



# **Gypsy Traveller Sites Consultation Response to Penrhos and Mona**

**March 2016**

**Status: Official Sensitive**

**Prepared by:**

Tudur H. Jones

Economic & Community Regeneration Service

## **1.0 Purpose of the Paper**

- 1.1 The purpose of this paper is to provide comments from the Economic & Community Regeneration Service on the proposals within the consultation that Penrhos (Holyhead) and Mona are suitable for Gypsy/ Travellers sites.
- 1.2 This paper will also provide a summary and conclusion in terms of the Service's views for both of the sites and the reasons why we feel these sites are not suitable.

## **2.0 Background**

- 2.1 The Housing (Wales) Act 2014 places a duty on Local Authorities to provide sites for Gypsies and Travellers where a need has been identified.
- 2.2 Work has taken place at the Isle of Anglesey County Council to identify possible locations for Gypsy and Traveller sites on the Island. As a result of this process a shortlist of sites have been drawn up which includes the Heliport Site Penrhos (Holyhead) and Mona Industrial Estate being considered suitable as "Temporary Stopping Sites".

## **3.0 The Heliport Sites, Penrhos, Holyhead**

- 3.1 The Economic & Community Regeneration Service's (E&CR) opinion – mirroring those of the Welsh Government for their Parc Cybi site – is that the former Heliport Site on the Penrhos Industrial Estate is not suitable for a temporary stopping site for Gypsy Travellers in the Holyhead area.
- 3.2 There are a number of reasons for this which are articulated and covered in more detail below:
  1. The 2.4ha Heliport site remains the only employment land that the Isle of Anglesey County Council (IACC) has in its ownership in Holyhead that is suitable for future development and can capture the opportunities from the expected energy investments. Should this site be allocated for a transit Gypsy site then there are no more future options for the IACC to develop in Holyhead.
  2. The Penrhos Industrial Estate is recognised as a Welsh Government Enterprise Zone (EZ3). The businesses which are/ will be located there are therefore eligible for the incentives and benefits which is a major advantage when attempting to secure inward investment.
  3. The Welsh Government owned Parc Cybi is a strategically important business park and the WG would not endorse/ support any of the speculative builds which would enable businesses more suited to Penrhos to be established there ("dirty neighbours" businesses). The

end-use for Parc Cybi is that strategic/ nationally important businesses should be located there.

4. The IACC has recently secured planning permission to build 10 (ten) flexible business units for rental to the private sector on the Heliport site. The cost associated with these development works was circa £70,000 and garnered much positive publicity as it meets an identified need and addresses market failure in a key area. A business has already expressed a desire to the E&CR Service to relocate to one of the larger units should they be built <http://www.anglesey.gov.uk/business/energy-island/energy-island-news/planning-approval-for-new-business-units-on-anglesey-heliport-site/127552.article>
5. Following purchase of the land from Anglesey Aluminium in the 1990's a covenant was agreed as part of the contract agreement. This covenant stipulated that the IACC would not be able to secure a change of use from the business classes of B1, B2 and B8 without incurring a financial penalty which would be payable to Anglesey Aluminium. As the Gypsy transit site requires a change of use (probably to Sui Generis) this would need to be agreed and approved by Anglesey Aluminium at Boardroom level and possibly some form of financial recompense as well. This aspect requires clarification.
6. The E&CR Service has recently submitted a funding application through the North Wales Economic Ambition Board to deliver and construct these units and whole site redevelopment utilising EU funding. The project scored highly in the first round and could also secure match funding from the VVP Project.
7. Following a recent independent Economic Impact Assessment on the financial benefits of implementing the project, the construction of these units could result in an increase of approximately £2.5m of GVA to the Anglesey economy.
8. A large capital project with a value of £305,000 supported through the IACC core funds, the NDA and the VVP Project is underway to redevelop the existing Penrhos units (Nos 1-8) which all have tenants and are leased. This scheme aims to modernise and make the units more energy efficient and user-friendly.
9. As a "Gypsy transit site" the site would only be used sporadically – circa 3 to 4 times per annum – it would in no-way ensure that the site and all the potential that it has to create and sustain substantial

employment numbers in an economically challenged area as Holyhead would be used to its maximum/ capacity.

