large corridors are located at the perimeter of the north west and south east edges for plant access for the switch-rooms. There are emergency escape route corridors that run between the switch-rooms and between the switch-rooms and office areas. The escape exits are indicated on the access diagram above.

The office has been located to the north east corner of the plan, indicated by the purple area (office) and the orange (welfare) and including vertical circulation routes to first floor. The north east façade faces the office buildings on the opposite side of Salt Lake Drive complementing the office typology and frontages.

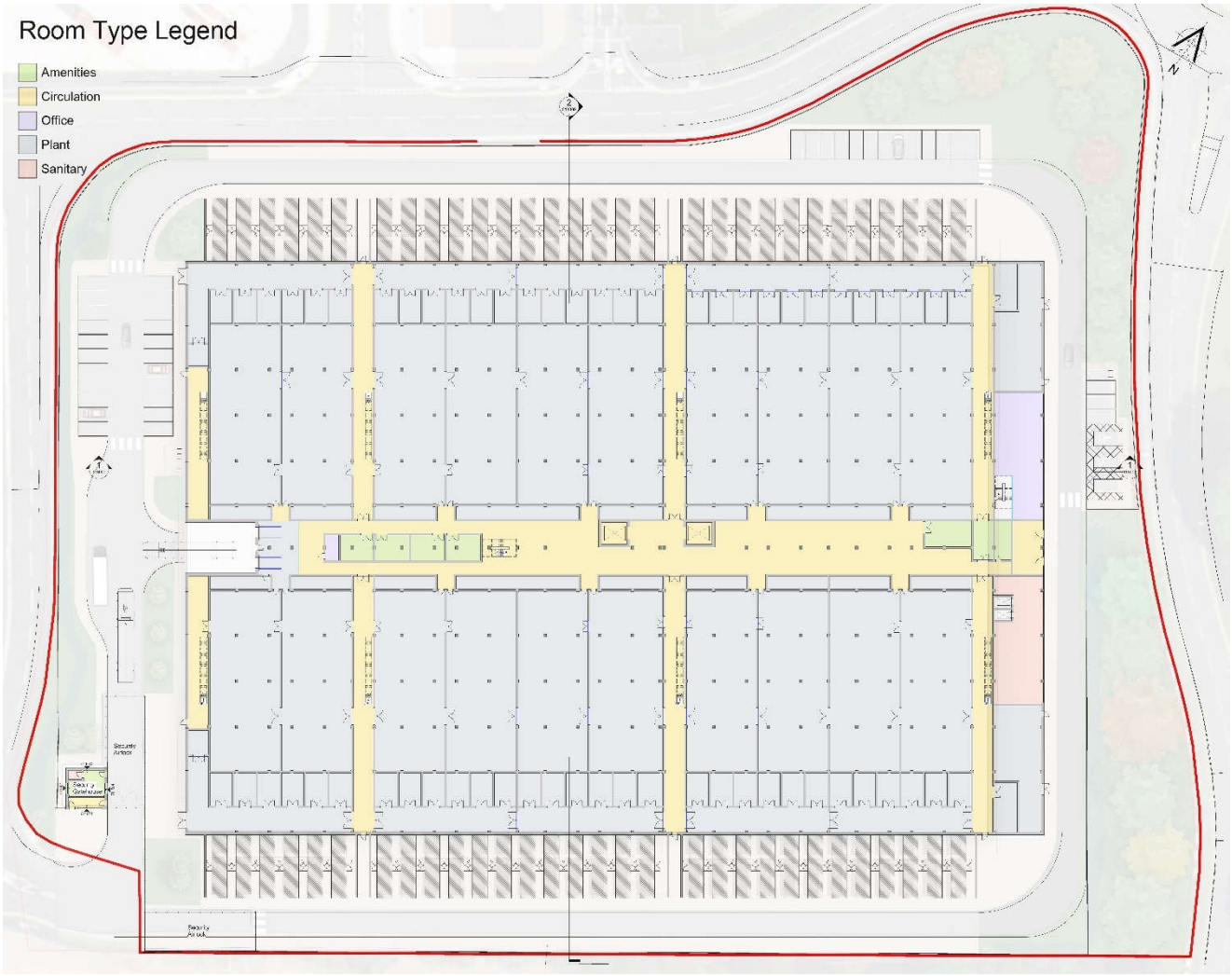


Figure 5-8 - Proposed Ground Floor General Arrangement Plan

Refer to drawing DC3-ATK-01-00-DR-AR-011000 - Level 0 - General Arrangement Plan

5.3.3.2. First Floor

The first-floor layout has a similar central corridor to the ground floor layout and the 4MW data halls sit either side thus corresponding to the 10 switch rooms on either side on the floor below. Each data hall contains 440 racks and appropriate dimensions for access routes. The central corridor contains the IDF rooms, an accommodation stair and the goods lifts for equipment maintenance and replacement. On the far right-hand side of the first-floor general arrangement diagram below (north east) are the offices, welfare spaces and vertical circulation.

The same layout of emergency escape routes can be identified as per the floor below.

