

Proposed Change 581	Site 22 – Allocation as a Prestige Employment Site, Lledwigan Farm, Llangefni
Counter Objections	428/2192 – Norman P Park 431/2194 – Iwona Gradkowska 410/2216 - B Pritchard 6/2080 and 2092 - National Assembly for Wales 34/2217 – Gwynedd Archaeological Trust 412/2170 - Mr Roberts 9/2208 – North Wales Wildlife Trust 8/2071 – Campaign for the Protection of Rural Wales
FPC4	Deletion of PC581
Further Counter Objections	59/3012 – Cwmni Tref Llangefni 53/3014 – Welsh Development Agency 523/3011 - Sir Richard Williams-Bulkeley

1.0 Summary of Counter Objections

1.1 Many of these counter objections are based on similar or overlapping reasons. In summary they are:

- i. high quality agricultural land should not be used for this purpose;
- ii. development would cause an increase in traffic in the area;
- iii. the site contains features of important historical and nature conservation interest;
- iv. alternative sites are available, for example, at Tan Capel in Llangefni;
- v. it would be preferable to allocate land immediately to the north of this site.

2.0 Summary of Further Counter Objections

2.1 59/3012 states that the proposed non-allocation of the Lledwigan Farm site should not go ahead as the site would bring greater benefits to this the main town of the Island than a site in Gaerwen.

2.2 523/3011 suggests that land immediately to the north of that in PC581 should be allocated instead so that it encompasses land fronting the access road to the Llangefni industrial estate.

2.3 53/3014 considers that PC581 should proceed rather than that FPC4 be followed.

3.0 Council Response

3.1 Discussions about this site first arose in the period following the deposit of the plan in November 2001. This centred on the WDA's objection concerning a lack of prestige sites in the draft plan. Further work was therefore undertaken by the Council in order to respond to the concerns of the Agency. Part of that work focused on the area around the A55 junction near Llangefni, in particular land adjoining the permitted Turnpike Nant road services area on the south-west side of this road. However discussions with various interests involved resulted in site S22 at Lledwigan Farm being proposed in PC581 instead.

3.2 This though resulted in counter objections and the Council therefore decided not to proceed with this PC by issuing FPC4.

4.0 Issue

4.1 Whether site S22 as proposed in PC581 should be allocated as a prestige employment site.

5.0 Inspector’s Conclusion

5.1 I have already recommended in response to objection 53/1234 (see pages 85-88 of this report) that only one prestige site should be allocated in the plan and that this should be adjoining the Llangefni Industrial Estate access road (Site S23). Whilst I agree therefore that FPC4 should be made to PC581, nevertheless I consider that land to the north of Lledwigan Farm should be allocated as a prestige employment site instead.

6.0 Recommendation

6.1 That, in accordance with FPC4, neither Policy EP1 nor Inset 30 of the Proposals Map of the deposited plan be modified by either PC 33 or 581 in respect of site S22 - land at Lledwigan Farm, Llangefni.

Policy EP1 and Inset IV	Site S23 – Former Lairds Site
Objections	136/240, 241 and 242 - Mr L Smith

1.0 Summary of Objections

1.1 These objections request that additional land be included within the allocation and that additional uses, in particular housing, should be permissible on the site.

1.2 The suggested additional areas of land are: first, near the entrance to the site from the lane to Llanfaes; and second, the field to the south-east of the allocation adjoining the B5109 to Llangoed which includes a sewage treatment facility for the site.

1.3 The suggested additional uses for the site including leisure and housing. The latter is proposed primarily to meet the needs of nearby Beaumaris where no land for housing is allocated and at the same time to enable the reclamation of this largely derelict site in the AONB. Some 5.8ha is proposed for housing. The proposed leisure development would include use as a caravan site. A small retail development is also proposed to serve the housing and caravan site. Redevelopment of the site would also provide for the proper conservation of the demolished Friary which is a scheduled Ancient Monument.

2.0 Council Response

2.1 The site allocated in the plan, which is brownfield land in the AONB, covers some 10ha. This is a correction of the site area of 14.5ha as stated in both the deposit plan and PC33. The site is identified as S23 in the deposit Plan but as site S20 on Inset IV of the Proposals Map and also in PC33. It is identified for general employment uses/tourism. The STW which serves Beaumaris is not included in the allocation.

2.2 To the north of the site is Coed Fryars. This important woodland is not included in the objection land but is important in the landscape setting of the site. There is also a significant number of trees subject to a Tree Preservation Order in the area.

