



PLANNING STATEMENT (DRAFT for Consultation)

Outline application for a Technology Park
At the former Penrhos Aluminium Works ('Prosperity Parc'),
Holyhead (Caergybi), Anglesey (Ynys Mon)

Isle of Anglesey County Council

**SUBMITTED ON BEHALF of
Anglesey Land Holdings Ltd**

November 2024

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of Anglesey Land Holdings Ltd ('the Applicant') in support of an outline planning application with access details for the proposed development of a Technology Park campus at Prosperity Parc, Anglesey (Ynys Mon). Details for the other matters relating to layout, scale, appearance and landscaping will accord with the parameters and will be confirmed through future reserved matters applications in due course.
- 1.2 The application site is wholly located within the Isle of Anglesey County Council (IACC) and is on previously developed land ('brownfield' land). The total application site area extends to 87.92 hectares (ha) and comprises the former Penrhos Aluminium Works site at Holyhead (Caergybi). Some buildings and businesses remain on site but the majority have been demolished and cleared in preparation for its redevelopment.
- 1.3 The application proposes the redevelopment of Prosperity Parc which is located off London Road (A5) on the southern edge of Holyhead. The application is submitted in response to a number of factors, including the sites allocation as a safeguarded employment site via Policy CYF1 in the adopted Local Plan, as well as the sites inclusion in the Anglesey Freeport which is being taken forward by the Council with Stena Line and a range of other partners.
- 1.4 The outline application is for a total of up to 238,000 sqm development in B8 (data centre) use, with B1 office and research and development space and a Battery Energy Storage System (BESS) (Unique use) scheme. There is strong market interest from this high-value sector of the UK economy as a result of the sites access to both strategic power and telecommunications infrastructure. The site will continue to be accessed via the existing junctions with London Road (A5). Extensive areas of existing boundary tree planting and other key green features on-site will be retained, helping to continue to screen the site from outside view, and along with new landscaping as part of detailed design will enable a high-quality built and natural environment on-site.
- 1.5 A Parameters Plan has been prepared which sets development parameters relating to the total floor area, building heights, the access arrangements, the extent of the development area, and strategic landscaping and green space. The illustrative masterplan provided with the application shows how the site could come forward but is only provided for illustrative purposes.
- 1.5 The purpose of this Planning Statement is to describe the planning context, issues and key policies of relevance to determination of the application. Section 2 of this Statement provides a detailed description of the site and its context. Section 3 sets out details of the proposed development. Section 4 summarises the planning policy context for the application. Section 5 summarises the pre-consultation process and Section 6 provides a detailed case in support of the application. Finally, Section 7 sets out the summary and conclusions.
- 1.6 This Planning Statement should be read in conjunction with the following information and detail which is submitted in support of the proposals.

Drawings:

- Site Location Plan;

- Parameters Plan;
- Illustrative Masterplan (provided for illustrative purposes only);
- Site Access Plan

Technical statements or reports:

- Design and Access Statement;
- Transport Statement;
- Travel Plan;
- Noise Impact Assessment;
- Ecology Report including appendices;
- Green Infrastructure Statement;
- Arboricultural Impact Assessment;
- Landscape and Visual Appraisal;
- Heritage Desk Based Assessment;
- Archaeological Evaluation and Geoarchaeological Borehole Survey report;
- Flood Consequence and Drainage Assessment (FCDA);
- Ground Conditions Report;
- Economic Impact Assessment;
- Welsh Language Statement;
- Energy Statement;
- BREEAM Pre-Assessment;
- Lighting Assessment;
- Statutory Pre-Application Consultation Report (*note: this report is not provided as part of the consultation but will be submitted with the planning application in due course*).

2.0 SITE LOCATION AND CONTEXT

- 2.1 As set out in the introduction, the Application site comprises the former Penrhos Aluminium Works site, now referred to as 'Prosperity Parc'. The application site therefore shares a history with the former Works site which began to close down in 2009 and fully ceased operations in 2013, and which is now largely derelict and awaiting redevelopment. The total site area is 87.92 ha.
- 2.2 The majority of the infrastructure, buildings and structures associated with the previous use have now been demolished leaving a large open area of hardstanding. Recent demolition has included the large pot lines building which housed the main aluminium production operations and the 122m high chimney, both of which were demolished during the first half of 2024. Some of the former buildings towards the centre and west of the site have been brought into re-use or re-purposed with businesses based within them. Towards the southern of the existing hardstanding there are retained power cables and connections to the national grid beyond the site.
- 2.3 On the west of the site there is boundary planting with a small area of woodland to the north. On the north of the site by London Road there is plantation woodland which sits on a bund and provides good visual screening and buffering to the site. To the north-east alongside the primary access from London Road there is an existing area of landscaping and planting, including wet areas. Along some areas around the site boundaries areas of ruderal and other poor quality vegetation developed as a result of a lack of site management prior to the Applicant acquiring the site. A regime of site management and maintenance has been implemented ahead of the redevelopment of the site focused on areas that were previously developed, occupied and used.
- 2.4 The site benefits from two existing access arrangements from London Road (A5). The primary access is via a priority-controlled T-junction with a ghost island right turn lane on the north-western boundary. A secondary/emergency access is provided to the north-east of the site, and is also accessed via a priority controlled T-junction with a ghost island right turn lane – this secondary/emergency access is also used by AMG Alenco UK who operate on land immediately adjacent to the south of the site. From London Road there is excellent connectivity to the strategic road network, with Junction 2 of the A55 located some 0.5 miles (0.8km) to the north of the site.
- 2.5 In terms of topography, the site is located on lower land ranging between 5 to 15m Above Ordnance Datum (AOD). The majority of the site is relatively flat and sits between 5m to 10m which includes the existing hardstanding area, the majority of which is around 7m AoD. Landscaped bunds along the northern boundary rise to around 15m.
- 2.6 The site includes an existing rail spur which runs towards the centre of the site and is taken from the adjacent main line to the south.
- 2.7 The Prosperity Parc site has few direct neighbours (either commercial or residential), with the site essentially defined by London Road along the northern edge, with the railway line and A55 road creating the site's southern boundary. Other influences beyond the site boundaries include the Holyhead Retail Park immediately to the north-west, with the urban area of Holyhead (Caergybi) and the Holyhead Ferry Terminal located further to the north-west. Parc Cybi and the Holyhead Inland Border Facility are located beyond the A55 to the south. Approximately over 1km to the south-west there is Trearddur Bay. To the north of the site beyond London Road there is Penrhos beach, the Battery and Beddmanarch Bay.

- 2.8 Due to the site's industrial past, there is an existing underground conveyor belt tunnel that runs underground to the port in Holyhead (Caergybi). There is also an existing surface water outfall drain from the site which runs into the sea beyond Penrhos Beach.
- 2.9 There are no ecological designations within the site and there are also no listed buildings or scheduled monuments within the site boundaries. The site is partially covered by the Isle of Anglesey's Area of Outstanding Natural Beauty (AONB), which also covers a significant portion of Holy Island (Yns Gybi). The three existing Tree Protect Orders (TPO) within the red line boundary are along the northern boundary, and also to the eastern edge beyond the existing secondary access off London Road.

Relevant Planning History

- 2.10 The following previous planning applications within the former Penrhos Works Aluminium site are of relevance to this application:
- Screening opinion ref. SCR/2024/12 – it was confirmed by the Local Planning Authority on 14/03/2024 that the redevelopment of the former Penrhos Aluminium Works site for employment uses (B1/B2/B8), is unlikely to have significant effects on the environment and that an Environmental Impact Assessment (EIA) is not required.
 - BESS application ref. OP/2023/8 – outline approval (all matters reserved) was granted on 25/01/2024 for the development of a Battery Energy Storage System (BESS) within the southern area of hardstanding on the site.
 - Demolition application ref. DEM/2023/6 – prior approval consenting demolition works (as permitted development) for the demolition of the pot line building, the A frame building and the chimney stack was granted on 02/11/2023. Demolition was completed during the first half of 2024.
 - Substation application ref. FPL/2023/189 – consent for a 132kV substation with associated infrastructure on 25/09/2023, on land to the south of the BESS scheme and within the wider Prosperity Parc site.
 - Biomass application ref. 12/04.09/19C – consent for a 299MW biomass development at Prosperity Parc, to the east and north of the BESS scheme. A Lawful Development Certificate for a cycle store was granted under application ref. 19C1160M/LUC, and which safeguarded the consent. However, given the emerging proposals by the Applicant as set out in this Planning Statement, the biomass proposals will not be brought forward. The Biomass scheme remains relevant in that the location and extent of new large-scale built development approved within the site for the Biomass scheme, has informed the extent of development proposed for this new data centre led scheme. The Proposed Site Plan for the Biomass scheme is included as **Appendix A** to this report for ease of reference.

3.0 THE PROPOSED DEVELOPMENT

Description of Development

3.1 The proposal is for the redevelopment of the existing brownfield Prosperity Parc site (the former Penrhos Aluminium Works site) to deliver a Technology Park that will consist of datacentres (B8 use), with office and research & development (B1 use), and a BESS (Unique use) scheme.

3.2 The application is made in outline with details included about how the existing two access points from London Road (A5) will be utilised. Details in relation to the layout, scale, appearance and landscaping will be provided through reserved matters applications submitted to the Local Planning Authority in due course.

3.3 The proposed description of development is as follows:

“Outline permission for the redevelopment to include demolition of structures and buildings to allow construction of new employment floorspace including, data centres (use class B8), offices, and research and development space (use class B1), and battery energy storage (Unique use). Development to include drainage arrangements, hardstanding and yards, retained and new landscaping, gatehouses, and other associated buildings, infrastructure and engineering works. All matters reserved except for (retained) site accesses from London Road (A5).”

3.4 The proposals will comprise a total Gross Internal Area (GIA) of up to 238,000 sqm, which will be delivered across the following uses and extent of floorspace:

- up to 10,000 sqm of B1 office space;
- up to 5,000 sqm B1 research and development space;
- a minimum of 223,000 sqm / maximum of 238,000 sqm B8 data centre use.

3.5 The proposals will also include space for the delivery of a BESS scheme within the site, with the location within the site to be determined through reserved matters. As set out in BESS permission ref. OP/2023/8, the scheme will have a target capacity of up to 349MW and it is envisaged that site area occupied by the BESS within the Technology Park scheme will be around 1 ha and therefore similar to that approved through the existing BESS permission. The type of containers anticipated to be installed are considered to be typical of BESS facilities elsewhere¹.

Key Parameters

3.6 The Parameters Plan sets the parameters to which the development will accord with at the detailed stage. These comprise:

- Height of buildings – two separate zones are shown which are based on the heights of buildings to the ridge/highest point:
 - Zone A on the south – 18m;
 - Zone B on the remainder – 21m;

¹ The battery containers are expected to have a height of 2.6m, be 2.44m wide and be 6.10m in length (albeit with details to be confirmed via reserved matters in due course).

