

ISLE OF ANGLESEY COUNTY COUNCIL	
Report to:	Executive Committee
Date:	14/02/2017
Subject:	Update Report – Possible Sites for Gypsies and Travellers
Portfolio Holder(s):	Councillor Aled Morris Jones
Head of Service:	Shan Lloyd Williams
Report Author: Tel: E-mail:	Dafydd Rowlands 752203 DafyddJRowlands@anglesey.gov.uk
Local Members:	Councillors Meirion Jones, Alun Mummery, Jim Evans

A –Recommendation/s and reason/s
<p>R1. To note Capita’s advice R2. To note the findings of the Health Impact Assessment R3. To authorize Officers to progress to the next stage, i.e. site design and calculation of the costs R4. To report further to the Executive Committee in June 2017</p> <p>1.0 Background Since the meeting held on 19th December, 2016 a Project Group has been established comprising officers from the Housing, Property and Environmental Health Services, the Joint Planning Policy Unit, the Police and also Capita, the company awarded the tender following its publication on sell2wales.</p> <p>A number of technical assessments have been carried out, looking at all aspects including</p> <ul style="list-style-type: none"> • General Site Appraisal • Air Quality Assessment • Noise Assessment • Ecological Assessment <p>for both sites – Penhesgyn as a permanent site and Star as a temporary stopping place.</p> <p>The aim of these technical assessments it to establish whether there are any technical reasons which could make these sites unsuitable. In addition to these assessments,</p>

technical assessments have been undertaken and taken into consideration on matters such as the scale of the sites, access to the sites and other physical features.

A copy of Capita's Executive Summary is attached in Appendix 1 of the Report.

The conclusions of the work are as follows:

2.0 Penhesgyn Site

Summary and Conclusions

The Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical appraisals are also available as standalone documents. The findings of the PAR indicate that the Penhesgyn site is a suitable location for provision of permanent residential development for travellers. Some mitigation measures will need to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise and air quality. It is therefore recommended that the design and scheme proposals be progressed with a view to preparing a detailed planning application for submission some time in 2017.

The next stages are to prepare outline designs in accordance with good practice guidelines and for discussions with key stakeholders to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a permanent residential site at Penhesgyn

There may also be a requirement to undertake an Environmental Impact Assessment or EIA as the site is previously undeveloped land and the total area required may fall within the requirement of the EIA Regulations. Again, this will be a matter of the Local Planning Authority to determine what is required in order to validate any planning application.

A copy of Capita's Preliminary Appraisal Report in respect of Penhesgyn is attached in Appendix 2 of the report.

3.0 Star Site

Summary and Conclusions

The Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical assessments are also available as standalone documents. The findings of the PAR indicate that the Star site is a suitable

location for a Temporary Stopping Place. There will be a requirement for some mitigation measures to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise. It is therefore recommended that the design and scheme proposals incorporating the required mitigation measures be progressed with a view to preparing a detailed planning application for submission some time in 2017.

The next stages are to prepare outline designs in accordance with good practice guidelines and for discussions with key stakeholders to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a Temporary Stopping Place at Star.

A copy of Capita's Preliminary Appraisal Report in respect of Star is attached in Appendix 3 of the report.

4.0 Rapid Health Impact Assessment on Star and Penhesgyn Gypsy and Traveller Sites.

A half day workshop was held on the Health Impact Assessment facilitated by Huw Thomas, Operations Manager – Environmental Health in January 2017 attended by the three Local Members, Councillors Meirion Jones, Alun Mummery, Jim Evans, Bryn Hall from Unity who is a Gypsy and Travellers Community Engagement specialist, Jon Stoddard and Laura Fretwell from Capita, Gareth Jones – Property, Lucy Reynolds – Housing, Mike Evans from the Joint Planning Policy Unit and Trystan P Owen – Environmental Health.

A copy of the draft Rapid Health Impact Assessments in respect of Star and Penhesgyn is attached at Appendix 4 of this report.

Summary and Conclusion – please note: the document is currently being consulted upon with those who attended the workshop.

Overall both sites are considered to have a positive impact on the health and welfare of gypsies and travellers over the existing provision.

No significant disagreement was noted.

B – What other options did you consider and why did you reject them and/or opt for this option?

These sites were approved subject to further investigations by the Executive Committee following resolutions made on the 31st May and 25th July, 2016.

C – Why is this a decision for the Executive?

In order to note the progress and to request permission to undertake further work.

D – Is this decision consistent with policy approved by the full Council?

Yes

DD – Is this decision within the budget approved by the Council?

Yes

E – Who did you consult?		What did they say?
1	Chief Executive / Strategic Leadership Team (SLT) (mandatory)	To be confirmed
2	Finance / Section 151 (mandatory)	To be confirmed
3	Legal / Monitoring Officer (mandatory)	No comment
5	Human Resources (HR)	
6	Property	
7	Information Communication Technology (ICT)	
8	Scrutiny	
9	Local Members	
10	Any external bodies / other/s	

F – Risks and any mitigation (if relevant)

1	Economic	
2	Anti-poverty	
3	Crime and Disorder	

4	Environmental	
5	Equalities	
6	Outcome Agreements	
7	Other	

FF - Appendices:

Appendix 1. Report by Capita Anglesey Gypsy and Traveller Project Permanent Residential site Penhesgyn, Temporary Stopping Place Star, Preliminary Appraisal Report Executive Summary, 26th January 2017

Appendix 2. Capita's Preliminary Appraisal Report in respect of Penhesgyn.

Appendix 3. Capita's Preliminary Appraisal Report in respect of Star.

Appendix 4. Adroddiad drafft Rapid Health Impact Assessment on Star and Penhesgyn Gypsy and Traveller Sites. Based upon a Participatory Workshop held on the 23rd January 2017

G - Background papers (please contact the author of the Report for any further information):

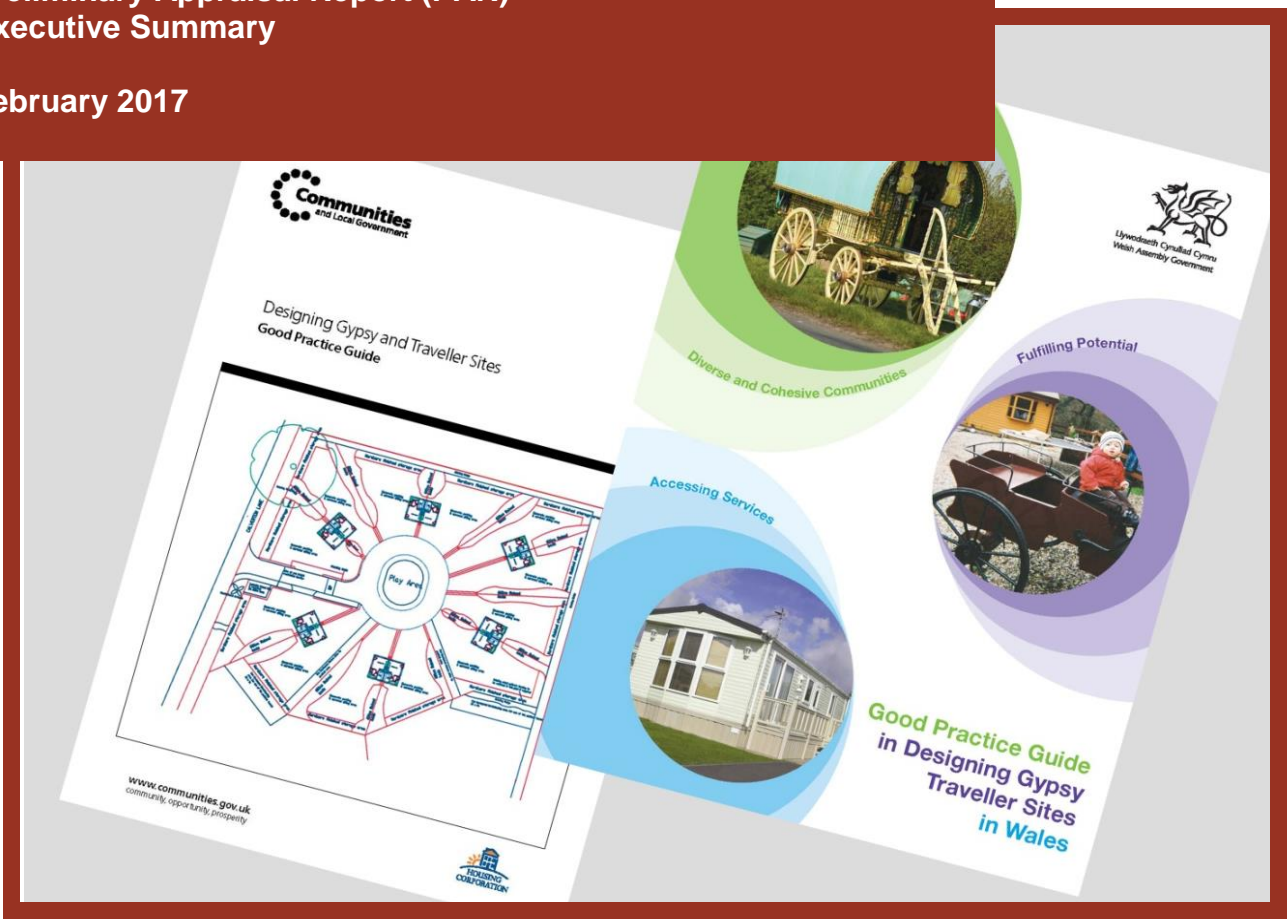
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Anglesey Gypsy and Traveller Project

Permanent Residential Site, Penhesgyn
Temporary Stopping Place, Star

Preliminary Appraisal Report (PAR)
Executive Summary

February 2017



Contents

1. Introduction
2. Permanent Residential Site, Penhesgyn
3. Temporary Stopping Place, Star

1. Introduction

1.1 This is an Executive Summary of a Preliminary Appraisal Report (PAR) prepared by Capita Real Estate and Infrastructure on behalf of Isle of Anglesey County Council (IACC). The purpose of the PAR is to:-

- Review and understand what the potential environmental issues and risks are associated with two gypsy and traveller sites proposed by IACC
- Undertake technical assessments for each of the proposed sites
- Test how feasible it would be to develop each of the sites for gypsy and traveller accommodation
- Make recommendations as to the suitability of each site to be taken forward through the planning process

1.2 The Housing (Wales) Act 2014 places a duty on Local Authorities to provide sites for Gypsy and Travellers where a need has been identified. The Welsh Government’s *‘Travelling to a Better Future’* (2015) sets out a detailed policy framework for Local Authorities to follow. The Welsh Government *Circular 30/2007 Planning for Gypsy and Caravan Sites* also strengthens the requirement that local authorities identify and make provision for sufficient and appropriate sites in their Local Development Plans.

1.3 The Isle of Anglesey County Council is therefore legally required (by the Housing Act (Wales) 2014) to assess and meet the accommodation needs of the population within their area. This includes the needs of the Gypsy and Traveller Community and that of travelling show people. The term Gypsies and Travellers includes Romany Gypsies and Irish Travellers as well as people from any group who follow a travelling life. It also includes Travelling Show people and New Travellers where they have a history of travelling and living in mobile homes.

Table 1.1 - Key Legislation and policies surrounding the provision of Gypsy and Traveller Sites	
Title	Description
The Housing (Wales) Act 2014	Section 225 and 226 states that the Local Authority has a duty to carry out an assessment of the accommodation needs of Gypsies and Travellers
Mobile Homes (Wales) Act 2013	The Act consolidates the legislation on mobile home sites in Wales.
Circular 30/2007 Planning for Gypsy and Caravan Sites	Welsh Government Circular highlights the requirement for Local Authorities to identify and make provision for appropriate sites in their plans.

1.4 “*The Anglesey and Gwynedd Gypsy and Travellers Accommodation Needs Assessment 2016 (GTAA)*” has been prepared jointly by Isle of Anglesey Country Council and Gwynedd Council during the latter part of 2015 and updates the previous North West Wales GTAA which was published in 2013. The contents of the GTAA 2016 have been approved by Welsh Government with Section 102 of the Housing (Wales) Act 2014.

- 1.5 Following consultation exercises, IACC has identified two potential gypsy and traveller sites on the island that could contribute to meeting the need for additional pitches identified in the GTAA (2016). One is a permanent residential site to replace the unauthorised Traveller encampment on the A5025 and the other, a temporary stopping place to accommodate the needs of visiting gypsy and travellers. The two potential gypsy and traveller sites are as follows:-
- Permanent Residential Site, Penhesgyn
 - Temporary Stopping Place, Star
- 1.6 A brief description of each site and the proposals is set out below and is followed by a summary of the technical assessments undertaken on each of the sites in question.

2. Permanent Residential Site, Penhesgyn

Description of the Site and Proposals

- 2.1 The Penhesgyn site has been identified by IACC as the most appropriate location for a permanent residential gypsy and traveller site following a site selection process undertaken in 2016.
- 2.2 The proposals are for a permanent residential site at Penhesgyn of four pitches for the New Age Traveller community currently residing in a lay-by next to the A5025 between Menai Bridge and Pentraeth.
- 2.3 The proposed site at Penhesgyn is located off a minor road between the A5025 and the B5420 on land east of the Penhesgyn Recycling Centre and south east of the former Penhesgyn Landfill Site. The land is composed of two fields under the ownership of IACC that are currently used for rough grazing; it is understood that the land has not been previously developed.
- 2.4 Access to the two fields would need to be via the main access road to the Penhesgyn Recycling Centre (PRC) and over land in private ownership that is currently grazed by livestock.
- 2.5 The proposals for the permanent residential gypsy and traveller accommodation at Penhesgyn include for the following:-
 - Access road to site across field in private ownership
 - Four residential pitches
 - Each pitch would have an area of hard standing for the living vehicle of the household
 - Each pitch would have an amenity block with toilet, bathroom and kitchen
 - Lighting for public safety and security
 - Space for storage of domestic refuse bins and recycling containers
 - Secure boundary fence and lockable gate

General Site and Technical Assessments

- 2.6 Technical assessments for the following environmental topics were undertaken for the Penhesgyn site. The aim of undertaking the technical assessments was to establish if there were any technical reasons or constraints that could prevent the site being suitable for occupation as a permanent residential site by the traveller community currently living in vehicles at the lay-by in Pentraeth. In addition to the specific technical appraisals other more general considerations such as size of the site, access and other physical characteristics were also taken into consideration:-
 - General Site Appraisal
 - Air Quality Assessment
 - Noise Assessment
 - Ecological Assessment

A summary of each technical appraisal is set out below:-

General Site Appraisal

- 2.7 The site encompasses two fields in the ownership of IACC that cover an area of approximately 3.5 hectares (8.65 acres) and a further field to the south that is in private ownership of around 2.91 hectares (7.19 acres) resulting in a total land take of 6.41 hectares (15.84). The following general observations have been made as part of the site appraisal process:
- The site is located in a rural location with no access to local amenities or facilities within easy walking distance
 - Access to the site would need to cross the field in private ownership and re-arrangement of the security gate for the Penhesgyn Recycling Centre (PRC)
 - The two fields in which the four pitches would be located is steeply sloping and badly drained.
 - A new access road to access the four pitches would be required and involve significant drainage and earthworks
 - Earthworks will be required to form a noise attenuation bund along the western boundary (see below)
 - Utility connections to potable water and electricity would be required
 - Sewerage is likely to be managed using a septic tank
- 2.8 There is adequate space for the proposed four permanent residential pitches on the Penhesgyn site that would require the provision of a new access road and development plateaus for the four residential pitches. There are no constraints resulting from the general site appraisal that would prevent the site being suitable as a permanent residential site for the traveller community. There would be a requirement for some re-design of the public entrance to the Penhesgyn Recycling Centre (PRC), entrance gate and site security fencing.

Air Quality Assessment

- 2.9 The site lies next to a former landfill site and existing recycling centre; posing a potential health risk, however, the site is not located within an Air Quality Management Area (AQMA). Due to the small size of the proposed development and low baseline levels of pollutants, a baseline assessment has been considered sufficient to assess the potential exposure of future users and existing receptors such as users of the Penhesgyn Recycling Centre.
- 2.10 In line with the Social Services and Well Being Act 2014 and the Well-being of Future Generations Act 2015, consideration has duly been given to issues surrounding the potential health and well-being of likely residential occupants at the Penhesgyn Site.
- 2.11 The baseline study concluded that excessive levels of nitrogen dioxide (NO₂) at the site boundary are unlikely. These conditions are existing and will likely not worsen as a result of the development. It is also likely that levels of particulate matter (PM₁₀) will not exceed acceptable levels at the site boundary and therefore impacts from PM₁₀ are not considered significant. However, dust soiling impacts from the movement of waste vehicles and Heavy Goods Vehicles (HGVs) associated with the recycling facility are considered potentially high risk..
- 2.12 The risk assessment for potential dust impacts during construction of the proposed pitches and access road concluded the site is deemed to be a low risk site for dust soiling impacts and human health impacts.

- 2.13 Impacts on new receptors from Land Fill Gas (LFG) of the former landfill site are not considered significant. Methane concentrations will be well below flammability levels and will also not have an adverse effect on human health. Carbon dioxide concentrations are expected to disperse to insignificant atmospheric concentrations. Mitigation of impacts from LFG is therefore not deemed necessary.
- 2.14 Odour levels are not considered significant. Based on records of complaints provided by IoACC Council and Natural Resources Wales it is considered that no mitigation is required. Bio-aerosol concentrations are unlikely to be above the Environment Agency's thresholds onsite, providing receptors are located greater than 250 m from the Penhesgyn composting site.
- 2.15 It is the conclusion of this air quality assessment that with appropriate dust impact mitigation measures in place and providing new residents are located greater than 250 m from the existing Penhesgyn composting facility, the proposed permanent residential scheme for the traveller community is suitable to be considered for planning permission.

