

Pwyllgor Cynllunio 06.06.2012

Adroddiad Pennaeth y Gwasanaeth Cynllunio (DFJ)

Argymhelliad:

Caniatáu

Rheswm dros adrodd i Bwyllgor:

Mae'r cais yn cael ei adrodd i'r pwyllgor gan fod ganddo Asesiad Effaith Amgylcheddol yn cyd-fynd ag ef, a'i fod yn groes i'r cynllun datblygu gydag argymhelliad i gymeradwyo'r cais.

1. Cais a Safle:

Cyflwynwyd y cais i ddechrau ar 23^{ain} Rhagfyr 2010 ynghyd â Datganiad Amgylcheddol llawn. Yn dilyn derbyn ymatebion i'r ymgynghoriad cafwyd cyflwyniadau ychwanegol ar 21^{ain} Chwefror 2012.

Mae'r safle yn cynnwys tua 34 hectar o dir wedi'i rannol ddatblygu, ar lan y môr, sy'n ymestyn tua 1.4km o'r dwyrain tua'r gorllewin, ar gyrion gogleddol tref Caerdybi, yn wynebu Harbwr Caerdybi a thuag at y Morglawdd Mawr.

Mae'r safle yn amrywio'n sylweddol o safbwynt lefelau, o'r hyn sydd ar hyn o bryd dan lefel y môr (ac sydd eto i'w adennill) i ardaloedd mwy mewndirol ar hyd ffin ddeheuol y safle, sy'n amrywio rhwng AOD 9m a 15m.

Disgrifir y safle presennol yn fanylach o dan y penawdau canlynol:

- **Ardal ogledd orllewinol** – dyma ben mwyaf gorllewinol y safle ac mae'n cynnwys brigiad creigiog, yr adeiladwyd llwyfan yr harbwr arno. Mae'r Morglawdd Mawr yn ymestyn allan i'r môr o'r llwyfan hwn.

Planning Committee: 06.06.2012

Report of Head of Planning Service (DFJ)

Recommendation:

Permit

Reason for Reporting to Committee:

The application is reported to committee as it is accompanied by an Environmental Impact Assessment and is a departure from the development plan which the recommendation is one to approve the proposal.

1. Proposal and Site:

The application was initially submitted on the 23rd December 2010 and was accompanied by a full Environmental Statement. Following the receipt of consultation responses additional submissions were made on the 21st February 2012.

The site comprises circa 34 hectares of partially-developed, seafront land, which stretches approximately 1.4km east to west, on the northern edge of Holyhead town, facing into Holyhead Harbour and towards the Great Breakwater.

The site varies considerably in level, ranging from that which is currently below sea level (and is yet to be reclaimed) to the more inland areas along the southern boundary of the site which range between 9m and 15m AOD.

The existing site is described in more detail under the following headings:

- **North western area** – this is the westernmost extent of the site and comprises of rocky outcrop, upon which a harbour platform has been constructed. The Great Breakwater extends out to sea from the platform.

• **Ardal de orllewinol** – mae'r ardal hon hefyd wedi'i lleoli ar ochr orllewinol y safle ac mae'n gorwedd y tu ôl i'r ardal ogledd-orllewinol. Mae wedi cael ei rhannu'n ddwy is-ardal wahanol er hwylustod disgrifiad:

- *Is-ardal 1* sydd wedi'i lleoli yn y gogledd orllewin ac sy'n cynnwys adeilad diwydiannol mawr gydag iard storio gysylltiedig. I'r dwyrain ac yn uniongyrchol wrth ymyl yr adeilad hwn mae tŷ Soldier's Point, Adeilad Rhestredig Gradd II a chynwesty. I'r dwyrain o dŷ Soldier's Point mae ardal o laswelltir blêr gyda nifer o goedlannau yn ymestyn tuag at y lan y môr / harbwr;

– *Is-ardal 2* sydd wedi'i lleoli i'r de ac i'r dwyrain ac sy'n cynnwys eiddo adfeiliedig preswyl mawr, Porth y Felin House, unwaith eto yn Adeilad Rhestredig Gradd II, sy'n cael ei amgylchynu gan goetir. Mae'r môr yn ffinio'r ardal dde-orllewinol tua'r gogledd-ddwyrain, a ffordd ddi-ddosbarth sy'n ffinio tua'r de-orllewin.