10. Locally, the Penrhos Industrial Estate is significant and in terms of employment numbers and businesses, is also a very important location. It is home to many well-known regional businesses – Môn Maintenance Services, DU Construction etc. – who have invested substantial sums of money in land purchase and self-build business units meeting their exact specifications. The site is now recognised and considered as a ‘business hub’ acknowledged though securing its Enterprise Zone status. A Gypsy Traveller site could detract from that.
11. Through informal discussions with the tenants, they have indicated a strong objection to any proposed Gypsy site with one company indicating that they would consider vacating the unit. They will be responding accordingly to the recent consultation.

#### **4.0 Mona Industrial Estate, Mona**

4.1 As with the Penrhos site, the E&CR Service does not view the Mona Industrial Estate as being suitable for a Gypsy Traveller site.

1. The 4 acre site remains one of the remaining few employment sites that the Isle of Anglesey County Council (IACC) has in its ownership on Mona that is suitable for future development and can capture the opportunities from the expected energy investments. Should this site be allocated for a transit Gypsy site then there are no more future options for the IACC to develop in in Mona due to land ownership restrictions.
2. Of the 4 plots available on Mona, two are currently under offer. Plot 5B (part of this consultation) is currently under offer.
3. The IACC has recently received a number of enquiries in relation to the land at Mona with companies expressing a desire to purchase the land thereby creating a capital receipt for the County Council. These companies would in turn generate spend and create employment opportunities in the short, medium and long term.
4. The E&CR Service is of the opinion that locating a Gypsy Traveller site at Mona could significantly detract from the economic well-being of the area through being a deterrent to companies seeking to relocate or even expand their current operations.

5. The Mona Industrial Estate is significant and in terms of employment numbers and businesses and is also a very important location. It is home to many well-known regional businesses – Hefin Thomas, AMP, Moduron Maethlu – that have invested substantial sums of money in land purchase and self-build business units meeting their exact specifications. The site is now recognised and considered as a ‘business hub’. A Gypsy Traveller site could detract from that.
6. Through informal discussions with the tenants, they have indicated a strong objection to any proposed Gypsy site with two organisations indicating that they would consider vacating their units. This would result in an income loss to the County Council. These tenants will be responding accordingly to the recent consultation.
7. No matter how well any future site would be presented/ screened from the Industrial Estate there is a strong possibility that it can have negative perceptions with developers/ businesses in the area who would not wish to be located at Mona.
8. The location of the Industrial Estate results in it being located away from amenities such as health, education and shops. These local services are critical to ensuring the integration of a community.

## **5.0 Conclusions**

- 5.1 For the reasons outlined above, the E&CR Service is strongly of the opinion that neither the Heliport Site nor Mona Industrial Estate are suitable locations for Gypsy Traveller sites.
- 5.2 Ensuring that Anglesey has sufficient supply of employment land at important, strategic sites such as Holyhead and Mona is critical in ensuring the County Council can enable and facilitate companies to invest and create employment opportunities for the residents of Anglesey.
- 5.3 By allocating what little employment land that we have at these two sites for an end-use that will not create employment or future prosperity, is dangerously short-sighted and risks damaging Anglesey’s Energy Island aspirations.

9th March 2016

Dr Caroline Turner  
Assistant Chief Executive  
Isle of Anglesey County Council  
Council Offices  
Llangefni  
LL77 7TW

CC: Housing Strategy & Development Manager  
Isle of Anglesey County Council  
Council Offices  
Llangefni  
LL77 7TW

**PRIVATE & CONFIDENTIAL**

Dear Caroline

**Re: Formal Objection to the proposed Temporary Stopping Camp, Holyhead**

This letter is in connection for the proposed use of land as a Temporary Travellers' Stopping Camp in Holyhead. Having examined the plans and knowing the site well, Orthios wishes to object to the proposed use of Sites 7 and 8 (referring to the IoACC Consultation document) as Temporary Stopping Places for the Gypsy and Traveller community.

As you are aware Orthios has recently purchased the former Anglesey Aluminium Penrhos sites to develop our first Eco Park project which combines power generation with the production and processing of food. Successful delivery of the project will draw significant opportunities for the area including c.£1 billion of investment, 600 permanent jobs, 1,200 temporary jobs and create indirect benefits through related or supply chain.