5.0 Recommendation

5.1 That no modification be made to Policy EP1 of the deposited plan in response to either of these objections.

Policy EP1	Land for Employment
Objection	34/1006 – Gwynedd Archaeological Trust

1.0 Summary of Objection

1.1 It is essential that full and early consultation is carried out with Gwynedd Archaeological Planning Service in connection with any proposals for the development of allocated employment land so that last minute hitches do not occur.

2.0 Council Response

2.1 Paragraph 6.2.1 of PPW states that local planning authorities must work with Government and other agencies having responsibilities in respect of the conservation of the historic environment.

2.2 Paragraph 14.38 of the deposit plan states that the Council will work in partnership with the Gwynedd Archaeological Trust and others to achieve its aims for the historic environment. The Council are satisfied that this statement already covers this objection.

3.0 Inspector’s Conclusion

3.1 This objection does not suggest any alteration of the deposited plan.

4.0 Recommendation

4.1 That no modification be made to Policy EP1 of the deposited plan in response to this objection.

Policy EP1	Land for Employment
Objections	53/1233 to 1236 and 1239 – Welsh Development Agency
Counter Objection – PC583	53/2001 – Welsh Development Agency

1.0 Summary of Objections and Counter Objection

1.1 53/1233 states that much of the employment land allocated under this policy is of poor quality, in unattractive locations and suffers from infrastructure problems. In addition much of the land is not genuinely available for employment uses, being allocated for leisure uses. 53/1234 focuses specifically on the lack of prestige sites in the plan’s portfolio of employment land. Such sites are considered necessary to improve the economic performance of the Island. There is likely to be a demand for premises on such sites, especially now that Parc Menai at the southern end of the Britannia Bridge is nearing completion. The need for such sites is so urgent if the plan’s strategy is to be achieved that it should outweigh local environmental objections to the development of greenfield land.

1.2 53/1235 highlights the Menai Strait sub-area as one which has potential for allocating a relatively small, suitably located site for sensitive, high quality knowledge-based employment development. Two sites are proposed in this sub area. In addition 53/1236 identifies a site at Nant Turnpike, near Llangefni as a prestige site as an extension to the land to be developed for roadside services.

1.3 53/1239 seeks the reinstatement of proposed employment land at Gaerwen included in the consultation draft of the plan.

1.4 Counter objection 53/2001 seeks the deletion of the Green Wedge proposed under PC583 on a potential employment site measuring 3.78ha at Four Crosses, Menai Bridge.

2.0 Council Response

2.1 The WDA published a report *Employment Land Appraisal of the Isle of Anglesey* in March 2002 prepared by consultants PriceWaterhouseCoopers. This was submitted to the Council as background material in support of the Agency's objections to the deposited plan. It was not though until this stage that the Agency highlighted a number of concerns they held about the employment land situation and which have since given rise to a period of joint working to address the issues in these objections.

2.2 In response to objections 53/1233 and 53/1234 the Council accepted in principle the recommendations of the consultants' report that the portfolio of employment land lacks prestige sites near the A55. This has led to an improved focus on the supply of sites that are relatively self contained and small in scale but have a high quality environmental setting.

2.3 The views of the Agency in respect of Objective One investment and the strategic emphasis of the National Assembly for Wales are reflected in the strategy set out in Part One of the deposit plan. Both the Agency and the Council share common ground on this matter. The challenge is therefore to identify suitable sites which can satisfy other aspects of planning requirements, for example, community concerns about their local environment, infrastructure availability, and whether the right quality of environment can be provided.

2.4 Objection 53/1235 suggests 2 sites in the Menai Strait sub-area as prestige sites. These need to be addressed both in terms of the general strategy of the plan and in detail as individual sites.

Menai Strait Sub-Area Strategy

2.5 The 2 main settlements along the central part of the Menai Strait adjoining the bridgehead area, namely Menai Bridge and Llanfairpwll, saw significant growth in the period 1970-2000. They are attractive settlements, well located for the main centres of employment on the mainland, and close to the A55. Indeed one of the roles of these centres in the latter part of the 20th Century has been as dormitory settlements serving the mainland.

2.6 However with the physical growth in these settlements there has been an associated concern on the part of local residents to ensure they do not become over developed and outstrip their needs in respect of community facilities, infrastructure etc.