Figure 5-9 - Proposed First Floor General Arrangement Plan

Refer to drawing DC3-ATK-01-01-DR-AR-011001 - Level 1 - General Arrangement Plan

5.3.3.3. Roof Plan

The roof layout will consist of a central raised roof area to allow cabling to the 10 IAC units that sit on the lower, larger, two halves. There are four access stairs from ground floor that provide emergency egress from the roof. On the edge of the roof there will be a 6m high acoustic plant screen to provide a visual and acoustic screen. In front of the acoustic screen there will be a louvred screen that will conceal the generator plant and create a simple, clean aesthetic in keeping with the surrounding area.

The roof drainage strategy will direct and collect water from the shallow pitched sections of the roof to an area above the escape route corridors, so that, in the event of a leak, the data halls below are not in line and thus reduce the potential for water damage.

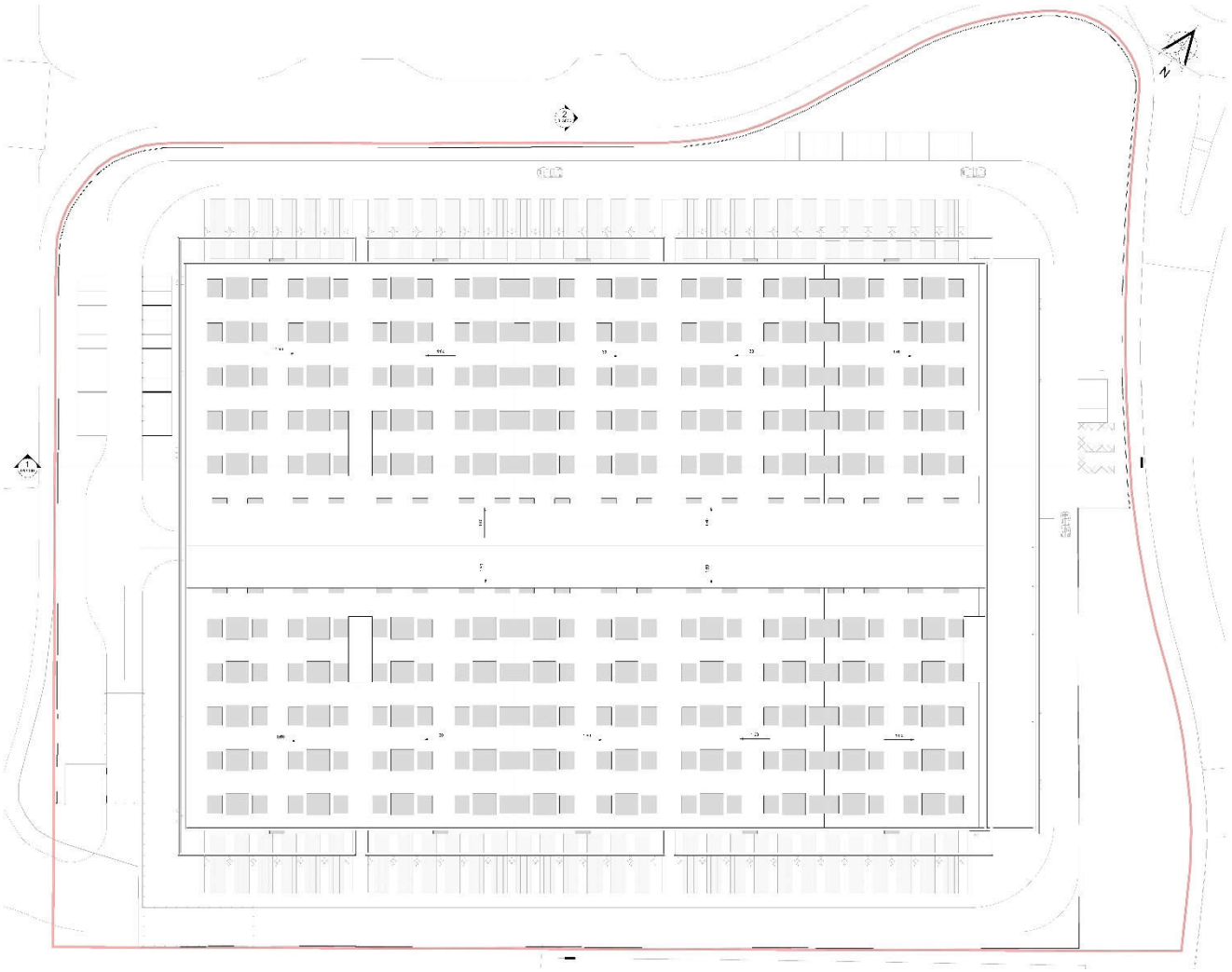


Figure 5-10 - Proposed Roof General Arrangement Plan

Refer to drawing DC3-ATK-01-RF-DR-AR-011003 - Level RF - General Arrangement Plan

5.3.4. Landscape

A Landscape and Visual Appraisal of the proposed development is submitted with the planning application (document: DC3-ATK-XX-XX-RP-L-9000_P01). The Landscape General Arrangement drawing DC3-ATK-XX-XX-DR-L-9100 shows the landscape design and features of the proposed scheme. Considering how to mitigate landscape and visual impacts has been intrinsic to the design process and include the below design elements:

- Retention, protection and enhancement of the existing trees along the eastern boundary which provide some screening to the east whilst also providing amenity value.
- Where appropriate and in keeping with the character of the immediately surrounding landscape, use clusters of trees and shrubs to help screen and soften particularly detracting elements and/or reduce

the magnitude of impact for sensitive receptors who may otherwise experience important adverse visual effects including those receptors that are in closest proximity to the site.