Two of the proposed options identified in Holyhead area for Temporary Stopping Places (Sites 7 and 8) lie very close to the Orthios Eco Park site and a large proportion of land within both options is owned by the Orthios Group.

We have a number of concerns about this Consultation proposal and these issues can only undermine the viability of the project or be detrimental to the practical delivery of a complex scheme of this nature. These are outlined below:

**Physical Security**

Maintaining robust physical security over all areas of the site is vitally important throughout the different phases of the Orthios project; from the existing 'care and maintenance' position through the future development of demolition, construction, commissioning and operation of the various businesses.

There will be a massive increase in the value of equipment and material delivered to be stored on site (and other lay-down areas) leading up to and throughout the construction phases (from the end of 2016) and we anticipate this value being estimated at £100s of millions.

Whilst there will be great improvement to physical security, we believe that the transient nature of occupation proposed here represents a significantly higher risk to the site.



### **Security of Key Infrastructure**

Two of the most valuable assets for Orthios going forward are the tunnel linking the site to the jetty at Holyhead port and the cable connecting the site to the national grid distribution network.

The tunnel will house a completely new conveyor system and be used to import over 1.5 million tonnes of biomass fuel (wood chips) from ships berthing at the jetty to the power station. Uninterrupted fuel supply (at a rate between 500-1,000 tonnes per hour) is critical to the continued running of the power station. Also we are looking to maintain a strip along much of the line of the tunnel for access to carry out repairs and maintenance to the conveyor and tunnel. This includes the land we own forming much of Site 7.

Similarly, the 132kv cable will transport electricity generated by the new power station on site between the Orthios connection point in the switchyard to the national grid substation at Wylfa. This is a critical connection to the Orthios power operation and the highly protected cable route runs directly through the land forming Site 8. National Grid protects this route with a 6m to 10m easement corridor along its length which is kept clear of vegetation and where the positioning of temporary and permanent buildings is forbidden.

Also to note, Site 8 lies adjacent to the route of a high pressure gas main supplying the site and surrounding area. The route, pipe and related equipment are protected by Wales & West Utilities via a 6m to 28m easement corridor.

The proposed temporary or permanent use of either Site 7 or Site 8 would significantly compromise our ability to use key Orthios project infrastructure.

### **Future Development**

We have plans to expand and supplement the Orthios operations on site and a number of development opportunities are currently being appraised. These include building a hotel and visitor centre directly opposite the main site entrance (on land forming part of Site 7) and an extension to the Anglesey Eco Park, for employment purposes (on the Grey's Triangle land which adjoins Site 8).

The proposal of the Stopping Camp would hinder our flexibility to deliver potential future expansion plans.

### **Reputational Risk and Employment**

The Orthios Group businesses plan to bring a large number of employment opportunities to the area. It is strongly believed that the plans for a Stopping Camp will hamper efforts to attract staff to the site. With 600 permanent jobs and 1,200 temporary construction jobs expected to be available, it would be a massive loss to the area should we be unable to attract workers to fulfil these roles.

### **Funding**

The funding framework for the Orthios project is complex and involves the phased raising of increasingly larger sums of money.



As you will know, funding was secured to complete the site purchase on Christmas Eve 2015 so we already have commitments to existing funders and their advisors. We are currently working through a challenging and critically sensitive due diligence phase in the project and we firmly believe that the existing and prospective funders will not allow the project viability, value or delivery to be jeopardised by the sale of valuable land, or the compromising of key infrastructure or elements that undermine our ability to successfully deliver the Orthios Group business plans.

Under normal circumstances we would very much welcome the opportunity to work alongside and support the Council.

However, bearing the above in mind, we cannot recommend that the Orthios Board supports the proposal to establish a Temporary Stopping Camp on either Site 7 or Site 8. We will therefore not sanction the sale, leasing or grant of any rights over land (or assets) owned by the Orthios Group for such a purpose.

#### **Alternative Sites**

There must be more suitable sites available and we suggest the Council looks to the sites already being used by the Gypsy and Traveller communities and make one of them into a more permanent Temporary Stopping Camp i.e. possibly the existing encampment at the lay-by on the A5025 between Menai Bridge and Pentraeth (Site 1).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ian Pritchard', written over a horizontal line.