2.7 During public consultation on the draft plan these concerns became clearly evident, with objections to proposed development that would expand and possibly coalesce these settlements. In particular there was concern that the separate identities of Menai Bridge and

Llanfairpwll should be protected. This reinforced messages that arose during consultation on the draft of the current local plan and which forms part of the background to the discussion of these 2 sites.

2.8 The results of public comments on the consultation draft of the UDP were reflected in the strategy of the deposit plan which identifies the Menai Strait sub-area as one of restraint. As a result no major allocations for any purpose are made in this sub-area, and a Green Wedge is proposed in Policy EN3 to reinforce the separate character of the 2 settlements.

Land at Four Crosses, Menai Bridge

2.9 This site of about 3.8ha is currently grazing land in the north west quadrant of the Four Crosses road junction. The north-eastern boundary of the site adjoins the B5420 Menai Bridge to Llangefni road, with the southern boundary adjoining the A5025. The remaining boundaries border open countryside.

2.10 The site forms part of an important area of undeveloped rural landscape separating and distinguishing the settlements of Menai Bridge and Llanfairpwll.

2.11 This site was considered at the Ynys Môn Local Plan inquiry but was not recommended for allocation by the Inspector. The Council do not accept that a sufficient change of circumstances has occurred since the adoption of the local plan in 1996 to merit its inclusion in the new plan. On the contrary, the importance of preventing the coalescence of the settlements of Menai Bridge and Llanfairpwll, and the value attached to this open countryside by local people, has resulted in PC583 which proposes that the site be included as part of the proposed extended Green Wedge between these settlements.

2.12 As an alternative, land has been identified at Gaerwen in response to the need for a prestige site near the A55, and another site may be identified in the vicinity of the Llangefni junction on this road.

2.13 In conclusion, whilst accepting the need for prestige site(s) along the A55 corridor, the Council do not consider that the site at Four Crosses has the characteristics of such sites as described by the WDA themselves. It lacks any specific or mature landscaping, it sits in an exposed position, would detract from open countryside, and would be detrimental to the revised proposals for a Green Wedge. Since other land has been identified to help overcome the WDA's objections, the Council conclude that this site should not be allocated for prestige employment purposes.

Land at Ty Mawr, Llanfairpwll

2.14 This is the second site the WDA are seeking to promote in the Menai Strait sub-area. At the time of their original objection to the draft plan this site was not specifically suggested by them and it was not until April 2003 that the Council received written confirmation that this land should be considered.

2.15 The site is predominately agricultural in nature and is situated between Llanfairpwll and Menai Bridge. The south-eastern boundary of the site abuts the A55 and the south-western boundary adjoins the A5025 road which links these 2 settlements. To the north west and north east of the site there is open countryside. The land includes the ruins of a former hotel.

2.16 This site was also discussed at the local plan inquiry in 1995 but the Inspector recommended that it should not be allocated. He concluded that the development of the site would be a substantial step towards the coalescence of the two settlements, and that for various reasons local residents were strongly opposed to its allocation. The site now has outline planning permission for the erection of a nursing home.

2.17 The Council's approach to this proposed allocation reflects the arguments made in relation to the site at Four Crosses, Menai Bridge. The allocation would lead to the coalescence of the 2 settlements of Menai Bridge and Llanfairpwll and would conflict with the proposed Green Wedge to be extended in accordance with PC583, detracting from the nature of the open countryside in the area.

2.18 Further, other land has been allocated in the plan at Gaerwen to respond to the need for prestige sites in the plan and outstanding objections by the WDA may give rise to a further site being allocated near Llangefni.

2.19 In conclusion, the Council do not feel that there has been a sufficient change of circumstances since the local plan was adopted to see this site now allocated for development as a prestige site, and wish instead that the land be identified as part of a Green Wedge to secure the separation of the 2 settlements of Menai Bridge and Llanfairpwll and protect the nature of the open countryside.

Land at A55 junction, Gaerwen

2.20 The Council and the WDA jointly commissioned a *Development Study of Gaerwen* by consultants Cass Associates to help take forward a number of issues that have been discussed as the preparation of the plan has progressed. Some of the recommendations of that study have been accepted by the Council and are proposed to be included in the plan, including the allocation of a prestige site – S21 near the junction with the A55 in accordance with PC538, and also a general employment site - S19 as proposed to be reduced in size by PC537. A draft development brief for the latter has been prepared for the Council by Cass Associates. The development of these 2 sites would mean that Gaerwen would become an important focus for employment development in the coming years.