- Setting of Finished Floor Levels (FFLs) to be similar to existing ground levels which range from 5m to 10m Above Ordnance Datum (AOD), with much of the site sitting at around 7m AoD;
- Retention of existing access points from London Road (A5) to the north-west and north-east;
- Extent of the development area/built infrastructure within the site which extends to 66.20 ha. This is predominantly on existing hardstanding and previously used and developed areas associated with the former industrial buildings and uses of the site. The proposed development area reflects that approved for the approved and implemented Biomass scheme referred to above;
- Access for the existing rail line spur into the site, from the adjacent main line, to be retained. The spur lines which run in toward the centre of the site would be removed to accommodate the proposed development, but future access to the rail network will not be inhibited;
- Extent of retained and enhanced green infrastructure which extends to 21.72 ha. This is predominantly around the boundaries of the site and includes a 20m buffer to the south adjacent to the boundary with the (off-site) railway line, and with an area of existing woodland in the south-west corner retained. It also includes the retention of the bunding and associated woodland to the north alongside London Road (A5) with the three TPO areas protected, and the retention as woodland of the area south of the secondary/emergency access. To the north-east of the site the existing green and lower lying (wet) areas alongside the primary access by London Road (A5) will be retained, with the potential for enhancement through new planting.

Context for the proposals

Anglesey Freeport

- 3.7 In March 2023 the Welsh and UK Governments approved Anglesey's bid to become one of the first Welsh Freeports. The Freeport is being progressed by a partnership of IACC and Stena Line, working with other landowners and bodies. The aspirations of the Freeport are to deliver and attract business investment opportunities, as well as bolstering Anglesey's vibrant island economy and the prosperity of communities across North Wales.
- 3.8 The Prosperity Parc is one of the largest sites included within the area covered by the Anglesey Freeport, however, the planning process sits entirely outside of, and separate to, the Freeport process.

Data Centres

- 3.9 The main use proposed on the site is for B8 data centres as part of the new 'Technology Park' which will account for the majority of the proposed floorspace.
- 3.10 The site benefits from access to very large amounts of grid power, as well as good access to strategic telecommunications links to Ireland, the wider UK, and beyond. Coupled with Anglesey's potential to support a range of new energy generation sources, this makes the site particularly well suited to data centres.

- 3.11 The site benefits from access to very large amounts of grid power, as well as good access to strategic telecommunications links to Ireland, the wider UK, and beyond. Coupled with Anglesey's potential to support a range of new energy generation sources, this makes the site particularly well suited to data centres.
- 3.12 In a press release² from September 2024, the UK Government Technology Secretary announced that the UK Government has now classed data centres as 'Critical National Infrastructure'.
- 3.13 The press release states:
- "The new protections will also boost business confidence in investing in data centres in the country, an industry which already generates an estimated £4.6 billion in revenues a year...
Data centres are the engines of modern life, they power the digital economy and keep our most personal information safe.
Bringing data centres into the Critical National Infrastructure regime will allow better coordination and cooperation with the government against cyber criminals and unexpected events..."*
- 3.14 The proposals for data centre development within Prosperity Parc help with delivering a data centre network which continues to protect data and support the growth of the UK economy, whilst also delivering local economic development and job creation.

Battery Energy Storage Systems (BESS)

- 3.15 Battery storage technologies are increasingly recognised as an essential part of the mix of technological and infrastructural elements required to support and enable the transition away from fossil fuels and towards renewable energy and to the UK being net-zero carbon by 2050 (as required by the Climate Change Act 2008). BESS's are key to ensuring a resilient, efficient power supply network.
- 3.16 The Welsh Government has identified the role and importance of Energy Storage in enabling the balancing electricity supply and optimising the potential for energy generation from renewable sources. For example, the Government's Review of Wales's Renewable Energy Targets (WG458 96) states that:

"The development of commercial scale battery storage across Great Britain is driven by the growing need for flexibility on the electricity system. Projects provide services to the electricity grid, including the balancing of supply and demand and providing fast response services, such as Dynamic Containment. Storage promotes resilience in the energy network and will be an important component in ensuring the UK's electricity self sufficiency. There are barriers to new storage projects in Wales, including grid constraints and the way the system currently treats batteries as generation that will supply at peak times."

² Press release by the UK Government's Technology Secretary on 12/09/2024:
<https://www.gov.uk/government/news/data-centres-to-be-given-massive-boost-and-protections-from-cyber-criminals-and-it-blackouts>

- 3.17 There are numerous advantages and benefits to battery storage facilities, particularly when compared to other forms of energy generation or storage. Battery energy storage systems tend to have relatively small footprints, involve generally low structures or buildings, and have limited noise impacts due to the nature of the equipment accommodated on site with no industrial or other processes or 'moving parts'.
- 3.18 The BESS will enable the storage of power during times of abundant power supply (for example overnight), and will then release stored power during times of high demand and/or when supply is more limited. This compliments other forms of renewable energy generation which often have to essentially stop producing power due to grid connection capacity constraints and a lack of wider energy storage capacity. By increasing the storage capacity via this and other BESS facilities it enables renewable energy production to be maximised (when the sun shines and/or the wind blows), and therefore supports the increasing proportion of renewable energy being supplied to users.
- 3.19 Such facilities help support the national grid and increase resilience of the power network, and is expected to support future occupiers of the wider Prosperity Parc site in due course, some of whom are anticipated to be active in the energy or renewable energy sector, as well as occupiers which may themselves have requirements for relatively high levels of power.

4.0 PLANNING POLICY CONTEXT

4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan is therefore the starting point for consideration of the application.

4.2 Under Section 38 (4), the Development Plan in Wales comprises:

- the National Development Framework for Wales – Future Wales: the National Plan 2040;
- The Strategic Development plan for that area – there is no strategic plan for the IACC; and
- The Local Development Plan for that area – the Anglesey and Gwynedd Joint Local Development Plan (2011 to 2026).

4.3 In addition, Planning Policy Wales (PPW) Edition 12 (2024) is not part of the development plan, but as the principal statement of national planning policy it has substantial weight in the planning process³.

Future Wales: the National Plan 2040

4.4 Future Wales: the National Plan 2040 is the national development framework for Wales, which sets the direction for where large scale change and nationally important developments will be focused in Wales to 2040, and is the country's highest tier of development plan. It is a spatial plan which includes a strategy for addressing key national priorities through the planning system, including: sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

4.5 Future Wales includes the Economic Action Plan which supports the delivery of Prosperity for All. The Economic Action Plan also states the following (note: selected for their relevance to the proposed development):

- *"supports a low carbon economy and the decarbonisation of industry, and the growth of sustainable and renewable energy*
- *supports the sustainable location of economic land uses*
- *supports the growth of innovation, research and development, and better linkages between higher education and private industry*
- *recognises the importance of key future sectors such as advanced engineering, renewable technologies, Artificial Intelligence, transport, automation and digital innovation*
- *supports infrastructure development, including transport, energy, and digital communications.*"⁴

³ Future Wales: the National Plan 2040, page 17

⁴ Future Wales: the National Plan 2040, page 14

- 4.6 Future Wales includes 11 Outcomes which are overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in PPW. Of particular relevance to this application, the Outcomes include⁵:
- *(1) Our cities, towns and villages will be physically and digitally well connected places, offering good quality of life to their residents;*
 - *(3) The regional approach will recognise that different parts of Wales work differently to each other, with distinct underlying characteristics and challenges;*
 - *(4) We aim to have a million Welsh speakers in Wales by 2050 – an increase of almost 80% on current levels;*
 - *(5) Cities and large towns will be magnets for jobs and investment, while people are drawn to live and work there for the economic and social opportunities they provide;*
 - *(6) Development plans will have a forward thinking, positive attitude towards enabling economic development, investment and innovation;*
 - *(7) All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles;*
 - *(10) The planning system will ensure wildlife is able to thrive in healthy, diverse habitats, both in urban and rural areas, recognising and valuing the multiple benefits to people and nature;*
 - *(11) The challenges of the climate emergency demand urgent action on carbon emissions and the planning system must help Wales lead the way in promoting and delivering a competitive, sustainable decarbonised society.*
- 4.7 Policy 1 (Where Wales Will Grow) highlights that Holyhead is an area of regional growth in the north of Wales, and is also shown on the Spatial Strategy map on page 61 as a 'Strategic Gateway'.
- 4.8 Policy 2 (Shaping Urban Growth and Regeneration) sets out that the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives.
- 4.9 Policy 3 (Supporting Urban Growth and Regeneration) details that the Welsh Government will play an active, enabling role to support the delivery of urban growth and regeneration.
- 4.10 Policy 9 (Resilient Ecological Networks and Green Infrastructure) sets out that the Welsh Government will identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.
- 4.11 Policy 10 (International Connectivity) highlights Holyhead Port as a Strategic Gateway for facilitating international connectivity and offering business opportunities with good road and rail links across the region and into England.
- 4.12 Policy 13 (Supporting Digital Communications) explains that the Welsh Government supports the provision of digital communications infrastructure and services across
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⁵ Future Wales: the National Plan 2040, pages 54-56

Wales. Planning authorities must engage with digital infrastructure providers to identify the future needs of their area and set out policies in Strategic and Local Development Plans to help deliver this.

4.13 Policy 17 (Renewable and Low Carbon Energy and Associated Infrastructure) states:

“The Welsh Government strongly supports the principle of developing renewable and low carbon energy from all technologies and at all scales to meet our future energy needs. In determining planning applications for renewable and low carbon energy development, decision-makers must give significant weight to the need to meet Wales’ international commitments and our target to generate 70% of consumed electricity by renewable means by 2030 in order to combat the climate emergency.” (page 95)

4.14 Policy 24 (North West Wales and Energy) highlights that the Welsh Government supports North West Wales as a location for new energy development and investment. Proposed developments associated with the Isle of Anglesey Energy Island Programme will be supported in principle as a means to create significant economic benefits for the area as well as generating renewable or low carbon energy.

Anglesey and Gwynedd Joint Local Development Plan (2017)

4.15 The Anglesey and Gwynedd Joint Local Development Plan (the ‘Local Plan’) was formally adopted on 31 July 2017. The Local Plan will deliver its objectives for the area to include vibrant and lively communities through the following relevant themes:

- Sustainable living;
- Support growth and regeneration that will transform the local economy;
- Protect and enhance the natural and built and environment.

4.16 Prosperity Parc (with the exception of the retained woodland south of the secondary/emergency access) is covered by safeguarded employment site C27 ‘Anglesey Aluminium land, Holyhead’, which is included within Policy CYF1 (Safeguarding, Allocating and Reserving Land and Units for Employment Use). The C27 site is stated as a Secondary Site and the supportive text states that these sites:

“...offer important opportunities which address local demand as well as the potential demand arising from Anglesey Energy Island Programme/ Enterprise Island. These sites are mainly located within or near Centres, Service Village and Villages, which have a range of community services, facilities as well as sustainable transport links.” (page 95)

4.17 The C27 site totals 90.5 ha of B1, B2 and B8 employment land which contributes towards safeguarding 642.9 ha of employment and business land across the Local Plan area in accordance with Strategic Policy PS13 (Providing Opportunity for a Flourishing Economy). The policy focuses on B1, B2 and B8 uses but also includes “*some sui generis uses*”.

