



Safleoedd i Sipsiwn a Theithwyr
Ymateb i'r Ymgynghoriad ar Safleoedd
Penrhos a Mona

Mawrth 2016

Paratowyd gan:

Tudur H. Jones

Gwasanaeth Adfywio Economaidd a

Chymunedol

1.0 Pwrpas y Papur

- 1.1 Pwrpas y papur hwn yw cyflwyno sylwadau gan y Gwasanaeth Adfywio Economaidd a Chymunedol ar y cynigion sydd wedi eu cynnwys yn yr ymgynghoriad yn dweud bod Penrhos (Caergybi) a Mona yn safleoedd addas ar gyfer Sipsiwn a Theithwyr.
- 1.2 Yn y papur hwn hefyd, ceir crynodeb a chasgliadau o sylwadau'r Gwasanaeth ar gyfer y ddau safle a'r rhesymau pam fod y safleoedd hyn, yn ei barn ni, yn anaddas.

2.0 Cefndir

- 2.1 Mae Deddf Tai (Cymru) 2014 yn rhoi dyletswydd ar Awdurdodau Lleol i ddarparu safleoedd i Sipsiwn a Theithwyr pan fo angen wedi'i adnabod.
- 2.2 Gwnaed gwaith gan Gyngor Sir Ynys Môn i nodi safleoedd posibl ar gyfer Sipsiwn a Theithwyr ar yr Ynys. O ganlyniad i hynny, lluniwyd rhestr fer o safleoedd sy'n cael eu hystyried fel rhai addas ar gyfer "Safleoedd Stopio Dros Dro" ac maent yn cynnwys Safle'r Heliport ym Mhenrhos (Caergybi) a Stad Ddiwydiannol Mona.

3.0 Safle'r Heliport, Penrhos, Caergybi

- 3.1 Ym marn y Gwasanaeth Adfywio Economaidd a Chymunedol – sy'n adlewyrchu barn Llywodraeth Cymru ynghylch eu safle nhw ym Mharc Cybi – nid yw hen Safle'r Heliport ar Stad Ddiwydiannol Penrhos yn addas fel safle stopio dros dro ar gyfer Sipsiwn a Theithwyr yn ardal Caergybi.
- 3.2 Mae nifer o resymau am hyn a manylir arnynt isod:
 1. Safle 2.4ha yr Heliport yw'r unig dir cyflogaeth sydd gan Gyngor Sir Ynys Môn (CSYM) yn ei feddiant yng Nghaergybi sy'n addas ar gyfer ei ddatblygu yn y dyfodol ac a fedr fanteisio ar y cyfleon o'r buddsoddiadau ynni disgwylidig. Petai'r safle hwn yn cael ei glustnodi ar gyfer safle dros dro i Sipsiwn, yna ni fyddai unrhyw opsiynau eraill ar gael i CSYM ddatblygu yng Nghaergybi.
 2. Caiff Stad Ddiwydiannol Penrhos ei chydabod fel Parth Menter Llywodraeth Cymru (EZ3). O'r herwydd, mae'r busnesau sydd / a fydd wedi eu lleoli yno yn gymwys i gael pecynnau anogaeth a buddion sy'n fantais fawr wrth geisio denu mewnfuddsoddiad.
 3. Mae Parc Cybi sydd ym meddiant Llywodraeth Cymru yn barc busnes o bwys strategol ac ni fyddai LIC yn cymeradwyo / cefnogi unrhyw o'r prosiectau sbeciannol a fyddai'n galluogi busnesau sy'n fwy addas ar gyfer Penrhos i gael eu sefydlu yno (busnesau "cymdogion budr"). Yn y diwedd, bwriedir i fusnesau o bwys strategol / cenedlaethol gael eu

lleoli yno.