Ian Pritchard  
Property Director  
Orthios Group



**GYPSY TRAVELLER SITES CONSULTATION QUESTIONNAIRE**  
**Temporary Stopping Place – Holyhead area**

To respond to the consultation please complete the on-line consultation on the Isle of Anglesey County Council's web-site at [www.anglesey.gov.uk/gypsyandtravellerssites](http://www.anglesey.gov.uk/gypsyandtravellerssites)

Alternatively, you can leave a copy of the form with officials at any consultation event, or take a form or post it to: **Housing Strategy and Development Manager, Anglesey County Council, Council Offices, Llangefni LL77 7TW**

This form is also available in other formats, including large print and Braille by phoning 01248 752200.

**Please note that all responses must be received by 5pm on Friday 11th March 2016.**

In completing this form I acknowledge that the Anglesey Council is obliged to provide suitable sites for Gypsies and Travellers, in accordance with the Housing (Wales) Act 2014, and that the sites that form part of this consultation would meet the needs identified in the *Anglesey and Gwynedd Gypsy Traveller Accommodation Needs Assessment 2016*, adopted by the Council's Executive on 8th February 2016. Please note that responses may be published, though names and addresses will be redacted.

Name	IAN PRITCHARD
Organisation	ORTHIOS GROUP
Address including Post Code	THE MOORINGS, ROWTON BRIDGE ROAD, CHRISTLETON, CHESTER, CH3 7AE

Please rank the three sites identified using 1 for your preferred site and 3 for your least preferred site

Site	Rank
• Vacant Plots Penrhos Industrial Estate, Holyhead	
• Land immediately to east of B&M (formerly Homebase), Holyhead	
• Land to the south of Alpoco	
None of the above – for your response to be considered, you must provide an explanation below	✓

If you have chosen "None of the above" in response to site preference, please outline your reasons. You are also invited to suggest an alternative suitable site.

THE REASONS FOR OBJECTION ARE OUTLINED IN A LETTER FROM THE ORTHIOS GROUP TO ISLE OF ANGLESEY COUNTY COUNCIL DATED 9TH MARCH 2016.
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Please indicate below **up to two** of the factors which have been most important in your choice of location for the permanent residential site (please tick or put a cross below):

Distance from essential facilities (i.e shops, GP)	
Impact on the environment	
Access on to the highway for Vehicles	
Impact on neighbouring residential properties	
Impact on adjacent businesses	✓
Other – please describe in a few words	



Housing Strategy and Development Manager  
Anglesey County Council  
Council Offices  
Llangefni  
LL77 7TW

26 February 2016

Dear Sir,

**RE: CONSULTATION OF GYPSY AND TRAVELLER SITES ON ANGLESEY**

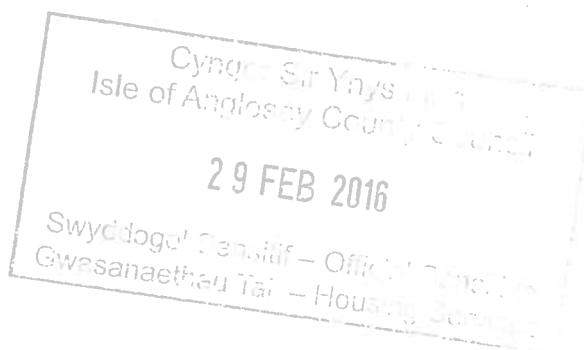
I received the letter dated 11 February 2016 from Shan Williams detailing the proposed consultation on gypsy and traveller sites on Anglesey. On behalf of AMG AlpoCo UK Limited I have completed the online questionnaire but I feel it is necessary to send a letter to better explain the reasons why the temporary site should not be located next to the AMG AlpoCo UK Limited site (site 8). The main reasons are as follows:

- Haulage access to the AlpoCo plant runs alongside the proposed travellers site. The continuous use of the access road by AlpoCo & North Wales Shipping, would increase the likelihood of accidents & incidents to the drivers, travellers and especially young children.
- Haulage access to the AlpoCo, if also used by the travellers, could cause a major disruption to the vital deliveries to our plant and affect the profitability and viability of our company.
- The AlpoCo site is protected by an electric fence as we previously experienced metal thefts. Young children especially, could ignore the signs, and not be aware of this hazard.
- The potential for undeliberate or unauthorised entry to the AlpoCo site would be increased, exposing persons entering the plant to safety hazards. This would increase the likelihood of injury to themselves or employees on the plant. Security would need to be increased at a cost to our company.
- Our environmental permit has noise level limits set at the boundary of the AlpoCo plant. The proposed travellers' site would potentially be exposed to noise as it is so close to the plant. The plant runs 24/7 continuous shifts.
- The company produces aluminium powder and an emergency situation on site (fire or explosion) would put the travellers at risk, due to their site being so close to the plant.
- The former Anglesey Aluminium smelter, next to AlpoCo, has been given approval for the development of a biomass plant and the construction and subsequent operation of the plant would impact the travellers.