4.18 The C27 site is also labelled as a ‘Strategic Regional Site’ which the supportive text explains that these sites are of:

“regional importance with a critical role in achieving regional and contributing to national economic development objectives, supporting key sector development.” (page 95)

4.19 For context, the following land within the immediate vicinity of the Prosperity Parc site (C27) is also safeguarded for employment/ business enterprises:

- Parc Cybi, Holyhead site ref. C9 – located west of the A55 and comprises 109.2 ha of land for B1/B2/B8 uses;
- Penrhos Industrial Estate, Holyhead, site ref. C10 – located north of Prosperity Parc and comprises 5.8 ha of land for B2/B8 uses.

4.20 Notwithstanding the above policies, and in relation to the proposals to include a BESS scheme within the application, Policy CYF5 (Alternative Uses of Existing Employment Sites) also acknowledges that proposals to release land on existing employment sites safeguarded for B1, B2 or B8 uses for alternative uses, “*will be granted only in special circumstances, provided they conform to one or more of the following criteria*”. Points (4) and (5) of the criteria states:

(4) “The proposal would not have a detrimental effect on employment uses at adjacent sites;

(5) There is no other suitable alternative site for the proposed use”

4.21 The explanatory text to the policy also states that:

“It is recognized that these sites have an important role in maintaining and securing future employment opportunities, and therefore the intention is to protect them for those purposes” (paragraph 6.3.33).

And...

“It would be necessary to ensure that any potential use is not in conflict with the employment use remaining on the site” (paragraph 6.3.44).

4.22 The application site is partly covered by the Anglesey AONB and Strategic Policy PS19 (Conserving and Where Appropriate Enhancing the Natural Environment) sets out that the Councils will manage development so as to conserve and where appropriate enhance the Plan area’s distinctive natural environment, countryside and coastline. Policy AMG1 (AONB Management Plans) also highlights that proposals within an AONB must, where appropriate, have regard to the relevant AONB Management Plan (note: the AONB Management Plan is referred to later in this Statement).

4.23 Other Local Plan policies relevant to the proposed development are set out below.

4.24 Strategic Policy PS1 (Welsh Language and Culture) details that the Councils will promote and support the use of the Welsh language in the Local Plan area.

4.25 Strategic Policy PS2 (Infrastructure and Developer Contributions) explains that the Councils will expect new development to ensure sufficient provision of essential infrastructure (either on-site or to service the site) is either already available or provided in a timely manner to make the proposal acceptable, by means of a planning condition or obligation. Policy ISA1 (Infrastructure Provision) states that contributions may be sought for a range of contributions and provides a list of examples.

4.26 Strategic Policy PS4 (Sustainable Transport, Development and Accessibility) sets out that development will be located so as to minimise the need to travel. The Councils will support improvements that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where

- appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car.
- 4.27 Policy TRA2 (Parking Standards) details parking provision for all modes of transport should be in accordance with the Councils' Parking Standards. It should be noted that with the application being in outline, parking provision for the proposed development will be confirmed through reserved matters.
- 4.28 Policy TRA3 (Safeguarding disused railway lines) explains that proposals that inhibit the potential of re-opening of disused or redundant railway infrastructure for railway use or for alternative transport purposes will be refused.
- 4.29 Policy TRA4 (Managing Transport Impacts) notes that where appropriate, proposals should be planned and designed in a manner that promotes the most sustainable modes of transport having regard to a hierarchy of users. The policy also details that proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused. The degree of unacceptable harm will be determined by the local authority on a case by case basis.
- 4.30 Strategic Policy PS5 (Sustainable Development) highlights that development will be supported where it is demonstrated that they are consistent with the principles of sustainable development.
- 4.31 Strategic Policy PS6 (Alleviating and Adapting to the Effects of Climate Change) sets out that proposals will only be permitted where they respond to using low or zero carbon energy technologies wherever practical, viable and consistent with the need to engage and involve communities; protect visual amenities, the natural, built and historic environment and the landscape.
- 4.32 Policy PCYFF1 (Development Boundaries) identifies development boundaries for different centres and areas within the Local Plan area, and this includes Urban Service Centre of Holyhead which includes the application site. The policy notes that proposals within development boundaries will be approved in accordance with the other policies and proposals of the Local Plan, national planning policies and other material planning considerations.
- 4.33 Policy PCYFF2 (Development Criteria) highlights that a proposal should demonstrate its compliance with relevant policies in the Adopted Local Plan and national planning policy and guidance, as well as making the most efficient use of land, provide amenity space, and make provision for waste management during construction.
- 4.34 Policy PCYFF3 (Design and Place Shaping) details that all proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.
- 4.35 Policy PCYFF4 (Design and Landscaping) explains that proposals should integrate into their surroundings. Proposals that fail to show (in a manner appropriate to the nature, scale and location of the proposed development) how landscaping has been considered from the outset as part of the design proposal will be refused.
- 4.36 Policy PCYFF5 (Carbon Management) sets out that proposals will need to demonstrate how the energy hierarchy set out in Policy PS 6 has been applied and

how the contribution from renewable or low carbon energy to satisfy the proposals need for energy and waste has been maximised.

- 4.37 Policy PCYFF6 (Water Conservation) explains that should incorporate water conservation measures where practicable, including Sustainable Urban Drainage Systems (SUDS). All proposals should implement flood minimisation or mitigation measures where possible, to reduce surface water run-off and minimise its contribution to flood risk elsewhere.
- 4.38 Strategic Policy PS7 (Renewable Energy Technology) outlines that the Councils will seek to ensure that the Plan area wherever feasible and viable realises its potential as a leading area for initiatives based on renewable or low carbon energy technologies.
- 4.39 Policy ADN3 (Other Renewable Energy and Low Carbon Technologies) sets out that proposals for renewable and low carbon energy technologies, other than wind or solar, which contribute a low carbon future will be permitted, provided that the proposal conforms to criteria stated in the policy.
- 4.40 Policy AMG5 (Local Biodiversity Conservation) notes that proposals must protect and, where appropriate, enhance biodiversity that has been identified as being important to the local area.
- 4.41 Strategic Policy PS20 (Preserving and Where Appropriate Enhancing Heritage Assets) details that proposals will preserve and where appropriate enhance the heritage assets, their setting and significant views into and out of the building/area.
- 4.42 Policy AT3 (Locally or Regionally Significant Non-Designated Heritage Assets) explains that proposals will be required to conserve and seek opportunities to enhance buildings, structures and areas of locally or regionally significant non-designated heritage assets, which create a sense of local character, identity and variation.
- 4.43 Policy AT4 (Protection of Non-Designated Archaeological Sites and their Setting) notes that proposals which may have a significant adverse impact on sites that are of potential national archaeological importance and their setting, or are of acknowledged local heritage importance, including sites of industrial archaeology that are not scheduled and their settings will: (1) be assessed in terms of the intrinsic importance of the 'site' and the potential extent of harm, and (2) require, where appropriate, either an archaeological assessments and/ or field evaluation in order to determine the archaeological impact of the proposed development.

Material Considerations:

Planning Policy Wales – Edition 12 (2024)

- 4.44 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 4.45 Paragraph 3.3 notes that good design is fundamental to creating sustainable places where people want to live, work and socialise. The five objective of good design are:

access and inclusivity, character, movement, environmental sustainability and community safety.

4.46 In reference to transport movement, paragraph 3.13 sets out that existing infrastructure must be utilised and maximised wherever possible.

4.47 Paragraph 3.25 refers to the Welsh Language and explains that the land use planning system should take account of the conditions which are essential to the Welsh language and in so doing contribute to its, use and the Thriving Welsh Language well-being goal.

4.48 In terms of previously developed (brownfield) land, paragraph 3.55 highlights that wherever possible, it should be used in preference to greenfield sites where it is suitable for development.

4.49 Paragraph 4.1.1 notes that the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. Paragraph 4.1.36 also adds that the availability of public transport is an important part of ensuring a place is sustainable and that it enables people to undertake medium and long journeys without being dependent on having access to a car – the paragraph explains that the planning system should facilitate this by locating development where there is, or can be, good access by public transport.

4.50 Paragraph 5.2.1 recognises the importance of secure and fast electronic communication and states:

“Greater numbers of individuals working from home are a growing trend and planning authorities should consider the implications of this when preparing their development plans.”

4.51 Paragraph 5.2.2 also adds:

“Modern society demands reliable fast and high capacity communication networks to ensure large amounts of data can be easily accessed or exchanged.”

4.52 With regards to economic development, paragraph 5.4.1. states that the:

“The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses.”

4.53 Paragraph 5.4.2 also acknowledges growth in innovative, emerging technology and high value added sectors such as advanced engineering, renewable and low carbon energy, digital and bio-technology sectors, and states that these sectors are *“strongly supported”*.

4.54 Paragraph 5.4.4 explains that wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development. Paragraph also adds that planning authorities should: *“promote the re-use of previously developed, vacant and underused land”*.

4.55 In reference to tackling climate change, paragraph 5.7.1 highlights the Welsh Government’s commitment to renewable energy, and notes that their highest priority

is to reduce demand wherever possible and affordable, with an ambition for low carbon electricity becoming the main source of energy in Wales.

- 4.56 Paragraph 5.7.7 details that the planning system should “*optimise energy storage*”, and paragraph 5.7.12 states:

“Energy storage has an important part to play in managing the transition to a low carbon economy. The growth in energy generation from renewable sources requires the management of the resultant intermittency in supply, and energy storage can help balance supply and demand. Proposals for new storage facilities should be supported wherever possible.”

- 4.57 Paragraph 5.9.1 sets out that Local Authorities should facilitate all forms of renewable and low carbon energy development and should seek to ensure their area’s full potential for renewable and low carbon energy generation is maximised, and renewable energy targets are achieved.

- 4.58 In making decisions for renewable energy proposals, paragraph 5.9.19 states:

“In determining applications for the range of renewable and low carbon energy technologies, planning authorities should take into account:

- *the contribution a proposal will make to meeting identified Welsh, UK and European targets;*
- *the contribution to cutting greenhouse gas emissions; and*
- *the wider environmental, social and economic benefits and opportunities from renewable and low carbon energy development.”*

- 4.59 Paragraph 5.9.20 adds that Planning Authorities should identify and require suitable ways to avoid, mitigate or compensate adverse impacts of renewable and low carbon energy development, which includes the need to minimise impacts on local communities, such as from noise and air pollution. Paragraph 5.9.21 also notes that wherever possible, applications should also consider how to avoid, or otherwise minimise, adverse impacts through careful consideration of location, scale, design and other measures.

- 4.60 Paragraph 5.9.25 highlights that the social, environmental and economic benefits associated with any development should be fully factored into and given weight in the decision making process. Paragraph 5.9.26 also explains that there are significant opportunities to achieve local benefits through renewable energy developments and some benefits can be justified as mitigation of development impacts through the planning process.