Noise Assessment

- 2.16 A noise measurement survey has been undertaken to establish typical ambient noise levels during the day and at night. The site is located within a very quiet rural environment and the main noise source affecting the development site was daytime operational noise from the Penhesgyn Recycling Centre (PRC), most notably through the activity of wood crushing. The survey data was used to undertake a noise modelling study to predict the noise levels at the façade locations of the proposed pitches.
- 2.17 Recommended internal noise criteria are expected to be achieved in mobile homes with windows open and closed. External levels are expected to achieve the lower limit of 50 dB L_{Aeq} as recommended by the World Health Organisation (WHO) for external amenity spaces.
- 2.18 Another assessment undertaken in accordance with Technical Advice Note 11: Noise (TAN 11) indicated that potential caravan/trailer plots located on the development site will fall within Noise Exposure Category (NEC) A during day and night periods. This means that noise need not be considered as a determining factor in granting planning permission.
- 2.19 An assessment undertaken in accordance with British Standard (BS 4142:2014) used for assessing sound levels of an industrial/commercial nature has indicated a potential for adverse impact due to daytime PRC operational noise, notably the wood crushing operation. A scheme of mitigation is therefore recommended and should include the following:-
- An earth bund along the south west PRC boundary at a height of 1.5m;
 - In addition a further a further 1.8m close-boarded acoustic timber fence should be located around the edge of the wood crushing area compound within the PRC site.
- 2.20 This noise mitigation strategy reduces the potential of adverse impact to a satisfactory level across the proposed permanent residential traveller site at Penhesgyn. Furthermore, existing waste recycling processes and operations may change in the future and could be managed to further reduce current noise levels.

Ecology

- 2.21 A preliminary ecological assessment and a Phase 1 Habitat Survey and assessment of the site, was undertaken in November 2016. The habitats within the surveyed area include poor semi-improved grassland, improved grassland, broadleaved trees, hedgerows and dry stone walls, scattered scrub and marshy grassland.
- 2.22 The potential ecological issues on site include:
- Potential disturbance to tree with bat roosting potential (dependent upon location of proposed security fence)
 - Disturbance to nesting birds during vegetation removal (if site clearance is done within the nesting bird season)
 - Assessment of nearby pond (not within the site boundary but north west of the site) required to determine its potential for amphibians as a precautionary measure
- 2.23 The site does not appear to have any significant ecological constraints that would result in a planning application being refused on ecological grounds. There are opportunities on the site through the design development phase to retain areas of existing hedgerows and site boundaries and also increase the potential biodiversity of the site.

Summary and Conclusions

- 2.24 The Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical appraisals are also available as standalone documents. The findings of the PAR indicate that the Penhesgyn site is a suitable location for provision of permanent residential development for travellers. Some mitigation measures will need to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise and air quality. It is therefore recommended that the design and scheme proposals be progressed with a view to preparing a detailed planning application for submission some time in 2017.
- 2.25 The next stages are to prepare outline designs in accordance with good practice guidelines and for discussions with key stakeholders to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a permanent residential site at Penhesgyn
- 2.26 There may also be a requirement to undertake an Environmental Impact Assessment or EIA as the site is previously undeveloped land and the total area required may fall within the requirement of the EIA Regulations. Again, this will be a matter of the Local Planning Authority to determine what is required in order to validate any planning application.

3. Temporary Stopping Place, Star

Description of the Site and Proposals

- 3.1 The proposed Temporary Stopping Place site at Star has been identified by IACC as the most appropriate location for a Temporary Stopping Place following a site selection process undertaken in 2016.
- 3.2 The site lies between Llanfairpwll and the Star crossroads on a strip of land between the A55 and the A5. The town of Llanfairpwll is approximately 1 kilometre to the east and the settlement of Star north beyond the A55. The site measures approximately 435 metres long and 50 metres wide and covers a total area of circa 18,252 square metres or 1.82 hectares.
- 3.3 The A55 and soft estate defines the northern boundary of the site and the A5 the southern boundary. To the west, the site is defined by the soft estate of the A55 and local road network that connects the A5 to the village of Star by means of an over-bridge across the A55. To the east, the site is defined by the watercourse of the Afon Braint that flows beneath the A5 and through a culvert in a south west direction.
- 3.4 The site under consideration is composed of three fields currently set to rough grassland and scrub. The topography of the fields is generally even but falls gradually from west to east. All fields are in private ownership with the western field owned by one private landowner and the central and eastern field owned by a private woodland company. The eastern field is well known as an area prone to flooding from the Afon Braint.
- 3.5 The proposal for the Temporary Stopping Place is for an area of land to accommodate a total of up to 15 caravans and towing vehicles at any one time. The Temporary Stopping Place is intended to provide short term accommodation for a maximum period of 2-3 weeks at a time. The site would be managed by IACC. The proposals for the Temporary Stopping Place at Star include for the following:-
- Access point off the A5 with 5 metre gate and height restriction barrier
 - Area of hard standing sufficient to accommodate 15 caravans or trailers and towing vehicles
 - Secure boundary fence and lockable gate
 - 5 metre planting strip along the southern verge boundary
 - Cold water supply
 - Portable Toilets when site is in use
 - Sewerage Disposal Point
 - Screened Refuse and Recycling Collection Point
 - Electric hook up points (a recent requirement)

General Site and Technical Assessments

- 3.6 Technical appraisals for the following environmental topics were undertaken for the Star site. The aim of undertaking the technical assessments was to establish if there were any technical reasons or constraints that could prevent the site being suitable for temporary occupation by the gypsy and traveller community wishing to stay on the island for relatively short periods. In addition to the specific technical appraisals other more general considerations such as size of the site, access and other physical characteristics have also been taken into consideration:-

- General Site Appraisal
- Air Quality Assessment
- Noise Assessment
- Flood Consequence Assessment
- Ecological Assessment

General Site Appraisal

3.7 The site lies between the A55 and the A5 and is dominated by the road corridor

- Low lying land between two major road corridors
- Main Chester Holyhead Railway line lies close to and south of the A5
- Access required onto de-restricted (60 mph) single carriageway
- Highway vegetation forms partial screen to residential area of Star north of the A55 road corridor
- A5 is classified a Historic Route
- Bus Stop located nearby to the Star Cross Roads
- No public footpath along verge but opportunity to connect west close to star Cross Roads
- No existing street lighting in proximity of proposed Temporary Stopping Place but opportunity to extend provision from Star Crossroads
- Existing boundary wall will require re-alignment to provide adequate visibility to site access/egress
- Utilities and connections to be addressed during detail design period with relevant statutory bodies (BT protection measures may be required)

3.8 A preliminary design assessment indicates that the site is sufficiently large to accommodate 15 temporary stopping places for caravans and towing vehicles. Security fencing will be required to define the site boundaries and ensure safety of temporary occupants. Surface water will need to be attenuated and discharged (with restricted discharge) into adjacent ditch that connects to the Afon Braint.

Air Quality Assessment

3.9 The site is not located within an Air Quality Management Area (AQMA). The development is unlikely to result in a significant increase in traffic; however it may introduce sensitive receptors such as occupiers of the caravans and these could be affected by passing road and rail traffic. Due to the small size of the proposed development, a standard screening assessment was considered appropriate to assess the potential exposure of future users.

3.10 The assessment focuses on concentrations of nitrogen dioxide (NO₂) and inhalable particulate matter (PM₁₀), as the main pollutants associated with emissions from road traffic. Baseline NO₂ and PM₁₀ concentrations are derived from existing modelling and monitoring programmes. Traffic data was obtained from the Department for Transport (DfT).

3.11 A risk assessment has also been carried out to determine the potential impact of fugitive emissions of dust and PM₁₀ on local receptors such as local residents during the construction phase. The assessment is based on details of the proposed development described above.

- 3.12 The proposed development at the Temporary Stopping Place, Star, would introduce new temporary occupants otherwise referred to as receptors to the site. The receptor locations used in the assessment were considered to be representative of future occupiers exposure within the Temporary Stopping Place. The potential impact of emissions from existing road and rail traffic flows to future occupiers of the site was deemed to be insignificant.
- 3.13 The risk assessment for potential dust impacts during construction of the proposed development concluded the site is deemed to be a low risk site for dust soiling and human health impacts. As a result, mitigation measures are not considered necessary.
- 3.14 It is the conclusion of this assessment that in terms of air quality the proposed scheme is suitable to be considered for planning permission.

Noise Assessment

- 3.15 A noise measurement survey has been undertaken to establish typical ambient noise levels during the day and at night. Measured levels were comparable to those presented in the June 2012 Welsh noise maps, reported as part of requirements in the Environmental Noise Directive (2002/49/EC). The data was used to undertake a noise modelling study to predict the noise levels at the façade locations of the caravans/trailers located in the Temporary Stopping place.
- 3.16 The main source of noise affecting the site during the day and night is principally A55 road traffic. The proposed development is currently affected by external noise levels in excess of 60 dB L_{Aeq} during the daytime, and is expected to fail to achieve the World Health Organisation (WHO) criterion of 55 dB $L_{Aeq(16h)}$ for outdoor gardens and recreation areas. It is therefore recommended that the scheme proposals include a 3m acoustic barrier along the A55 site boundary and along the eastern and western site boundary, to reduce the noise exposure of the site.
- 3.17 Following the implementation of the above barrier mitigation scheme the internal noise levels are expected to be achieved to an acceptable level in the living room and bedrooms of the temporarily sited caravans with windows closed. However, it should be acknowledged that noise levels are likely to exceed outdoor amenity levels and will remain above the recommended criteria and guidelines for outdoor gardens and recreation areas.

Flood Consequence Assessment

- 3.18 Flood risk at the site has been considered from all sources. The proposed Temporary Stopping Place is located within Flood Zone 1, and therefore the residual flood risk will be minimal although it is required that safe access/egress onto the A5 needs to be considered in the development designs. Flood risk from both groundwater and artificial sources is considered negligible.
- 3.19 Whilst the majority of the site is located within TAN15 Flood Zone A (Caravan and camping site developments are permitted in Zone A) and part of the site does fall within Flood Zone C2. Natural Resource Wales (NRW) has evaluated the proposed site and is of the opinion that the development of the site can proceed, as long as the Justification Test is applied. To pass this test, the development must demonstrate that:
- The development location is necessary to assist or be part of a local authority regeneration initiative and/ or strategy to sustain an existing settlement; or

- The development location is necessary to contribute to key employment objectives to sustain and existing settlement or region; and
- The development concurs with the aims of Planning Policy Wales (PPW); and
- The potential consequences of flooding for the particular type of development has been considered and found to be acceptable (with reference to the criteria specified in TAN15).

3.20 The proposed area where caravans would be permitted to stay would not be located within the NRW flood zone but further west on higher ground. It is recommended that the final surface water design, needs to include a Sustainable urban Drainage system (SuDs) to be implemented in order to maintain runoff to the current greenfield rates. Consultation between Natural Resource Wales and the Lead Local Flood Authority (Isle of Anglesey County Council) is required. The site however is suitable for development from a flood risk perspective.

Ecology

3.21 A preliminary ecological assessment and a Phase 1 Habitat Survey and assessment of the site, was undertaken in November 2016. The habitats within the surveyed area tall ruderal vegetation over poor semi-improved grassland, scrub, scattered trees and dry stone walls.

The potential ecological issues on site include:

- Disturbance to nesting birds during vegetation removal (if site clearance is done within the nesting bird season)
- Otters and water vole records were highlighted during the desk study on the ditch to the east which is located outside of the site area. No suitable habitats or evidence of these species were noted on site.

3.22 The site does not appear to have any significant ecological constraints that would result in a planning application being refused on ecological grounds provided that the recommendations within the ecology report are adhered to.

Summary and Conclusions

3.23 The Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical assessments are also available as standalone documents. The findings of the PAR indicate that the Star site is a suitable location for a Temporary Stopping Place. There will be a requirement for some mitigation measures to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise. It is therefore recommended that the design and scheme proposals incorporating the required mitigation measures be progressed with a view to preparing a detailed planning application for submission some time in 2017.

- 3.24 The next stages are to prepare outline designs in accordance with good practice guidelines and for discussions with key stakeholders to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a Temporary Stopping Place at Star.

Capita Property and Infrastructure Ltd

Bryn Eirias
Abergele Road
Colwyn Bay LL29 8BY

Tel +44 (0)1492 510200
Fax+44 (0)1492 510201

www.capita.co.uk

Anglesey Gypsy and Traveller Project
Permanent Residential Site, Penhesgyn.

Preliminary Appraisal Report (PAR)

February 2017



Quality Management

Job No	CS/090626		
Project	Anglesey Gypsy and Traveller Project		
Location	Penhesgyn near Penmynydd, Isle of Anglesey		
Title	Preliminary Appraisal Report (PAR) - Permanent Residential Site - Penhesgyn		
Document Ref	CS/090626/03/02 Reports	Issue / Revision	V1
Date	February 2017		
Prepared by	Jon Stoddard		
Checked by	Laura Fretwell		
Authorised by	Jon Stoddard		

Revision Status / History

Rev	Date	Issue / Purpose/ Comment	Prepared	Checked	Authorised
V1	31-01-17	Public Document	J. Stoddard	L. Fretwell	J. Stoddard

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Figures

Figure 1: Site Location Plan

Appendices

Appendix A : Figure 1 : Site Location Plan
Figure 2 : Existing Site Plan

Appendix B : Site Photographs

Appendix C : Site Constraints Plan

Executive Summary

The Isle of Anglesey County Council is legally required by The Housing (Wales) Act 2014 to assess the accommodation needs of the population within their area. This includes the needs of the Gypsy and Traveller Community and that of travelling show people. Under Part 3 of the Act, Local Authorities are required to carry out an Accommodation Needs Assessment of Gypsies and Travellers in their area. Welsh Government guidance states that the accommodation needs of the Gypsies and travellers should be identified, understood and addressed on the same basis as other sectors of the Community.

In 2015 and in accordance with the legislation, the Isle of Anglesey County Council and Gwynedd Council jointly prepared the Anglesey and Gwynedd Gypsy and Travellers Accommodation Needs Assessment (GTAA). The GTAA was published in 2016 and the contents approved by Welsh Government with Section 102 of the Housing (Wales) Act 2014.

Following on from the GTAA 2016, Isle of Anglesey County Council undertook a Consultation process that identified the need for a permanent residential site to meet the needs of the New Travellers arising from an unauthorised site at Pentraeth Road, Anglesey. Following a site selection process, an area of land at Penhesgyn, near Penmynydd was identified as the preferred location for a permanent residential site.

Capita were appointed by IACC in November 2016 to undertake a number of technical appraisals in order to assess whether the site at Penhesgyn is suitable as a permanent residential site. Technical assessments included further investigation into the subjects of air quality, noise and ecology. The Isle of Anglesey County Council Environmental Health Officer has been consulted during the preparation of the technical assessments.

This Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical appraisals are also available as standalone documents. The findings of the PAR indicate that the Penhesgyn site is a suitable location for a permanent residential site for the new traveller community currently occupying the lay-by at Pentraeth. Some mitigation measures will need to be incorporated into the scheme proposals in order for the site to meet certain requirements, particularly in respect of noise. It is therefore recommended that the design and scheme proposals be progressed with a view to preparing a detailed planning application for submission some time in 2017.

The next stages are to prepare outline designs for discussions with key stakeholders and to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a permanent residential site at Penhesgyn.

1. Introduction

- 1.1 This is a Preliminary Appraisal Report (PAR) that reports on the feasibility of taking forward proposals for a permanent residential site for the new traveller community on an area of land at Penhesgyn near Penmynydd, Anglesey. The site is currently agricultural land and lies to the east of Penhesgyn Recycling Centre.

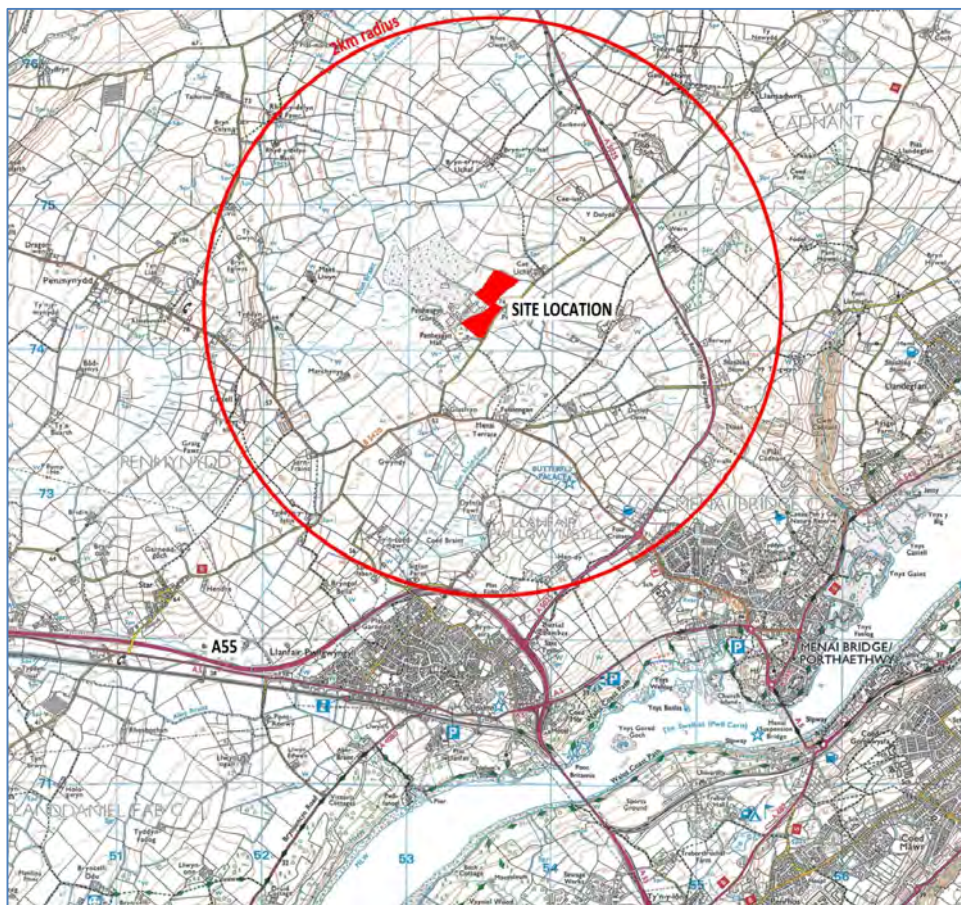


Figure 1 – Site Location Plan – Refer also to Appendix A

- 1.2 The PAR provides a description of the background and context to the proposed development and summarises the initial findings of a number of technical appraisals that are available as separate documents.
- 1.3 The PAR has been prepared by Capita Real Estate and Infrastructure on behalf of Isle of Anglesey County Council's Housing Department. Capita were appointed on 14th November 2016 following a competitive tendering process submission under the 'All-in' Lot of the NPS Framework NPS-PS-00014-14.