I hope these concerns are taken seriously and a more appropriate site chosen as a temporary stopping place.

Yours sincerely  
For and on behalf of AMG AlpoCo UK Limited

Leonora Scaife  
Finance Director



**From:** Harrison, Nigel S (T/Chief Superintendent 1710)  
[mailto:Nigel.Harrison@nthwales.pnn.police.uk]

**Sent:** 09 March 2016 13:20

**To:** Caroline Turner

**Copi/Cc:** Armstrong, Mark (T/Chief Inspector)

**Subject:** RE: Gypsy / Traveller sites consultation

Caroline

Below I have annotated the North Wales Police response to the consultation and I thank you for the opportunity.

- We support the need to have transit site(s) within Anglesey as clearly we have had a number of groups of travellers passing through Anglesey which have formed unofficial sites in the past. Usually from our knowledge they are waiting for onward ferry travel to Ireland.
- We recognise there is currently a group of people living in a layby adjacent to the A5025 on the outskirts of Pentraeth who clearly have a need.

As a Police Service we wish raise the following points

- We would ask that any Temporary Stopping Places ( TSP) or permanent site that are adopted when entering the planning phase that our Community Safety department is given the opportunity to pass comment on the design to seek to minimise the risk of Crime and Disorder as we do now with a number of other developments
- We seek to be sighted on any management plans put in place for the chosen sites so that we can seek to engage with communities that will be residing at these sites.
- At present we have very little concerns in relation to Crime and Disorder or Public Safety at the Pentraeth tolerated site. However we make this assessment based on the current residents and clearly any development of this site may alter the population. Our concern is one of public safety in so much the proximity of the site to a busy 'A' road gives us concern should there be children resident which there are not at this time. There are clear concerns of how they would be safeguarded to prevent them egressing on to the road which is fast moving and busy. We are led to believe that the current inhabitants will need to be relocated whilst building work is completed as such does this pose the risk of children being part of new family units. This risk is possible at the other sites however would appear much more likely at the Pentraeth site. Clearly there maybe options to mitigate against this risk but we feel it is worthy of note.
- We would also be keen that the TSPs do not expand and/or become permanent sites as our comments are predicated on the current options. Clearly multiple permanent sites would require a different engagement strategy from ourselves and potentially deployment model.

At this point the police have no further comment to make on the options provided.

Nigel Harrison  
Prif Uwcharolygydd Dros Dro - T / Chief Superintendent

Lucy



# CAERGYBI/HOLYHEAD

*Cyngor Tref / Town Council*

Our ref: CLE/PRS/TC2A  
9 March 2016

Dear Sir/Madam,

## GYPSY TRAVELLER SITES CONSULTATION : END DATE FRIDAY 11 MARCH 2016

A presentation was made by officers of the Anglesey County Council at the Holyhead Town Council meeting held on Monday 7 March 2016.

The Holyhead Town Council resolved as follows:-

“That the Holyhead Town Council reject the sites in Holyhead as they could not be included in the Local Development Plan at this stage as the Local Development Plan had now closed and also that two of the sites suggested were close to businesses and in areas of outstanding natural beauty. Also, the Town Council was concerned that the cost of setting up and maintaining these sites would fall on the rate-payers of Anglesey.”

I should be obliged if you could include this resolution in the consultation replies.

Yours Sincerely,

.....  
C LI Everett  
Town Clerk/Financial Officer

**Housing Strategy and Development Manager  
Anglesey County Council  
Council Offices  
LLANGFNI  
Anglesey  
LL77 7TW**

Cyngor Sir Ynys Môn  
Isle of Anglesey County Council  
**10 MAR 2016**  
Swyddogel Sensitif – Official Sensitive  
Gwasanaethau Tai – Housing Services