• **Y Promenâd / Traeth Newry** - mae'r ardal hon yn gorwedd i'r dwyrain o Farina presennol Caergybi ac yn ymestyn tua 500 metr ar hyd glan y môr sy'n wynebu ardal yr harbwr lle mae cychod yn cael eu hangori ar fwiau (Clwb Hwyllo Caergybi). Mae'r ardal hon yn cynnwys rhai darnau o draeth tywodlyd, y tu ôl i'r promenâd glan môr / ffordd gerdded. I'r gorllewin o'r ardal hon mae iard gychod bach sy'n gysylltiedig â'r clwb hwyllo a maes parcio, a tua'r dwyrain mae'r amgueddfa forwrol bresennol. Yng nghefn y promenâd mae ardal agored o laswelltir hamdden, ac mae Beach Road yn rhedeg drwyddi.

Yn gryno, byddai'r cais yn cynnwys y canlynol:

- marina gyda 500 angorfa;
- 326 o anheddau newydd (cymysgedd o fflatiau 1 a 2 ystafell wely, a thair 2, 3, 4, a 5 ystafell wely);
- tua 280 o fannau parcio i ymwelwyr;
- tua 380 o fannau parcio preifat;

• **South western area** – this area is also located on the western side of the site and lies behind the north-western area. It has been split into two distinct sub-areas for ease of description:

– *sub area 1* is located in the north-west and contains a large industrial building with associated storage yard. To the east and directly adjacent to this building is Soldier's Point House, a Grade II Listed Building and former hotel. To the east of Soldier's Point House is an area of unkempt grassland with a number of wooded copses which stretch toward the sea front/ harbour;

– *sub area 2* is located to the south and east and contains a large, derelict residential property, Porth y Felin House, again a Grade II Listed Building, which is surrounded by woodland. The south western area is bordered to the north east by the sea and to the south west by an unclassified road.

• **The Promenade/ Newry Beach** – this area lies to the east of the existing Holyhead Marina and stretches approximately 500m along the seafront facing out into an area of the harbour where boats are moored on buoys (Holyhead Sailing Club). This area comprises some lengths of sandy beach, behind which is a seafront promenade/walkway. To the far west of this area is a small boatyard associated with the sailing club and an area of parking and to the east is the existing maritime museum. To the rear of the promenade is an open area of recreational grassland, through which runs Beach Road.

By way of summary, the proposal would comprise the following

- 500 berth marina;
- 326 new dwellings (a mix of 1 and 2 bed apartments, and 2, 3, 4, and

- 4,040m² o ddefnydd masnachol / hamdden;
- busnes hamdden / gwesty 80 gwely;
- 300m² Canolfan Hyfforddiant Hwyllo / leuenctid;
- ardal Traeth y Cyhoedd gyda chyfleusterau lles cymunedol newid;
- amgueddfa forwrol 900m² newydd gyda chanolfan ymwelwyr newydd 1,050 m² (o fewn y Soldier's Point House presennol);
- gweithdai morol newydd;
- tua 250 o fannau parcio gorlif.

Gellir gweld tri 'parth datblygiad' penodol o fewn y datblygiad. Gan symud o'r dwyrain i'r gorllewin, mae'r parthau hyn fel a ganlyn:

- Parth 1 - Y Marina a'r Promenâd;
- Parth 2 - Porth-y-Felin; a
- Parth 3 – Soldier's Point a'r Morglawdd Mawr.