1.4 This PAR is structured in the following way:

Table 1.1 – Structure of the Preliminary Appraisal Report (PAR)	
Section	Description
1. Introduction	A brief introduction to the origins, purpose and contents of this Preliminary Appraisal Report (PAR)
2. Background	A description of the background to the Anglesey and Gypsy Traveller Project including the site selection process
3. Site Description	A description of the existing site at Penhesgyn, it's location and physical characteristics
4. Scheme Proposals	A description of the outline scheme proposals
5. Technical Assessments	A summary of the Technical Assessments undertaken for the permanent residential site for travellers at Penhesgyn
6. Summary and Conclusions	Summary of the PAR and report findings

2. Background

Legislation relating to the provision of Gypsy and Traveller Sites

- 2.1 The Housing (Wales) Act 2014 places a duty on Local Authorities to provide sites for Gypsy and Travellers where a need has been identified. The Welsh Government's *'Travelling to a Better Future'* (2015) sets out a detailed policy framework for Local Authorities to follow. The Welsh Government *Circular 30/2007 Planning for Gypsy and Caravan Sites* also strengthens the requirement that local authorities identify and make provision for sufficient and appropriate sites in their Local Development Plans.
- 2.2 The Isle of Anglesey County Council is therefore legally required (by the Housing Act (Wales) 2014) to assess and meet the accommodation needs of the population within their area. This includes the needs of the Gypsy and Traveller Community and that of travelling show people. The term Gypsies and Travellers includes Romany Gypsies and Irish Travellers as well as people from any group who follow a travelling life. It also includes Travelling Show people and New Travellers where they have a history of travelling and living in mobile homes. The latter, New Travellers, relate to the gypsy and traveller community that currently reside in a lay-by near Pentraeth and who it is intended will be relocated to the permanent residential site at Penhesgyn.

Title	Description
The Housing (Wales) Act 2014	Section 225 and 226 states that the Local Authority has a duty to carry out an assessment of the accommodation needs of Gypsies and Travellers
Mobile Homes (Wales) Act 2013	The Act consolidates the legislation on mobile home sites in Wales.
Circular 30/2007 Planning for Gypsy and Caravan Sites	Welsh Government Circular highlights the requirement for Local Authorities to identify and make provision for appropriate sites in their plans.

- 2.3 *The Anglesey and Gwynedd Gypsy and Travellers Accommodation Needs Assessment 2016 (GTAA)* has been prepared jointly by Isle of Anglesey Country Council and Gwynedd Council during the latter part of 2015 and updates the previous North West Wales GTAA which was published in 2013.
- 2.4 It is understood that The GTAA 2016 was carried out in accordance with the statutory guidance from the Welsh Government and as recommended in the guidance by a Steering Group made up of Anglesey and Gwynedd Council Members, officers from Planning Policy and Housing and a member from the Gypsy and Traveller Community. The GTAA (2016) was approved by Gwynedd Council's Cabinet on the 19th January 2016 and by the Isle of Anglesey Council's Executive on the 8th February 2016.

Unauthorised Encampments

- 2.5 In Anglesey, as in many other parts of Wales, a number of unauthorised encampments occur each year. Such unauthorised sites may provide uncertain and sometimes poor living conditions for Gypsies and Travellers as well as disruption and anxiety for settled neighbours and potential costs to the Council for addressing any management and enforcement issues. Gypsies and Travellers without an authorised pitch for their caravans or living vehicles are classed as being homeless.
- 2.6 Evidence from the Council's own records of unauthorised encampments indicates that these tend to occur in the Holyhead area when Gypsy Travellers are travelling to and from Ireland via the Port of Holyhead. In addition and in a more central location on the island, the Mona Industrial Estate on the outskirts of Llangefni in the central area of the island, has become a popular stopping place for Gypsy and Travellers, with a relatively large group choosing to stay for 2-3 weeks in July/August each year. In recent years, other unauthorised encampments have also appeared during the winter months. A permanent encampment of New Travellers is currently located in a lay-by at Pentraeth as an unauthorised but tolerated site.
- 2.7 The GTAA 2016 identified the need for the following on Anglesey:
- A permanent residential site to meet the needs of the New Travellers arising from an unauthorised encampment (of four pitches) currently located in a lay-by and;
 - Two sites to be used as Temporary Stopping Places for Gypsies and Travellers along the A55 on Anglesey, one in the Holyhead area and one in the centre of the island.
- 2.8 This PAR relates to the former, a permanent residential site to meet the needs of the New Travellers arising from an unauthorised encampment (of four pitches) currently located in a lay-by at Pentraeth.

Site Selection Process

- 2.8 In undertaking the GTAA described above, the Isle of Anglesey County Council undertook a site selection process to identify the most appropriate location for a permanent residential site.

- 2.9 Seven site selection criteria were used by Isle of Anglesey County Council in the process and have been extracted from the document *Consultation on Gypsy and Traveller sites on Anglesey 11th February – 11th March, 2016* namely:

Table 2.2 – Site Selection Criteria – Residential Sites	
Criteria	Commentary/Notes
1. Location	The island was divided into five bands based on the distance from the existing unauthorised but tolerated encampment at Pentraeth Road
2. Accessibility	Access to/from main roads and main public transport routes for a permanent residential site.
3. Site Suitability	Suitability of the site and extent of physical works that would be required to provide basic facilities for use as a gypsy/traveller site
4. Amenities	Local amenities and facilities such as shops and schools should be close by
5. Environment	Quality of the environment surrounding the site including on site contamination, nearby pollution, noise levels, flood risk.
6. Utilities	Availability and proximity of utilities such as electricity, water and sewerage although non mains sewerage and electrical generators could be used at temporary stopping places
7. Availability	A Council or publicly owned site is likely to be easier and less expensive to deliver in comparison to a site in private ownership which may require extensive negotiation or Compulsory Purchase action. There would be a need to serve notice on tenants of Council Smallholdings to obtain land for residential sites.

First Consultation Period

- 2.11 Three sites were identified in this first consultation exercise as potential residential sites at the following locations:

Site 1: Existing encampment, lay-by off the A5025 between Menai Bridge and Pentraeth
 Site 2: Parcel of Land at Gaerwen Smallholding
 Site 3: Land at Penhesgyn, near Penmynydd

- 2.12 The Council consulted with utilities, statutory environmental bodies and Council departments in February and March 2016. As a result of the consultation process and site assessment exercises the Council's Partnership and Regeneration Scrutiny Committee and The Executive Committee considered that Site 3, Land at Penhesgyn was the most appropriate site. It was also selected as the preferred site to go forward for inclusion in the Gwynedd and Anglesey Joint Local Development Plan as an allocation to meet the accommodation needs of Gypsy and Travellers.

2.14 This Preliminary Appraisal Report relates to the selection of the permanent residential site selected by IACC at Penhesgyn for the four New Travellers currently residing at an unauthorised but tolerated encampment at Pentraeth. Permanent residential sites are described in the Welsh Government's *'Designing Gypsy and Traveller Sites Guidance – May 2015'* as follows:-

Permanent Residential Sites

2.15 Each residential pitch should provide for the following, there are four pitches required at the Penhesgyn site. Welsh Government Guidance *'Designing Gypsy and Traveller Sites'* (2015) suggests that the following should be provided for each pitch:-

- an amenity block connected to water supply and other services/facilities;
- a hard surface level area with drainage falls;
- an easily cleaned and maintained surface;
- a suitable container for domestic refuse;
- electric hook up points to allow for the different positioning of mobile homes within the pitch;
- a way of securing mobile homes to the pitch during high winds, such as steel rings laid in concrete;
- hook up to drains and sewerage systems;
- space for drying clothes.

2.16 In addition to the above, the site at Penhesgyn is required by IACC to have the following:

- access road to site across field;
- each pitch with hard-standing for the living vehicle;
- amenity block with bathroom and kit;
- public lighting for safety and security;
- water supply for drinking and domestic use
- secure boundary fence and lockable gate

2.17 The Penhesgyn site currently has limited or no access and it is acknowledged that the provision of new infrastructure including a new access road will be required to connect to the local road network. Therefore the provision of infrastructure is assumed to be a requirement for the development of the site and for the purposes of this report is not considered a restriction or an element of the project that would affect the feasibility of the site being developed as a permanent residential site.

2.18 This Preliminary Appraisal Report explores the feasibility of bringing this site forward with a view to preparing a detailed planning application for use as a permanent residential site.

3 Site Description

- 3.1 The Penhesgyn site is located in a predominantly rural area approximately 2.5 kilometres north of Llanfair Pwllgwyngyll and 2 kilometres north-west of Menai Bridge. The B5420 runs from Menai Bridge to Llangefni and passes within 1 kilometre of the site.
- 3.2 The proposed site at Penhesgyn is located off the B5420 along a minor road that connects the B5420 with the A5025 Menai Bridge to Pentraeth Road. The existing unauthorised encampment of the New Travellers is located in the lay-by off the A5025 approximately 1.5 kilometres east of the Penhesgyn site.
- 3.3 The site encompasses two fields in the ownership of IACC that cover an area of approximately 3.5 hectares (8.65 acres) and a further field to the south that is in private ownership of around 2.91 hectares (7.19 acres) resulting in a total land take of 6.41 hectares (15.84). The latter field will be required for access to the two fields in the ownership of IACC. It is currently considered unlikely that the whole field will be required for the purposes of constructing an access road and it is likely that much of the field can be retained as agricultural land.
- 3.4 The following general observations have been made as part of the site appraisal process:
- The site lies adjacent to the existing Penhesgyn Recycling Centre and the former Penhesgyn landfill site
 - Access to the site would need to cross the field in private ownership and require the re-arrangement of the security gate for the Penhesgyn Recycling Centre (PRC). There would also be a requirement for a turning area at the entrance to the PRC for when the centre is not open to the public to enable vehicles to turn around
 - The site is located in a rural location with limited access to local amenities or facilities within easy walking distance. There are no public footpaths that cross the site. The nearest public footpath to the site lies approximately 20-30 metres to the east and connects the properties of Cae Uchaf and Bryn-eryr-Uchaf and Bryn-eryr-Isaf
 - The site is well concealed by topography and surrounding hedgerows and hedgerow trees and is not readily visible. Some distant views to the site can be obtained from public vantage points to the west and north-west circa 2 kilometres away. The properties of Bryn-eryr-Uchaf and Bryn-eryr-Isaf are visible from the site to the north approximately 800 metres away
 - The two fields in which the four pitches would be located is steeply sloping and badly drained.
 - A new access road to access the four pitches would be required and is likely to involve significant drainage and earthworks
 - Earthworks will be required to form a noise attenuation bund along the western boundary (see below)
 - Utility connections to potable water and electricity would be required
 - Sewerage is likely to be managed using a septic tank
- 3.5 There is adequate space for the proposed four permanent residential pitches on the Penhesgyn site that would require the provision of a new access road and development plateaus for the four residential pitches. There are no constraints resulting from the general site appraisal that would prevent the site being suitable as a permanent residential site for the new traveller community.

There would be a requirement for some re-design of the public entrance to the Penhesgyn Recycling Centre (PRC), entrance gate and site security fencing.

- 3.6 A third field in private ownership lies to the south of the two fields described above. Access across this third field will be required to provide access from the site to the local road network. It is anticipated that much of the field will be retained as agricultural land subject to more detailed design considerations.

4 Scheme Proposals

- 4.1 The scheme proposal is for the provision of four pitches for a permanent residential site at Penhesgyn. The requirements for a residential site have been described previously in section 2.14 and 2.15 of this PAR but are repeated below for ease of reference. Consultation with the New Traveller community will be undertaken during the design process. Each residential pitch will consider the following requirements:-
- access road to site across field;
 - an amenity block including WC, bathroom, kitchen, store room and dining area;
 - the amenity block to be connected to water supply and other services/facilities;
 - each pitch with hard-standing for the living vehicle;
 - a hard surface level area with drainage falls;
 - an easily cleaned and maintained surface;
 - a suitable container for domestic refuse;
 - electric hook up points to allow for the different positioning of mobile homes within the pitch;
 - a way of securing the living vehicle to the pitch during high winds, such as steel rings laid in concrete;
 - connection to drains and sewerage systems;
 - space for drying clothes
- 4.2 The four pitches will be separate from each other and unlike some other permanent residential sites will not be arranged in a circular layout. This is due partly to the requirements of the new travellers who are understood to require a degree of privacy and seclusion and partly due to the steeply sloping nature of the site.
- 4.3 Each pitch will require a small plateau, roughly 20 metres x 20 metres with direct access to a new access road that will connect to the Penhesgyn Recycling Centre access road and the local road network. The provision of a bin store for refuse collection may be required close to the minor road and access road to the Penhesgyn Recycling Centre that connects to the B5420 approximately 60 metres to the south at Glasfryn.
- 4.4 The existing field hedgerows surrounding the site will be retained in order to preserve the landscape character of the area and also maintain visual screening to the site. An existing hedgerow that defines the two fields from each other will be retained if possible although there is likely to be a requirement for the access road to serve the north eastern most field.
- 4.5 The current scheme proposals still require further development and the Technical Assessments set out in Section 5 below have started to inform the design process. For example, due to the potential issues surrounding dust and air quality, there is a requirement to locate the pitches as far away as possible from the Penhesgyn Recycling Centre in order to achieve acceptable levels of air quality. It has also become evident that noise mitigation in the form of an acoustic barrier will be required to be erected around certain areas of the Penhesgyn Recycling Centre to mitigate against infrequent operations that generate noise.
- 4.6 Any mitigation measures outlined above and as suggested as part of the technical assessments (refer to section 5 below and available separately as standalone documents will be incorporated into the scheme proposals and be included as part of any planning submission.

5 Technical Assessments

5.1 Technical assessments for the following environmental topics were undertaken for the Penhesgyn site in 2016/17. The aim of undertaking the technical appraisals was to establish if there were any technical reasons or constraints that could prevent the site being suitable as a permanent residential site. In addition to the specific technical appraisals, other more general considerations such as size of the site, access and other physical characteristics have also been taken into consideration and reported above in Section 4.

5.2 The following technical appraisals have been undertaken and are summarised below:-

- Air Quality Assessment
- Noise Assessment
- Ecological Assessment

5.3 Due to the elevated and steeply sloping nature of the site a Flood Risk Assessment has not been undertaken as part of this PAR. However, it may be a requirement of any detailed planning application and will be subject to consultation with the Local Planning Authority.

Air Quality Assessment

5.4 The site lies next to a former landfill site and existing recycling centre; posing a potential health risk, however, the site is not located within an Air Quality Management Area (AQMA). Due to the small size of the proposed development and low baseline levels of pollutants, a baseline assessment has been considered sufficient to assess the potential exposure of future users and existing receptors such as users of the Penhesgyn Recycling Centre.

5.5 In line with the Social Services and Well Being Act 2014 and the Well-being of Future Generations Act 2015, consideration has duly been given to issues surrounding the potential health and well-being of likely residential occupants at the Penhesgyn Site.

5.6 The baseline study concluded that excessive levels of nitrogen dioxide (NO₂) at the site boundary are unlikely. These conditions are existing and will likely not worsen as a result of the development. It is also likely that levels of particulate matter (PM₁₀) will not exceed acceptable levels at the site boundary and therefore impacts from PM₁₀ are not considered significant. However, dust soiling impacts from the movement of waste vehicles and Heavy Goods Vehicles (HGVs) associated with the recycling facility are considered potentially high risk..

5.7 The risk assessment for potential dust impacts during construction of the proposed pitches and access road concluded the site is deemed to be a low risk site for dust soiling impacts and human health impacts.

5.8 Impacts on new receptors from Land Fill Gas (LFG) of the former landfill site are not considered significant. Methane concentrations will be well below flammability levels and will also not have an adverse effect on human health. Carbon dioxide concentrations are expected to disperse to insignificant atmospheric concentrations. Mitigation of impacts from LFG is therefore not deemed necessary.

- 5.9 Odour levels are not considered significant. Based on records of complaints provided by IoACC Council and Natural Resources Wales it is considered that no mitigation is required. Bio-aerosol concentrations are unlikely to be above the Environment Agency's thresholds onsite, providing receptors are located greater than 250 m from the Penhesgyn composting site.
- 5.10 It is the conclusion of this air quality assessment that with appropriate dust impact mitigation measures in place and providing new residents are located greater than 250 m from the existing Penhesgyn composting facility, the proposed permanent residential scheme for the traveller community is suitable to be considered for planning permission.

Noise Assessment

- 5.11 A noise measurement survey has been undertaken to establish typical ambient noise levels during the day and at night. The site is located within a very quiet rural environment and the main noise source affecting the development site was daytime operational noise from the Penhesgyn Recycling Centre (PRC), most notably through the activity of wood crushing. The survey data was used to undertake a noise modelling study to predict the noise levels at the façade locations of the proposed pitches.
- 5.12 Recommended internal noise criteria are expected to be achieved in mobile homes with windows open and closed. External levels are expected to achieve the lower limit of 50 dB L_{Aeq} as recommended by the World Health Organisation (WHO) for external amenity spaces.
- 5.13 Another assessment undertaken in accordance with Technical Advice Note 11: Noise (TAN 11) indicated that potential caravan/trailer plots located on the development site will fall within Noise Exposure Category (NEC) A during day and night periods. This means that noise need not be considered as a determining factor in granting planning permission.
- 5.14 An assessment undertaken in accordance with British Standard (BS 4142:2014) used for assessing sound levels of an industrial/commercial nature has indicated a potential for adverse impact due to daytime PRC operational noise, notably the wood crushing operation. A scheme of mitigation is therefore recommended and should include the following:-
- An earth bund along the south west PRC boundary at a height of 1.5m;
 - In addition a further 1.8m close-boarded acoustic timber fence should be located around the edge of the wood crushing area compound within the PRC site.
- 5.15 This noise mitigation strategy reduces the potential of adverse impact to a satisfactory level across the proposed permanent residential traveller site at Penhesgyn. Furthermore, existing waste recycling processes and operations may change in the future and could be managed to further reduce current noise levels.

Ecology

- 5.16 A preliminary ecological assessment and a Phase 1 Habitat Survey and assessment of the site, was undertaken in November 2016. The habitats within the surveyed area include poor semi-improved grassland, improved grassland, broadleaved trees, hedgerows and dry stone walls, scattered scrub and marshy grassland.

- 5.17 The potential ecological issues on site include:
- Potential disturbance to tree with bat roosting potential (dependent upon location of proposed security fence)
 - Disturbance to nesting birds during vegetation removal (if site clearance is done within the nesting bird season)
 - Assessment of nearby pond (not within the site boundary but north west of the site) required to determine its potential for amphibians as a precautionary measure
- 5.18 The ecological assessment undertaken to date indicates that the site does not have any significant ecological constraints that would result in a planning application being refused on ecological grounds. There are opportunities on the site through the design development phase to retain areas of existing hedgerows and site boundaries and also increase the potential biodiversity of the site.