Land at Turnpike Nant, A55 junction, Llangefni

2.21 This site – S22 – would form an extension to the road services which have already been approved to the south-west of the A55 Llangefni junction. The road services are allocated as transport proposal TRA1 on Inset V of the Proposals Map. This site lies within the Council's area of search for prestige sites and could thus help meet that need. It would also consolidate a planned node of activity on the main route across the Island.

2.22 However PC581 proposes instead that some 20ha at Lledwigan Farm, Llangefni should be allocated as prestige employment site S22. This land is on the north-east side of the A55 junction. Subsequently though FPC4 proposes that PC581 should not be made since the Council now accept that significant planning constraints affect this land and make it unsuitable as a prestige site.

2.23 The Council are not opposed to the establishment of more than one prestige site along the A55. Should the site at Nant Turnpike be considered suitable therefore it would offset the need for a site at Lledwigan Farm. It would also obviate the need for the allocation of land at Tan Capel, Llangefni which, in any case does not meet the requirements of a prestige site. In

accordance with the requirements of a prestige site, any allocation should be protected for uses which fall within Use Classes B1 and/or B8, as proposed by PC36.

3.0 Issue

3.1 Which if any of the sites at Four Crosses, Menai Bridge; Ty Mawr, Llanfairpwll; A55 junction, Gaerwen; and near the A55 junction, Llangefni should be allocated as a prestige employment site.

4.0 Inspector's Conclusions

4.1 There is no statutory planning definition of a prestige employment site. I have, however, taken the term to mean a site on which only high quality buildings would be permitted for Class B1 purposes. Contrary to PC36 - but which I assume should refer instead to sites S21 and S22 - I do not consider that Class B8 use would be appropriate since such use is rarely in high quality buildings and often does not yield reasonable employment densities. Any site would also need to be generously landscaped.

4.2 Equally important, any site would need to constitute sustainable development, especially in terms of its accessibility by public transport or other means than the private car. Further it should seek to benefit the most economically deprived areas of the Island without involving excessively long journeys to work. In addition it should not have an unacceptable effect on the countryside nor on nearby built-up areas.

Four Crosses, Menai Bridge

4.3 The allocation of this site on the north-west edge of Menai Bridge would extend the existing projecting arm of development in this part of the town across 2 major roads into the surrounding countryside. Although there are bus services which pass the site, nevertheless I do not consider that it is at or near a major meeting point of services. I consider therefore that it would probably be highly car dependent. As such it would not constitute recognisably sustainable development. At the same time, because of its location in the Menai Strait sub-area, it would not assist the most economically deprived parts of the Island such as Holyhead and Amlwch without involving excessively long journeys to work.

4.4 Further because of its elevated position and tenuous connection to the existing built-up area it would be a prominent extension into the surrounding countryside which would materially close the gap between Menai Bridge and Llanfairpwll. Even were a Green Wedge not proposed in PC583 covering this site, I would still have concluded that its development would have a harmful effect on the countryside.

4.5 I have considered that it may be easier to attract inward investment to this site in the Menai Strait sub-area than to other areas of the Island because this is the nearest location to the mainland. I have also taken into account that many people travel off the Island from or through this sub-area each day to work on the mainland. In addition I acknowledge that Parc Menai on the south side of the Britannia Bridge is nearing completion. However, I do not consider that any of these factors outweighs the lack of sustainability of the proposed allocation and its harmful impact on the countryside.

Ty Mawr, Llanfairpwll

4.6 This site, which would appear to be the WDA's first preference, is in the north-east quadrant of the A5025 fly-over junction with the A55. The northern boundary of Llanfairpwll generally follows the A55 which forms a clear and substantial edge to the built-up area, giving it a compact layout.

4.7 Although there are bus services which pass the site, nevertheless I do not consider that it is at or near a major meeting point of services. I consider therefore that it would probably be highly car dependent. As such it would not constitute recognisably sustainable development. At the same time the minor road which connects this junction with the centre of this settlement is narrow and tortuous, especially for buses.

4.8 Further, because of the site's location in the Menai Strait sub-area, it would not assist the most economically deprived parts of the Island such as Holyhead and Amlwch without involving excessively long journeys to work.