- 4.61 In terms of heritage, paragraph 6.1.7 highlights it is important that the planning system looks to protect, conserve and enhance the significance of historic assets which includes consideration of the setting of an historic asset which might extend beyond its curtilage. Paragraph 6.1.9 also adds that any planning decisions must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place.

- 4.62 With regards to green infrastructure, paragraph 6.2.11 states:

“The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level

of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.”

- 4.63 In regard to Areas of Natural Outstanding Beauty (AONB), paragraph 6.3.5 sets out that Planning Authorities have a statutory duty to have regard to AONB purposes, with paragraph 6.3.9 adding that proposals in AONBs must be carefully assessed to ensure that their effects on those features which the designation is intended to protect are acceptable.
- 4.64 In terms of ecology, paragraph 6.4.21 notes that Planning Authorities should ensure that any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.
- 4.65 In reference to managing surface water runoff, paragraph 6.6.27 details that Planning Authorities should be aware of the risk of surface water flooding, and ensure developments are designed and planned to minimise potential impacts.
- 4.66 With regards to noise impacts, paragraph 6.7.6 sets out that in proposing new development, planning authorities and developers must address any implication arising as a result of its association with, or location within areas where there are sensitive receptors, not create areas of inappropriate soundscape, and seek to incorporate measures which reduce overall exposure to noise pollution and create appropriate soundscapes.
- 4.67 Concerning lighting impacts from development paragraph 6.8.4 explains that Planning authorities can attach conditions to planning permissions that include the design and operation of lighting systems, for example, requiring energy-efficient design and to prevent light pollution.
- 4.68 In terms of land contamination, paragraph 6.9.18 details that Planning authorities should take into account the nature, scale and extent of land contamination which may pose risks to health and the environment so as to ensure the site is capable of effective remediation and is suitable for its intended use.

Technical Advice Notes (TAN)

- 4.69 There are several Technical Advice Notes (TAN) which are of relevance to the proposed development. These include:
- TAN 5: nature conservation and planning
 - TAN 10: tree preservation orders
 - TAN 11: noise
 - TAN 12: design
 - TAN 15: development and flood risk
 - TAN 18: transport
 - TAN 20: planning and the Welsh language
 - TAN 23: economic development
 - TAN 24: the historic environment

Anglesey AONB Management Plan 2023-2028

- 4.70 The application site lies partly within the Isle of Anglesey Area of Outstanding Natural Beauty (AONB) which was designated in 1966 and encompasses large parts of Anglesey's dramatic coastline – it includes most of the island's cliffs and beaches, and much of the farmland and forests that form the backdrop to the island's coast. The total coverage of the AONB is approximately 22,100 ha.
- 4.71 The vision of the AONB Management Plan states that all development within and adjacent to the boundary of the AONB is compatible with the aims and objectives of the management of the designation. New development should reflect the traditional character of the Island.
- 4.72 The main purpose of the AONB designation is in protecting the natural features and scenic value of the Anglesey coastline. Policy CLC2.1 of the Management Plan also encourages and supports energy conservation measures.

Anglesey Freeport (Porthladd Rhydd Ynys Mon)

- 4.73 In March 2023 the Welsh and UK Governments approved Anglesey's bid to become one of the first Welsh Freeports. The Freeport is being progressed by a partnership of Anglesey County Council and Stena Line, working with other landowners and bodies. The aspirations of the Freeport are to deliver and attract investment opportunities for businesses considering their future operations, as well as bolstering Anglesey's vibrant island economy and the prosperity of communities across North Wales⁶.
- 4.74 Anglesey Freeport is committed to delivering upon the shared objectives of the broader Freeport programme, including providing a hub for global trade, innovation and investment, supporting local talent and embracing new employment opportunities in a range of sectors.
- 4.75 The application site (Prosperity Parc) forms part of the Anglesey Freeport, along with other sites which in combination will help deliver a range of local and strategic benefits. The Freeport currently has no planning status, but the inclusion of Prosperity Parc within the Freeport is a material consideration to this outline application.

Previous and Extant Planning Permissions at Prosperity Parc

- 4.76 The outline application includes the proposal for BESS scheme within Prosperity Parc development. The approval of a BESS scheme already within the site through permission ref. OP/2023/8 is a material consideration to the determination of this application and confirms that the principle of a BESS development on-site is appropriate.
- 4.77 The Biomass consent ref. 12/04.09/19C, which has been secured through ref. 19C1160M/LUC, is also relevance as this scheme demonstrates a permitted extent of development on the site towards the site boundary with London Road (A5) – also see **Appendix A**.

⁶ Anglesey Freeport website: <https://angleseyfreeport.co.uk/home-e/>

5.0 PRE-APPLICATION PUBLIC CONSULTATION PROCESS

- 5.1 At the time of writing, the Applicant has prepared a pre-application public consultation process for the draft proposals as required by the relevant regulations⁷. This process includes:
- A website which provides all the relevant information (documents and plans) which are proposed to be submitted with the outline planning application;
 - An in-person consultation event in Holyhead at the Market Hall on Stanley Street on the 10th December 2024, where interested parties will have the opportunity to review plans and discuss matters with members of the planning and design team for the application.
- 5.2 Interested parties and Local Planning Authority consultees will have the opportunity to comment on the draft proposals during the consultation period which will run from the 4th December 2024 to 10th January 2025. It should be noted that the consultation period has been extended to take account of the Christmas and New Year period.
- 5.3 A full review and report on the pre-application consultation process, including a response to the issues raised during the process, will be provided for the final submission of the outline application.

⁷ Part 1A: Pre-application consultation – Town and Country Planning (Development Management Procedure) (Wales) Order 2012

6.0 APPRAISAL OF THE APPLICATION

Introduction

- 6.1 This section of the planning statement aims to assess the proposed development against the key planning policies contained within the development plan and national planning policy, taking into account relevant material considerations.

Principle of Development

Technology Park – data centre, research & development and office space

- 6.2 As set out earlier in this Statement, the application site is a safeguarded employment site (ref. C27) for B1, B2 and B8 uses under Policy CYF1, where redevelopment for economic uses is supported due to the site's role as a Strategic Regional Site. As a Strategic Regional Site, the Local Plan states that the site is of *“regional importance with a critical role in achieving regional and contributing to national economic development”*⁶. The site is also labelled as a 'Secondary Site' in Policy CYF1 which the Local Plan states: *“offer important opportunities which address local demand”* and *“which have a range of community services, facilities as well as sustainable transport links”*⁹. The inclusion of the Prosperity Parc site within the wider Anglesey Freeport proposals further helps to demonstrate its role as a local, regional and nationally significant site which will make a vital contribution towards economic growth and investment at all levels.
- 6.3 The proposed development of the site for a data centre scheme (B8 use), with research & development and office space (B1 use), accords with Policy CYF1 in that it safeguards the site for employment development which will create job opportunities and deliver significant levels of investment.
- 6.4 The re-development of Prosperity Parc for employment uses makes a significant contribution towards meeting the identified overall employment and business land needs of the Local Plan area during the Plan period (see Strategic Policy PS13). Without the re-development of the application site, the Local Plan area would likely see a shortfall in employment land coming forward over the Plan period.
- 6.5 The proposed development will accord with Future Wales Policies 1 and 10 which highlight Holyhead as an area for regional growth, and Future Wales Policy 3 and PPW paragraph 5.4.1, by directly supporting and contributing to the growth and regeneration of Wales.
- 6.6 The proposals for a data centre scheme are in response to the site's access to large amounts of grid power, as well as good access to strategic telecommunications links to Ireland, the wider UK, and beyond. Coupled with Anglesey's potential to support a range of new energy generation sources, this makes the site particularly well suited to data centres. The data centre proposals accord with the Future Wales Policy 13 which supports the provision of digital communication infrastructure, and paragraphs 5.2.1, 5.2.2 and 5.4.2 of PPW12 which acknowledge the importance of being able to access digital services, ensure large amounts of data can be easily accessed or exchanged, and support growth in innovative, emerging and high-value added sectors such as the digital sector. This element of the strategic planning policy context is clearly relevant to, and supports, the principle of the proposed development.

- 6.7 Furthermore, data centre's have also recently been highlighted by the UK Government as now being classed as 'Critical National Infrastructure' (CNI). The proposals for data centre development within the Prosperity Parc scheme will help deliver needed this CNI which the Technology Secretary stated as being: "*the engines of modern life, they [data centres] power the digital economy and keep our most personal information safe.*"¹⁰.
- 6.8 The proposed site has been previously developed for industrial uses (brownfield) and is under-used, derelict land within the Holyhead development boundary. Redevelopment would therefore accord with Local Plan Policy PCYFF1 and PPW12 paragraphs 3.55 and 5.4.4.
- 6.9 In addition, the immediate context for Prosperity Parc will change in due course as development comes forward on other adjacent sites also safeguarded or allocated for employment uses at Parc Cybi, ref. C9 (for 109.2 ha) and Penrhos Industrial Estate, ref C10 (for 5.8 ha). The Prosperity Parc site will therefore be within a wider focal area for employment development within Anglesey, which is expected to be further strengthened and supported by the Freeport initiative.

BESS scheme

- 6.10 The inclusion of a BESS scheme within the Prosperity Parc proposals, with the exact location and details to be confirmed through reserved matters, reflects this approved use from January 2024, under permission ref. OP/2023/8. The BESS scheme is a 'unique/sui generis' use class development, but is also commercial in nature and is well suited – indeed, arguably best suited – to an employment (industrial) location. Indeed, Strategic Policy PS13 also states that whilst the focus for employment development is on B1/B2/B8 uses, it also acknowledges "*some sui generis uses*".
- 6.11 The BESS scheme will contribute towards supporting established local and national priorities such as the 'Energy Island' initiative and the area's role in further development of the renewable energy sector. Indeed, Holyhead is highlighted within Policy 24 of Future Wales as an area for regional growth, including new energy development and investment. Other policies in support of new and renewable energy technologies and development are woven through the Development Plan and PPW12 and includes Future Wales Policy 17, Local Plan Strategic Policies PS6 and PS7, Policy ADN3, and PPW12 paragraphs 5.4.2, 5.7.1, 5.9.1 and 5.9.19. PPW paragraphs 5.7.7 and 5.7.12 also specifically references that the planning system should "*optimise energy storage*" and that "*energy storage has an important part to play in managing the transition to a low carbon economy*". The proposals therefore accord with these paragraphs.
- 6.12 The criteria (points 4 and 5) under Policy CYF5 are noted and, as demonstrated through permission OP/2023/8, the inclusion of a BESS scheme due to its scale and nature within Prosperity Parc (around 1 ha), will not have a detrimental effect on employment uses at the site or adjacent sites. It will also make an important

⁸ Adopted Local Plan (2017), page 95

⁹ Adopted Local Plan (2017), page 95

¹⁰ Press release by the UK Government's Technology Secretary on 12/09/2024:

<https://www.gov.uk/government/news/data-centres-to-be-given-massive-boost-and-protections-from-cyber-criminals-and-it-blackouts>

contribution to the comprehensive redevelopment of Prosperity Parc, by attracting new occupiers who have particular or unusual energy needs, and also those involved in the renewable energy generation sector. As such, the principle of development for a BESS scheme within the Prosperity Parc proposals accords with the Local and National objectives and policies for supporting economic growth and regeneration, and also for developing and investing in new and renewable energy technologies.