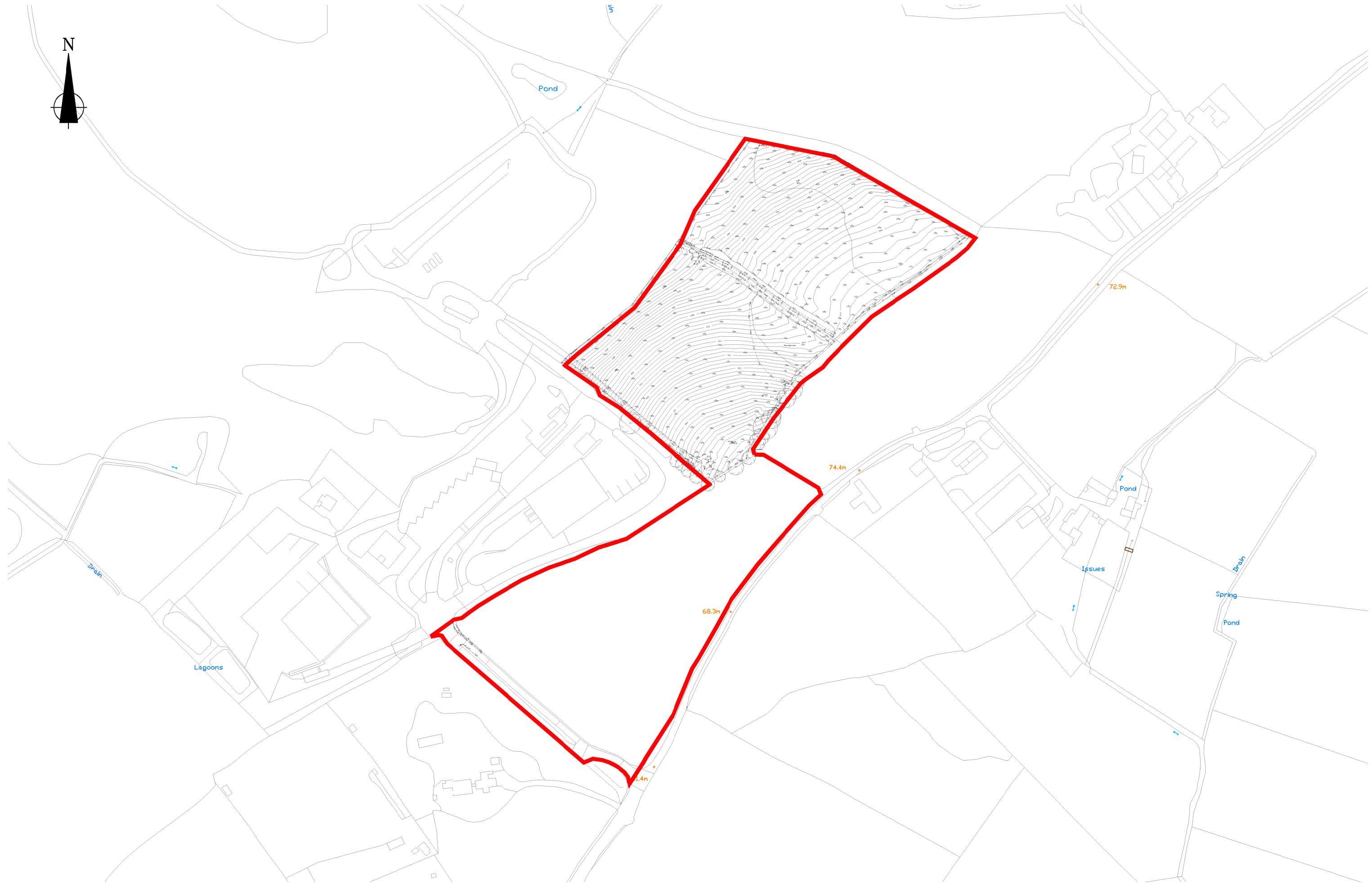
6 Summary and Conclusions

- 6.1 The Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical appraisals are also available as standalone documents. The findings of the PAR indicate that the Penhesgyn site is a suitable location for provision of permanent residential development for travellers. Some mitigation measures will need to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise and air quality. It is therefore recommended that the design and scheme proposals be progressed with a view to preparing a detailed planning application for submission some time in 2017.
- 6.2 The next stages are to prepare outline designs in accordance with good practice guidelines and for discussions with key stakeholders to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a permanent residential site at Penhesgyn
- 6.3 There may also be a requirement to undertake an Environmental Impact Assessment or EIA as the site is previously undeveloped land and the total area required may fall within the requirement of the EIA Regulations. Again, this will be a matter of the Local Planning Authority to determine what is required in order to validate any planning application.

Appendix A

Figure 1: Site Location Plan

Figure 2: Existing Site Plan



**ANGLESEY GYPSY AND TRAVELLER PROJECT
PERMANENT RESIDENT SITE, PENHESGYN - EXISTING SITE PLAN**

1: 2500 @ A3
Figure Ref - CS90626/Figure 2

Appendix B

Site Photographs



Photograph looking north west, across the site towards Pentraeth Forest



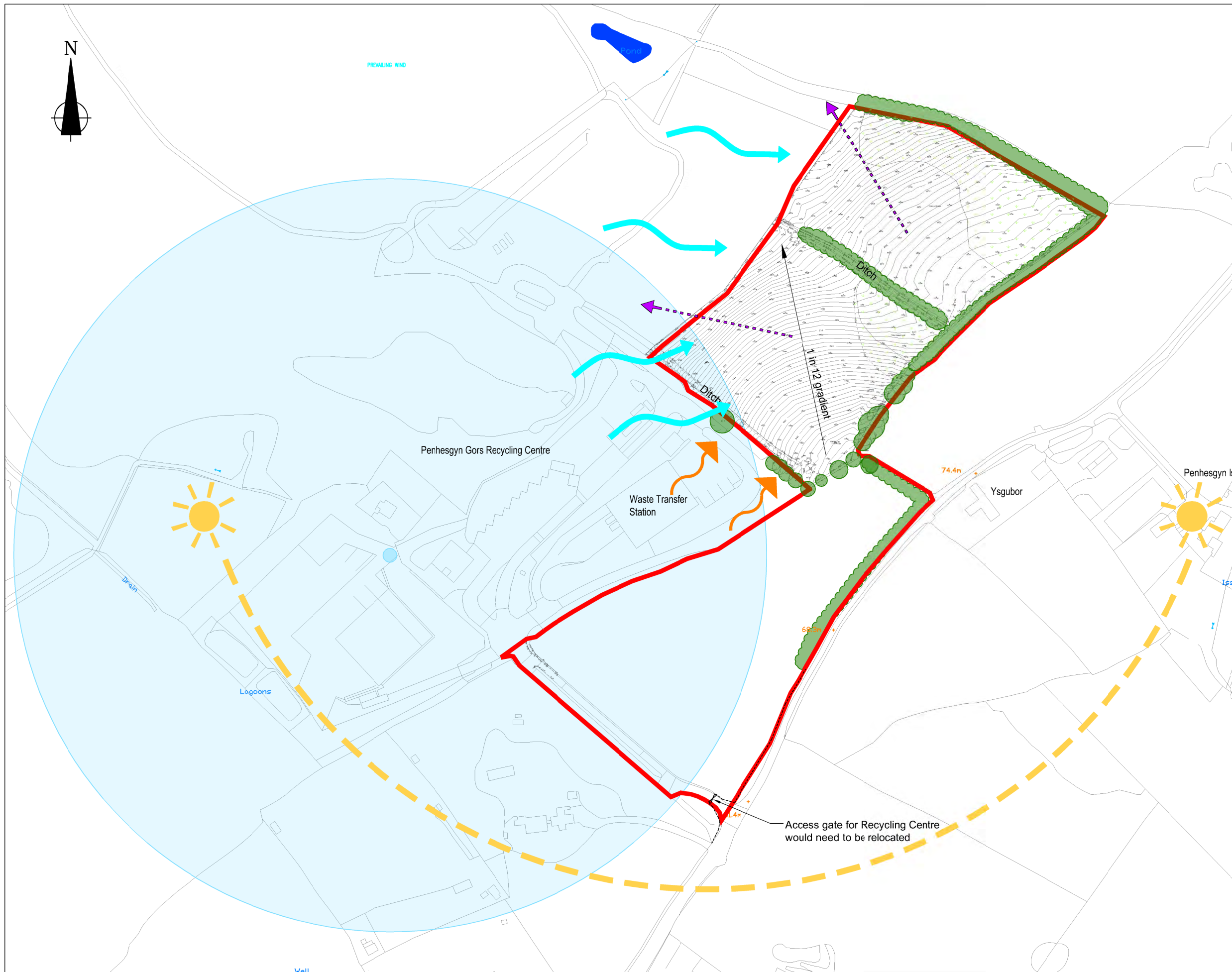
Photograph looking west, towards Penmynydd and the waste transfer station

**ANGLESEY GYPSY AND TRAVELLER PROJECT
PERMANENT RESIDENT SITE, PENHESGYN - SITE PHOTOGRAPHS**

Figure Ref - CS90626/Figure 3

Appendix C

Site Constraints Plan



- Key**
- Site Boundary
 - Existing vegetation (roots zones to be protected)
 - Potential for bats (see ecology drawing)
 - Marshy grassland
 - Existing pond (Need to assess suitability for Great Crested Newts)
 - 250m air quality buffer zone
 - Noise
 - Views out
 - Prevailing wind
 - Sun path

**ANGLESEY GYPSY AND TRAVELLER PROJECT
PERMANENT RESIDENT SITE, PENHESGYN - ENVIRONMENTAL CONSTRAINTS PLAN**

1: 2500 @ A3
Figure Ref - CS90626/Figure 5

Capita Property and Infrastructure Ltd

Bryn Eirias
Abergele Road
Colwyn Bay LL29 8BY

Tel +44 (0)1492 510200
Fax+44 (0)1492 510201

www.capita.co.uk

Anglesey Gypsy and Traveller Project
Temporary Stopping Place, Star.

Preliminary Appraisal Report (PAR)

February 2017



Quality Management

Job No	CS/090626		
Project	Anglesey Gypsy and Traveller Project		
Location	Isle of Anglesey		
Title	Preliminary Appraisal Report (PAR) Temporary Stopping Place - Star		
Document Ref	CS/090626/03/02 Reports	Issue / Revision	V1
Date	February 2017		
Prepared by	Jon Stoddard		
Checked by	Laura Fretwell		
Authorised by	Jon Stoddard		

Revision Status / History

Rev	Date	Issue / Purpose/ Comment	Prepared	Checked	Authorised
V1	31-01-17	Public Document	J. Stoddard	L. Fretwell	J. Stoddard

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Figures

Figure 1: Site Location Plan

Appendices

Appendix A : Figure 1 : Site Location Plan
Figure 2 : Existing Site Plan

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Appendix C : Site Constraints Plan

Executive Summary

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Following on from the GTAA 2016, Isle of Anglesey County Council undertook a Consultation process that identified the need for a Temporary Stopping Place to provide temporary accommodation for gypsy and travellers. Following a site selection process, an area of land at Star that lies between the A55 and the A5 was identified as a suitable site to take forward.

Capita were appointed by IACC in November 2016 to undertake a number of technical appraisals in order to assess whether the site at Star is suitable as a Temporary Stopping Place. Technical assessments included further investigation into the subjects of air quality, noise, flood risk and ecology. The Isle of Anglesey County Council Environmental Health Officer has been consulted during the preparation of the technical assessments.

This Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical appraisals are also available as standalone documents. The findings of the PAR indicate that the Star site is a suitable location for a Temporary Stopping Place. Some mitigation measures will need to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise. It is therefore recommended that the design and scheme proposals be progressed with a view to preparing a detailed planning application for submission some time in 2017.

The next stages are to prepare outline designs for discussions with key stakeholders and to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application is in place. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the planning application will be successful or take into account other matters that may affect the successful provision of a Temporary Stopping Place at Star.

1. Introduction

- 1.1 This is a Preliminary Appraisal Report (PAR) that reports on the feasibility of taking forward proposals for a Temporary Stopping Place for the gypsy and traveller community on an area of land at Star, Anglesey. The site is currently underused and undeveloped land and lies between the A55 and the A5 west of Llanfairpwll and east of Gaerwen.

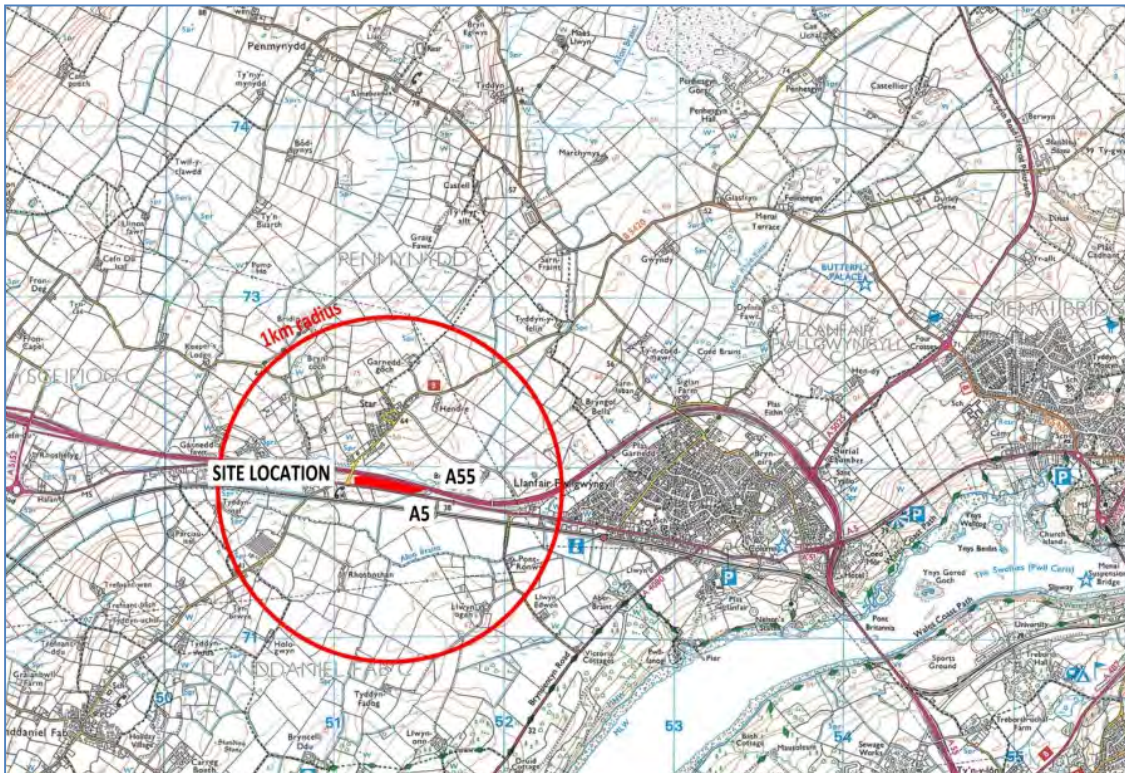


Figure 1 – Site Location Plan – Refer also to Appendix A

- 1.2 The PAR provides a description of the background and context to the proposed development and summarises the initial findings of a number of technical appraisals that are available as separate documents.
- 1.3 The PAR has been prepared by Capita Real Estate and Infrastructure on behalf of Isle of Anglesey County Council's Housing Department. Capita were appointed on 14th November 2016 following a competitive tendering process submission under the 'All-in' Lot of the NPS Framework NPS-PS-00014-14.

1.4 This PAR is structured in the following way:

Table 1.1 – Structure of the Preliminary Appraisal Report (PAR)	
Section	Description
1. Introduction	A brief introduction to the origins, purpose and contents of this Preliminary Appraisal Report (PAR)
2. Background	A description of the background to the Anglesey and Gypsy Traveller Project including the site selection process
3. Site Description	A description of the existing site at Star, it's location and physical characteristics
4. Scheme Proposals	A description of the outline scheme proposals
5. Technical Assessments	A summary of the Technical Appraisals undertaken for the Temporary Stopping place at Star
6. Summary and Conclusions	Summary of the PAR and report findings

2. Background

Legislation relating to the provision of Gypsy and Traveller Sites

- 2.1 The Housing (Wales) Act 2014 places a duty on Local Authorities to provide sites for Gypsy and Travellers where a need has been identified. The Welsh Government's *'Travelling to a Better Future'* (2015) sets out a detailed policy framework for Local Authorities to follow. The Welsh Government *Circular 30/2007 Planning for Gypsy and Caravan Sites* also strengthens the requirement that local authorities identify and make provision for sufficient and appropriate sites in their Local Development Plans.
- 2.2 The Isle of Anglesey County Council is therefore legally required (by the Housing Act (Wales) 2014) to assess and meet the accommodation needs of the population within their area. This includes the needs of the Gypsy and Traveller Community and that of travelling show people. The term Gypsies and Travellers includes Romany Gypsies and Irish Travellers as well as people from any group who follow a travelling life. It also includes Travelling Show people and New Travellers where they have a history of travelling and living in mobile homes.

Title	Description
The Housing (Wales) Act 2014	Section 225 and 226 states that the Local Authority has a duty to carry out an assessment of the accommodation needs of Gypsies and Travellers
Mobile Homes (Wales) Act 2013	The Act consolidates the legislation on mobile home sites in Wales.
Circular 30/2007 Planning for Gypsy and Caravan Sites	Welsh Government Circular highlights the requirement for Local Authorities to identify and make provision for appropriate sites in their plans.

- 2.3 *The Anglesey and Gwynedd Gypsy and Travellers Accommodation Needs Assessment 2016 (GTAA)* has been prepared jointly by Isle of Anglesey Country Council and Gwynedd Council during the latter part of 2015 and updates the previous North West Wales GTAA which was published in 2013.
- 2.4 It is understood that The GTAA 2016 was carried out in accordance with the statutory guidance from the Welsh Government and as recommended in the guidance by a Steering Group made up of Anglesey and Gwynedd Council Members, officers from Planning Policy and Housing and a member from the Gypsy and Traveller Community. The GTAA (2016) was approved by Gwynedd Council's Cabinet on the 19th January 2016 and by the Isle of Anglesey Council's Executive on the 8th February 2016.