4.9 The allocation of this site would extend the built-up area of Llanfairpwll beyond the well-established boundary formed by the A55 with the result that the proposed development would appear as an island of urban use in the surrounding countryside. Although the site contains some trees and even though its landscaping could be improved, I do not consider that this could screen the serious incursion of development into the countryside, and which would materially close the gap between Llanfairpwll and Menai Bridge. Even were a Green Wedge not proposed in PC583 covering this site I would still have concluded that its development would have a harmful effect on the countryside.

4.10 I have considered that it may be easier to attract inward investment to this bridgehead site in the Menai Strait sub-area than to other areas of the Island. I have also taken into account that many people travel off the Island from or through this sub-area each day to work on the mainland. Further I have had regard to the WDA's evident willingness to develop this site as a successor to Parc Menai at the opposite end of the Britannia Bridge. However, I do not consider that any of these factors outweighs the lack of sustainability of the proposed allocation, its adverse effect on the built-up form of Llanfairpwll, and its harmful impact on the countryside.

A55 Junction, Gaerwen

4.11 This site – S21 - is in the south-west quadrant of the A55 junction and the link road to it at the eastern end of this village. PC33 proposes its inclusion in Policy EP1 and PC 538 defines its extent. Its northern boundary would follow the A55 and its eastern boundary the new link between this road and the A5 which runs through this village. Generally the A55 runs a field or 2 to the north of the existing built-up area. The proposed site would be tenuously attached to the eastern end of this village.

4.12 Although there are bus services which pass the site, nevertheless I do not consider that it is at or near a major meeting point of services. I consider therefore that it would probably be highly car dependent. As such it would not constitute recognisably sustainable development.

4.13 Further, whilst the site is some 6km from the Britannia Bridge, nevertheless because of its generally south-eastern location on the Island it would not assist many of the most

economically deprived parts such as Holyhead and Amlwch without involving excessively long journeys to work.

4.14 Gaerwen is still basically a village with housing on either side of the A5 but with some of this on small estates to the south of this road. However, about half the built-up area of the settlement is already occupied by land used for business or similar purposes, and a substantial extension of such land uses is proposed on site S19, even as reduced in size by PC537. I recommend in relation to objections to PC537 that this site should not be further reduced in size, with the result that Gaerwen is likely to have a large amount of business and similar development for a village of its size even without a prestige site. I consider therefore that site S21 would create a substantial over-provision of employment land in Gaerwen.

4.15 Because of the generally elevated position of this proposed site, even with generous landscaping, I consider that it would be a prominent and incongruous extension of this village into open countryside, materially closing the pleasant gap between the village and the A55.

4.16 I have taken into account that a development study has been prepared for Gaerwen but consider that this should be in accordance with the development plan rather than the other way round.

4.17 Overall therefore I consider that there are serious objections to site S21 which, provided that a better site is allocated on the edge of Llangefni, are sufficient for me to recommend that it be not included in Policy EP1 nor that PC538 should be made to Inset 16 of the Proposals Map.

A55 Junction, Llangefni

4.18 There are 3 sites for consideration in the vicinity of this junction: Turnpike Nant; Lledwigan Farm; and land adjoining the industrial estate access road. Because of its distance from the A55 and its location in the midst of existing business and similar development, I do not consider that the land at Tan Capel meets the requirements of a prestige site.

4.19 In terms of their likely attractiveness to developers of prestige business development, there is little to choose between the specific location of each of these 3 sites which are all close to this junction. The choice therefore revolves around basic principles of land use planning.

4.20 The Turnpike Nant site is divorced from Llangefni by both open countryside and the A55. I do not consider that the permission for roadside services, which is a use wholly related to this road, would justify the development of this site for business purposes in such a detached location from the town, even if its buildings were well designed and the site generously landscaped.

4.21 The site at Lledwigan Farm is less divorced from the built-up area of Llangefni, though still separated from it by the industrial access road and 2 fields. The land is also of particularly good agricultural quality and of substantial historical and environmental interest. These reasons were sufficient for FPC4 to propose that PC581 allocating this site be not made to the plan.

4.22 The third site, which has been identified in counter objections to PC581, would be separated from Llangefni as proposed for extension by site S11 only by the existing industrial access road. It would therefore form a logical and sympathetic extension to the existing

industrial estate in the south-east part of this important town, which is the second largest on the Island. As such, the town is a meeting point for many bus routes and the site would be directly served by those which travel along the short stretch of the A5114 between the town centre and the A55. I consider, therefore that the development of this site would be reasonably sustainable, certainly compared with those suggested at Menai Bridge, Llanfairpwll and Gaerwen.