Parth 1: Y Marina a'r Promenâd Mae'r ardal hon o ddatblygiad oddi mewn i ran ddwyreiniol y ffin ddatblygu. Mae'r cais yn ceisio integreiddio marina newydd a chyfleusterau ategol ochr yn ochr â'r marina presennol a Chlwb Hwyllo Caerdybi. Byddai datblygu yn y parth hwn yn cynnwys:

- Marina gyda 500 angorfa – gan gynnwys morglawdd newydd a phontynau fel y bo'r angen;
- Symud yr angorfeydd presennol (tua 150) i le newydd;
- 140 nifer o fflatiau 1 a 2 ystafell wely wedi'u lleoli o fewn blociau 2-4 llawr wedi'u hadeiladu ar hyd y morglawdd newydd, gyda pharcio wyneb ar wahân;
- 8 nifer o gyfleusterau manwerthu / hamdden / masnachol deulawr ar dir a adferwyd ar hyd y glannau Traeth Newry;
- Adfer gerddi suddedig Fictoraidd a llyn cychod model;
- Gwell mynediad a chyfleusterau i Draeth Newry;
- Cadw'r marina presennol a chlwb hwyllo gyda chysylltiadau uniongyrchol i'r marina newydd;

- 5 bed houses);
- circa 280 visitor parking spaces;
- circa 380 private parking spaces;
- 4,040m² of commercial / leisure uses;
- 80 bed leisure / business hotel;
- 300m² Sail Training / Youth Centre;
- Public Beach area with community changing welfare facilities;
- A new 900m² maritime museum with a new 1,050m² visitor centre (within the existing Soldier's Point House);
- New maritime workshops;
- circa 250 space overflow car park.

Three distinct 'development zones' can be identified within the development. Moving east to west, these zones are as follows:

- Zone 1 – The Marina and Promenade;
- Zone 2 – Porth-y-Felin; and
- Zone 3 – Soldier's Point and the Great Breakwater.

Zone 1: The Marina and Promenade This area of the development is located within the eastern section of the development boundary. The proposal seeks to integrate a new marina and complementary facilities alongside the existing marina and Holyhead Sailing Club. Development in this zone would comprise:

- 500 berth marina – including a new breakwater and floating pontoons;
- Relocation of the existing (circa 150) moorings;
- 140 No. 1 and 2 bed apartments housed within 2-4 storey blocks constructed along the new breakwater, with discrete surface parking;
- 8 No. 2-storey retail / leisure / commercial facilities on reclaimed land along the Newry Beach waterfront;
- Reinstatement of Victorian sunken gardens and model boating lake;
- Enhanced access and facilities to Newry Beach;
- Preservation of existing marina and yacht club with direct links to new marina;
- New area of accessible beach adjacent to Mackenzie Landing; and
- New youth / sailing centre at the existing

- Ardal newydd o draeth hygyrch ger Glanfa Mackenzie; a
- Canolfan ieuenctid / hwyllo newydd yn yr ardal forol presennol

Parth 2: Porth-y-Felin Mae parth Porth-y-Felin wedi'i ganoli ar adfer yr Adeilad Rhestredig: Porth-y-Felin House sydd ar hyn o bryd yn adfeiliedig. Byddai datblygu yn y parth hwn yn bennaf ar dir a adferwyd o'r môr a byddai'n cynnwys yn bennaf

- Adfer ac ymestyn yr adeilad rhestredig 'Porth-y-Felin House' fel gwesty 80 gwely gyda chyfleusterau busnes / cynadleddau a thirlunio ar y tir blaen;
- 112 o fflatiau 1 a 2 ystafell wely wedi'u lleoli o fewn blociau fflatiau 2-3 llawr ar hyd glan y dŵr sydd newydd ei adfer;
- 68 nifer o dai tref 2 a 3 ystafell wely 2-3 llawr;
- 6 nifer o eiddo ar wahân 4/5 ystafell wely; a
- Gwell mynediad i gerbydau / cerddwyr i Soldier's Point a Pharc Gwledig y Morglawdd.