Unauthorised Encampments

- 2.5 In Anglesey, as in many other parts of Wales, a number of unauthorised encampments occur each year. Such unauthorised sites may provide uncertain and sometimes poor living conditions for Gypsies and Travellers as well as disruption and anxiety for settled neighbours and potential costs to the Council for addressing any management and enforcement issues. Gypsies and Travellers without an authorised pitch for their caravans or living vehicles are classed as being homeless.
- 2.6 Evidence from the Council's own records of unauthorised encampments indicate that these tend to occur in the Holyhead area when Gypsy Travellers are travelling to and from Ireland via the Port of Holyhead. In addition and in a more central location on the island, the Mona Industrial Estate on the outskirts of Llangefni in the central area of the island, has become a popular stopping place for Gypsy and Travellers, with a relatively large group choosing to stay for 2-3 weeks in July/August each year. In recent years, other unauthorised encampments have also appeared during the winter months.

The need for Temporary Stopping Places

- 2.7 The GTAA 2016 identified the need for the following on Anglesey:
- A permanent residential site to meet the needs of the New Travellers arising from an unauthorised encampment (of four pitches) currently located in a lay-by and;
 - Two sites to be used as Temporary Stopping Places for Gypsies and Travellers along the A55 on Anglesey, one in the Holyhead area and one in the centre of the island.
- 2.8 This PAR relates to the latter, a Temporary Stopping place for Gypsies and Travellers along the A55 in the centre of the island.

Site Selection Process

- 2.9 In undertaking the GTAA described above, the Isle of Anglesey County Council undertook a site selection process to identify the most appropriate location for a Temporary Stopping Place in the centre of the island.

- 2.10 Seven site selection criteria were used by Isle of Anglesey County Council in the process and have been extracted from the document *Consultation on Gypsy and Traveller sites on Anglesey 11th February – 11th March, 2016* namely:

Table 2.2 – Site Selection Criteria	
Criteria	Commentary/Notes
1. Location	Requirement to provide a location in the centre of the island
2. Accessibility	Access to and from main roads namely the A55/A5
3. Site Suitability	Physical suitability of the site to accommodate needs
4. Amenities	Local amenities and facilities such as shops and schools should be close by (more important when considering the location of residential sites than temporary stopping places)
5. Environment	Quality of the environment surrounding the site including on site contamination, nearby pollution, noise levels, flood risk.
6. Utilities	Availability and proximity of utilities such as electricity, water and sewerage although non mains sewerage and electrical generators could be used at temporary stopping places
7. Availability	A Council or publicly owned site is likely to be easier and less expensive to deliver in comparison

First Consultation Period

- 2.11 Several sites were identified in this first consultation exercise as potential temporary stopping places at the following locations. Note that Sites 1 – 3 were permanent residential sites and are not included below:-
- Vacant Land at Mona Industrial Estate – Site A (Site 4)
 - Vacant Land at Mona Industrial Estate – Site B (Site 5)
 - Vacant Land at Penrhos Industrial Estate – (Site 6)
 - Land immediately east of B&M (formerly Homebase) – (Site 7)
 - Land to the south of Alpoco (Site 8)
- 2.12 The Council consulted with utilities, statutory environmental bodies and Council departments in February and March 2016. As a result of the consultation process the Council's Executive considered that none of the potential Temporary Stopping Places listed above should be pursued further and therefore other sites need to be identified for a further consultation exercise. None of the candidate sites in the first consultation process that were in the Council's ownership were considered suitable and therefore the search criteria was amended to include potential sites within private ownership.

Secondary Consultation Period

2.13 A secondary consultation exercise was therefore undertaken for a period of four weeks that ran from 2nd June - 1st July 2016. The Consultation exercise focussed on the provision of Temporary Stopping Places for the following short listed sites:-

Temporary Stopping Place for up to two weeks for Gypsies and Travellers making existing encampments in the centre of the island	Temporary Stopping place in the Holyhead area for up to two nights
Site 1 – Strip of land between A55/A5 between Llanfairpwll and Star Crossroads	Site 4 - Land at former farm, off Cytir Road Holyhead (South of Kingsland School)
Site 2 – Parcel of land at Gaerwen smallholding	Site 5 – Land at Tyddyn Lantern Farm, Holyhead
Site 3 – Land adjacent to the A5 near Cymunod Farm, Bryngwran	

2.14 This Preliminary Appraisal Report relates to the selection of a Temporary Stopping Place in the centre of the island and not for a site in the Holyhead area. Therefore references to Sites 4 and 5 above should be discounted and has only been included for completeness.

2.15 The Temporary Stopping Place in the centre of the island is required to accommodate a maximum of 15 caravans.

Temporary Stopping Places

2.16 Temporary Stopping Places are for encampments that are required for relatively short periods of time namely a site for short stays of a maximum of 28 days. This must make provision for waste disposal, water supply and sanitation as a minimum.

2.17 It is understood that during the first consultation process, the preference of both Gypsies and travellers and local communities was for a site that *“preserved the privacy of the occupants and and that did not impinge significantly on adjacent businesses and households.”*

¹ Consultation on Temporary Stopping Places for Gypsies and Travellers on Anglesey 2nd June – 1st July 2016 – para 4.1.2

2.18 For the second consultation on Temporary Stopping Places five criteria were used to score the selected sites to test whether they were suitable and deliverable. Minor changes to the site selection criteria were made following the lessons learnt from the first consultation process namely:-

- Location is no longer a standalone criteria as long as there is easy access to main transport routes
- Utilities is no longer included as a standalone criteria as for a Temporary Stopping Place connections to mains services is not essential
- Amenities is not included as a standalone criteria since occupiers of Temporary Stopping Places will have travelled to such sites and it is considered will have their own transport to access the facilities they need during their short stay

- An additional criterion “Adjoining Usage” is included. This assesses the degree to which the privacy of the site can be achieved for the benefit of both its users and businesses and residents closely adjacent to the site

2.19 The results of the second consultation recommended that either of the following two sites are preferred to be taken forward:

- Site 1 - Strip of land between A55/A5 between Llanfairpwll and Star Crossroads
- Site 2 - Parcel of land at Gaerwen small-holding

Following further consideration, Isle of Anglesey county Council concluded that on balance, Site 1 could be planned and delivered within a reasonable timescale while the same assurance could not be given for Site 2.

2.20 This Preliminary Appraisal Report explores the feasibility of bringing this site forward with a view to preparing a detailed planning application for use as a Temporary Stopping Place.

3. Site Description

- 3.1 The proposed Temporary Stopping Place site at Star has been identified by IACC as the most appropriate location for a Temporary Stopping Place following a site selection process undertaken in 2016 and as described above in Section 2.
- 3.2 The proposed Temporary Stopping Place site at Star lies between Llanfairpwll and the Star crossroads on a strip of land between the A55 and the A5. The town of Llanfairpwll is approximately 1 kilometre to the east and the settlement of Star north beyond the A55. The site measures approximately 435 metres long and 50 metres wide and covers a total area of circa 18,252 square metres or 1.82 hectares.
- 3.3 The site lies between the two road corridors of the A55 and the A5. This section of the A55 (North Wales Expressway) across Anglesey was completed in 2001 to replace the A5. The A5 is classed as a historic route designed by Thomas Telford in the early 1900's. South of the A5 runs the main Chester – Holyhead Railway Line forming part of a wider transport corridor across this section of Anglesey.
- 3.4 The A55 and soft estate defines the northern boundary of the site and the A5 the southern boundary. To the west, the site is defined by the soft estate of the A55 and local road network that connects the A5 to the village of Star by means of an over-bridge across the A55. To the east, the site is defined by the watercourse of the Afon Braint that flows beneath the A5 and through a culvert in a south west direction.
- 3.5 The site under consideration is composed of three fields currently set to rough grassland and scrub. The topography of the fields is generally even but falls gradually from west to east. All fields are in private ownership with the western field owned by one private landowner and the central and eastern field owned by a private woodland company. The eastern field is well known as an area prone to flooding from the Afon Braint.
- 3.6 The western most field adjacent to the over bridge across the A55 is in private ownership. Planning permission was granted in October 2016 for the erection of a stable block together with alterations to the existing access on the land adjacent to Caniátau.
- 3.7 IACC would need to acquire the fields in private ownership in order to proceed with the Temporary Stopping Place at Star.

4. Scheme Proposals

- 4.1 The scheme proposal is for the provision of a Temporary Stopping Place. For the purposes of clarity and avoidance of doubt, the definition of a Temporary Stopping Place is set out in the ‘Good practice Guide in Designing Gypsy and Traveller Sites in Wales’ as follows:-

“Temporary Stopping Places should be just that, temporary. The purpose should be to accommodate on an intermittent basis Gypsies and Travellers who have a need for site accommodation. This might be because of fairs or cultural events such as the Royal Welsh Show or even travel between Wales and Ireland which might lead to an increase in demand for such places”.

The principal aim therefore is to provide temporary accommodation for gypsies and travellers on a designated site as opposed to one or more unauthorised encampments.

- 4.2 The document “Designing Gypsy and Traveller Sites – Good Practice Guide” describes temporary Stopping Places as:-

“Temporary Stopping Places accommodate intermittent needs for site accommodation for which a charge may be levied as determined by the local authority concerned. They are not occupied all year round but may be available at times of increased demand, such as fairs or cultural celebrations that are attended by Gypsy and Travellers.”

- 4.3 The guidance sets out some parameters which need to be considered in selecting a site as a Temporary Stopping Place namely:

Table 4.1 – Good Practice Design Guides	
Good practice Guide in Designing Gypsy and Traveller Sites in Wales	Designing Gypsy and Traveller Sites – Good Practice Guide
Safe and good access to road networks - minimise disruption to surrounding communities	Safe and convenient access to road networks and located to cause minimum disruption to surrounding communities
Use of adjoining land may have a considerable impact on the site and its temporary occupants	Located so as to cause minimum disruption to surrounding communities
Careful consideration should be given to young children	Risks to children from adjoining land uses
Number and frequency of cultural events	Safe distance between trailers/caravans and other structures that are combustible
Proximity to ferry ports and whether the area is an established route for Gypsies and Travellers	Road to and from site must be robust for use by heavy vehicles such as trailers
Access roads robust enough to accommodate heavy vehicles, access to site should be gated	Access for emergency vehicles, enable maximum use of the site within its intended capacity
Boundary markings, access for emergency vehicles	Clear barrier around emergency stopping place
Cold water supply	Cold water, either from standpipe or bowser
Portaloos for men and women. One portaloos for every four households + portashower	Portaloos for men and women. One portaloos for every four households
Sewerage Disposal Point and provision for refuse disposal	Sewerage Disposal Point and provision for refuse disposal
Consultation with Fire Officer and Police advised	Consultation with Fire Officer and Police advised

- 4.4 The good practice guidance outlined above will be used in the further development of the scheme proposals. The basic parameters of the scheme for the purposes of this Preliminary Appraisal Report are set out below. To date, no consultation has been undertaken with the fire safety officer and therefore the design parameters set out below may need to be adjusted following further design development.
- 4.5 The current proposal for the Temporary Stopping Place at Star is for an area of land to accommodate a total of up to 15 caravans and towing vehicles at any one time. The Temporary Stopping Place is intended to provide short term accommodation as set out in the guidance above for a maximum period of 2-3 weeks at a time. The site would be managed by IACC. The proposals for the Temporary Stopping Place at Star include for the following:-
- Access point off the A5 with 5 metre gate and height restriction barrier
 - Area of hard standing sufficient to accommodate up to 15 caravans or trailers and towing vehicles
 - Secure boundary fence and lockable gate
 - 5 metre planting strip along the southern verge boundary
 - Cold water supply
 - Portable Toilets when the site is in use
 - Sewerage Disposal Point
 - Screened Refuse and Recycling Collection Point
 - Electric hook up points (a recent requirement)
- 4.6 The current scheme proposals still require further development and the Technical Assessments set out in Section 5 below have started to inform the design process. For example, due to the sites location adjacent to the A55, it has become evident that noise mitigation in the form of an acoustic barrier will be required to reduce noise to an acceptable level. This will need to be incorporated into the overall scheme proposals should the site be considered a suitable site to be taken forward in a detailed planning application. Other preliminary design considerations undertaken to date are set out below:-

General Site Appraisal

- 4.7 The site lies between the A55 and the A5 and is dominated by the road corridor and is described in a series of bullet points below:-
- Low lying land between two major road corridors
 - Main Chester Holyhead Railway line lies close to and south of the A5
 - Access required onto de-restricted (60 mph) single carriageway
 - Highway vegetation forms partial screen to residential area of Star north of the A55
 - The A5 is signposted as a Historic Route
 - Bus Stop located nearby to the Star Cross Roads
 - No public footpath along verge but opportunity to connect west close to Star Cross Roads
 - No existing street lighting in proximity of proposed Temporary Stopping Place but opportunity to extend provision from Star Crossroads
 - Existing boundary wall will require re-alignment to provide adequate visibility to site access/egress
 - Utilities and connections to be addressed during detail design period with relevant statutory bodies (BT protection measures may be required)

- 4.8 Preliminary design assessment and considerations have been undertaken as part of the Preliminary Appraisal Report and this is described in more detail below :-

Site Layout

- 4.9 The proposed site layout will comprise a 38m wide, 95.5m long hard standing area. This will accommodate 15 segregated temporary stopping places delineated by road markings. The site will also include areas to enable turning manoeuvres and for portable toilet provision. The hard standing area has been sized based on the required forward and reversing turning movements to enable vehicle to access all the temporary pitches allowing the required space between units to satisfy current standards and guidelines. Details of the site layout will need to be discussed with the Local Fire Officer.
- 4.10 In accordance with recommended guidance the general hard standing area will be constructed using a concrete slab or a similar durable and low maintenance finish. This will provide a robust base for the pitching of caravan stabilisers and can be easily maintained. The hard standing area will be edged using up-stand kerb to prevent pollution of offsite areas with surface runoff.
- 4.11 Areas for the provision of portable toilet facilities are likely to be constructed using compacted sub base material or similar contained within flush timber edgings.
- 4.12 A noise assessment has been carried out on the site due to its location adjacent to the A55 North Wales Expressway and the findings summarised in Section 5. The findings of the assessment have recommended that a noise mitigation barrier be provided along the northern, eastern and western boundaries of the site. The proposed barrier will take the form of a 3m high steel and recycled plastic noise mitigation fence. In accordance with the current guidance the siting of the fence will erected such that a minimum 3m buffer will be provided to the temporary pitches. Landscaping/vegetation will be provided within the buffer zone to maintain a clear off set.
- 4.13 To maintain security the southern boundary will be closed using a weld mesh fence between the noise mitigation barriers and a managed gate system will be provided across the new access. The gates will be located to enable a vehicle and trailer to be positioned completely off the main carriageway to operate the gates when accessing/exiting the site.

Highways and Access

- 4.14 The current draft proposals include provision of a concrete hard standing with 15 marked temporary stopping pitches. A new access is required into the site off Ffordd Caergybi (A5) and the scheme will require the re-alignment of the existing boundary wall to accommodate visibility splays from the junction.

- 4.15 The speed limit on the A5 passing the site is derestricted and therefore in accordance with the design manual for Roads and Bridges TD 41/95 a visibility splay of 219m either side of the entrance from a distance of 4.5m back from the edge of carriageway has been assumed. The distance of 4.5m from the edge of carriageway is the normal set back distance but this can be reduced to 2.4m for lightly used accesses. The 4.5m setback will be incorporated as a worst case for this application.
- 4.16 In order to provide the required visibility from the access, the existing boundary wall between the existing site and the public highway requires realignment. Along with the realignment of the boundary wall, a new pedestrian footway will also be provided eastwards to link with the existing footway at the junction with the bridge over the A55 North Wales Expressway.
- 4.17 The street lighting provision along the A5 public highway could be extended to provide the required illumination around the proposed new access to the site. An assessment of the existing lighting apparatus will be required to confirm whether sufficient capacity is available to extend the existing network. Alternatively, a new separate network will be required for the additional lighting columns.

Surface Water & Foul Drainage Proposals

- 4.18 The existing site has a natural fall from north to south of approximately 2.8% (1 in 35) and a fall west to east of approximately 1.0% (1 in 100). An existing open ditch is located at the rear of the wall along the southern boundary of the site. Existing surface water runoff from the proposed site area discharges into the ditch and is conveyed east approximately 200m to outfall into the Afon Brait.
- 4.19 The existing ditch will be filled to accommodate the proposed access and re-alignment of the boundary wall and therefore a new open water course will need to be formed to the rear of the realigned wall to replace it. The section below the new access will need to be culverted with a 600mm diameter pipe.
- 4.20 As the site is currently a green field area, surface water discharge from the new hard standing area will be restricted to the existing Greenfield runoff rate. Runoff from the area will be prevented from discharging directly into the water course by perimeter up-stand kerbs around the slab. This will be to prevent direct pollution to the open ditch and Afon Brait. A SuDS drainage system will be provided with surface water collected in road gullies and conveyed via gravity to an attenuation structure and discharge restricted to the watercourse downstream.
- 4.21 The method of attenuation will be developed at the detail design stage but measures will be provided to provide natural pollution prevention screening. The road gullies will provide the first level of screening with possible filter drains, swales or other measures providing additional protection.
- 4.22 There are currently no public foul sewers located within the vicinity of the proposed site. Areas within the site will need to be allocated for temporary toilet facilities and portable units can be provided as required. Units could be delivered to site when notice/registration of visitors are received and then removed on their departure.

- 4.23 A more permanent system could be installed in the form of a linked gravity network and septic tank arrangement. Temporary or permanent units could be connected to the network with discharge gravitating to a single septic tank. This would avoid the need for delivering and removing temporary toilet facilities however, the tank would require emptying on site.
- 4.24 Facilities for the emptying of toilet cassette units which may have been used in transit will be provided on the site. This would be served by an individual septic tank arrangement which would be sized accordingly however; regular emptying would be required following the departure of visitors. If the more permanent foul drainage arrangements are provided the cassette emptying system could be connected to the general septic tank as described above and this would be emptied on a less frequent basis.

Services

- 4.25 The site is currently a Greenfield area and therefore there are no direct utility service connections into the site.
- 4.26 There is evidence on site of existing British Telecom apparatus located within the A5 carriageway verge. Details of the apparatus line and level across the proposed site access will be established to assess if service lowering or protection measures above are required.
- 4.27 Service hook up points are require at each pitch, therefore the position of the public water and electricity services will need to be established. Existing residential and commercial properties are located within close proximity to the site which will be served by the utility providers and overhead cables and water hydrant chambers at the Star Cross Roads junction indicate that services are present in the area.