4.23 I acknowledge that the site is in the south-eastern part of the Island and is thus not that well located to serve economically deprived areas such as Holyhead and Amlwch without involving long journeys to work. However, it would not be justified to refuse to locate a prestige site in the second largest town of the Island for this reason.

4.24 Allocation of this site would constitute an extension of the town into open countryside, and no matter how well designed the buildings and how generous the landscaping this urban extension could not be screened. It would though be a relatively small extension of an important town rather than a disproportionately large extension of a village or small town. I consider therefore that both in terms of urban form and protection of the countryside its allocation would be acceptable.

4.25 I have considered that there may not be capacity to accept all types of sewage from development on this site into the existing Llangefni STW. However, if the site cannot be served by mains sewers I consider that its development is of such strategic importance that it would be acceptable for it to be provided with a private STW. The outflow from this would of course need to meet the strict requirements of the Environment Agency Wales for discharge to the River Cefni.

Conclusion

4.26 Only the last of the sites considered above would be sufficiently sustainable in terms of its accessibility by public transport or other means than the private car. It is a sensitive location in open countryside and I consider that employment uses should be restricted to those in Class B1 of the Use Classes Order. It would not be ideal in terms of being easily accessible from all the economically deprived parts of the Island but this reason on its own would not be sufficient to conclude that it should not be allocated.

5.0 Recommendations

5.1 That Policy EP1 of the deposited Plan be modified by the inclusion of a site of 20ha at Llangefni as a prestige employment site and that Inset 30 of the Proposals Map be modified by the allocation of such a site adjoining the junction of the industrial estate access road and the A5114 on the south side of this access road. Development of the site should be restricted to employment uses in Class B1 of the Use Classes Order. (For identification, this site will be numbered S23 and its boundaries are defined on the adjoining plan).

5.2 That Policy EP1 of the deposited plan be not modified by PC33 in respect of either site S21 - A55 Junction, Gaerwen or site S22 - Lledwigan Farm, Llangefni nor that Insets 16 and 30 of the Proposals Map be modified by either PC537 or PC581 respectively. I concur with FPC4.

5.3 That no other modification be made to either Policy EP1 or the Proposals Map of the deposited plan in response to any of these objections or this counter objection.

5.4 That no amendment be made to Proposed Change PC583 in response to the Counter Objection.

Policy EP1 and Inset 13	Site S1 - Ty Mawr, Holyhead.
Objections	26/158 - Catherine B Griffiths 346/200 - Pam Gregory 345/277 - John Kevin Griffiths 6/914 - National Assembly for Wales 34/1008 - Gwynedd Archaeological Trust 53/1240 – Welsh Development Agency
Proposed Changes PC33, PC527 PC528	Revision of Policy EP1 Addition of Housing Site T18 as part of Site S1 Overall Extension of Site S1
Counter Objections	53/2005 and 2006 – Welsh Development Agency 31/2386 – Flintshire Green Party

1.0 Summary of Objections and Counter Objections

1.1 26/158 feels that the site has been inaccurately labelled in the public consultation exercise and therefore each property within one mile of its boundary should now be asked for their views before the consultation is complete.

1.2 346/200 states that the location of bee boles on the site is indicative of a substantial, historic house or farm of significant importance in the area. Given that there are also other features of important historic and archaeological significance in this area, careful consideration must be given to this aspect.

1.3 345/277 also raises concerns over the 2 bee boles on the site as well as the effect that development would have on part of the original Holyhead-London post road, standing stones and burial chambers, and on an established woodland. Developing this site would be contrary to Policies PO8 and GP1 by not protecting or promoting the integrity or continuity of landscape features and corridors. The whole of this allocation should therefore be deleted.

1.4 6/914 is concerned that there are 2 important monuments within this site and that this proposal represents a significant threat to their settings. The plan should be clarified in respect of these two monuments and Policy EN12 should be rigorously applied.

1.5 34/1008 also states that this site has high archaeological interest. It is essential therefore that early consultation is carried out with the Gwynedd Archaeological Planning Service in connection with any proposals for this site.

1.6 53/1240 considers that housing site T18 should be included as part of employment site S1 and 53/2006 considers that some of the land on the proposed enlarged site should be allocated for housing. 53/2005 states that reference to Phase 1 of this site in PC33 should be deleted. On the other hand counter objection 31/2386 considers that the proposed enlargement of the site is unsustainable.