Economic Impacts

- 6.13 The socio-economic impacts of proposed development have been considered and assessed within the Economic Impact Assessment (EclA) which forms part of the evidence base supporting the application. The Prosperity Parc proposals are expected to deliver a minimum of around 1,150 jobs once operational, but depending on the end-users and occupiers, this could be around 2000 jobs in the longer-term¹¹. These jobs would be in a range of high-value sectors and require a range of skills, albeit until specific occupiers are confirmed it is not possible to be specific about the number of type of jobs. There will also be significant employment during the construction phase, as set out below.
- 6.14 The EclA provides a socio-economic baseline for the proposals focused on Anglesey, and the following summary presents a profile of key statistics for the area:
- *Anglesey Population is 68,875 (2021 Census)*
 - *57% of the population are of working age (16-64) (compared to 61% average for Wales, and 68% for England and Wales);*
 - *26% of population above 65 years (compared to 21% in Wales, and 19% in England and Wales);*
 - *Economic activity rates of 79%, higher than the average for Wales (76%) and comparable with the rate across Great Britain as a whole;*
 - *Gross average weekly wage for full-time employment of £668, higher than the Welsh average (of £634);*
 - *Higher than average levels of part-time work (38%), above the rates for Wales (35%) and the UK (31%);*
 - *Unemployment rate of 3.8% (at December 2023), broadly consistent with Welsh and UK averages;*
 - *Job density (ratio of jobs to working aged people) below that of Wales and the UK;*
 - *Relatively high levels of out-commuting – in 2023, 8400 people commuted off Anglesey for work, with around 3000 commuting in to Anglesey – this equates to net out-commuting of around 5400 people;*
 - *Key economic sectors or industries on Anglesey are shown to be those traditionally associated with tourism, and traditional public sector activities (including health, social work and public administration). Construction is over-represented on Anglesey as compared to Wales and Great Britain;*
 - *Anglesey has a diverse range of occupations and skills, with around a third of the population having a University level education, and a further 18% educated to NVQ Level 3 or equivalent. This is in line with Welsh and UK averages.*

¹¹ At this outline planning stage, job estimates are based on standard national HCA Employment Density Guidance for the uses proposed.

- *There are fewer people working as ‘directors, senior officials and professionals’ than the Welsh and British averages, but a higher than average number working in ‘skilled trades’.*
- 6.15 The analysis presented in the Economic Impact Assessment highlights a number of challenges and opportunities.
- 6.16 The local economic data shows that the Construction sector is an important employment sector in Anglesey, but also that a large proportion of employment in that sector is based outside of Anglesey. The capacity of the local construction sector is also known to be relatively small. This would indicate local employment opportunities associated with the construction of the proposed development, if approved, but also a need for the local capacity of the construction to expand and grow if economic (direct employment and other indirect) benefits are to be maximised and retained within the local area. The region's past experiences, such as the Wylfa Nuclear Power Station project (decommissioned 2015), have evidenced the capability of the region to develop and sustain large workforces with the proven capability to respond to the emerging needs for additional labour in the construction sector. While part of the solution could lie in increasing the inflow of workers from adjoining regions, given the scale of the construction phase of the proposals (referred to below), there will be a clear opportunity to encourage new local training and recruitment.
- 6.17 The wider statistics and evidence around net out-commuting identify a need for additional economic development and job creation within Anglesey. The data indicates a lack of suitable local employment for the working population, highlighting the opportunities to deliver local benefits from additional job creation. More jobs on the Island, and in a more diverse range of economic sectors, will reduce the need for people to travel, as well as strengthening and diversifying the local economy.
- 6.18 As referred to earlier in this Statement, the UK Government has set out that data sector development is needed, and planning and economic policies intend to enable and support their growth. However, there is clearly a degree of mismatch between some of the skills likely to be required by that sector and the current local labour force, and this therefore underlines the need and opportunity for further investment in training and education to enable local people to benefit from these new jobs.
- 6.19 It is anticipated that any planning approval would include measures and commitments around local skills and training, both during construction and operational phases, and that these would need to be supported by longer-term working by and with partners across Anglesey. Emerging Freeport initiatives around local skills and training, including collaboration with further education and other education sector bodies, are expected to form a wider context for any such initiatives based around the Prosperity Parc proposals.
- 6.20 In addition, the EclA highlights the socio-economic benefits which the proposed development will bring. In particular, it should be noted that the data centre led Technology Park proposal represents a significant investment in the local area with the estimated construction costs at £1 billion. This substantial figure is a result of the significant build costs associated with data centres. Such an investment also brings wider benefits to the area, which are expanded on below.
- 6.21 Other socio-economic benefits which are anticipated from the Prosperity Parc development include those set out in Table 1 below :

Table 1 – estimated socio-economic benefits to be delivered by Prosperity Parc

<p><u>Construction benefits:</u></p> <ul style="list-style-type: none"> • Construction jobs in Anglesey – 890 direct, indirect and induced FTE jobs during the construction phase. • Indirect construction phase benefits – benefits including supply chain effects and spending by construction workers in the local area, generating further employment in goods and services. • Direct Gross Value Added (GVA) – as a result of the construction jobs the development would create a GVA of approximately £60.1 million; • Indirect GVA - the construction phase of the proposed development could yield an GVA of approximately £738 million for the Welsh economy as a whole and £1.129 billion for the UK economy.
<p><u>Operational benefits</u></p> <ul style="list-style-type: none"> • Operational jobs – estimated to be at least 1,151, but potentially up to 2,073 depending on end-user and occupier final requirements. • Range of jobs – the data centre proposals will include a range of jobs across a variety technical and skill levels involved in operating and supporting the day to day operations of the data centre campus. • Using standard multipliers, the whole site is estimated to create an additional jobs beyond Anglesey – including a net additional 481 FTE jobs within Wales. • GVA per annum – the whole site could be expected to deliver approximately between £109 million to £274 million of additional GVA per annum for Anglesey. The GVA per annum for Wales is expected to be between £55 million to £263 million

6.22 It is clear that during construction the site would deliver substantial benefits at the local level, and wider benefits at the regional level. Once operational, the whole site would deliver significant new employment which would enable a reduction in out-commuting, and opportunities for local skills and training development.

6.23 To help secure employment and training benefits for the local area, a Local Employment and Skills Strategy could be controlled by a suitably worded planning condition to which would set and work to deliver employment and skills targets. As referred to above, it is anticipated that wider measures and initiatives being promoted through the Freeport initiative will provide a wider complementary context for site-specific commitments and measures to deliver employment, skills and training measures. Similarly, actions identified below with regard to the Welsh Impact Assessment will also seek to maximise the local benefit and opportunities arising from the proposals.

Principle of Development – Conclusions

6.24 The proposals for the redevelopment of Prosperity Parc conforms with the adopted Local Plan Strategic Policy CYF1 which safeguards the previously developed site (ref. C27) for employment uses (B1/B2/B8). The proposals for a data centre scheme (B8 use) responds to the site's access to large amounts of grid power and helps deliver needed critical national infrastructure. Data centre development also supports the paragraphs in PPW12 which support "*innovative, emerging technology*".

6.25 The inclusion of a BESS scheme within Prosperity Parc will compliment the proposals and will help to deliver the Anglesey 'Energy Island' initiative and support the Local Plan area's ambition to be a leading area for renewable or low carbon energy

technologies. The principle of a BESS scheme on site is also acceptable with it having been established by permission ref. OP/2023/8.

- 6.26 The Prosperity Parc site has been highlighted as having regional importance to delivering regional and contribution to national economic development and the proposals set out in this application will do this through socio-economic benefits such as: £1 billion construction cost, 1,151 to 2,073 operational jobs at a range of skill levels, and approximately between £109 million to £274 million of additional GVA per annum for Anglesey. The proposals will also support growth and investment in digital industries and innovations in new technologies.
- 6.27 The proposals will therefore meet the overarching economic objective within the Development Plan and PPW12, in respect of the principle of development.
- 6.28 The following sections set out topics in respect of design, transport and highways, and key environmental matters, and assess the proposed development against the relevant policy considerations.

Design of Development

- 6.29 As set out in the Development Plan, developments should take account of the natural, historic and built environment and should contribute towards the creation of attractive and sustainable places (Local Plan Policy PCYFF3). PPW12 paragraphs 3.3 and 5.9.21 details that good design is fundamental to creating sustainable places and that applications should avoid adverse impacts through design.
- 6.30 The application site comprises the former Penrhos Aluminium Works, which is now largely vacant and derelict following demolition during the first half of 2024. A handful of buildings remain on the site which are occupied by existing businesses, but which are proposed to be demolished as part of this planning application. The site is dominated by previously developed land with existing boundary landscaping, green infrastructure and wetland space retained as part of the proposals to help screen views and enable the site respond to the surrounding character of the area.
- 6.31 The application is being applied for in outline with all matters reserved, and therefore the layout and design of the application site will be confirmed through reserved matters applications in due course. The detailed layout of Prosperity Parc will accord with the proposed parameters which include a maximum building height of up to 18m in Zone A and 21m in Zone B, Finished Floor Levels (as shown on the Parameters Plan), the extent of the development area, the location of green infrastructure, and the two access points into the site from the existing access points off London Road (A5).
- 6.32 In particular, it should be noted that the extent of development within the site responds to areas which were previously occupied, used and developed as part of the site's industrial history, as well as the extent of development consented by the implemented Biomass scheme (as shown in **Appendix A**). The extent of development within the site will therefore ensure the development potential and capacity of this brownfield site is maximised.
- 6.33 The design, appearance, height and scale of the site will be developed as a high-quality Technology Park campus and will reflect its contemporary use. The proposed Technology Park will therefore be an improvement from the site's former industrial use as an Aluminium Works, consisting of large industrial buildings which left redundant and vacant.

- 6.34 It is therefore considered that the proposed scheme would meet the relevant policy tests at this outline stage, and that the design, scale, appearance and height of the development will deliver a contemporary high-quality Technology Park campus which responds to the landscape character of the area.

Transport and Highways

- 6.35 Future Wales Policy 2 details that the growth of towns should contribute towards building sustainable places and Local Plan Strategic Policy PS4 notes that development will be located to minimise the need to travel. Local Plan Policy TRA4 explains that proposals which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks, will be refused. PPW12 paragraph 3.13 notes that existing infrastructure must be utilised, and paragraphs 4.1.1 and 4.1.36 highlights that the planning system should enable sustainable journeys.
- 6.36 The Transport Assessment (TA) considers the proposals and reviews the proposals in respect of the access arrangements, sustainable travel and the impact from the development on the highways network. Each matter is considered in turn below.