- Mitigation planting to provide amenity value and landscape integration, therefore the planting should focus on an appropriate mix of species local to the area.
- Species chosen to reflect the local character of the immediate site and wider character area.
- A mix of native plants to be selected and planted in areas to enable landscape integration and aid amenity value.
- A SuD's strategy for the Scheme will incorporate swales, rain gardens and a detention basin with permeable paving to manage the surface water runoff on the site whilst incorporating amenity and biodiversity value. These elements will also reflect some elements of the distinctive drainage ditches which form part of the character of the Gwent Levels.
- Any stripped topsoil and subsoil shall be stored in such a way that it is not damaged during the construction process and can be reinstated close to its original location – a soil management plan will be prepared prior to works commencing.
- Where space permits, localised mounding to be provided to plant trees to further help screen detracting elements and help reduce visual effects of Scheme.

5.3.5. Visual Appearance

5.3.5.1. Context

The images below show the surrounding buildings in Imperial Park;

Figure 5-11 - NGD existing building on the left and IQE on the right. NGD existing building, main north-west façade

5.3.5.2. Material Palette

The images below show the material palette for the proposed data centre. The white insulated wall panel (1.) is the basic façade material that will aesthetically blend with the other existing buildings at Imperial Park and is most evident on the west façade that faces into the industrial park, facing the existing buildings that are shown in the images above.

The open louvre system (2.) provides two functions to the façade;

1). to conceal the generator plant and

2). to produce a desired clean and simple aesthetic to suit the immediate surrounding area.

1.Insulated wall panel 2.**Open louvre system**

Figure 5-12 - Materials

The curtain walling and glazing (3.) will have grey anodised aluminium mullions and will be in the east façade to the main entrance and office areas. The profile anodised aluminium panelling to the east elevation (4) will also be located on the east façade and on the security kiosk to, as illustrated in the elevations below.

3.Curtain walling 4.P**rofile anodised aluminium panel**

Figure 5-13 - Materials

5.3.5.3. General Arrangement of Elevations

The elevations below demonstrate the scale and location of the material palette.