Parth 3: Soldiers Point a'r Morglawdd Mawr Mae datblygu yn y parth hwn wedi'i ganoli ar hyn o bryd ar ddod ag adeiladau adfeiliedig Soldier's Point yn ôl i ddefnydd buddiol ac mae'n cynnwys:

- Adfer adeilad rhestredig 'Soldier's Point' fel cyfleuster twristiaeth / hamdden / hyfforddiant, i gynnwys yr amgueddfa forwrol wedi'i hadleoli a gweithdy, ynghyd â chanolfan ymwelwyr tanddaearol newydd. Gwell mynediad i gerddwyr / cerbydau at y Morglawdd Mawr;
- Cyfleusterau peirianeg morol/ cynnal a chadw cychod newydd yn yr adeiladau diwydiannol presennol, ger Soldier's Point.
- Gwell darpariaeth barcio gyhoeddus / parcio gorlif yn y Morglawdd Mawr;
- Gwell cysylltiadau ffisegol o Marine Square drwodd i'r Morglawdd Mawr.

maritime

Zone 2: Porth-y-Felin The Porth-y-Felin zone is centred on the re-instatement of the currently derelict Listed Building: Porth-y-Felin House. Development in this zone would mostly be on land reclaimed from the sea and would predominantly comprise:

- Restoration and extension of the listed building 'Porth-y-Felin House' as an 80-bed hotel with business / conference facilities and foreground landscaping;
- 112 No. 1 and 2-bed apartments housed within 2-3 storey apartment blocks along the newly reclaimed waterfront;
- 68 No. 2 and 3-bed 2-3 storey townhouses;
- 6 No. 4/5-bed detached properties; and
- Improved vehicular / pedestrian access to Soldier's Point and the Breakwater Country Park.

Zone 3: Soldiers Point and the Great Breakwater Development in this zone is focused on bringing the currently derelict Soldier's Point buildings back into beneficial use and comprises:

- Restoration of listed building 'Soldier's Point' as a tourist / leisure / training facility, to include the relocated maritime museum and workshop, together with new, subterranean visitor centre. Improved pedestrian / vehicular access to the Great Breakwater;
- New marine engineering / boat maintenance facilities at the existing industrial buildings, adjacent to Soldier's Point.
- Enhanced public / overflow parking provision at the Great Breakwater;
- Enhanced physical linkages from Marine Square through to the Great Breakwater.

2. Mater(ion) Allweddol

Er y bydd cais o'r fath a maint hwn yn anochel yn codi ystod eang ac amrywiol o faterion rwyf wedi crynhoi'r hyn yr wyf yn eu hystyried fel y prif rai fel a ganlyn;

P'un a yw egwyddor y datblygiad yn dderbyniol yn nhermau polisi cynllunio. Materion yn codi o raddfa a natur y marina a'r defnydd cymysg cysylltiedig.

P'un a yw'r cais yn cael effaith amgylcheddol derbyniol

3. Prif Bolisiâu

Cynllun Lleol Ynys Môn

Polisi 1 - Polisi Cyffredinol
Polisi 2 - Swyddi Newydd
Polisi 5 - Dylunio
Polisi 19 - Siopa
Polisi 23 - Trafnidiaeth Gyhoeddus
Polisi 26 - Parcio Ceir
Polisi 28 - Gorfifo Llanw a Llifogydd Afon
Polisi 31 - Tirwedd.
Polisi 33 - Cadwraeth Natur.
Polisi 36 - Datblygu Arfordirol
Polisi 37 - Mynediad Cyhoeddus
Polisi 38 - Adennill Tir
Polisi 39 - Archeoleg
Polisi 40 & 41 - Cadwraeth Adeiladau
Polisi 42 - Dylunio
Polisi 48 - Meini Prawf Datblygu Tai
Polisi 49 - Aneddiadau diffiniedig
Polisi 51 - Safleoedd Mawr.
Polisi 53 - Anheddau newydd yng Nghefn Gwlad
Cais FF10 – Seilwaith Ffisegol a'r Amgylchedd - Gwelliannau Amgylcheddol Traeth Newry

Cynllun Fframwaith Gwynedd

Polisiâu Strategol 1, 2,3,4,5 & 6.
Polisiâu Tai A1, A3, A7 & A9.
Polisiâu Pobl a Swyddi B1 & B12.
Polisiâu Ynni C8.
Polisiâu Twristiaeth a Hamdden CH1, CH10 & CH13

2. Key Issue(s)

Whilst an application of this type and scale will inevitably raise a wide and diverse range of issues I have distilled what I consider to be the main as follows;

Whether the principle of development is acceptable in planning policy terms. Issues arising from the scale and nature of the marina and the related mixed uses.