4. Mae CSYM yn ddiweddar wedi sicrhau caniatâd cynllunio i adeiladu 10 (deg) o unedau busnes hyblyg ar gyfer eu rhentu i'r sector preifat ar safle'r Heliport. Costiodd y gwaith datblygu hwn oddeutu £70,000 a chafodd lawer iawn o gyhoeddusrwydd cadarnhaol oherwydd mae'n cwrdd ag angen a nodwyd ac yn mynd i'r afael â methiant yn y farchnad mewn maes allweddol. Mae busnes eisoes wedi mynegir awydd i'r Gwasanaeth AE&Ch i symud i un o'r unedau mwy petaent yn cael eu codi <http://www.anglesey.gov.uk/business/energy-island/energy-island-news/planning-approval-for-new-business-units-on-anglesey-heliport-site/127552.article>
5. Yn dilyn prynu'r tir gan Alwminiwm Môn yn y 1990au, cytunwyd ar gyfamod fel rhan o'r cytundeb contract. Yn y cyfamod hwn, dywedwyd na fyddai modd i CSYM sicrhau newid defnydd o'r dosbarthiadau busnes B1, B2 a B8 heb gael cosb ariannol a fyddai'n daladwy i Alwminiwm Môn. Oherwydd y byddai angen newid defnydd (yn ôl pob tebyg i Sui Generis) byddai angen i hyn gael ei gytuno a'i gymeradwyo gan Alwminiwm Môn ar lefel Bwrdd ac mae'n debyg y byddai'n rhaid talu rhyw fath o iawndal ariannol hefyd. Mae angen gael eglurder ynglŷn â'r agwedd hon.
6. Mae'r Gwasanaeth AE&Ch yn ddiweddar wedi cyflwyno cais am arian drwy Fwrdd Uchelgais Economaidd Gogledd Cymru i adeiladu'r unedau hyn ac i ailddatblygu'r safle cyfan gan ddefnyddio arian UE/ Sgoriodd y prosiect yn uchel yn y rownd gyntaf a gallai hefyd sicrhau cyllid cyfatebol drwy'r Prosiect Lleoedd Llewyrchus Llawn Addewid.
7. Yn dilyn Asesiad annibynnol o'r Effaith Economaidd mewn perthynas â manteision ariannol gweithredu'r prosiect, gallai adeiladu'r unedau hyn arwain at gynnydd oddeutu £2.5m o GVA i economi Ynys Môn.
8. Mae prosiect cyfalaf mawr sy'n werth £305,000 ac sy'n cael ei gefnogi gydag arian o gronfeydd craidd CSYM, yr NDA a'r Prosiect Lleoedd Llewyrchus Llawn Addewid yn mynd rhagddo er mwyn ailddatblygu'r unedau cyfredol ym Mhenrhos (Rhifau 1 – 8) sydd, y cyfan ohonynt, â thenantiaid ynddynt ac wedi eu prydlesu. Nod y cynllun hwn yw moderneiddio a gwneud yr unedau'n fwy ynni-efeithlon a hwylus ar gyfer y sawl sy'n eu defnyddio.
9. Fel "safle dros dro i Sipsiwn" ni fyddai'r safle ond yn cael ei ddefnyddio o bryd i'w gilydd – oddeutu 3 i 4 gwaith y flwyddyn – ni fyddai mewn unrhyw fodd yn sicrhau bod y defnydd mwyaf posibl yn cael ei wneud o'r safle a'r potensial i greu a chynnal nifer sylweddol o swyddi mewn ardal heriol o safbwynt economaidd fel Caergybi.

10. Yn Lleol, mae Stad Ddiwydiannol Penrhos yn arwyddocaol o ran nifer y busnesau a'r nifer a gyflogir yno ac, yn ogystal, mae'n lleoliad pwysig iawn. Mae'n gartref i nifer o fusnesau rhanbarthol adnabyddus – Môn Maintenance Services, DU Construction ac ati – sydd wedi buddsoddi arian sylweddol i brynu'r tir a'r unedau busnes hunan-adeiladu sy'n cwrdd â'u gofynion penodol. Mae'r safle bellach yn cael ei gydnabod a'i ystyried fel 'hyb busnes' ac mae ei statws fel Parth Menter yn ategu hynny. Gallai safle i Sipsiwn a Theithwyr wneud drwg i'r stad.
11. Drwy drafodaethau anffurfiol gyda'r tenantiaid, maent wedi mynegi gwrthwynebiad cryf i unrhyw safle Sipsiwn arfaethedig ac mae un cwmni wedi dweud y byddant yn ystyried gadael eu huned. Bydd y tenantiaid hyn yn ymateb i'r ymgynghoriad diweddar i'r perwyl hwn.

