

EXECUTIVE SUMMARY

ADC Infrastructure Ltd were commissioned by Anglesey Land Holdings Ltd to provide transport and highways consultancy advice to support an outline planning application for the redevelopment of Prosperity Parc, on Holy Island in Anglesey. Prosperity Parc is a brownfield site, formerly known as Penrhos Works, comprising the site of the former Anglesey Aluminium Metal facility. It also forms part of the Anglesey Prosperity Zone (APZ) within the Anglesey Freeport.

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

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

The outline planning application seeks a total proposed GFA of up to 238,000sqm. The Transport Assessment suggests that the development could employ 1,628 employees.

Planning policy states that development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure, and that the sustainable transport infrastructure and services should be in place from the outset.

In addition to any on-site 'hard' infrastructure, it is necessary to promote active travel via sustainable transport modes through 'softer' measures. Hence, this report presents the Framework Travel Plan for the redeveloped Prosperity Parc site. It has been produced as part of the outline planning application and alongside the Transport Assessment.

A Travel Plan is typically defined as a long-term management strategy and site-specific action plan for facilitating and encouraging travel by sustainable modes (walking, cycling, public transport and car sharing), and integrating this into the planning process. A Travel Plan is therefore a living document that sets out ways in which organisations can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of employees, visitors, and deliveries in the context of the local environment and transport network.

Travel Plans are based on the forecast trip generation of a development, and set targets and outcomes, which are linked to an appropriate package of measures, aimed at reducing the need to travel, encouraging more sustainable travel, and reducing single occupancy car use, for all trips to and from the development. The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is collected to determine trends in travel patterns.

This Framework Travel Plan includes the above, and has been prepared to address travel by staff, visitors, and deliveries. It sets out how the occupiers of the individual units will produce their own Travel Plans, which contribute towards the overall aims and targets of this Framework Travel Plan.

The overarching objective of this Framework Travel Plan, and the subsequent full Travel Plans is to minimise the number of vehicle trips generated to and from the site.

It is forecast that the proposed development will generate up to 4,456 two-way light vehicle traffic movements per day. In addition, it will generate 279 pedestrian journeys, 111 cycle journeys and 223 public transport journeys per day.

The following targets are proposed:

- Target One – the development will have a 100% Travel Plan awareness amongst employees. Every employee is to be made aware of the Travel Plan, including the aim, targets and measures available to them, and how to contact the Travel Plan Co-ordinator. This target will be achieved within one month of occupation of each unit and will be monitored via the employee travel surveys.
- Target Two – the Travel Plan aims to meet a target of a 10% reduction in the proportion of employees travelling as a vehicle driver, within five years of first occupation of the development. This will be monitored via the employee travel surveys.
- Target Three – the 10% reduction in vehicle drivers will be complemented by an increase in the proportion of employees who walk, cycle, use public transport or car share.
- Target Four – occupiers will encourage employees to work remotely on a regular basis, if their role allows it.

These targets will be retained in the individual full Travel Plans prepared for each unit, unless otherwise agreed with the Isle of Anglesey County Council (IoACC) as the local highway authority.

Various measures and incentives are proposed to achieve these targets, including: the appointment of a site-wide Travel Plan Co-ordinator and individual Travel Plan Managers to implement and monitor the Travel Plan process; the provision of travel information via website, social media, and noticeboards; and the promotion of walking, cycling, public transport travel, and car sharing. Where possible, remote working is also promoted to reduce the travel, and where car trips are needed, the use of ultra-low emissions vehicles is promoted.

A monitoring regime, using staff travel surveys and hard data collection is proposed to ensure that the Framework Travel Plan achieves the objective and targets, and that individual Travel Plans are prepared and implemented.