Access arrangements

- 6.37 The current access arrangements from London Road (A5) would be retained, with the primary access to the north-west and the secondary/emergency access to the north-east.
- 6.38 The TA confirms that the primary access enjoys good visibility already but as part of the proposals, improvements would be made to the primary access junction to facilitate pedestrian/cycle access. These improvements comprise the provision of a 3m wide footway/cycleway alongside the primary site access carriageway, with an uncontrolled crossing with central refuge on London Road (A5) to facilitate access to the existing footway/cycleway on the northern side of London Road (A5).

Sustainable travel

- 6.39 The TA and Framework Travel Plan set out 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.
- 6.40 There are good opportunities for pedestrian travel to and from the site, and there are no obvious barriers to pedestrian travel. There are also 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. Pedestrian and cycle access would be improved at the primary site access (see above) and also as part of the proposed development, with pedestrian/cycle routes through the site and connections to off-site facilities; with details provided through reserved matters applications in due course. Furthermore, potential opportunities are being explored to provide a new pedestrian/cycle access which improves connectivity from the site to the Holyhead Retail Park – whilst this opportunity cannot be relied upon at this stage, it will be investigated and provided if feasible subject to any third-party land constraints.
- 6.41 In terms of bus provision, the hourly bus Service 4 routes closest to the site and also routes to Holyhead rail station. An additional contribution could be secured through a planning obligation to divert the route closer to the site. The proposals will include 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 primary site access junction. As the application is in outline only the location of the bus stops and bus turning area will be provided through reserved matters applications in due course. There are therefore good opportunities for bus travel and rail travel as part of a multi-modal journey to and from the site.

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

Impact on the highways network

- 6.43 The TA explains that the proposals 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. In consultation with the local and national highways authorities, the impacts from those trips were assessed within a study area which included eight junctions in the vicinity of the site.
- 6.44 Each of the study area junctions was modelled in the current year (2024) and relevant future assessment year, both without and with the development, and with other 'committed' developments. It is 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, the TA concludes that no mitigation measures are required.
- 6.45 Furthermore, it is 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.

Summary of highways and transport

- 6.46 The site benefits from existing access arrangements, with sustainable transport provision through existing bus services, walking and cycling connections, as well as connectivity to the rail station in Holyhead. The proposals would improve walking and cycling connections within and around the site, with a contribution made to also improve bus service provision for the development.
- 6.47 The impact from the development on the highways network has been assessed and the TA concludes that there is capacity in the study area junctions and that there are no safety implications. Overall, the proposed development accords with the relevant national and local planning policies and should therefore be found acceptable in terms of transport and highways.

Other transport matters – rail

- 6.48 The site has an existing rail spur from the adjacent main line into the site and the proposals would retain this spur near or at the site boundary, should a future occupier wish to utilise this connection. The proposal would therefore not inhibit the potential of re-opening of this redundant railway infrastructure in accordance with Local Plan Policy TRA3.

Welsh Language

- 6.49 Local Plan Strategic Policy PS1 details that Councils will promote and support the use of the Welsh language.
- 6.50 A Welsh Language Impact Assessment (WLIA) has undertaken to assess the likely effects of the proposed development on the Welsh language and community. The WLIA has identified beneficial effects on the Welsh language with enhancement measures proposed to enhance the beneficial effects. These measures are set out below:
- Commitment to provide a name for the development which references the Welsh language – ‘Prosperity Parc’.
 - External signage for the proposed development should be bilingual (Welsh and English).
 - Commitment to supporting the local supply chain where possible during construction through early and proactive engagement with the potential supply chain in order to maximise benefits for businesses in Anglesey and North Wales.
 - Commitment to source construction and operation labour locally, where possible.
 - Provision of a Welsh Language Plan (to be secured by way of a planning condition) which would assess potential Welsh language skills of future jobs.
 - Provision of a Local Employment and Skills Strategy at the detailed stage of development, in order to assess the types of skills likely to be required and to identify any training and upskilling that may be required in order to enable local people from North Wales to benefit from the operational employment opportunities offered by the Proposed Development.
 - Submission of a Welsh Language Mitigation and Enhancement Statement at the detailed stage of development.
- 6.51 In view of the above, the WLIA concludes that the proposed development would have beneficial effects on the Welsh language and the community of Holyhead, Anglesey and North Wales through the provision of employment opportunities for local people, with the potential to contribute towards a transformational change to the regeneration of Holyhead as an attractive place to live, work and visit. The proposed development also has the potential with the right impetus to support, safeguard and further promote the use and development of the Welsh language.

Environmental Matters

Ecology and Arboriculture

- 6.52 Local Plan Policy AMG5 and PPW paragraph 6.4.21 details that proposals must protect and enhance biodiversity and avoid adverse impacts. Future Wales Policy 9 states that the Welsh Government will identify opportunities where existing and potential green infrastructure could be maximised.
- 6.53 A Phase 1 Habitat survey of the site has been undertaken and this has determined the ecological conditions and value of habitats within the site. In tandem with this, additional surveys for protected species such as birds, reptiles, invertebrates and badgers have been carried out.

- 6.54 The surveys highlight that due to industrial heritage of the site, it predominantly comprises previously developed land and this land has very little or no value in terms of habitats and species. Surrounding the previously developed land there are boundary trees and woodland, and ruderal/poor quality vegetation and scrubland which has grown as a result of a lack of management of the site prior to the Applicant acquiring interest. There are also two TPO areas along the boundary with London Road (A5) and a third TPO area south of the AMG Alpoco UK site.
- 6.55 The boundary woodland, including the TPO areas, are being retained as part of the development. The development proposals do include the proposed loss of some areas of plantation woodland within the north-west part of the site, and an existing hedgerow, but the vast majority of woodland planting will be retained and enhanced through improved management and new planting within the site itself.
- 6.56 There is one site of national importance in close proximity to the site, the Beddmanarch-Cymyran SSSI which is approximately 500m from the site. Given the site's coastal proximity, there is also the Holy Island SSSI, SPA and SAC approximately 2.5km from the site. There is no impact on these sites of importance from the proposed development.
- 6.57 In terms of protected species, there is evidence of birds, invertebrates and badgers on site with a summary of each noted below:
- Birds – all recorded species of birds on site are widespread to abundant in North Wales and the UK, and no significant overwintering populations were recorded. During construction, and in accordance with best practice, an appropriately experienced Ecological Clerk of Works (ECoW) will be on site to monitor any potential for disturbance of protected species and advise on mitigation should any disturbance occur.
 - Invertebrates – there were several species discovered within the site, the majority of which are not a priority for conservation, with three species considered rare in Wales. Mitigation such as the retention, management and enhancement of wetland areas and green infrastructure, including planting of a mix species of trees will provide sufficient habitat areas for the rare species.
 - Badgers – there is evidence of badgers on site within the existing green infrastructure and mitigation measures will be provided, in accordance with best practice, to ensure their protection.
- 6.58 A Green Infrastructure (GI) Statement has been prepared for this application which sets out the principles and parameters for how the site will secure and enhance the delivery of green infrastructure with landscaping detail coming forward through reserved matters applications in due course. The GI also acknowledges the loss of some habitats on site, but notes they are mostly poor-quality vegetation and scrubland, with loss of some low and moderate trees. However, the retention and enhancement of green infrastructure and wetland, along with the planting of a new belt of trees providing a 20m deep buffer along the southern edge will help deliver ecological benefits and gain.
- 6.59 Therefore, the impacts of the development on on-site ecology will be limited, and mitigated through a combination of better on-site management of existing features, plus new planting and landscaping within the site which will further enhance the quality

and diversity of habitats on-site. Future reserved matters applications will include details of on-site and on-plot landscaping which will in combination help ensure an improved coverage of vegetation and potentially including additional wet habitats associated with sustainable drainage features.

- 6.60 With regards to arboriculture, an Arboricultural Impact Assessment (AIA) has been undertaken for the site and notes that the site includes a mixture of species including Sycamore, Beech, Alder, English Oak, Willow and Birch. There are a range of low and moderate categories of trees but there are no 'category A' trees within the site. The AIA concludes that the overall quality and longevity of the amenity contribution provided for by the retained trees and groups of trees within and adjacent to the site will not be adversely affected as a result of the proposed development. The planting of new trees along the southern edge also helps to mitigate the loss of trees as part of the scheme. Improved site management of all (new and retained) woodland and other planting areas will help to ensure qualitative improvements and enable maintenance of the on-site landscaping and habitats over the longer-term.
- 6.61 In view of the above, the proposals would accord with local and national policies in respect of protecting and enhancing protected habitats and species.

Noise and Vibration

- 6.62 Local Plan Policy ADN3 and PPW paragraph 5.9.20 sets out that renewable energy development should avoid adverse impacts on local communities in terms of environmental factors including noise.
- 6.63 A noise assessment has been undertaken which has considered the outline proposals. The assessment highlights that unlike traditional B8 storage and distribution uses, the HGV activity associated with data centres is minimal, with the main noise sources comprising the plant required to maintain the appropriate internal conditions in terms of temperature and air flow.
- 6.64 Due to the outline stage of the development, the impact of noise arising from each plot and the site as a whole, will be re-assessed once operational information is available and where appropriate, consideration will be given to mitigation.
- 6.65 A baseline noise survey has been undertaken around the site at locations representative of the nearest existing noise-sensitive receptors (NSRs). From the results of the noise survey, typical background sound levels at the location of each NSR have been calculated.
- 6.66 Using the typical background sound levels and the methodology detailed in the British Standard BS 4142:2015+A1:2019, target rating levels for cumulative operational sound from the proposed development at the NSRs have been identified (i.e., the combined sound level from all sources associated with the operation of the proposed development). The assessment sets out that the scheme will not exceed the target rating levels, and as a result, the operational sound from the site will comply with all relevant objectives of PPW12 and the Development Plan, including in terms of soundscapes. These target rating levels will be referenced at the detailed stage of development when considering operational sound. Where appropriate, potential mitigation measures have been set out for future consideration, such as the layout of the site, plant equipment utilised and screening.

- 6.67 In terms of the BESS element of the proposals, the predicted levels of operational sound included within the existing BESS permission did not assume any mitigation measures in place, as the levels were well below the target rating levels for operation sound set out in the noise assessment – therefore the inclusion of a BESS scheme within the site is suitable.

Landscape and Visual

- 6.68 The Application Site is located within the Anglesey AONB and PPW paragraph 6.3.9 requires proposals to be carefully assessed to ensure their effects are acceptable. The AONB Management Plan also notes that the designation is to protect the natural features and value of the Anglesey coastline.

- 6.69 The submitted Landscape and Visual Appraisal (LVA) provides an assessment of the likely landscape and visual effects of change resulting from the proposed development on both landscape and on people's views and visual amenity.

Landscape Effects:

- 6.70 The LVA details that the site and the immediate landscape is of Medium to Low value and that the proposed built form will be consistent with the previous industrial influence of the former Aluminium Works resulting in a Moderate / Minor Adverse effect at the county and district level once the proposed green infrastructure within the site has matured.

- 6.71 The Site and its immediate context will inevitably be subject to a higher degree of landscape change with a marked effect, however this will be contained and localised in its extent resulting in a Moderate / Minor Adverse landscape effect as planting matures.

