



Gypsy Traveller Sites

Consultation Response to Penrhos and Mona

March 2016

Status: Official Sensitive

Prepared by:

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Economic & Community Regeneration Service

1.0 Purpose of the Paper

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

2.0 Background

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

3.0 The Heliport Sites, Penrhos, Holyhead

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

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

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

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

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

4.0 Mona Industrial Estate, Mona

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

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

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

5.0 Conclusions

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



Defence Infrastructure Organisation

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Ref. DIO response to Consultation on Gypsy
and Traveller Sites

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BY EMAIL ONLY.

10 March 2016

Dear Sir/Madam,

RE: DIO response to Consultation on Gypsy and Traveller Sites

The proposed sites at Mona Industrial Site are within very close proximity to RAF Mona which is an operational airfield. Proposed Site 4 is adjacent to our boundary, whereas proposed Site 5 is approximately 457 metres from the boundary. DIO hereby object to both proposed sites being used for temporary accommodation of any kind.

RAF Mona is a relief airfield for RAF Valley and is well used, especially for training flights, including night flying. The level of noise from the use of the airfield is incompatible with any type of residential accommodation, however temporary. There have also been two crashes at the site in recent history, where debris has fallen in the area of proposed Site 4. It is DIO's position that an adequate residential amenity could not be provided on either site due to aircraft noise.

DIO are aware that a site at the Mona Industrial Estate has been used illegally as temporary accommodation for gypsy and traveller caravans in the past. During the times when the site is occupied by gypsies and/or travellers, the RAF Station has suffered from significant anti-social behaviour exhibited by the occupants of the site. Rubbish is often thrown over the boundary fence, which is not only unsightly and onerous for the Station to clear, but can also attract birds, which are a danger to aircraft. The Station has also reported Cadets being verbally abused and harassed while carrying out exercises.

The Secretary of State for Defence sold the land the two proposed sites occupy to your Council on 31st March 1994. Clause 3a of that conveyance states as follows:

"That neither the property or any part thereof shall be used....for any purpose which may be or become a nuisance, danger, damage or annoyance to the owners or occupiers for the time being of the Retained Land or any part thereof."

Clauses 4a & b are also applicable to Site 4 and they state as follows:

“the Purchaser and its successors in title will not at any time within the land erect build or place any building or structure of any description whatever whether permanent or temporary and whether moveable or not without the previous consent in writing of the vendor.....”

DIO hereby state that the use of either proposed site 4 or 5 would not fulfil the obligations of your Council as agreed to by entering into the above restrictive covenant.

Yours faithfully,

Ellen O'Grady
Senior Town Planner
MTCP (Hons) MRTPI

TRANSLATION

Response from Bodffordd Community Council re Sites for Gypsies and Travellers

From: Derek Owen (Clerk)

Dear Sir/Madam

CONSULTATION RE. GYPSY AND TRAVELLER SITES AT MONA INDUSTRIAL ESTATE – OBJECTION

Disappointed that the consultation was held at such short notice.

Farmers have problems with Gypsies and Travellers wandering onto their land with their dogs, putting livestock at risk.

Residents on the Estate are prepared to move away.

A haven for rats already, what do the Gypsies burn? Polluting the area.

How much will CCTV cost, who will pay? The County Council cannot afford to pay for CCTV in Llangefni and other villages.

The land was bought as a 'clean' area, nobody will want to move in.

Does the RAF Valley object to such a development having seen small children running on the runway. Is it right for children to live by a runway with the noise of aircraft day and night.

Why place families and children on an Industrial Estate in such a dangerous location by a waste operation. How about the heavy goods vehicles coming and going?

No GPs, Shops, Schools etc close by, perhaps it would be better to go to a nearby town than an industrial estate. It is understandable that nobody wants them in their area.

Is it right to hide the site from view? Why does the document appear to support keeping these sites from view?

Permitting this development could lead to abuse of facilities provided, without mentioning nearby sites.

Welsh Government does not support the use of land within enterprise zones for Gypsy and Traveller sites. Certainly, the reasons for retaining this land are relevant to Anglesey Council. Industrial sites were gifted by the PDA for exactly that use.

Brwonfield sites are better than the old redundant industrial sites.

The photos published for the public consultation are not current and do not show six key new businesses. The public could not make an informed decision about the effects. Under what

circumstances it is acceptable from a planning point of view to permit the change of use of industrial sites into residential use.

Insurance could pose a very real risk to the sites. There is no need for a permanent site in the centre of the Island.

Yours faithfully

Speaking from experience

Years ago when I was a tenant of land in Green Farm, Bodffordd (by Felin Frogwy lake), the aeroplanes used to fly overhead en route to the runway.

One day, a cow went missing and we found her in the gorse with a burnt back. The vet said it was hot fuel from the aeroplanes that had caused this as they fly so low. This is something to bear in mind should children wander onto the runway.



Cyngor Sir Ynys Môn
Isle of Anglesey County Council
- 9 MAR 2016
Swyddogol Censitif - Official
Gwasanaethau Tai - Housing

**Royal Air Force Valley
Llu Awyr Brenhinol Y Fali**

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Shan LL Williams MSc (Econ) MCIH
Head of Housing Services
Isle of Anglesey County Council
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29 February 2016

Dear Shan,

Many thanks for the consultation documents regarding the options for gypsy and traveller sites on Anglesey.

As you may be aware our Safeguarding Department within the Defence Infrastructure Organisation deal with all aspects of planning permission in the local vicinity of Royal Air Force Valley and Mona and they will no doubt be in liaison with you already. However, so that you are aware, these are the issues that I will be raising with DIO regarding the proposals:

1. In the last 2-3 years, site 4 has previously been used by groups of travellers which has caused a number of issues from an air safety and operations perspective, due to trespassing and fly tipping. The proposal could lead to increased risk of runway incursions and foreign object damage to aircraft, the consequences of which could be significant in air safety terms.
2. We have had incidents in the past where travellers on the site have harassed 2474 (Cefni) Squadron Air Cadets, who occupy Mona for their weekly meetings, by verbally abusing them and pelting them with stones using slingshots.

In the last few weeks I have received a number of phone calls from concerned residents in that area wishing to inform me of the plans and I have also received a letter from a Mr & Mrs Williams expressing their concerns, along with evidence of events that they have witnessed whilst the land was previously occupied by travellers. I have enclosed a copy for your information.

Should you wish to discuss this matter in more detail or require any additional information please do not hesitate to contact me. As I have already mentioned, the formal response from the MOD to this proposal will come from the Safeguarding Department within the Defence Infrastructure Organisation.

*Yours,
Ben Braid*