Whether the proposal has an acceptable environmental impact

3. Main Policies

Ynys Môn Local Plan

Policy 1 – General Policy
Policy 2 – New Jobs
Policy 5 - Design
Policy 19 - Shopping
Policy 23 – Public Transport
Policy 26 – Car Parking
Policy 28 – Tidal Inundation and River Flooding
Policy 31 – Landscape.
Policy 33 – Nature Conservation.
Policy 36 – Coastal Development
Policy 37 – Public Access
Policy 38 – Land Reclamation
Policy 39 – Archaeology
Policy 40 & 41 – Conservation of Buildings
Policy 42 – Design
Policy 48 – Housing Development Criteria
Policy 49 – Defined Settlements
Policy 51– Large Sites.
Policy 53 – New dwellings in the Countryside
Proposal FF10 – Physical Infrastructure & Environment – Newry Beach Environmental Improvements.

Gwynedd Structure Plan

Strategic Policies 1, 2,3,4,5 & 6. Policy Housing Policies A1, A3, A7 & A9. People & Jobs Policies B1 & B12. Energy Policies C8. Tourism & Recreation Policies CH1, CH10 & CH13

Polisiâu Amgylcheddol
D1,D4,D15,D16,D17,D19,
D20,D21,D22,D24,D25,D26,D28,D29 &
D32.
Polisiâu Gwasanaethau Cymunedol F6 &
F8.
Polisiâu Trafnidiaeth FF11, FF12, FF15,
FF16, FF17 & FF20.

Cynllun Datblygu Unedol wedi'i Stopio

Polisi Strategol - PO1 Cyflogaeth
Polisi Strategol - PO2 Strategaeth
Aneddiadau a Hierarchaeth.
Polisi Strategol - PO3 Iaith a Diwylliant
Polisi Strategol - P O4 Cludiant Integredig a
Lleoliad Datblygu.
Polisi Strategol - PO6 Gweithio gyda'n
cymdogion.
Polisi Strategol - PO7 Twristiaeth
Polisi Strategol - PO8 Amgylchedd
Polisi Strategol - PO8a Arfordir
Annatblygedig.

Polisi GP1 - Cyfarwyddyd Rheoli datblygu
Polisi GP2 - Dylunio
Polisi EP9 - Manwerthu y tu allan i
ganolfannau presennol.
Polisi TR3 - Dylunio Priffyrdd
Polisi TR10 - Safonau Parcio
Polisi TR10a - Cyfleusterau Parcio i Fysus
Polisi TO1 - Atyniadau newydd ac
estyniadau i atyniadau presennol.
Polisi TO8 - Cyfleusterau Dŵr neu Gychod.
Polisi - TO9 - Gwobrau Baner Las ayb.
Polisi TO 10 - Llwybrau Adloniant
Polisi TO 14 - Mannau Amwynder
Polisi EN1 - Cymeriad Tirwedd
Polisi EN4 - Bioamrywiaeth
Polisi EN5 - Safleoedd Rhyngwladol
Polisi EN 6 - Safleoedd Cenedlaethol
Polisi EN9 - Datblygu mewn neu ger
cyrsiâu Gwlyptiroedd Dŵr, a Thraethlinau.
Polisi EN10 - Tirweddau, Parciau a Gerddi
Polisi EN12 - Safleoedd Archeolegol a'r
Amgylchedd Hanesyddol.
Polisi EN13 - Cadwraeth Adeiladau.
Polisi EN15 - Prosiectau
Polisi EN16 - Nodweddion Tirwedd o
bwysigrwydd mawr i blanhigion ac
anifeiliaid.