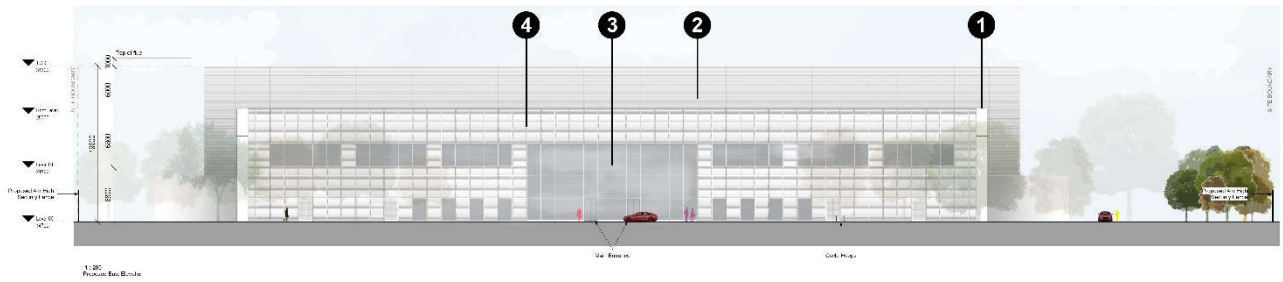


Figure 5-14 - Proposed East Elevation

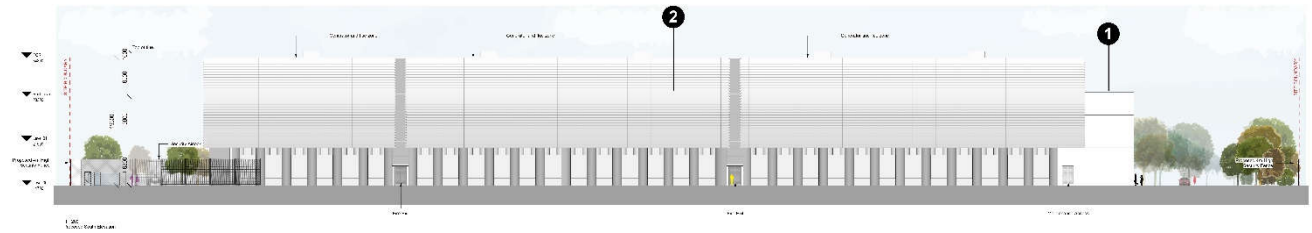


Figure 5-15 - Proposed South Elevation

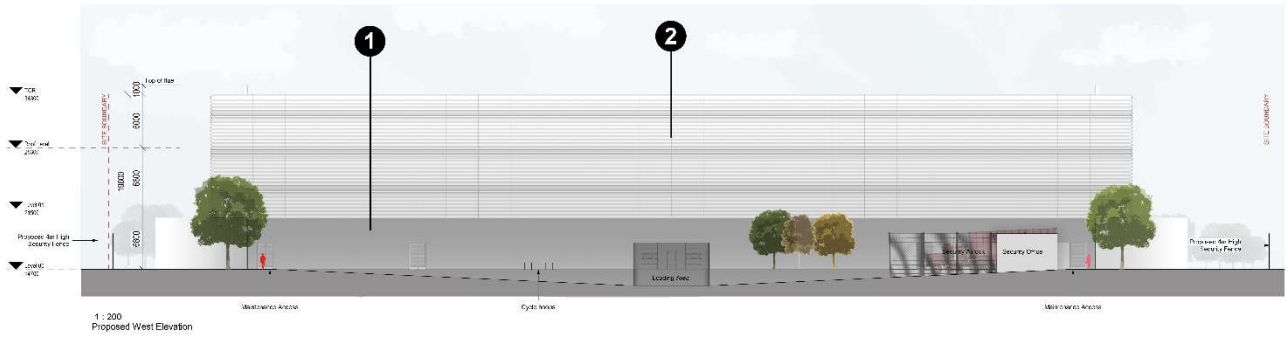


Figure 5-16 - Proposed West Elevation

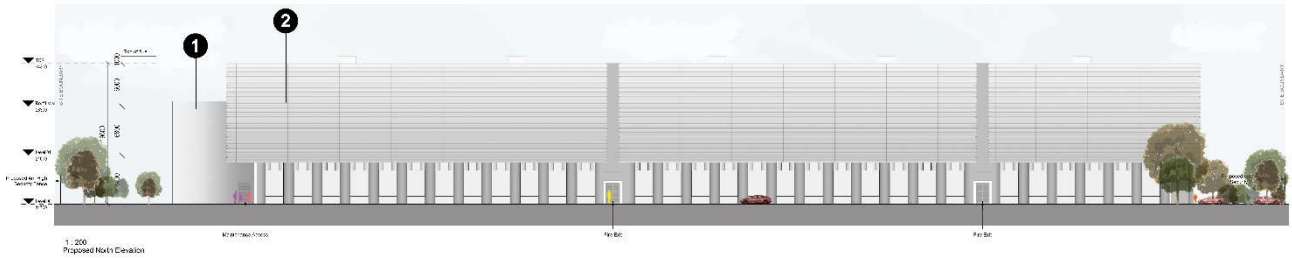


Figure 5-17 - Proposed North Elevation

5.3.5.4. Artist's impression

The images below are an artist's impression of the visual appearance of the proposal.

Figure 5-18 - 3D View 1

Figure 5-19 - 3D View 2

Figure 5-20 - 3D View 3

5.3.6. Summary of Design Proposals

In this section we have described the context and the key client requirements for the proposed new hyperscale data centre on the Celtic Way brownfield site. To recap, in Section 5 here, we have discussed the following;

1 The siting, scale (bulk & mass) and external appearance of the proposed data centre that is similar in typology to the establish clean industrial 'vernacular' in the immediate area;

2 The site access for vehicles and pedestrians/cyclists, proposed security arrangements and the general arrangement & orientation of the building plans. We have also discussed the location of the office and welfare areas, carparking provision and location and the treatment of the proposed site fence-lines;

3 The visual appearance of the proposals and the materials, finishes and general elevational treatment of the proposed building;

4 The proposed landscaping in general and reference back to earlier report sections around environmental matters and the Ecology Compensation Site that forms part of this application;

5 Access proposals (level access, surface materials on routes to / around building, lighting etc). See also Section 3.5 above in this regard.

Please refer to previous report sections on Planning Context and Policy as this also touches on aspects of visual appearance of the proposals as they relate to planning matters.

This project represents a further advance in consolidating the business park as a focus for economically 'clustered' hi-tech industries that now have an international reach. The client remains committed to operations in this area and we feel that a further building of visual quality that meets the owner's requirements and aspirations for the business and the region will augment the steady rise in the quality of the clean industrial 'vernacular' in the area.

6. Policy appraisal

6.1. Principle of development

The proposed development will take place on brownfield land located within an industrial estate in the settlement boundary of Newport, which accords with policy SP1 *Sustainability*. An existing operational data centre is present at Imperial Park adjacent to a site which has planning permission (reference 20/0039) for four data centre buildings. The proposed use is demonstrated to be acceptable at Imperial Park and the proposal would reflect current development in its surroundings. The proposed development would constitute 'economic clustering' as described in paragraph 5.4.16 of Planning Policy Wales (PPW).

The redevelopment of this vacant site for the proposed use would be in accordance with policies SP1 *Sustainability*, SP17 *Employment Land* and SP18 *Urban Regeneration* of the Newport LDP. Paragraph 2.70 of policy SP17 notes that employment will be sought on urban regeneration sites but occasionally sites adjacent to existing employment uses would be most appropriate. The proposed development would meet both such expectations. The application site is located north of greenfield land allocated for large-scale employment development under policy EM1 *Employment Land Allocations*.

NGD is an existing business located at Imperial Park. Trading under Next Generation Data, the applicant has operated the existing data centre since 2008. The proposed development forms part of the applicant's business expansion plans following significant recent growth in the data centre industry. The proposal would assist in the delivery of current and future needs in line with the objectives of the planning system as set out by PPW.