Visual Effects:

- 6.72 The LVA sets out that the visibility of the site is restricted as it is located on lower-lying land with the screening effects of the local topography combined with surrounding areas of dense mature woodland vegetation along the site boundaries. The dense mature woodland areas of Penrhos Coastal Park also provide further containment of the site to the north and east. The Green Infrastructure proposals which will retain and enhance boundary woodland, with additional planting to the southern edge **which** will **f**urther help to screen views of the site.

- 6.73 Being located at the edge of Holyhead town which has a strong urban fringe clearly visible from parts of the site and the immediate context, any views of new development will very much be in the context of the existing urban area of Holyhead Retail Park and the site's former employment / industrial uses. Furthermore, since the land immediately south of the site at Parc Cybi has, in part undergone recent commercial and employment development.

- 6.74 Changes to views are largely limited to residential receptors close to the site. The visual effects for these receptors will be at Moderate-Minor Adverse after 15 years. The majority of visual effects for the remaining receptors as identified within the LVA, which includes rights of way users will be Minor Adverse / Negligible after 15 years.

LVA Conclusions

6.75 Overall, it is considered that the proposed employment development provides opportunities for new green infrastructure to be created which will strengthen retained site features, and in turn the localised landscape, as well as mitigating any potential landscape and visual effects. The development also provides the opportunity to create a holistic, fully integrated and connected network of green infrastructure across the entire site. The development would therefore accord with National and Local Planning Policy.

Flood Risk and Drainage

6.76 PPW12 identifies that development should be aware of the risk of flooding from coastal, fluvial and pluvial sources and ensure developments are planned to minimise potential impacts. Local Plan Policy PCYFF6 also explains that development should incorporate water conservation measures where practicable.

6.77 According to the Natural Resources Wales (NRW) flood mapping data for planning, the majority of the proposed development is located in Flood Zone 1 (lowest risk). There is a small portion of the site close to the frontage with London Road (A5) shown to lie in Flood Zone 3 (high risk of flooding). However, no built development is proposed in that area which will be retained as part of the on-site green infrastructure and landscaping provision.

6.78 In terms of surface water drainage, the site is previously developed and already has the benefit of existing drainage. The site is a safeguarded employment site within the adopted Local Plan and so the principle of the continued commercial use of the site has already been confirmed and established.

6.79 Given the outline status of the application, the drainage scheme will come forward at the detailed stage of development and will include an allowance of 40% for climate change. The Flood Consequence and Drainage Statement (FCDS) explains that various Sustainable Drainage features (SUDS) are available for consideration, this includes:

- rainwater harvesting;
- green roofs;
- filter drains or filter strips.
- open swales or detention basins.
- ponds and wetlands
- geo-cellular/modular storage systems.

6.80 The British Geological Survey map for the site shows the local geology to compose superficial deposits of Till, Devensian – Diamicton overlaying bedrock comprising New Harbour Group – Mica, Schist and Psammite. On this basis ground conditions are therefore not suitable for infiltration as the method for disposal of the surface water run-off from the development.

6.81 The surface water run-off from the former industrial development discharged directly to Holyhead Bay at an unrestricted rate of discharge via twin 1800mm diameter pipes.

It is proposed that surface water run-off from the development will utilise the existing outfall.

- 6.82 With regards to foul water drainage, it is proposed that foul water from the new development will be conveyed to the existing public sewer network and subsequently to the foul water pumping station, which is located in the north-west of the development site.
- 6.83 With the approach to surface and foul water set out above, and with the developable areas of the site within the lowest level of flood risk, the proposed development is considered to comply with the relevant national and local planning policies in relation to flood risk and drainage.

Heritage and Archaeology

- 6.84 D Local Plan Strategic Policy PS20, and Policies AT3 and AT4 requires that proposals preserve and where appropriate enhance designated and non-designated heritage assets (including archaeological sites), their setting and significant views. PPW12 paragraphs 6.1.7 and 6.1.9 likewise state the importance of the planning system in protecting, conserving and enhancing the significance of heritage assets.
- 6.85 The submitted Heritage Desk Based Assessment (DBA) notes that there are no designated historic assets within the study site itself, although there are a number of Scheduled Monuments and Listed Buildings within the 2km study area. The potential development impacts to these assets have been assessed within the DBA and it is considered that there will be no impact to the setting or significance of these designated historic assets, with the exception of a slight negative impact to the significance of the Trefignath Chambered Tomb Scheduled Monument due to the proposed construction of new built forms within views to the east from the monument.
- 6.86 The study site is not located in an area of designated archaeological priority.
- 6.87 Following early engagement with IACC and Heneb¹², archaeological trial trenching and borehole exercise was undertaken in August and September 2024 (Wessex Archaeology 2024) in support of the development proposal. The two trial trenches targeted on the line of the Telford road failed to identify it in either trench. Both trenches showed evidence for heavy modern disturbance linked to the construction of the Aluminium Works. The geoarchaeological work, investigating the former tidal inlet shown on early maps in the north western part of the site, established that there were fluctuating coastal environments, with beach and tidal flat deposits sealed by thick peats, sealed in turn by aeolian wind-blown sands, possibly representing encroaching dunes which were in turn sealed by later peaty deposits. Unfortunately, none of the peat recovered was suitable for dating purposes, but the work does indicate a fluctuating coastal environment over time.
- 6.88 Agricultural activity from the Post-medieval period onwards is considered likely to have had a moderate, but widespread, negative impact on below ground archaeological deposits.

¹² Heneb is the trading name of The Trust for Welsh Archaeology

- 6.89 The development of the site during the second half of the 20th century to facilitate the construction of the Penrhos Aluminium Works resulted in severe horizontal truncation of existing below ground deposits, removing all earlier archaeological horizons and associated deposits. This is considered likely to have had a severe, widespread, negative impact on below ground archaeological deposits.
- 6.90 Based on the available evidence, there is a theoretical potential for below-ground remains of interest associated with the Prehistoric period and the 19th century to be present within the study site. Due to the substantial below-ground impacts associated with the construction of the Penrhos Aluminium Works during the second half of the 20th century, it is anticipated that any earlier archaeological deposits of interest would have been truncated and probably fully removed. On this basis, no further archaeological fieldwork is recommended. No intrusive works are planned in the area of the former inlet in the north western area of the site, and no further geoarchaeological works are considered necessary.
- 6.91 On this basis, no further archaeological fieldwork is recommended and the proposed development is considered to comply with the relevant national and local policies regarding heritage and archaeology.

Climate Change, Energy and Sustainability

- 6.92 Both national and local plan policies promote opportunities for sustainable measures and the use of renewable and low carbon energy technologies through development. Future Wales Policy 17 and PPW12 paragraph 5.7.1 highlights the Welsh Government's commitment and strong support of renewable energy and low carbon technology, as well as the need to develop renewable and low carbon energy from all technologies. Policy PCYFF5 requires development to demonstrate how it accords with the energy hierarchy.
- 6.93 The Outline Energy and Sustainability Strategy (OESS) provides a review of the sustainability and key efficiency features and strategies for the development, and sets out targets in terms of both sustainability and energy performance. The OESS is supported by a BREEAM Pre-Assessment which details that the scheme is targeting a 'Very Good' rating as a minimum, but will aspire to achieve BREEAM Excellent.
- 6.94 The OESS notes that as the design progresses, the strategies outlined in the report will be further developed and subjected to detailed designs which can be secured through an appropriately worded planning condition.
- 6.95 The OESS states that the following targets have been established for the development:
- To install low carbon technologies in new buildings (Planning Policy Wales Edition 12 – February 2024);
 - A reduction in CO2 emissions (after lean, clean and green measures are incorporated - Planning Policy Wales Edition 12 – February 2024);
 - Aspire to achieve EPC A;
 - BREEAM "Very Good" with the aspiration for achieve "Excellent".
- 6.96 The principal objectives of the strategy set out in the OESS will reduce the site's contribution to the causes of climate change by reducing the developments energy demand, and by providing a portion of the demand through clean, renewable sources. The detailed design of the scheme will be secured through reserved matters

applications in due course but at this stage, the strategy set out demonstrates how the scheme will accord with local and national planning policies in respect of Climate Change, energy and sustainability.

Ground Conditions

- 6.97 PPW12 paragraph 6.9.18 explains that planning authorities should take account the nature, scale and extent of contamination which may pose risks to health and the environment.
- 6.98 A Geotechnical Interpretation and Design Parameters Report (GIDPR) has been prepared for the application and this explains that the site underwent several rounds of investigations from 2010 to 2015, leading to a collection of various geotechnical and geo-environmental reports. The findings from these investigations provide a solid understanding of the site's general ground conditions and geotechnical characteristics, establishing its suitability for redevelopment. The GIDPR explains that although the previous data may not comprehensively cover every part of the site, it offers substantial evidence to guide an efficient strategy for developing new buildings. Any potential gaps in the existing data will be addressed through further investigations before the start of construction, ensuring thorough assessment and planning.
- 6.99 Based on a careful analysis of the site, the GIDPR states that two distinct ground models have been established to support planning objectives: shallow bedrock and deep bedrock. The information gathered from previous studies has been instrumental in defining appropriate design parameters for the development. The analysis has demonstrated that the site is suitable for the intended redevelopment and that shallow pad foundations and ground-bearing floor slabs can adequately support the proposed structures.
- 6.100 Furthermore, the GIDPR confirms that the proposed geotechnical remediation strategy indicates no significant obstacles to hinder the redevelopment of the site. The combination of historical data analysis, geotechnical evaluations, and remediation strategies provides confidence in the feasibility of constructing new industrial facilities on the site. With suitable design considerations and further investigations as required at the detailed stage, the scheme is expected to proceed successfully, while ensuring structural stability and environmental compliance. On this basis the proposals would accord with the relevant local and national policies for ground conditions and contamination risks.