Environmental Policies
D1,D4,D15,D16,D17,D19,
D20,D21,D22,D24,D25,D26,D28,D29 &
D32.
Community Services Policies F6 & F8.
Transport Policies FF11, FF12, FF15,
FF16, FF17 & FF20.

Stopped Unitary Development Plan

Strategic Policy – PO1 Employment
Strategic Policy – PO2 Settlement Strategy
& Hierarchy.
Strategic Policy – PO3 Language &
Culture
Strategic Policy – P O4 Integrated
Transport and the location of
Development.
Strategic Policy – PO6 Working with our
neighbours.
Strategic Policy – PO7 Tourism
Strategic Policy – PO8 Environment
Strategic Policy – PO8a Undeveloped
Coast.

Policy GP1 – Development control
Guidance
Policy GP2 – Design
Policy EP9 – Retailing outside existing
centres.
Policy TR3 – Highway Design
Policy TR10 – Parking Standards
Policy TR10a – Coach Parking Facilities
Policy TO1 – New attractions & extensions
to existing attractions.
Policy TO8 – Water or Boating facilities.
Policy – TO9 – Blue Flag Awards etc
Policy TO10 – Recreational Routes
Policy TO14 – Amenity Space
Policy EN1 – Landscape Character
Policy EN4 – Biodiversity
Policy EN5 – International Sites
Policy EN 6 – National Sites
Policy EN9 – Development in or near
Wetlands,Water Courses and Shorelines.
Policy EN10 – Landscape, Parks &
Gardens
Policy EN12 – Archaeological sites and the
Historic Environment.
Policy EN13 – Conservation of Buildings.
Policy EN15 – Projects

Polisi - HP1 - Cyflenwad 5 mlynedd
Polisi HP2 - Dwysedd Tai
Polisi HP3 - Datblygu Tai Newydd Prif
Ganolfannau a rhai Eilaidd
Polisi HP6 - Anheddau yn y cefn gwlad
agored
Polisi HP7 - Tai fforddiadwy - yr angen am
dai
Polisi SG2 - Datblygu a Llifogydd
Polisi SG4 - Gwaredu Carthion
Polisi SG6 - Dŵr Wyneb Ffo
Polisi SG7 - Sŵn
Polisi SG8 - Ansawdd Aer

Polisi Cynllunio Cymru, 4ydd Argraffiad,
2011

Canllawiau Cynllunio Atodol - Dylunio ar
gyfer yr Amgylchedd Trefol a Gwledig

Canllawiau Cynllunio Atodol - Safonau
Parcio

Canllawiau Cynllunio Atodol – Cynllunio
a'r Iaith Gymraeg.

Canllawiau Cynllunio Atodol – Tai
Fforddiadwy.

Canllawiau Cynllunio Atodol –
Goblygiadau Cynllunio.

TAN 1 Argaeledd Tir ar gyfer Tai,
TAN 2 Cynllunio a Thai Fforddiadwy,
TAN 4 Manwerthu a chanol trefi
TAN 5 Cadwraeth Natur a Chynllunio,
TAN 12 Dylunio
TAN15 – Datblygu a Risg Llifogydd
TAN 16 Chwaraeon, Hamdden a Mannau
Agored
TAN 18 Trafnidiaeth,
TAN 20 Yr Iaith Gymraeg
TAN 22 Cynllunio ar gyfer Adeiladau
Cynaliadwy
Safleoedd Polisi Cynllunio Interim Mawr
(2011).

4. Ymateb i'r Ymgynghori a
Chyhoedduswydd

Policy EN16 – Landscape features of
major importance for flora and fauna.
Policy – HP1 – 5 year supply
Policy HP2 – Housing Density
Policy HP3 – New Housing Development
Main and Secondary Centres
Policy HP6 - Dwellings in the open
countryside
Policy HP7 – Affordable housing – housing
need
Policy SG2 – Development and Flooding
Policy SG4 – Foul Sewage Disposal
Policy SG6 – Surface Water Run-off
Policy SG7 – Noise
Policy SG8 – Air Quality

Planning Policy Wales 4th Edition 2011.