The proposals would create new high-skilled jobs in the digital industry and would provide sustainable long-term prosperity. Economic development which contributes to long-term economic well-being is supported and encouraged by Planning Policy Wales, paragraph 5.4 states that the planning system should encourage and support such development.

6.2. General Amenity

The building is located within an existing industrial estate surrounded by large-scale manufacturing units and commercial properties. Residential areas are present approximately 200m to the north, east and south of the application site. There are no areas used by the public for recreation such as parks or public rights of way within proximity of Imperial Park. It is considered that amenity impacts arising from the proposed development would be limited to minor noise impacts.

A Noise Impact Assessment has been undertaken using baseline noise survey data at surrounding noise sensitive receptors. The assessment has identified the noise limits for back-up generators and air handling units which would ensure noise levels at receptors would not have unacceptable amenity impacts. The plant noise limits are described in the Noise Impact Assessment and will be secured by planning condition. The back-up generators and air handling units to be installed will be selected to meet the plant noise limits.

In addition to the plant noise limits, further noise mitigation is built into the design. A 5.8m full-height acoustic louvre parapet will be installed around the building's four elevations. The louvre will surround air handling units and will be hidden behind the building's louvre screen. The acoustic louvre will be the Slimshield™ Acoustic Louvres SL-600 product (or similar), which is rated at Rw 26dB.

Back-up generators on the north and south side of the building will be enclosed in individual acoustic enclosures to attenuate noise emissions at source.

Routine testing will be tightly controlled to avoid groups of generators running simultaneously. Each generator would be tested a limited number of times per year in accordance with the testing regime to be secured by planning condition. Considering the infrequency and short duration of a national grid failure (when all generators would temporarily operate concurrently) the associated noise impact on receptors is not considered to be significant. The proposed development is not considered to have significant noise impacts in accordance with policy GP2. Unacceptable harm to the general amenity of surrounding uses from noise is not anticipated.

Similarly, the infrequency of back-up generator use substantially limits the particulate and NOx emissions that would be released into the atmosphere. To reduce the potential air quality impacts arising from the generator's while in use, the design has incorporated a series of 10 flues. Each flue will have a stack height of 20.6m, 1m clear of the top of the roof-top parapet. Each cell of 6 generators serving a single data hall will share a flue. The

stack height and sharing of flues has been designed into the proposals in the interest of reducing the potential air quality impact. Unacceptable harm to the general amenity of surrounding uses from changes in air quality is not anticipated.

The external lighting proposals are developed to sufficiently light the internal road and avoid light spill beyond the site boundary. External lighting will only light areas of the site which would be in regular use. Isolux contours shown on the external lighting layout demonstrate limited light spill beyond the site boundary. The specific details of luminaires, fixings, cowls etc are to be confirmed and a pre-installation condition is anticipated as recommended in Section 7. Amenity impacts on surrounding uses are not anticipated to arise as a result of lighting proposals.

Amenity impacts from internal lighting are not anticipated due to the limited amount of curtain walling proposed. The east elevation comprises offices which would only be used during the day and adjacent commercial units at Imperial Court would be unaffected.

Cladding and louvred screens are proposed on the building's south elevation, avoiding the risk of glint and glare to the south.

The proposals would not have any amenity impacts by virtue of overbearing or overlooking. The closest properties to the site are a series of 2 and 3-storey commercial properties at Imperial Court, more than 40m to the east of the site boundary.

No unacceptable amenity impacts are anticipated to arise from the proposed development and no harm to public health is expected as a result. In this regard the proposals are considered to be in accordance with policies SP2 *Health*, GP2 *General Amenity* and GP7 *Environmental Protection and Public Health*.

The proposed data centre will be a secured site. The design provides a 4m-high welded steel security fence with a future allowance for CCTV around the site perimeter to reduce the risk of crime.

6.3. Environment

6.3.1. Landscape and Visual Impact

A Landscape and Visual Appraisal (LVA) has been undertaken for the proposed development. The LVA recognises the scale, layout and massing of the proposed development as being in keeping with the surrounding built form of the area. The building will reflect the scale, modern industrial character and appearance of existing buildings at Imperial Park. At 19.6m in height (to the top of the roof-top parapet) the proposed building would be approximately 5m shorter than the existing data centre and would also be located on lower-lying land than the existing data centre.

The LVA concludes that the overall character of the area would not noticeably change. Beneficial effects on landscape character would result from the planting strategy for the site when considered against the existing condition of the site. When judging the effects of the new buildings within the wider landscape against the proposed and existing landscape planting, it is concluded that during construction and operation at year 1, there would be a minor impact on landscape character and no change during operation at year 15.

Few visual amenity receptors are identified in the LVA and the proposals would have a barely noticeable change in existing visual amenity for receptors with the exception of low sensitivity users of Imperial Park and Imperial Court. Retention of existing trees to the east and south of the site along with tree and shrub planting in the northwest of the site would result in an improvement to the current condition. While there is potential for views from first floor windows of residential properties approximately 200m north, east and south of the scheme; these views would not be publicly accessible and are not assessed in the LVA. In accordance with policy GP5 and GP7, no significant or unacceptable impacts on landscape quality or visual amenity would arise from the proposed development.