Lighting

- 6.101 Local Plan Policy PCYFF2 states that development proposals will be refused where they have unacceptable impacts on environmental matters including light. Paragraph 6.9.18 of PPW12 states that local planning authorities can attach conditions to planning permissions that include the design and operation of lighting.
- 6.102 A Lighting Impact Assessment (LIA) has been prepared for the application which assesses the potential impact from the proposals and sets the Lighting Strategy for the detail stage of development.
- 6.103 The LIA identifies that the site is set within a well inhabited rural Settlement (E3 Environmental Zone) due to the existing character of the site and adjacent areas. However, due the semi-rural character of the areas located east and south of the site, the criteria used for the assessment of lighting effects is that of an E1 Environmental

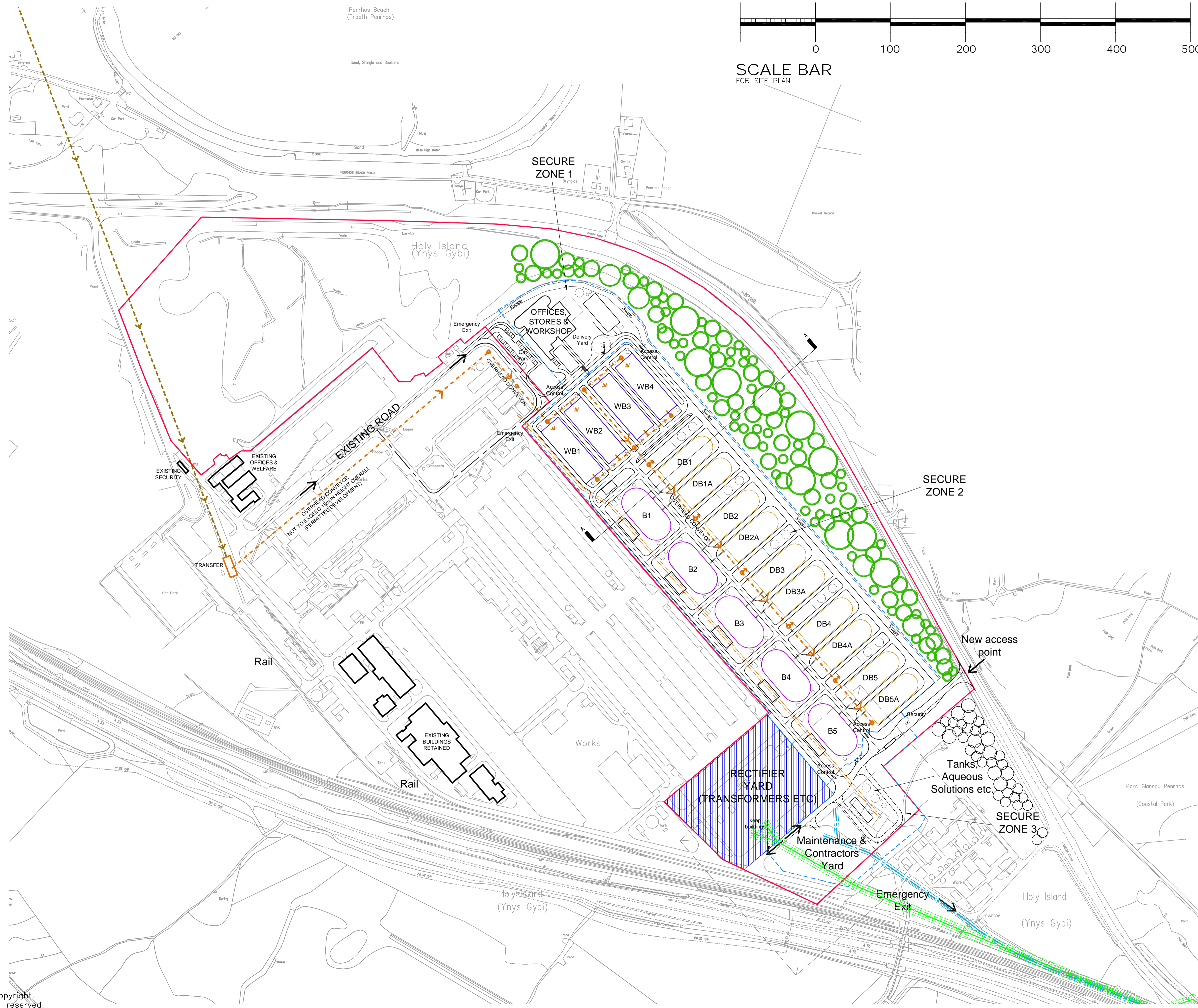
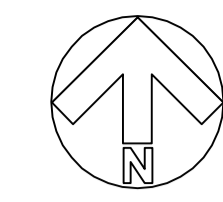
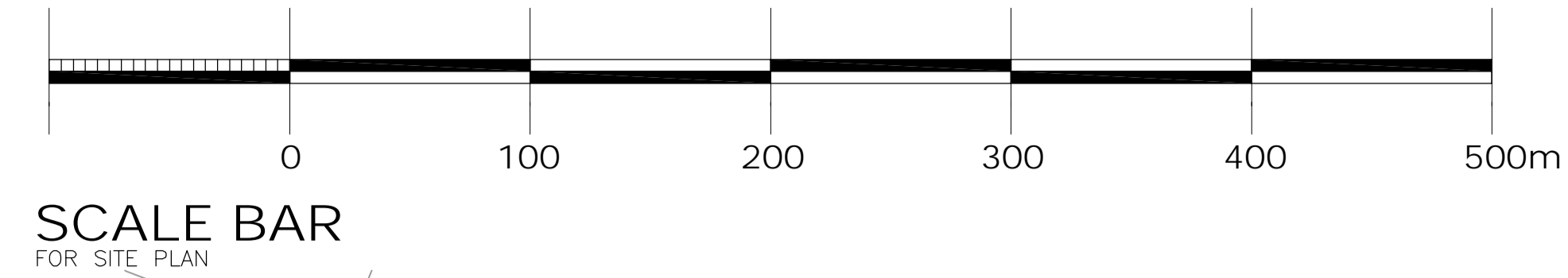
Zone. This provides a stricter framework for the assessment, ensuring that obtrusive light is affectively managed.

- 6.104 A lighting baseline survey found that the site is currently predominantly dark due to the demolition and remediation works having taken place; previously, the site would have been more brightly lit due to its use as the Aluminium Works.
- 6.105 The Lighting Strategy has been written in accordance with the relevant British Standards, industry guidance and local policies to ensure it is unlikely to give rise to obtrusive light with the potential to affect human, environmental and ecological receptors. Through the application of the Lighting Strategy human and heritage receptors will not be significantly affected by obtrusive light. There will be a Slight residual effect on the ecology receptors but this effect will be restricted to those areas that are closest to the lit area of the proposed development, with the majority of these areas being retained as dark space. This includes the retained green space area, which will not experience light levels above the recommended levels detailed within GN08:2023.
- 6.106 There will be a change in the lighting baseline levels due to the proposals, however, this is likely to bring the baseline lighting levels on the site back to similar levels when it was used as the Aluminium Works. The LIA concludes that due to the Lighting Strategy and the mitigation proposed within the strategy, the levels of obtrusive light will be kept within the guidance levels of an E1 Environmental Zone due to improvement in lighting technology and the selection of appropriate and modern standards for the areas that will be lit. As a result of the above, the proposals will accord with the relevant local and national planning policies in respect of lighting.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Planning Statement has provided an assessment of the planning policy context for the proposed development and planning judgements as to the extent of compliance with planning policies at both national and local levels. This assessment has taken into consideration the outline stage of the proposals and acknowledges that detail in relation to the site layout, scale, design and landscaping will come forward through future reserved matters.
- 7.2 There is a clearly a strongly supportive policy context for the regeneration of this safeguarded brownfield employment site being brought back into active economic use. In addition, national and local policies support the principle of its development as Technology Park campus. The Development Plan and Planning Policy Wales gives weight to socio-economic benefits and their contribution towards growth and productivity. The site also forms part of the wider Anglesey Freeport which is a vehicle for growth and investment in the region, and which would deliver wider, longer-term and transformational investment and economic activity in Anglesey.
- 7.3 The proposals to redevelop Prosperity Parc for a data centre, research & development and office space, will help deliver significant levels of jobs and investment in the site which will drive growth and bring wider socio-economic benefits to Anglesey and North Wales. This would include a £1 billion construction cost, 1,151 to 2,073 operational jobs at a range of skill levels, and approximately between £109 million to £274 million of additional GVA per annum for Anglesey, as well as training and up-skilling opportunities and benefits for the local area. These economic benefits will have beneficial effects on the Welsh language which would contribute towards a transformational change to the regeneration of Holyhead as an attractive place to live, work and visit. The inclusion of a BESS scheme within the proposals will also contribute towards the wider renewable energy and sustainability ambition of local and national policy.
- 7.4 The environmental impacts of the proposed scheme have been assessed in respect of noise, ecology, landscape and visual, heritage and archaeology, ground conditions, energy and sustainability, lighting, and drainage/flood risk. The conclusions of these assessments set out minimal or negligible impacts that allow the redevelopment of Prosperity Parc to minimise effects on surrounding landscape and uses. The proposed Technology Park will be an improvement from with the site's former industrial use as an Aluminium Works, with more green infrastructure and a high quality of built design.
- 7.5 In terms of transport and highways, the Transport Assessment confirms the site benefits from sustainable transport options through existing bus services, walking and cycling connections, as well as connectivity to the rail station in Holyhead. The proposals would also improve walking and cycling connections within and around the site, with a contribution made to also improve bus service provision for the development. The impact from the development on the highways network has been assessed and the TA concludes that there is capacity in the study area junctions, and that there are no safety implications.
- 7.6 The scheme is in accordance with the adopted Development Plan and National Guidance, will deliver needed sustainable development for the local area and region, and should therefore be approved by the local planning authority without delay.

APPENDIX A – Proposed Site Plan for the Biomass Scheme, ref. 19C1160M/LUC



REFER TO DRAWING
4140/1/A(200)15 - SITE PLAN
KEY DRAWING FOR LARGE
SCALE PART SITE PLANS

DRAWING TO BE READ IN
CONJUNCTION WITH THE
FOLLOWING:

- 4140/1/A(200)04 PROPOSED SITE PLAN PART 1
- 4140/1/A(200)05 PROPOSED SITE PLAN PART 2
- 4140/1/A(200)06 PROPOSED SITE PLAN PART 3
- 4140/1/A(200)07 PROPOSED SITE PLAN PART 4
- 4140/1/A(200)08 PROPOSED SITE PLAN PART 5
- 4140/1/A(200)09 PROPOSED SITE PLAN PART 6

**ALL NEW BUILDINGS
TO HAVE FINISHED
FLOOR LEVEL (FFL)
OF 8.500m**

Revision	By	Date	Checked
E	DCJ	25/04/16	PM
FINISHED FLOOR LEVEL NOTE ADDED TO DRAWING.			
D	DCJ	11/04/16	PM
SECURITY FENCE UPDATED. SWALE LOCATION ADDED. RW STORAGE TANK TO DB5A OMITTED & ROAD LAYOUT UPDATED TO SUIT.			
C	DCJ	21/03/16	PM
WET BIOMASS PLANS UPDATED. UPDATES TO SMALLER BUILDING PLANS, COOLING TOWERS OMITTED & CHILLER BUILDINGS ADDED.			
B	DCJ	02/03/16	PM
OVERHEAD CONVEYOR HEIGHT NOTE ADDED.			
A	DCJ	24/02/16	PM
BUILDING OUTLINES, ROAD LAYOUT, CONVEYOR TOWERS AND LANDSCAPED BUFFER UPDATED.			

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Client:
**ORTHIOS ECO PARKS
(ANGLESEY) LTD**

Project:
**BIOMASS POWER STATION
ANGLESEY**

Detail:
**PLANNING DRAWING
PROPOSED SITE PLAN**

Status:
FOR APPROVAL

Drawn By:	Date:	Scale:
MR	01/02/16	1:2500@ A1
Checked By:	Date:	Signature:
PM	05/02/16	P. McCORMICK
Job No:	Org No:	Revision:
4140/1	A(200)01	E

WHOLE SITE PLAN 1:2500