4.0 Stad Ddiwydiannol Mona

- 4.1 Yr un modd â stad Penrhos, nid yw'r Gwasanaeth AE&Ch o'r farn bod Stad Ddiwydiannol Mona yn un addas ar gyfer safle i Sipsiwn a Theithwyr.

1. Y safle 4 erw yw un o'r ychydig safleoedd cyflogaeth sydd gan Gyngor Sir Ynys Môn (CSYM) yn ei feddiant ym Mona sy'n addas ar gyfer ei ddatblygu yn y dyfodol ac a fedr fanteisio ar y buddsoddiadau ynni disgwylledig. Petai'r safle hwn yn cael ei neilltuo ar gyfer safle dros dro i Sipsiwn, ni fyddai unrhyw opsiynau ar ôl i CSYM i ddatblygu ym Mona yn y dyfodol oherwydd cyfyngiadau o ran perchenogaeth y tir.
2. O'r 4 plot sydd ar gael ym Mona, cafwyd cynnig ar gyfer dau ohonynt. Cafwyd cynnig ar gyfer Plot 5B (sy'n rhan o'r ymgynghoriad hwn).
3. Mae CSYM yn ddiweddar wedi derbyn nifer o ymholiadau mewn perthynas â thir ym Mona gan gwmnïau sydd wedi mynegi diddordeb mewn prynu'r tir gan greu derbyniadau cyfalaf i'r Cyngor Sir o ganlyniad. Byddai'r cwmnïau hyn yn eu tro yn cynhyrchu gwariant ac yn creu cyfleon cyflogaeth yn y tymor byr, canolig a hir.
4. Mae'r Gwasanaeth AE&Ch o'r farn y gallai lleoli safle i Sipsiwn a Theithwyr ym Mona wneud drwg sylweddol i les economaidd yr ardal oherwydd ni fyddai cwmnïau sy'n chwilio am le newydd neu hyd yn oed ehangu eu busnesau cyfredol yn dymuno mynd yno.

5. Mae Stad Ddiwydiannol Mona yn arwyddocaol o ran nifer y busnesau a'r nifer a gyflogir ac, yn ogystal, mae'n lleoliad pwysig iawn. Mae'n gartref i nifer o fusnesau rhanbarthol adnabyddus – Hefin Thomas, AMP, Moduron Maethlu – sydd wedi buddsoddi arian sylweddol i brynu'r tir a'r unedau busnes hunan-adeiladu sy'n cwrdd â'u gofynion penodol. Mae'r safle bellach yn cael ei gydnabod a'i ystyried fel 'hyb busnes'. Gallai safle i Sipsiwn a Theithwyr wneud drwg i hynny.
6. Drwy drafodaethau anffurfiol gyda'r tenantiaid, maent wedi mynegi gwrthwynebiad cryf i unrhyw safle Sipsiwn arfaethedig ac mae dau sefydliad wedi dweud y byddant yn ystyried gadael eu hunedau. Petai hynny'n digwydd, byddai'r Cyngor Sir yn colli incwm. Bydd y tenantiaid hyn yn ymateb i'r ymgynghoriad diweddar i'r perwyl hwn.
7. Waeth ba mor dda y câi unrhyw safle ei ddylunio / sgrinio o'r Stad Ddiwydiannol, mae posibilrwydd cryf y byddai'n achosi canfyddiadau negyddol ymysg datblygwyr/busnesau yn yr ardal ac na fyddant yn dymuno symud i Mona.
8. Mae lleoliad y Stadau Diwydiannol yn golygu eu bod i ffwrdd o gyfleusterau megis iechyd, addysg a siopau. Mae'r gwasanaeth lleol hyn yn hanfodol bwysig i sicrhau integreiddiad mewn cymunedau.