The proposed layout is influenced by existing trees identified in a tree survey. Eight trees and two groups of trees will be felled to facilitate the development. Their loss is unavoidable due to their location in the footprint of the proposed building and hard landscaping. The tree survey presented in Arboricultural Impact Assessment identifies these trees as low quality (category C2) goat willow and birch with intermittent dogwood, pyracantha, dog rose, young oak saplings and infrequent Italian alder.

The on-site landscape proposals include the planting of 27 native trees. Planting of the attenuation basin in the northeast corner of the site and some infill planting along the east boundary will supplement the existing trees to be retained along South Lake Drive. The existing and proposed trees will provide screening and break up the perceived mass of the building in views from Imperial Way, including on the approach to the Imperial Way roundabout.

New trees will be native and appropriate to the site context. Screening and amenity value provided by existing trees will be protected. The proposals are considered to be in accordance with policy GP5 *Natural Environment* landscape and visual impacts are not considered likely to arise in accordance with policy GP5.

6.3.2. Heritage

Although the proposed building would be a new element within the view from the Tredegar House and Park Conservation Area, the proposed building would form part of the existing 20th century and 21st century development and would not result in a change to the contribution of the setting to the significance of Tredegar Park or Tredegar House. There will no appreciable loss to the significance of any of the historic assets identified in accordance with policy SP9 *Conservation of the Natural, Historic and Built Environment*..

The site is located adjacent to an archaeologically sensitive area, however, because of the disturbed nature of the ground within the site it is unlikely that substantial archaeological deposits survive. The Heritage Desk Based Assessment concludes that there is low potential of unknown archaeological remains to be uncovered during ground works and that impacts would be localised to the site and affect remains of low significance only. As such it is considered that the proposed development would conserve the sensitive area in accordance with policy SP9 *Conservation of the Natural, Historic and Built Environment*.

6.3.3. Ecology

The application site is previously developed and contains some areas of scrub which has value for nesting birds. The Phase 1 habitat survey undertaken in August 2020 did not identify any evidence of priority or protected species of flora or fauna within the application site. No invasive species were identified.

The existing scrub habitat within the site will be cleared to facilitate the data centre proposals. Avoidance could not be achieved given the brownfield nature of this site and the proposals to redevelop the majority of the site. As such in line with the guidance in the Wildlife and Development SPG, compensation for the loss of low value scrub is proposed in lieu of avoidance. The proposals include the creation of a new area of open mosaic priority habitat. The new habitat will have greater ecological value than the scrub to be removed. The ecological compensation site comprises a 0.35 hectare area of scrub which is located adjacent to an existing area of open mosaic priority habitat. The compensation site will extend this area of priority habitat.

The external lighting proposals are developed to sufficiently light the internal road and avoid light spill onto areas of existing trees and proposed soft landscape areas. Isolux contours shown on the external lighting layout demonstrate limited light spill affecting habitats. The specific details of luminaires, fixings, cowls etc are to be confirmed and a pre-installation condition is anticipated as recommended in Section 7. Existing trees are to be retained on site. Native trees and shrubs and species rich grassland are proposed on the application site.

In this regard the proposals are considered to be in accordance with policy GP5 *Natural Environment.*

The LG Duffryn Site 1 SINC is 60m from the site's southern boundary and the proposals would not result in any overall loss of this resource in accordance with policy CE8 *Locally Designated Nature Conservation and Geological Sites*.

6.3.4. Water resources

A SuDs Strategy has been developed for the site and forms part of this planning application. Above ground features include permeable paving and attenuation features including swales, rain gardens and a basin. The design provides attenuation and long-term storage of surface water runoff, which will be discharged from the site at mean annual rate to reduce the risk of flooding elsewhere as required by LDP policies SP1 *Sustainability*, SP4 *Water Resources*, and GP6 *Quality of Design*.

The swales, attenuation basin and rain gardens have been incorporated into the landscape proposals and will be planted with species rich grass and trees suitable for wet conditions. This will aid the flow/infiltration of water, while also filtering any polluting solids through sedimentation. This will meet the requirement of LDP policy GP5 *Natural Environment* by ensuring no unacceptable impact on water quality. It is understood through previous consultations with service providers that there is capacity in the foul sewer to accommodate the proposed development.

6.3.5. Access and transport

The existing site access is off the (unadopted) North Lake Drive. It is constructed with a pedestrian island and can accommodate a 6-axle articulated lorry accessing and egressing the site in both directions. The existing access will provide a suitable highways and pedestrian access for the proposed development. No alterations are proposed to the public highway.

The site will have a gated access with a security lodge. Vehicles will be admitted to the site via a two-stage gated 'airlock' and this is designed to ensure that sufficient space is accommodated for a 6-axle articulated lorry to wait off of the highway and site access, avoiding obstructions to traffic and visibility on the site access.

A separated pedestrian access through security is proposed, and within the site pedestrian surfaces and vehicles surfaces are separated to provide safe internal movements. The proposed access arrangements are designed in accordance with policy GP4 *Highways and Accessibility.*

A Transport Statement has been submitted with the planning application, it provides details of car and cycle parking provision and anticipated vehicle trip generation. The Transport Statement details that data centres generate atypical employee numbers compared with typical B8 storage and warehousing uses. The data centre building is designed with a maximum occupancy of 40 staff, including the quantum of office space and provision for welfare facilities. The proposals make provision for 40 parking spaces, including two accessible spaces and three electric vehicle charging points. For site security purposes, all staff will be required to park inside the site's secured perimeter. 40 spaces are proposed to ensure enough capacity to ensure staff park in accordance with site security requirements at the peak of the data centre's operation.