5. Technical Assessments

5.1 Technical assessments for the following environmental topics were undertaken for the Star site in 2016/17. The aim of undertaking the technical appraisals was to establish if there were any technical reasons or constraints that could prevent the site being suitable as a Temporary Stopping Place. In addition to the specific technical appraisals, other more general considerations such as size of the site, access and other physical characteristics have also been taken into consideration and reported above in Section 4.

5.2 The following technical appraisals have been undertaken and are summarised below:-

- Air Quality Assessment
- Noise Assessment
- Flood Consequence Assessment
- Ecological Assessment

Air Quality Assessment

5.3 The site is not located within an Air Quality Management Area (AQMA). The development is unlikely to result in a significant increase in traffic; however it may introduce sensitive receptors such as occupiers of the caravans and these could be affected by passing road and rail traffic. Due to the small size of the proposed development, a standard screening assessment was considered appropriate to assess the potential exposure of future users.

5.4 The assessment focuses on concentrations of nitrogen dioxide (NO₂) and inhalable particulate matter (PM₁₀), as the main pollutants associated with emissions from road traffic. Baseline NO₂ and PM₁₀ concentrations are derived from existing modelling and monitoring programmes. Traffic data was obtained from the Department for Transport (DfT).

5.5 A risk assessment has also been carried out to determine the potential impact of fugitive emissions of dust and PM₁₀ on local receptors such as local residents during the construction phase. The assessment is based on details of the proposed development described above.

5.6 The proposed development at the Temporary Stopping Place, Star, would introduce new temporary occupants otherwise referred to as receptors to the site. The receptor locations used in the assessment were considered to be representative of future occupiers exposure within the Temporary Stopping Place. The potential impact of emissions from existing road and rail traffic flows to future occupiers of the site was deemed to be insignificant.

5.7 The risk assessment for potential dust impacts during construction of the proposed development concluded the site is deemed to be a low risk site for dust soiling and human health impacts. As a result, mitigation measures are not considered necessary.

5.8 It is the conclusion of this assessment that in terms of air quality the proposed scheme is suitable to be considered for planning permission.

Noise Assessment

- 5.9 A noise measurement survey has been undertaken to establish typical ambient noise levels during the day and at night. Measured levels were comparable to those presented in the June 2012 Welsh noise maps, reported as part of requirements in the Environmental Noise Directive (2002/49/EC). The data was used to undertake a noise modelling study to predict the noise levels at the façade locations of the caravans/trailers located in the Temporary Stopping place.
- 5.10 The main source of noise affecting the site during the day and night is principally A55 road traffic. The proposed development is currently affected by external noise levels in excess of 60 dB L_{Aeq} during the daytime, and is expected to fail to achieve the World Health Organisation (WHO) criterion of 55 dB $L_{Aeq(16h)}$ for outdoor gardens and recreation areas. It is therefore recommended that the scheme proposals include a 3m acoustic barrier along the A55 site boundary and along the eastern and western site boundary, to reduce the noise exposure of the site.
- 5.11 Following the implementation of the acoustic barrier mitigation scheme the internal noise levels are expected to be achieved to an acceptable level in the living room and bedrooms of the temporarily sited caravans with windows closed. However, it should be acknowledged that noise levels are likely to exceed outdoor amenity levels and will remain above the recommended criteria and guidelines for outdoor gardens and recreation areas.

Flood Consequence Assessment

- 5.12 Flood risk at the site has been considered from all sources. The proposed Temporary Stopping Place is located within Flood Zone 1, and therefore the residual flood risk will be minimal although it is required that safe access/egress onto the A5 needs to be considered in the development designs. Flood risk from both groundwater and artificial sources is considered negligible.
- 5.13 Whilst the majority of the site is located within TAN15 Flood Zone A (Caravan and camping site developments are permitted in Zone A) and part of the site does fall within Flood Zone C2. Natural Resource Wales (NRW) has evaluated the proposed site and is of the opinion that the development of the site can proceed, as long as the Justification Test is applied. To pass this test, the development must demonstrate that:
- The development location is necessary to assist or be part of a local authority regeneration initiative and/ or strategy to sustain an existing settlement; or
 - The development location is necessary to contribute to key employment objectives to sustain and existing settlement or region; and
 - The development concurs with the aims of Planning Policy Wales (PPW); and
 - The potential consequences of flooding for the particular type of development has been considered and found to be acceptable (with reference to the criteria specified in TAN15).

- 5.14 The proposed area where caravans would be permitted to stay would not be located within the NRW flood zone but further west on higher ground. It is recommended that the final surface water design, needs to include a Sustainable urban Drainage system (SuDs) to be implemented in order to maintain runoff to the current greenfield rates. Consultation between Natural Resource Wales and the Lead Local Flood Authority (Isle of Anglesey County Council) is required. The site however is suitable for development from a flood risk perspective.

Ecology

- 5.15 A preliminary ecological assessment and a Phase 1 Habitat Survey and assessment of the site, was undertaken in November 2016. The habitats within the surveyed area tall ruderal vegetation over poor semi-improved grassland, scrub, scattered trees and dry stone walls.

The potential ecological issues on site include:

- Disturbance to nesting birds during vegetation removal (if site clearance is done within the nesting bird season)
 - Otters and water vole records were highlighted during the desk study on the ditch to the east which is located outside of the site area. No suitable habitats or evidence of these species were noted on site.
- 5.16 The site does not appear to have any significant ecological constraints that would result in a planning application being refused on ecological grounds provided that the recommendations within the ecology report are adhered to.

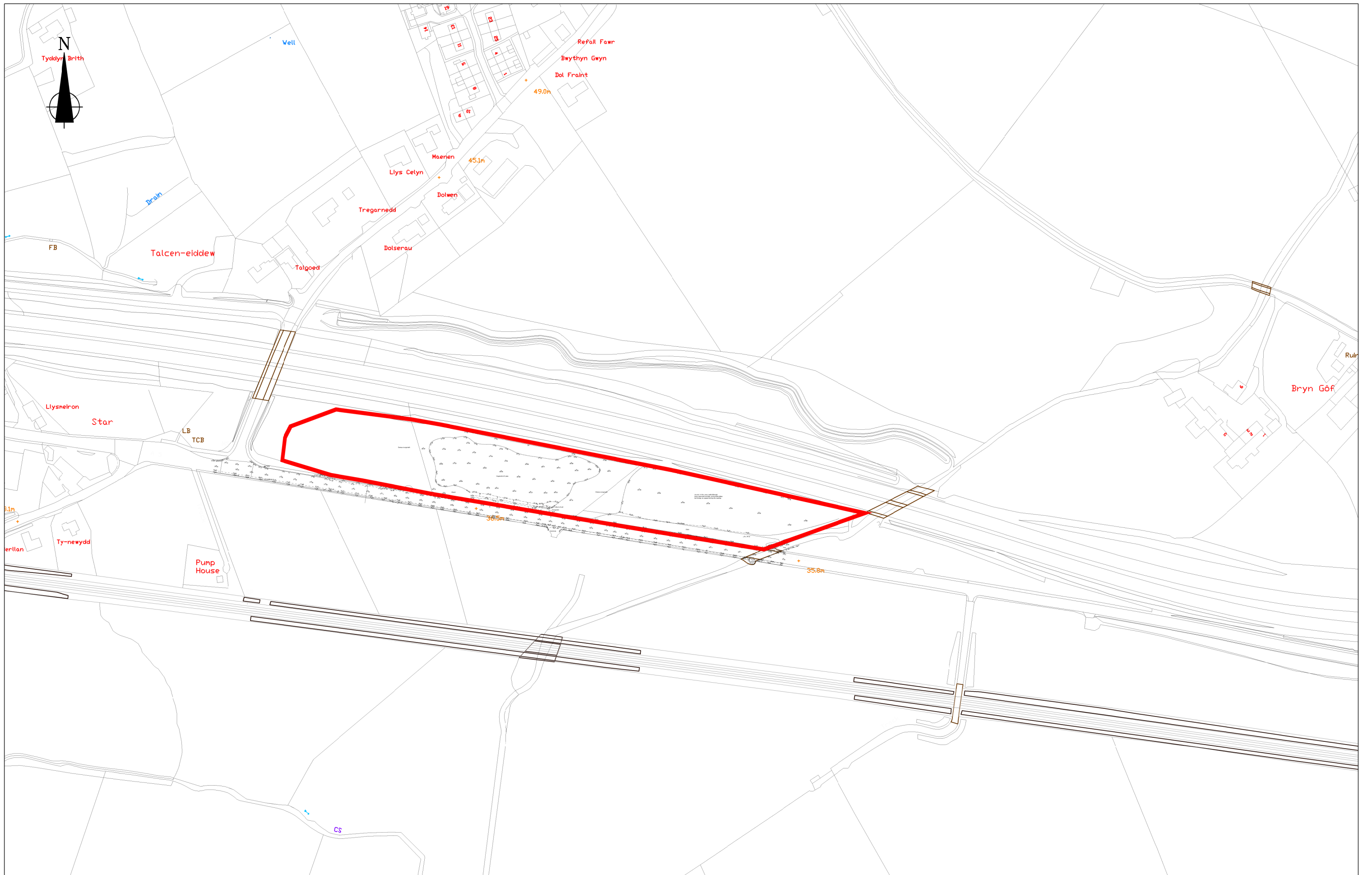
6. Summary and Conclusions

- 6.1 This Preliminary Appraisal Report (PAR) has summarised the background to the proposals for a Temporary Stopping Place to be provide for the gypsy and traveller community at Star. It has also summarised the technical assessments undertaken notably air quality, noise, flood risk and ecology.
- 6.2 This Preliminary Appraisal Report (PAR) summarises the findings of the technical assessments undertaken to date, the technical appraisals are also available as standalone documents. The findings of the PAR indicate that the Star site is a suitable location for a Temporary Stopping Place. Some mitigation measures will need to be incorporated into the scheme proposals in order for the site to meet certain requirements particularly in respect of noise. It is therefore recommended that the design and scheme proposals be progressed with a view to preparing a detailed planning application for submission some time in 2017.
- 6.3 The site has sufficient space for 15 pitching locations and separate toilet facilities. The distance between pitches will be subject to further discussions with the Fire Officer and may need some amendments. Vehicles can manoeuvre within the site to access each pitch position. Adequate visibility for vehicles when exiting the site is available in both directions and sufficient waiting space is available for vehicles and trailers off the highway when entering the site to stop and open the gates for access.
- 6.4 Adequate noise mitigation and security measures can be provided to provide a safe secure site. The sites location will enable the provision of suitable drainage systems for the management of surface water and foul discharge. Existing public water and electricity utility apparatus are locate within close proximity to the proposed site if service provision is required. The content of this report therefore clearly indicates that all necessary modifications and service provisions can be applied to enable this site to be a feasible location for its proposed use as a Gypsy and Traveller Temporary Stopping Place
- 6.5 The next stages are to prepare outline designs for discussions with key stakeholders and to ensure that other technical and health and safety requirements are incorporated into the scheme proposals. There may be a requirement for further technical or environmental assessments to be undertaken in order to ensure all the information required for a detailed planning application. The Local Planning Authority will be consulted during this process in order to ensure that a bone fide planning application can be prepared and validated for further consideration. However, this does not guarantee that the panning application will be successful or take into account other matters that may affect the successful provision of a Temporary Stopping Place at Star.

Appendix A

Figure 1: Site Location Plan

Figure 2: Existing Site Plan



**ANGLESEY GYPSY AND TRAVELLER PROJECT
 TEMPORARY STOPPING PLACE, STAR - EXISTING SITE PLAN**

1: 2500 @ A3

Figure Ref - CS90626/Figure 2

Appendix B

Site Photographs



Photograph looking north - north east across the site towards Star



Photograph looking east along the A5 with Snowdonia Mountains in the distance. The site is to the left of the photograph

**ANGLESEY GYPSY AND TRAVELLER PROJECT
TEMPORARY STOPPING PLACE, STAR - SITE PHOTOGRAPHS**

Figure Ref - CS90626/Figure 3



Photograph looking west toward the Star junction with a minor road which crosses over the A55



Photograph looking east over the A55. The site is in the middle distance on the right in the photograph



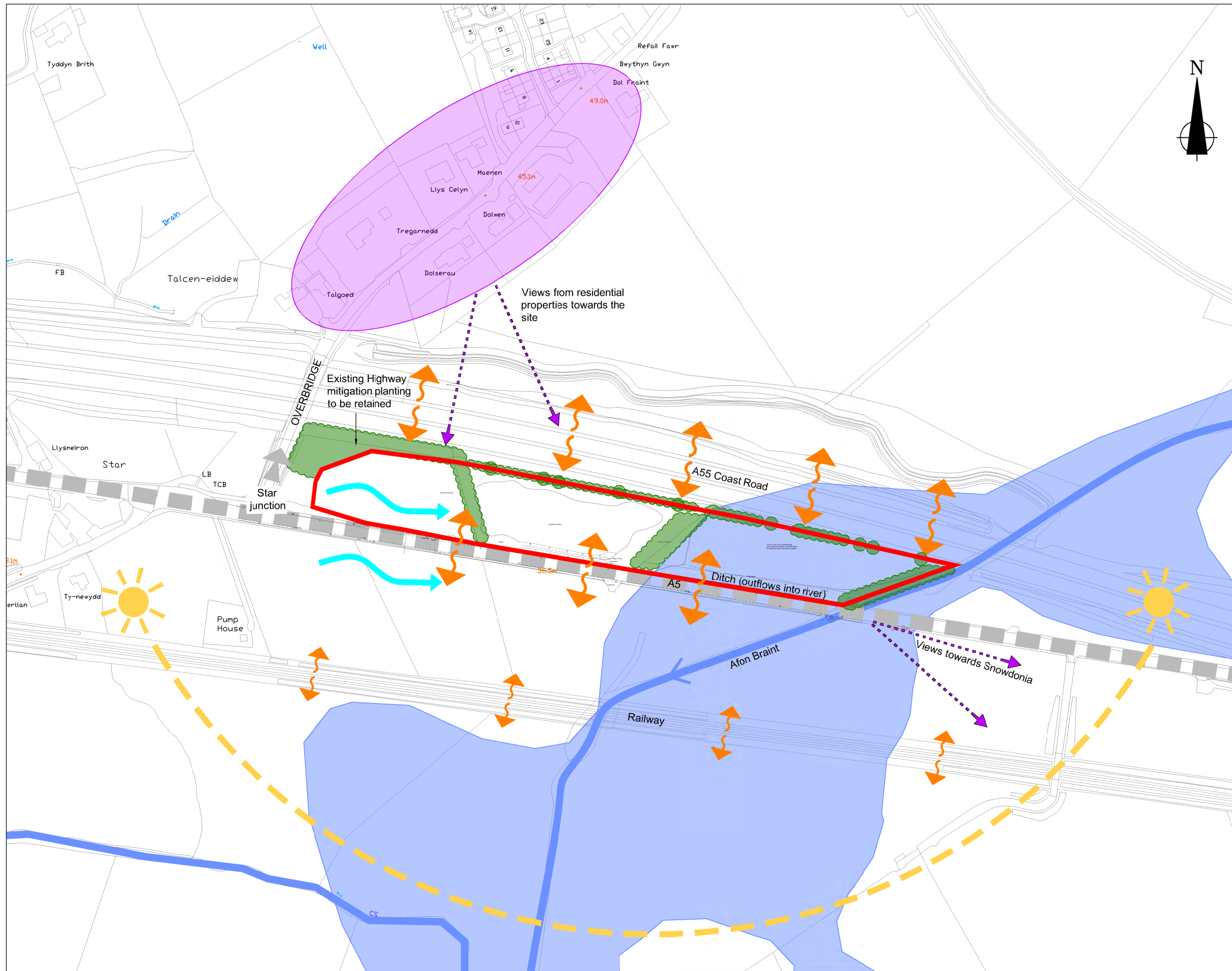
Photograph of the drainage ditch which runs into the River Braint located beyond the site boundary to the east

**ANGLESEY GYPSY AND TRAVELLER PROJECT
TEMPORARY STOPPING PLACE, STAR - SITE PHOTOGRAPHS**

Figure Ref - CS90626/Figure 4

Appendix C

Site Constraints Plan



- Key**
- Site Boundary
 - Existing vegetation (roots zones to be protected) screening/ noise buffer value along A55
 - Marshy grassland
 - Flood zone 2 & 3
 - ↻ Noise
 - ↔ Views in/ out
 - Prevailing wind
 - — — Sun path

**ANGLESEY GYPSY AND TRAVELLER PROJECT
 TEMPORARY STOPPING PLACE, STAR - ENVIRONMENTAL CONSTRAINTS PLAN**

1: 2500 @ A3
 Figure Ref - CS90626/Figure 5

Capita Property and Infrastructure Ltd

Bryn Eirias
Abergele Road
Colwyn Bay LL29 8BY

Tel +44 (0)1492 510200
Fax+44 (0)1492 510201

www.capita.co.uk



CYNGOR SIR
YNYS MÔN
ISLE OF ANGLESEY
COUNTY COUNCIL

Rapid Health Impact Assessment on Star and Penhesgyn Gypsy and Traveller Sites.

Based upon a Participatory Workshop held on the
23rd January 2017



Adran Rheoleiddio a Datblygu
Economaidd,
Cyngor Sir Ynys Môn,
Swyddfa'r Sir,
LLANGEFNI,
Ynys Môn,
LL77 7TW.

(01248) 752820

Regulation and Economic
Development Department,
Isle of Anglesey County
Council,
County Offices,
LLANGEFNI,
Anglesey.
LL77 7TW

(01248) 752820

Introduction.

The proposal under considered in this Health Impact Assessment (HIA) consists of two separate sites:-

- A permanent site for 4 pitches and an amenity block adjacent to the Penhesgyn Civic Amenity Site which is intended to accommodate residents currently occupying a layby at Pentraeth Road, Menai Bridge.
- A temporary stopping place for up to 3 weeks for Gypsy and Travellers on land sandwiched between the A55(T) and A5 at Star. The site would provide 15 pitches, but apart from mains electricity and a water supply, no other permanent amenities would be provided. Toilets would be portable and brought onto site whenever it was occupied, together with other waste receptacles.

The Participatory workshop was provided with an overview of the project by Mr Jonathan Stoddard, Associate Director with Capita, the Consultants advising the Council on the matter. Site location plans and photographs were shared with workshop participants.

What is Health Impact Assessment?

The European Centre for Health Policy (1999) Gothenburg Consensus is widely accepted as the seminal definition of Health Impact Assessment and defines it as: 'A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population'. However, alternative definitions have recently been proposed (Elliott et al. 2010) as the practice of HIA has evolved:

'...a process through which evidence (of different kinds), interests, values and meanings are brought into dialogue between relevant stakeholders (politicians, professionals and citizens) in order imaginatively to understand

and anticipate the effects of change on health and health inequalities in a given population’.

