## EXECUTIVE SUMMARY

ADC Infrastructure Ltd were commissioned by Anglesey Land Holdings Ltd to provide transport and highways consultancy advice to support an outline planning application for the redevelopment of Prosperity Parc, on Holy Island in Anglesey.

Prosperity Parc is a brownfield site, formerly known as Penrhos Works, comprising the site of the former Anglesey Aluminium Metal facility. It also forms part of the Anglesey Prosperity Zone (APZ) within the Anglesey Freeport.

The outline planning application for the Prosperity Parc redevelopment is for a 'Data Centre and Technology Park (or Parc)' comprising of the following:

- up to 10,000sqm B1 office floorspace
- up to 5,000sqm B1 research and development space
- minimum of 223,000sqm B8 Data Centre use (with the Data Centre use exclusively, and no standard B8 storage and distribution uses)
- a battery energy storage system (BESS), with a capacity of up to 349MW.

The outline planning application seeks a total proposed gross floor area (GFA) of up to 238,000sqm. Therefore, within this maximum, the B8 Data Centre GFA could get larger if the B1 office and/or B1 research and development GFA ultimately reduces.

The site is currently accessed from the A5 London Road, via a priority-controlled T-junction with ghost island right turn lane on the north-western boundary. This will be retained, but with improvements made to the pedestrian and cycle provision at the main site access junction. There is also an existing access onto the A5 via a simple T-junction with ghost island right turn lane at the north-eastern site boundary, which serves the existing employment development outside of the application boundary. This will be retained as a secondary/emergency access for the proposed development.

The existing opportunities for sustainable travel were examined, and it was concluded that there are good opportunities for pedestrian, cycle, bus and rail travel to and from the site, which is consistent with the previous use of the site as a large employment area.

There are good opportunities for cycle travel to and from the site, with a number of areas within cycling distance, and existing/recently improvement cycle routes to access the site. The hourly bus Service 4 routes closest to the site, and Holyhead Station has 10 cycle parking spaces, and a taxi rank. Bus service 4 also routes to Holyhead station. There are therefore good opportunities for bus travel and rail travel as part of a multi-modal journey to and from the site.

The development is forecast to generate 279 pedestrian trips, 111 cycle trips, 223 public transport trips per day.

Pedestrian and cycle access would be improved as part of the proposed development, with pedestrian/cycle routes through the site and connections to off-site facilities. Given the outline nature of the proposals, exact details of the location of the routes within the site cannot be provided at this stage. At the site access junction, a footway/cycleway connection is proposed along the main site access road, and an uncontrolled crossing is proposed on the A5 London Road to facilitate access to the existing footway/cycleway on the northern side of the A5 London Road. Furthermore, the opportunities to provide a new pedestrian/cycle access through the western boundary of the

site, connecting to the existing infrastructure through the Penrhos Industrial Estate and Holyhead Retail Park is being explored. Whilst this cannot be relied upon, it will be provided subject to any third party land constraints.

It is proposed to provide a bus service into the site, and provide new bus stops within the site in order to reduce walking distances for employees and visitors. A bus turning area would also be provided to allow the bus to loop in and out of the site access junction. As the application is in outline only, and there is no fixed masterplan, the location of the bus stops and bus turning area have not yet been defined. Nevertheless, due to the security requirements of the site, the bus stops and turning area would be located within the western part of the site and outside of the main secure area. This can be secured via a planning condition requiring details of bus access as part of the Reserved Matters application. Funding for the bus service would be secured via the Section 106 Agreement.

The existing and proposed sustainable travel infrastructure is considered sufficient to serve the forecast increase in trips.

The proposed development would generate 482 two-way vehicle movements in the morning peak hour, 269 two-way vehicle movements in the interpeak hour, and 352 two-way vehicle movements in the evening peak hour, and a total of 4,574 two-way vehicle movements over a day.

Those trips were distributed to the highway network, and the impact of the additional trips was assessed at the following study area junctions.

1) A55/A5154/London Road signal controlled T-junction
2) A55 Junction 1 – A55/Kingsland Road roundabout
3) A55 Junction 2 – TY Mawr Interchange
4) A55 Junction 3 – Pencaledog Interchange
5) A5153/Penrhos Industrial Estate roundabout (W)
6) A5153/Penrhos Industrial Estate roundabout (E)
7) A5/A5153/Tesco roundabout
8) A5/A5025 signal controlled crossroads in Valley.

It is envisaged that, subject to planning consent being granted in early 2025, the site will open in 2026, and be fully open and operational by 2031. The timescales are linked to the Freeport and associated financial benefits (tax relief etc).

The operation of each junction was assessed in the 2024 base year, and again in the relevant future years. For the local highway network junctions, this was 2026 (opening year) and 2031 (opening year + 5 years). For the A55 junctions, this was 2030 (application + 5 years) and 2040 (application + 15 years). Cumulative impacts, which take into account background traffic growth and the committed developments at Parc Cybi and Land and Lakes, were undertaken.

The junction modelling focuses on the morning (0815-0915 hours) and evening peak hour (1630-1730 hours) only for the local highway network, and examines the morning (0815-0915), interpeak (1200-1300) and evening peak hour (1630-1730) for the A55 junctions.

It was concluded that all of the junctions have capacity to accommodate the additional traffic generated by the development, and that all of the junctions would continue to operate within acceptable limits in terms of capacity, queue length and delay. Therefore, no mitigation measures are required at the study area junctions.

Furthermore, it was concluded that none of the study area junctions have an accident record that would be exacerbated by the additional traffic generated by the proposed development. As the additional traffic would not significantly alter the operation of the junctions, that risk of accidents would not significantly alter. Therefore, no highway safety mitigation measures are required.

Overall, the proposed development should therefore be found acceptable in terms of traffic and transport.