The parking proposals are appropriate to the level of parking required for the data centre, however, due to the atypical employment generation, 40 spaces represents a shortfall based on the maximum parking standard for B8 warehousing set out in the Parking Standards SPG. Nonetheless it is considered that the proposals make adequate parking provision for the data centre and would not be detrimental to highway safety as required by policy GP4 *Highways and Accessibility.*

The proposed data centre will not generate typical quantities of vehicle movements for a B8 storage and warehousing use. Once operational, the daily vehicle movements associated with site staff would be within the capacity of the highway due to the relatively small site-based workforce. HGVs accessing the site would be infrequent, required only for the replacement and servicing of plant and machinery.

Covered cycle storage is provided for 20 bicycles. The cycle shelter will be located adjacent to the building's rear staff entrance. Additionally, two short-stay cycle hoops are proposed adjacent to the main building entrance for easy access. The cycle parking facilities will be securely located within the 4m perimeter fence. The cycling provision meets the guidance in the Sustainable Travel SPG and supports policy TP5 *Walking and Cycling*.

Secondary pedestrian accesses are not proposed to maintain the security of the perimeter fence. The Celtic Way bus stops on the A48 and Panasonic bus stops on Imperial Way are less than 1km walk from the site entrance.

The proposed development is considered to be compliant with policies GP4 *Highways and Access* and TP5 *Walking and Cycling*.

6.3.6. Sustainability

The existing site is previously developed land in an industrial estate within Newport's development boundary.

The building is designed to reduce energy consumption, the facade will have low thermal transmittance in accordance with building regulations to prevent heat loss. It will be constructed of high quality and durable materials.

A sustainable drainage system is designed into the scheme and will reduce the risk of flooding on and off-site.

All rainwater will be collected from the building's roof and will be stored for use on-site. Stored rainwater will be treated and used primarily as a resource for cooling processes and for toilet flushing. Sufficient storage will be provided to meet standard daily demands for non-potable water.

7. Recommended Planning Conditions

The following planning conditions have been drafted and are presented to the local planning authority for consideration and use should NCC be minded to grant planning permission for the proposed development. A number of these conditions have been worded with the intent of reducing the amount of design and construction details to be agreed in writing by the local planning authority prior to site clearance, preparation and ground works while maintaining assurances to the local planning authority. A number of the recommended conditions follow the approach taken in the recent planning permission for a data centre at Imperial park (20/0039).

7.1. Construction

Construction working hours

The hours of construction shall be restricted to the following: -

Construction Hours - Non-Piling

i) No development, (including land raising and demolition if required) shall be carried out other than between the hours of 08.00 and 18.00 Monday to Friday and between the hours of 08.00 and 13.00 on Saturdays

Construction Hours – Piling

ii) Notwithstanding the requirements of part (i), no construction work involving piling shall be carried out on the site other than between the hours of 08.00 and 17.00 Mondays to Fridays and no construction work involving piling shall be carried out on Saturdays, Sundays or Public and Bank Holidays.

Prior Approval - Out of Hours

iii) Prior approval from the Local Planning Authority will be required for any construction to take place outside permitted times and on Sundays and Public and Bank Holidays, where it would create noise audible at the boundary of any residential property.

Reason: In the interests of residential amenity.

Construction Environmental Management Plan

Construction will be carried out in accordance with the details provided in the Construction Environmental Management Plan and Construction Traffic Management Plan hereby approved.

Reason: In the interests of residential amenity and in the interests of highway safety and complying with the requirements of policy GP4 and GP6 of the Adopted LDP2011-2026.

7.2. Back-up Generators

Noise Mitigation Measures

The development will be carried out in accordance with the noise mitigation measures and noise limits for plant and generators set out in the Noise Assessment hereby approved.

Reason: In the interest of residential amenity.

Noise Surveys

Prior to first beneficial use of the building, baseline noise levels at noise sensitive receptors will be agreed in writing with the Local Planning Authority. If required, a noise survey of baseline noise levels shall be carried out and submitted to the Local Planning Authority for approval in writing.

Prior to the first beneficial use of the fifth data hall, a noise survey shall be carried out and submitted to the Local Planning Authority for approval in writing. The noise surveys will verify that the operational noise levels of the

development are in accordance with Condition 1 (above). Further noise survey shall also be carried out and submitted to the local planning authority for written approval within 6 months of the first beneficial use of the 6th, 8th and 10th data hall.