The Welsh Government is committed to developing the use of HIA as a key part of strategies to improve health and reducing inequalities. HIA is not currently a statutory requirement in Wales or anywhere else in UK, but the Welsh Government increasingly regards it as best practice to consider health and well-being specifically in non-health domains. Technical Advice Note (TAN) 21 (February 2014) for waste advises that:-

“Undertaking a health impact assessment at an early stage may be valuable with regard to health and wellbeing concerns, however, the actual and/or potential impacts on human health arising from a proposal should be identified as part of undertaking an environmental impact assessment.”

Paragraph 4.72 TAN 21 Waste.

The recent Welsh Government consultation document on the Public Health (Wales) Bill (Welsh Government, 2016) proposes that the Welsh Ministers will make regulations to require public bodies to carry out health impact assessments in specified circumstances. The aim is that the

“Assessments should be limited to policies, plans and programmes which have outcomes of national or major significance, or which have a significant effect at the local level on public health”.

Also, to ensure alignment with the Well-being of Future Generations (Wales) Act 2015, it is proposed that all of the public bodies covered by that Act will be covered by the requirements to carry out HIAs. Consequently, there appears to be increasing commitment and expectation that HIA is the appropriate method for assessing the impact of proposals on health. Within this HIA, “Health” is considered to fall within the World Health Organisation’s (1948) definition:

“Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity”.

The wider social determinants of health are most frequently represented by the model developed by Dahlgren and Whitehead (1991).

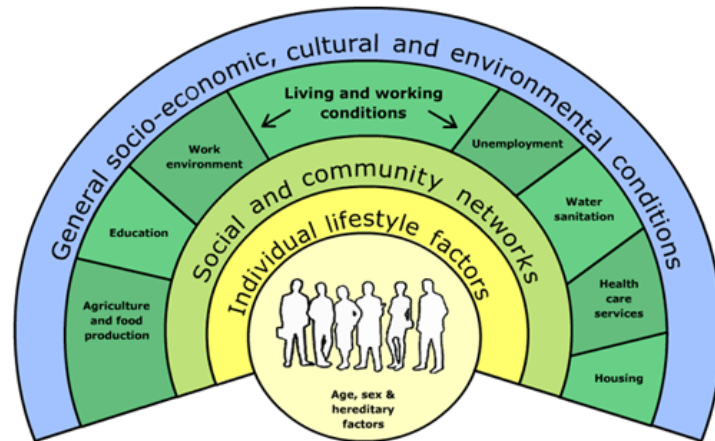


Figure 1: The Determinants of Health (Dahlgren and Whitehead 1990)

This model illustrates how various factors may impact in different ways on different groups of people, with a particular focus on an individual’s personal context. Some impacts on health determinants may be direct, obvious and/or intentional, whilst others may be indirect, difficult to identify and unintentional. Unequal distribution of these social determinants results in inequity in health. HIA tries to anticipate and mitigate for these effects. It is a tool to support decision making and as such can inform decision makers and communities of the potential health and well-being impacts, but it is not the means of making the decision. Amongst the benefits of a HIA is that it increases awareness across all sectors of how decisions may affect health, building in health improvements or mitigation thereby potentially reducing demands on the health services and promoting greater equity. HIAs should systematically consider inequalities and their impacts and distribution on a range of vulnerable groups, whether age or income related, or socially disadvantaged groups. In order to make best use of a HIA the WHIASU Guidance (2012)¹

1. WALES HEALTH IMPACT ASSESSMENT SUPPORT UNIT, 2012. *Health Impact Assessment a practical guide*, Cardiff. Available from: <http://www.wales.nhs.uk/sites3/page.cfm?orgid=522&pid=63782>

recommends that it is undertaken Prospectively - undertaken late enough in the development process to fully understand the nature of the development but early enough to influence its design.

Anglesey has developed its own HIA Tool, based on the Wider Determinants of Health model highlighted above. The tool has previously been used to assess a number of proposed developments, including a biomass plant, leisure development and a car sharing car park. Consequently, the gypsy and traveller site rapid HIA is based upon this established tool.

Screening – Deciding whether to undertake a HIA.

The document Travellers' Health Matters - A Retrospective Health Impact Assessment of Low Grade Traveller Accommodation² provides a good insight into potential health problems faced by travellers living in mobile homes. The study relates to a residential site near Galway in the Republic of Ireland and although this is slightly different to that proposed on Anglesey, the information on traveller health is particularly useful, as no information is available from local health or census data. The report identified some of the impacts upon traveller health included:-

- Poor housing conditions (cold and damp) can lead to respiratory conditions. Reports of dampness and mould may be compounded by the need to dry laundry indoors during winter.
- Poor housing conditions are also associated with depression and anxiety amongst people, particularly women and children.
- Inability to store and refrigerate foods leads to risks of contamination and food poisoning and food poverty.

2. **Galway Traveller Movement, 2009.** Travellers' Health Matters - A Retrospective Health Impact Assessment of Low Grade Traveller Accommodation. Available at:- <http://www.publichealth.ie/files/file/Travellers%20Health%20Matters%20HIA.PDF>

- Lack of refrigeration at night time leads to food being discarded if it is not eaten and a reliance on non-perishable food.
- Perishable items can only be bought in small quantities limiting residents' ability to plan their diet resulting in an increased risk of obesity and increased cost of living.
- Fuel poverty is reported arising from high costs of fuel for generators and for other means of indoor heating.
- Fire hazards associated with use of candles and alternative sources of light in the absence of electricity.

The Welsh Local Government Association states that Gypsies and Travellers are believed to experience the worst health and education status of any disadvantaged group in Wales³. The WLGA also identify that decent accommodation is critical to health and wellbeing and this is reinforced by the inclusion of "housing" within the Dahlgren and Whitehead (1990) model represented in figure 1.

The Equality and Human Rights Commission in their publication Gypsies and Travellers – Simple Solutions for Living Together (2009)⁴ identify that:-

- Life expectancy for Gypsy and Traveller men and women is 10 years lower than the national average.
- Gypsy and Traveller mothers are 20 times more likely than the rest of the population to have experienced the death of a child.
- In 2003, less than a quarter of Gypsy and Traveller children obtained five GCSEs and A* - C grades, compared to a national average of over half.

3. Welsh Local Government Association, (2014). Providing Gypsy and Traveller Sites Workbook for Councillors. Available at:- www.wlga.gov.uk/download.php?id=5788&l=1

4. The Equality and Human Rights Commission, (2009). Gypsies and Travellers – Simple Solutions for Living Together (2009). <https://www.equalityhumanrights.com/en/gypsies-and-travellers-simple-solutions-living-together>

The Commission goes on to recommend that the Department of Health should establish targets to reduce the health inequalities experienced by Gypsies and Travellers; and, develop guidance and training for health authorities and practitioners.

The Housing (Wales) Act 2014 places a duty on Local Authorities to provide sites for Gypsies and Travellers where a need has been identified. Isle of Anglesey County Council has already identified and consulted upon possible locations for Gypsy and Traveller sites on the Island and the current two sites have been taken forward to the detailed design phase. As part of this process, the Local Authority has commissioned a number of specialist reports on both sites and a decision was taken to undertake a Health Impact Assessment. The matter was discussed at Project Board Level and a Prospective Rapid Health Impact Assessment [rHIA], based upon a participatory workshop, was the preferred alternative. Given the local authority's experience with HIA, the rHIA would be facilitated internally by the Public Protection Section. The outcome of the participatory workshop is documented below.

Anglesey Summary HIA Tool

This is a summarised version of the full HIA tool and could be used as an *aide memoir* to facilitate a very rapid health impact screening process or as a checklist for Scrutiny. This should only be used once familiar with the full HIA Tool.

Title of programme, policy or project including key aims and objectives: **Star and Penhesgyn Gypsy and Traveller Sites.**

What contribution does the activity make to: (Key: -- (significant negative), - (moderate negative), Neutral (no clear effect), NA (not applicable), + (moderate positive), ++ (significant positive))

1. Vulnerable Groups?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
Age related, income related, who may suffer discrimination or other social disadvantage, geographical areas		X					The Penhesgyn Site offers an opportunity to improve amenities, with kitchen, dining and washing facilities. Many of these issues have been identified as causing poor health (Galway Traveller Movement (2009)) and affect all age groups. Travellers at Penhesgyn may fall within low income group and improved facilities will assist with fuel and food poverty issues (Galway Traveller Movement (2009)). Gypsies and travellers suffer discrimination and permanent sites may cause less conflict with local communities and enable children to attend the same school when in the area. The Star site is also large enough to accommodate larger families who may be travelling together. Caravans will be adequately spaced to reduce fire risk in accordance with government guidelines.
2. Individual lifestyles?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
Diet, physical activity, use of alcohol / tobacco / other non-prescription drugs, sexual activity, other risk-taking activity		X					Penhesgyn: New amenity block will provide a clean environment to prepare and store food and wash. There is an intention to include an area for

2. Individual lifestyles?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
							<p>residents to grow vegetables at Penhesgyn which may encourage physical activity and although there was no intention to provide an amenity area in Star (because of the noise from traffic), the workshop felt that an area should be set aside to allow children to play safely, but there should be adequate separation from the road – planned fencing including acoustic fencing should be satisfactory. Penhesgyn is further from the public transport network which may discourage walking to shops etc., particularly if they need to carry shopping (Addendum. It was pointed out after the workshop that there is, however, a more direct public footpath across fields). Star is near to a bus stop. There is an intention to provide a footpath at the side of the road from the site entrance to the bus stop. The A5 is a busy road with a 60mph speed limit.</p>
3. Social and community influences on health?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
<p>Family organisation & roles, social support networks, local pride, social isolation, cultural ethos, racism</p>		X					<p>The Penhesgyn site would be better than the existing location because it would have more facilities and purpose built amenity blocks which will provide greater opportunity to support family roles. The sites are also legitimate and there will be less fear of action being taken by the local authority, who in turn will be meeting its statutory requirements. However, there may be opposition from local communities, which could be improved through liaison groups. Travellers / council will need to have arrangements in place to prepare the Star site for occupation. Local</p>

3. Social and community influences on health?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
							Authority should consider whether there are additional opportunities to improve public transport links to Penhesgyn as the site will be further away from A5025.
4. Living and environmental conditions affecting health?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
Housing, neighbourhood design, noise & air quality, community safety, road hazards, waste, attractiveness of area			X				Penhesgyn will be purpose designed and more sympathetic to the local environment than the existing site at Pentraeth Rd. Star is more visible and is built on fields between the two roads. Although amenity blocks will be provided at Penhesgyn, residents will need to supply their own sleeping accommodation in the form of existing vehicles – if they can be moved? The local authority may wish to introduce minimum standards to ensure safety of the site e.g. oil leaks. Acoustic barriers to be erected at Star in order to reduce noise on-site and residents at Penhesgyn to be located in the furthest field from CA site. Residents at Star may object on visual grounds but there is already substantial embankment with tree planting. More tree-planting will take place at both sites. Star is accessed off the A5 where the speed limit is 60mph. Entrance will be splayed and a footpath provided to the bus stop. Site will have perimeter fencing and a gate.
5. Economic conditions affecting health?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
Unemployment, income, economic inactivity, type of employment, workplace conditions			X				Star provides official site for travellers who come to area to apply trades, while Penhesgyn may enable residents to establish permanent address which may assist in gaining employment. Lack of internet or mobile telephone connection could

5. Economic conditions affecting health?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
							hamper their business/employment opportunity. Both communities may be required to pay rent which may reduce disposable income.
6. Access and quality of services?	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
Medical and other caring services, careers advice, transport, education and training, shops, information technology		X					Both travellers and gypsies will have a fixed base which will enable them to develop consistency when wishing to access services such as doctors, dentists and schools etc. Penhesgyn travellers will have a permanent address with a letter box for all residents. Notice boards could be erect (or information provided by Council contact) to advise of local services at Star. Local authority should consider improving access to public transport at Penhesgyn and providing Wi-Fi access at both sites.
7. Macro-economic, environmental & sustainability factors	++	+	Neutral	-	--	N/A	Supporting Evidence / Effect on Inequality:
Government policies, gross domestic product, economic development, biological diversity, climate		X					The Local Authority will be complying with legislation and gypsies and travelers will have greater security knowing they are occupying legitimate sites, which are well designed to accommodate family groups in a safe manner. Construction provides work for business and additional tree and hedge planting will help to maintain existing ecology.

Appendix 2: Anglesey Health Impact Assessment Tool

<p>The Isle of Anglesey Health Impact Assessment Tool: The tool is designed for use both in developing policies and in evaluating projects and policies during development and delivery. It should help to stimulate dialogue, generate new ideas and encourage 'joined-up' thinking. This tool is designed to help you think about the potential impact the outcomes of the project or policy may have on the Health and Wellbeing of individuals and communities on Anglesey.</p>	<p>Health is much more than not being ill. It is a resource for everyday living and allows people to fulfil their potential. Health is a state of physical, mental and social well-being – not just the absence of illness (WHO, 1984)</p> <p>This framework will therefore strive to 'promote healthy and energetic individuals and communities' (<i>Community Strategy</i>)</p>				<table border="1"> <tr> <th>Part 1 completed by</th> <th>Representing</th> <th>date</th> </tr> <tr> <td>Mr Trystan P.Owen</td> <td>IACC</td> <td>25.01.17</td> </tr> </table>	Part 1 completed by	Representing	date	Mr Trystan P.Owen	IACC	25.01.17	<table border="1"> <tr> <th>Appraisal Group</th> <th>Representing</th> <th>date</th> </tr> <tr> <td>Laura Fretwell</td> <td>Capita</td> <td>23.01.17</td> </tr> </table>	Appraisal Group	Representing	date	Laura Fretwell	Capita	23.01.17
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	<p>Please use the following scale when considering what impact the activity / policy / project may have on Health and Wellbeing:</p>				<table border="1"> <tr> <td>Jon Stoddard</td> <td>Capita</td> <td>23.01.17</td> </tr> <tr> <td>Bryn Hall</td> <td>Unity</td> <td>23.01.17</td> </tr> </table>	Jon Stoddard	Capita	23.01.17	Bryn Hall	Unity	23.01.17	<table border="1"> <tr> <td>Gareth Jones</td> <td>IACC</td> <td>23.01.17</td> </tr> <tr> <td>Cllr Alun Mummery</td> <td>IACC</td> <td>23.01.17</td> </tr> </table>	Gareth Jones	IACC	23.01.17	Cllr Alun Mummery	IACC	23.01.17
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	++	Very Positive impact on Health and Well-being	-	Negative impact on Health and Well-being	<table border="1"> <tr> <td>Cllr Meirion Jones</td> <td>IACC</td> <td>23.01.17</td> </tr> <tr> <td>Cllr Jim Evans</td> <td>IACC</td> <td>23.01.17</td> </tr> </table>	Cllr Meirion Jones	IACC	23.01.17	Cllr Jim Evans	IACC	23.01.17	<table border="1"> <tr> <td>Lucy Reynolds</td> <td>IACC</td> <td>23.01.17</td> </tr> <tr> <td>Mike Evans</td> <td>CGC</td> <td>23.01.17</td> </tr> </table>	Lucy Reynolds	IACC	23.01.17	Mike Evans	CGC	23.01.17
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	+	Positive impact on Health and Well-being	--	Very negative impact on Health and Well-being	<table border="1"> <tr> <td>Huw Thomas</td> <td>IACC</td> <td>23.01.17</td> </tr> <tr> <td>Trystan P. Owen</td> <td>IACC</td> <td>23.01.17</td> </tr> </table>	Huw Thomas	IACC	23.01.17	Trystan P. Owen	IACC	23.01.17	<table border="1"> <tr> <td>Checked by</td> <td>Representing</td> <td>date</td> </tr> <tr> <td>Huw Thomas</td> <td>IACC</td> <td>23.01.17</td> </tr> </table>	Checked by	Representing	date	Huw Thomas	IACC	23.01.17
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	N	Neutral	N/A	Not Applicable – to Health and Wellbeing	<table border="1"> <tr> <td>Approved by</td> <td>Representing</td> <td>date</td> </tr> <tr> <td>TBC</td> <td></td> <td></td> </tr> </table>	Approved by	Representing	date	TBC									
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Title of programme, policy or project:

Star and Penhesgyn Gypsy and Traveller Sites.

Description (key aims and objectives):

The Project consists of two sites:-

- A permanent site for 4 pitches and an amenity block adjacent to the Penhesgyn Civic Amenity Site which is intended to accommodate residents currently occupying a layby at Pentraeth Road, Menai Bridge.
- A temporary stopping place for up to 3 weeks for Gypsy and Travellers on land sandwiched between the A55(T) and A5 at Star. The site would provide 15 pitches, but apart from mains electricity and a water supply, no other permanent amenities would be provided. Toilets would be portable and brought onto site whenever it was occupied, together with other waste receptacles.