5.0 Casgliadau

- 5.1 Am y rhesymau uchod, mae'r Gwasanaethau AE&Ch yn gryf o'r farn nad yw Safle'r Heliport na Stad Ddiwydiannol Mona yn lleoliadau addas ar gyfer safleoedd i Sipsiwn a Theithwyr.
- 5.2 Mae sicrhau bod gan Ynys Môn gyflenwad digonol o dir cyflogaeth yn bwysig ac mae safleoedd strategol megis Caergybi a Mona yn hollbwysig i sicrhau y gall y Cyngor Sir alluogi a hwyluso cwmnïau o fuddsoddi a chreu cyfleon cyflogaeth ar gyfer trigolion Ynys Môn.
- 5.3 Byddai neilltuo'r ychydig dir cyflogaeth sydd gennym yn y ddau safle hwn i ddiben na fyddai'n creu cyflogaeth neu'n sicrhau ffyniant yn y dyfodol yn beryglus o gibddall a gallai niweidio dyheadau rhaglen Ynys Ynni Môn.

9th March 2016

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

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

PRIVATE & CONFIDENTIAL

Dear Caroline

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

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

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

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

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

Physical Security

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

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

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



Security of Key Infrastructure

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

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

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

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

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

Future Development

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

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

Reputational Risk and Employment

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

Funding

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



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

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

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

Alternative Sites

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

Yours sincerely

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

Ian Pritchard
Property Director
Orthios Group

GYPSY TRAVELLER SITES CONSULTATION QUESTIONNAIRE
Temporary Stopping Place – Holyhead area

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

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

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

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

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

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

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

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

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

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

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



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

26 February 2016

Dear Sir,

RE: CONSULTATION OF GYPSY AND TRAVELLER SITES ON ANGLESEY

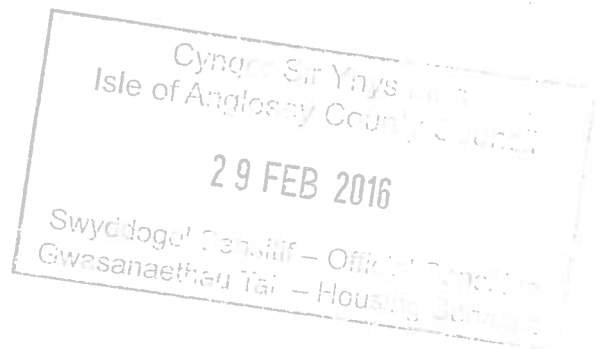
I received the letter dated 11 February 2016 from Shan Williams detailing the proposed consultation on gypsy and traveller sites on Anglesey. On behalf of AMG Alpoco UK Limited I have completed the online questionnaire but I feel it is necessary to send a letter to better explain the reasons why the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

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

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

Yours sincerely
For and on behalf of AMG Alpoco UK Limited

Leonora Scaife
Finance Director



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

Sent: 09 March 2016 13:20

To: Caroline Turner

Cop/Cc: Armstrong, Mark (T/Chief Inspector)

Subject: RE: Gypsy / Traveller sites consultation

Caroline

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

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

As a Police Service we wish raise the following points

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

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

Nigel Harrison

Prif Uwcharolygydd Dros Dro - T / Chief Superintendent

Lucy



CAERGYBI/HOLYHEAD

Cyngor Tref / Town Council

Our ref: CLE/PRS/TC2A
9 March 2016

Dear Sir/Madam,

GYPSY TRAVELLER SITES CONSULTATION : END DATE FRIDAY 11 MARCH 2016

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

The Holyhead Town Council resolved as follows:-

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

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

Yours Sincerely,

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

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

Cyngor Sir Ynys Môn
Isle of Anglesey County Council

10 MAR 2016

Swyddogel Sensitif – Official Sensitive
Gwasanaethau Tai – Housing Services

CLIFFORD LLOYD EVERETT A.I.C.C.M • CLERGY DREF / TOWN CLERK & SWYDDOG CYLLIDOL/FINANCIAL OFFICER

CYNGORTREF CAERGYBI • NEUADDY DREF • NEWRY • CAERGYBI • LL65 1HN

HOLYHEADTOWN COUNCIL • TOWN HALL NEWRY STREET • HOLYHEAD • ANGLESEY • LL65 1HN

ffôn / tel 01407 764608 • faks / fax 01407 765156

ebost / email TOWNCLERK@HOLYHEADCOUNCIL.CO.UK

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