Should any of the operational noise surveys indicate that the noise levels set for plant and equipment exceed the noise limits stated in the approved Noise Report secured by Condition [X], the use of the plant shall cease until such time as a scheme of remedial action and its implementation has been submitted to and approved by the Local Planning Authority. The development shall at all times be carried out in accordance with any mitigation measures that are identified as being necessary and agreed by the Local Planning Authority.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Servicing, Testing and Management Plan

Prior to the first beneficial use of the development, a stand-by generators Servicing, Testing and Management Plan (STM Plan) shall be submitted to and approved in writing by the Local Planning Authority. The STM Plan shall include the following restrictions:

- Any servicing, maintenance and testing of the stand-by generators shall be restricted to the hours of 09:00 to 17:00 Monday to Friday only and at no times on weekends, Bank or Public Holidays. No more than 2 cells shall be tested atthe same time. The generators shall only be used outside the above mentioned times in case of an emergency (e.g. power failure).
- Servicing of the stand-by generators shall be carried out on a quarterly basis (calendar year) and shall not take place at the same time as, or overlapping with, any other testing. The individual generators shall be tested sequentially.
- "Black Building" testing, as referenced within the Atkins Acoustic report (Atkins July 2020 Project No. 5185749), shall be carried out no more than twice per year per cell. Each individual cell shall be tested sequentially. Testing shall not be carried out at the same time as, or overlapping with, any other testing mode.
- A record of all servicing, maintenance and testing shall be kept and maintained for a minimum period of 2 years. The records shall be made available to the Local Planning Authority on request.
- Detail steps which will be taken to rectify any failure of Air Handling Units, including timescales by which the units will be brought back into use. The steps detailed within the STM Plan shall ensure that Air Handling Units are brought back into use without unnecessary delay.
- Records shall be kept of any Air Handling Unit failures and the steps taken to bring the units back into use. Records shall be kept for a minimum of 2 years and be made available to the Local Planning Authority on request.
- The servicing, testing and management of the generators and IACs shall be carried out in accordance with the approved management plan and maintained in this manner thereafter.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Use of Generators

The generators approved as part of this scheme shall only be used in case of an emergency (e.g. power failure) and in accordance with the servicing, maintenance and testing plan agreed as part of condition [X] of this permission.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

7.3. Design detail

External lighting

The external lighting scheme shall be installed in accordance with the details shown on External Lighting Plan DC3-ATK-ZZ-ZZ-DR-EE-641001 and shall be permanently maintained in that state thereafter.

Each floodlight must be aligned to ensure that the upper limit of the main beam does not exceed 70 degrees from its downward vertical.

The external lighting shall be designed and operated to have full horizontal cut-off and such that the Upward Waste Light Ratio does not exceed 5%.

The approved scheme shall be implemented prior to first use of the lighting and be permanently maintained in that state thereafter.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Vehicle charging

The development shall not be occupied until details of the electric charging point spaces have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority and they shall be retained in perpetuity.

Reason: To ensure that satisfactory parking for cycles is provided on site to serve the development, and to ensure compliance with the terms of Policy GP4 of the Adopted LDP2011-2026.

Cycle Storage

Details of the cycle parking facilities shall be submitted to the local planning authority for written approval prior to the installation of cycle parking (see the Landscape General Arrangement drawing DC3-ATK-XX-XX-DR-L-9100).

Reason: To provide sustainable transport opportunities

7.4. Operation

Building Use

Notwithstanding the provisions of the Town & Country Planning (Use Classes) Order 1987, or any Order revoking or re-enacting that Order, the proposed development shall be used for the B1 and B8 data storage use and for no other purpose, including any purpose in Class B1 or B8 of the Schedule to the Town & Country Planning (Use Classes) Order 1987, or in any provisions equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification.

Reason: To control the future use of the development and to reduce potential impacts upon traffic and neighbouring amenity.

Travel Plan

A Travel Plan based on the principals set out in the Outline Travel Plan hereby approved will be implemented upon first beneficial use. The development shall operate in accordance with the Travel Plan thereafter.

Reason: To promote sustainable travel arrangements in accordance with Policy TP4.

8. Conclusion

Next Generation Data are seeking full planning permission for a two-storey data centre building at a brownfield site within the Imperial Park industrial estate in Newport. NGD have been operating an existing data centre at Imperial Park since 2008 and are seeking to expand their operations. The proposed development represents significant investment in the region and in the digital economy. The proposals would fulfil Newport City Council's Corporate Plan Objective to become a regional hub for the digital economy by establishing Newport as one of Europe's leading data centre hubs. The proposals will create high quality jobs, support the region's existing digital economy and local business, it will bring a world-renowned industry leading company to Newport and bring into use an underutilised plot at Imperial Park.

The design has been developed alongside and is influenced by a number of environmental assessments which ensure the proposed development would have no unacceptable impacts on the environment or the amenity of the surrounding area. The noise assessment sets noise limits which will be adhered to when procuring and installing the air handling units and back-up generators, and the limits will be secured and monitored by planning condition. The building is designed to reflect the scale, character and appearance of the existing modern industrial units at Imperial Park and would not result in unacceptable change to Landscape quality or Visual Impacts. A new area of priority habitat open mosaic grassland will be created, adjacent to existing priority habitat to the north of Imperial Park, this will provide a new high quality habitat to compensate for the loss of low value scrub habitat which has grown in recent years on the unused site. The natural resource of the LG Duffrn Site 1 SINC would be protected from harm.

On balance it is considered that the proposed development would have significant economic benefits and would not cause unacceptable impacts on the environment or surrounding land uses. The proposed development represents a sustainable development which accords with national policy and the local development plan.

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