Section 2

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwylidiedig y gweithgaredd: Expected effect of activity :					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:
1. Grwpiau Bregus? 1. Vulnerable Groups?		++	+	Niwtral Neutral	-	--	D/B N/A
1a	Grwpiau cysylltiedig ag oedran (e.e. plant a phobl ifanc, oedolion 18-64 oed, pobl hŷn <i>Age related groups (e.g. children and young people, adults 18-64, older people)</i>		X				P& S* Provide official purpose built facilities rather than having to rely on unauthorised encampments, which may have poor sanitation with no plumbing, mains water or electricity and reliance on portable toilets. Penhesgyn will have amenity blocks with kitchens and bathroom facilities, while Star will have electricity and water. Living in mobile homes such as caravans and buses, with poor heating, causes respiratory illness across age groups. Few play areas for children. Poor housing conditions are also associated with depression and anxiety amongst people, particularly women and children. Inability to store and refrigerate foods leads to risks of contamination and food poisoning and food poverty. Unauthorised encampments cause potential conflicts with local communities which affect all age groups.
1b	Grwpiau cysylltiedig ag incwm (e.e. teuluoedd neu unigolion ar incwm isel / yn economaidd anweithgar / di-waith / ddim yn gallu gweithio am resymau iechyd). <i>Income related groups (e.g. families or individuals on low income / economically inactive / unemployed / unable to work due to ill health)</i>		X				P – low income group with limited resources and facilities, who are currently living in poor conditions. Currently no provision on the island for travellers. Little or no fire safety, electricity generators may not be able to run many appliances such as washing machines or tumble driers etc. Flammable liquids and gases stored near caravans. Possible rat infestations at unauthorised site .Fuel poverty - Buying gas bottles or diesel/petrol for generators. Cost of drying clothes at laundrette. Lack of food preparation greater reliance on fast-food. Lack of bathing / showering facilities.
1c	Grwpiau y gwahaniaethir yn eu herbyn neu sy'n dioddef anfantais cymdeithasol arall (e.e. pobl ag anableddau / grwpiau iechyd meddwl / gofalwyr / grwpiau ffoaduriaid / pobl		X				Gypsies and travellers suffer discrimination. S - Few young travellers receive a formal education and have lower education achievement. Gypsies and travellers have shorter life expectancy and suffer higher mortality rates amongst babies / infants. Higher incidence of

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwyliedig y gweithgaredd: Expected effect of activity :						Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:
1. Grwpiau Bregus? 1. Vulnerable Groups?		++	+	Niwtral Neutral	-	--	D/B N/A	
	<p>sy'n ceisio lloches / teithwyr / teuluoedd un rhiant / pobl lesbiaid a hoyw / grwpiau ethnig, ieithyddol a diwylliannol / grwpiau crefyddol).</p> <p><i>Groups who suffer discrimination or other social disadvantage (e.g. people with disabilities / mental health groups / carers / refugee groups / people seeking asylum / travellers / single parent families / lesbian and gay people / ethnic, linguistic and cultural groups / religious groups)</i></p>							<p>diabetes amongst travellers. Stress, infectious disease and accidents are also higher because of their living conditions. Family cohesion – groups of travellers travel together may have difficulty finding adequate space. Cramped conditions – caravans too close- fire risk. Many camps are in public areas, little privacy. High incidence of smoking. Risk of carbon monoxide poisoning from portable combustion heaters.</p>
1d	<p>Materion daearyddol (e.e. pobl sy'n byw mewn ardaloedd lle mae'n hysbys bod dangosyddion economaidd a/neu iechyd yn wael / pobl yn byw mewn ardaloedd anghysbell / pobl yn methu â chael mynediad i wasanaethau ac adnoddau).</p> <p><i>Geographical issues (e.g. people living in areas known to exhibit poor economic and/or health indicators / people living in isolated areas / people unable to access services and facilities)</i></p>						X	<p>Rural communities chosen as locations for sites. P - Away from services and transport. Increased travel costs as service less accessible, discouraging walking. S - Located next to main road and near to bus-stop.</p>

- P & S = Penhesgyn and Star.

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwyliedig y gweithgaredd: Expected effect of activity :						Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:
2. Ffyrdd o fyw unigol? Individual Lifestyles?		++	+	Niwtral Neutral	-	--	D/B N/A	
2a	Diet <i>Diet</i>	X (P)	X (S)					Penhesgyn: New amenity block will provide a clean environment to prepare and store food; personal hygiene – there will be a shower block and washing machines. There will be a piece of land designated to grow their own food. Management of site to maintain standards Star: hard standing for the caravans and vehicles; clean water supply/electricity hook up points.
2b	Ymarfer Corff <i>Physical Activity</i>		X (P) X(S)					Penhesgyn: Green gym – the vegetable patch. Safer environment. Possible negative effects - no direct access to local transport; a possible problem for those with mobility problems may be restricted to the site. Star: - Although the site is relatively noisy and there is no intention to provide external amenity area, it was recognised that some green space could be provided for children to play safely. The site is sandwiched between A55(T) and A5, but a boundary fence will be erected as well as an acoustic barrier .
2c	<i>Defnydd o alcohol, sigarêts, cyffuriau di-bresgripsiwn</i> <i>Use of alcohol, cigarettes, non-prescription drugs</i>		X(P)	X(S)				Penhesgyn: Not in close proximity to public transport network. New site – better feeling of wellbeing, better welfare due to long-term site. Star: effect on existing local community may exacerbate use of alcohol, cigarettes etc.
2d	Gweithgarwch rhywiol <i>Sexual activity</i>						X	NA
2e	Gweithgarwch arall a allai achosi risg <i>Other risk-taking activity</i>			X				Pen: Not close to a main road. Star: Access to the site is off the A5 where the speed limit is 60mph, but it is not on an industrial which may hold other potential hazards for children.

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwyliedig y gweithgaredd: Expected effect of activity :					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:
3. Dylanwadau Cymdeithasol a Chymunedol ar Iechyd? Social & Community Influences on Health?		++	+	Niwtral Neutral	-	--	D/B N/A
3a	Trefniadaeth deuluol a rolau <i>Family organisation and roles</i>		X(P) X(S)				Penh: Designated site; better than existing due to more facilities and purpose built amenity block – a greater opportunity to organise family and plan for future, a safe and clean environment for other support groups to meet on site. Star: A legal site for gypsies and travellers to park for a limited period with no fear from authority; they can plan where they stay beforehand. No alternative site proposed by gypsy and traveller community and local authority has a duty to provide site.
3b	Grym a dylanwad dinasyddion <i>Citizen power and influence</i>		X(P)		X(S)		Penhesgyn: Location not favoured by the community – following consultation. Gypsy and traveller needs being considered. Star: Existing community may be under impression that the site will be occupied at all times. It is a temporary stopping place which is used for up to 3 weeks. Even though the site will be open all year, the entrance will have a secure gate. Is the Housing department going to be the point of contact for the gypsies as they arrive? How do we get prior warning to open gate and install portable toilets on site etc.
3c	Cymorth cymdeithasol ehangach, rhwydweithiau cymdeithasol a chymdogrwydd <i>Wider social support, social networks and neighbourliness</i>		X(P) X(S)				Penhesgyn: Long-term occupation for existing residents at Pentraeth Rd. This site will be purpose built, better maintained and managed sites compared to the Pentraeth site; improve perception; community tension reduced. Local tension may rise if area is not managed and maintained.
3d	Hunaniaeth cymunedol ac ymdeimlad o berthyn <i>Community identity and sense of belonging</i>		X(P) X(S)				Positive for the travellers - better feeling of acceptance, less tension Management of site; regular meetings between communities.
3e	Rhaniadau yn y gymuned a phwysau gan gyfoedion <i>Divisions in community and peer pressure</i>						See 3d.

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwyliedig y gweithgaredd: Expected effect of activity :					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:	
3. Dylanwadau Cymdeithasol a Chymunedol ar lechyd? Social & Community Influences on Health?		++	+	Niwtral Neutral	-	--	D/B N/A	
3f	Arwahaniad Cymdeithasol <i>Social isolation</i>		X(S)		X(P)			PenH: potential because of its location; no immediate access to local transport. Could consider extending bus route and producing turning area near Penhesgyn which would also provide a public transport option for workers at the site. Star: most have driven to the site – more mobile. Closer to shops/health services than Mona (the location they have been using) and near bus stop.
3g	Ethos diwylliannol ac ysbrydol <i>Cultural and spiritual ethos</i>						X X	NA
3h	Hiliaeth <i>Racism</i>				X			Gypsy and travellers are a protected group – potential for negative language/representation/protests. LA have guidelines.
3i	Eithriad cymdeithasol arall <i>Other social exclusion</i>		X					How communities at PenH develop as time progresses – longevity of the site. Have they chosen social exclusion due to their lifestyle?
3j	Ymddygiad gwrthgymdeithasol ac ofn trosedd <i>Anti-social behaviour & the Fear of Crime</i>				X			Amongst the local community – is there basis for their fear? Fear of the unknown/myths/misinformation/ negative social media. Good facilities at the site reduces risk.

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwyliedig y gweithgaredd: Expected effect of activity :					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:
4. Amodau byw ac amgylcheddol sy'n effeithio ar iechyd? Living & environmental conditions affecting health?		++	+	Niwtral Neutral	-	--	D/B N/A
4a	Amgylchedd adeiledig a / neu cynllun y gymdogaeth <i>Built environment and / or Neighbourhood design</i>		X(P)		X(S)		PenH: Better than existing, site at Pentraeth Rd, more sympathetic design. Star: more visible, more built environment, sandwich in fields between two roads. Acoustic barrier will screen the site but will be visible. More planting – few years to establish.
4b	Tai a/neu amgylchedd o dan do <i>Housing and / or Indoor environment</i>		X(P)	X(S)			PenH: Amenity block to be provided but they will use their existing vehicles as sleeping accommodation. Will council apply minimum standards if it's the residents' responsibility to bring their own accommodation and will vehicles be capable of moving? Star: no amenity block to be provided.
4c	Sŵn a/neu arogleuon <i>Noise and / or Smell / odour</i>				X(S) X(P)		Star: acoustic barrier to be erected to mitigate the problem. No odour problem. PenH: quiet/od operation noise from the tip that is loud. West boundary of the field has odour, but diminishes the further you move.
4d	Ansawdd yr Aer a'r Dŵr <i>Air and water quality</i>					NA	NA
4e	Pa mor ddeniadol yw ardal <i>Attractiveness of area</i>			X			Not designated area of special landscape, but local people may have different views.
4f	Diogelwch Cymunedol <i>Community safety</i>				X		PenH: Possible access to the CA Site. No street lighting in the area. Star: No adequate footpath and lighting provisions at the entrance to local transport spot. See 3J.
4g	Gwaredu Gwastraff <i>Waste disposal</i>		X(P)	X(S)			PenH: Septic tank improvement on existing. Star: Portaloo – no change; but no permanent siting of loos (to reduce vandalism).
4h	Peryglon ar y Ffyrdd <i>Road hazards</i>		X(P)		X(S)		PenH: Moving away from side of A5025. Star: more risk due to two highways either side – A5 more of a hazard – 60mph speed limit.

4i	Perygl o anafiadau <i>Injury hazards</i>						X	NA
4j	Ansawdd a diogelwch mannau chwarae <i>Quality and safety of play areas</i>						X	NA – not required

Draft no status

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwylidig y gweithgaredd: Expected effect of activity					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:	
5. Amodau Economaidd sy'n effeithio ar iechyd? Economic conditions affecting health?		++	+	Niwtral Neutral	-	--	D/B N/A	
5a	Diweithdra a / neu anweithgarwch Economaidd <i>Unemployment and / or Economic inactivity</i>		X(S) X(P)					Star: Provides official site for travellers who come to area to apply trades. PenH: permanent site may enable residents to establish permanent address which may assist in gaining employment. Lack of internet or mobile telephone connection could hamper their business/employment opportunity.
5b	Incwm <i>Income</i>			X(S)	X(P)			PenH: a base for them to establish any venture, paying ground rent to the LA could negate this. Star: Need to pay rent?
5c	Math o gyflogaeth <i>Type of employment</i>						X	
5d	Amodau gweithle <i>Workplace conditions</i>						X	
5e	Caffael <i>Procurement</i>						X	

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwyliedig y gweithgaredd: Expected effect of activity					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:	
6. Mynediad ac ansawdd gwasanaethau? Access and quality of services?		++	+	Niwtral Neutral	-	--	D/B N/A	
6a	Gwasanaethau Meddygol a Gofal Iechyd <i>Medical and Healthcare services</i>		X(S)	X(P)				Penhesgyn: the travellers will have a permanent address allowing them better access to services the same as the existing site; however, there will be purpose built letter box for all residents. Star: this site will allow travellers to return to the same location and could make it easier to gain access to the different services.
6b	Gwasanaethau gofal eraill <i>Other caring services</i>		X(S)				X(P)	As above – information boards could be erected at site to offer advice on local services such as doctor, pharmacy, dentist etc. There is evidence of low level of literacy amongst the travelling community and council contact may need to explain where services are.
6c	Cyngor gyrfaol <i>Careers advice</i>						X	
6d	Siopau a gwasanaethau masnachol <i>Shops and commercial services</i>						X	
6e	Cyfleusterau cyhoeddus <i>Public amenities</i>						X	Better access to stopping sites
6f	Trafnidiaeth <i>Transport</i>						X	PenH: Could improve the public transport network which may also assist those working at Civic Amenity Site.
6g	Addysg a hyfforddiant <i>Education and training</i>		X(S)				X(P)	Established site at Star may enable children of travellers to attend same school whenever they are in area.
6h	Technoleg Gwybodaeth <i>Information technology</i>							PenH: Could thy link to WIFI at civic amenity site.

Pa gyfraniad mae'r gweithgaredd hwn yn ei wneud i: What contribution does this activity make to:		Effaith disgwylidiedig y gweithgaredd: Expected effect of activity:					Tystiolaeth gefnogol / Effaith ar Anghydraddoldeb: Supporting Evidence / Effect on Inequality:
7. Ffactorau Macro-economaidd, amgylcheddol a chynaliadwyedd? Macro-economic, environmental and sustainability factors?		++	+	Niwtral Neutral	-	--	D/B N/A
7a	Polisiau Lywodraeth <i>Government policies</i>	X					Complying with legislation – Housing (Wales) Act 2014 requires local authorities to undertake Gypsy and Traveller Accommodation Assessments (GTAA). Furthermore the Act places a duty on Local Authorities to provide sites or additional pitches for Gypsies and Travellers where a need has been identified in its GTAA
7b	Cynnyrch domestig gros <i>Gross Domestic Product</i>					X	
7c	Datblygiad Economaidd (gwledig a dinesig) <i>Economic development (rural & urban)</i>		X				Planning and Construction of sites provides work for business
7d	Materion Cyfiawnder Cymdeithasol a Chydraddoldeb <i>Social Justice and Equality Issues</i>		X				Safe, secure and authorised sites that are legal and support traveller culture / identity.
7e	Amrywiaeth Biolegol Biological diversity		X X				Planting hedges/trees at both sites will encourage wildlife and insects to the site as well as maintaining the existing ecological diversity.
7f	Hinsawdd <i>Climate</i>					X	
7g	Dwyieithrwydd a Diwylliant Cymru <i>Bilingualism and the Welsh Culture</i>					X	

Section 3 – HIA Summary Output

The results below represent the agreed outcomes of *(name of policy/project)* being tested against the Health Impact Assessment Tool that involved representatives from *(name all Departments / Organisations involved)*. *Those representatives agree this is an accurate overview of their collective comments.*

Key: ++ Very Positive, + Positive, NEUT Neutral, - Negative, -- Very Negative, N/A Not Applicable

HIA Category	Overall Contribution	Explanation
1. Vulnerable groups	++ + NEUT - -- N/A <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The Development is considered to impact positively on health in terms of the vulnerable groups as both sites improve the amenities currently available to travellers and gypsies on the Island. The sites will provide legitimate stopping places which will remove tensions experienced with those which are unofficial. This enables gypsies and travellers who return to the island on a regular basis to establish links with local service such health and education providers. The sites are capable of accommodating large family groups at safe separation distances which assists in promoting cultural identify and family cohesion.
2. Individual Lifestyles	++ + NEUT - -- N/A <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	The amenity blocks at Penhesgyn will provide a clean environment to prepare and store food and wash, which the residents do not currently possess at Pentraeth road. Additional facilities such as vegetable gardens at Penhesgyn and amenity area for children at Star will promote physical activity. However, there needs to be adequate separation between the site and roads at Star, which can probably be achieved by the fencing already proposed. As an additional mitigation measure in Penhesgyn, the local authority should consider whether it is possible to improve public transport to the Penhesgyn site, which may prove an additional advantage to workers. The Star site is close to an existing bus stop although an additional length of footpath needs to be provided, because of the busy road and 60mph speed limit.

<p>3. Social and community influences on health</p>	<p>++ + NEUT - -- N/A</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p>	<p>The sites have a positive impact on social and community influences on health, as both offer better facilities than are currently provide to travellers and gypsies, which enable these groups to support family roles and reduce fear of legal action from the local authority, which in turn will be meeting its statutory requirements. However, as additional measures, the local authority should consider setting up a liaison group with local residents, establish a system of notification to enable preparation of the Star site for occupation and consider improving public transport links to Penhesgyn.</p>
<p>4. Living/environmental conditions affecting health</p>	<p>++ + NEUT - -- N/A</p> <p><input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p>	<p>Overall the developments are likely to be neutral in terms of impact on health because of the balance in the number of positive and negative aspects of the developments. The Penhesgyn site will rehouse residents from Pentraeth Road which is unsightly but the Star site is built on fields between the two roads and will possibly be visible from Star although there will be tree planting. Noise also affects both sites and to counter this, residents will be located in the furthest field from the CA at Penhesgyn and the Star sites require acoustic fencing along the boundaries with both roads. Despite a purpose designed site at Penhesgyn with amenity blocks which are sympathetic in design, residents will be expected to supply their own sleeping accommodation which is likely to include the existing vehicles at Pentraeth Road. The local authority may wish to introduce minimum standards for these vehicles in order to safeguard both safety of both the residents and the site. Specific highway safety considerations will need to be considered at Star because the site is accessed off a busy road with 60mph speed limit.</p>
<p>5. Economic conditions affecting health</p>	<p>++ + NEUT - -- N/A</p> <p><input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p>	<p>The Site at Star is considered to be slightly positive in terms of economic conditions affecting health as it provides the stability of an official site for travellers and gypsies wishing to visit the area to apply their trades. The residents at Penhesgyn will benefit from a permanent address</p>

		which may assist in applying for employment but the need to pay rent may impact on disposable income. Adequate Wi-Fi and mobile telephone communication at both sites would also assist in improving economic conditions.
6. Access and quality of services	++ <input type="checkbox"/> + <input checked="" type="checkbox"/> NEUT <input type="checkbox"/> - <input type="checkbox"/> -- <input type="checkbox"/> N/A <input type="checkbox"/>	Both sites are considered to be positive in terms of access and quality of services as fixed locations will enable them to develop consistency in accessing health and education services. Penhesgyn travellers will have a permanent address with a letter box for all residents and a notice board and/or appropriate advice should be provided at Star regarding local services. As further mitigation the local authority should consider improving access to public transport at Penhesgyn and providing Wi-Fi access at both sites.
7. Macro-economic, environmental and sustainability factors	++ <input type="checkbox"/> + <input checked="" type="checkbox"/> NEUT <input type="checkbox"/> - <input type="checkbox"/> -- <input type="checkbox"/> N/A <input type="checkbox"/>	The developments will enable the local authority to comply with its legislative requirements and provide travellers and gypsies with legitimate sites, which are well designed to support culture and family cohesion, while adopting safety standards on spacing.

Summary Comments: (Indicate that this is a general summary, but also indicate any significant disagreements that may have arisen during testing)

Overall both sites are considered to have a positive impact on the health and welfare of gypsies and travellers over the existing provision.

No significant disagreement was noted.

Version: March 09