Supplementary Planning Guidance –
Design Guide for the Urban and Rural
Environment

Supplementary Planning Guidance –
Parking Standards

Supplementary Planning Guidance –
Planning and the Welsh Language.

Supplementary Planning Guidance –
Affordable Housing.

Supplementary Planning Guidance –
Planning Obligations.

TAN 1 Joint Housing Land Availability,
TAN 2 Planning and Affordable Housing,
TAN 4 Retailing and town centres
TAN 5 Nature Conservation and Planning,
TAN 12 Design
TAN15 – Development and Flood Risk
TAN 16 Sport, Recreation and Open
Space
TAN 18 Transport,
TAN 20 The Welsh Language
TAN 22 Planning for Sustainable
Buildings. At
Interim Planning Policy Large Sites
(2011).

4. Response to Consultation and
Publicity

Cafwyd dau gylch o ymgynghori yn 2011 mewn perthynas â'r cyflwyniadau gwreiddiol ac yn 2012 mewn perthynas â'r cyflwyniadau ychwanegol.

Rhestrir isod grynodeb byr o'r ymatebion a dderbyniwyd;

Aelod Lleol (Cyng. R LI Jones) - Yn gwrthwynebu ar y sail y byddai'r bwriad yn cael effaith andwyol ar yr ardal gadwraeth a'i chymeriad.

Aelod Lleol (Cyng. JV Owen) – Ni chafwyd ymateb ffurfiol

Cyngor Tref Caergybi – Yn cefnogi'r cais ar sail budd economaidd i'r dref a'r ardal gyfagos.

Gofyn am wneud cytundeb Adran 106 i bennu bod y lawntiau yn Nhraeth Newry yn cael eu trosglwyddo i'w meddiant, ynghyd â swm gohiriedig ar gyfer eu cynnal. Yn ogystal maent yn gofyn am lunio cytundeb cyfreithiol yn ei gwneud yn ofynnol i Stena Conygar ddod yn gyfreithiol gyfrifol am gynnal a chadw'r Morglawdd Mawr yn y dyfodol.

Dŵr Cymru - Ar y cychwyn roeddynt yn gwrthwynebu ar sail bod problemau cyflenwad dŵr ond maent wedi tynnu eu gwrthwynebiad yn ôl wedi hynny ar yr amod y gellir atodi amod cynllunio yn nodi'r gwaith sydd raid ei wneud ar y rhwydwaith cyflenwi dŵr cyn cychwyn y datblygiad.

CADW - Yn cynghori fod eu sylwadau yn cael eu cyfyngu i'r agweddau hynny sydd o fewn eu cylch gwaith; effaith y datblygiad ar henebion cofrestredig neu Dirweddau Hanesyddol Cofrestredig, Parciau a Gerddi. Ar y sail hon, nid oes ganddynt unrhyw bryderon.

Y Weinyddiaeth Amddiffyn - Er bod manylion wedi cael eu darparu, dywedodd

Two rounds of consultation have taken place in 2011 in respect of the original submissions and in 2012 in respect of the additional submissions.

Listed below are brief summary of responses received;

Local Member (Cllr R LI Jones) – Objects on the grounds that the proposal would have a detrimental impact on the conservation area and its character.

Local Member (Cllr J V Owen) – No formal response received

Holyhead Town Council – Support the application on the grounds of economic benefit to the town and surrounding area. Request that a Section 106 agreement be entered into stipulating that the greens at Newry Beach be transferred to their ownership together with a commuted sum for their upkeep. In addition request that a legal agreement be drawn up require that Conygar Stenna become legally responsible for the future upkeep and maintenance of the Great Breakwater.

Welsh Water – Initially objected on the grounds that there were water supply problems however they have subsequently removed their objection provided that a planning condition can be attached stipulating that required works to the water supply network are undertaken prior to commencement of the development.

CADW - Advise that their comments are restricted solely to those aspects that fall within their remit; the impact of development on scheduled monuments or Registered Historic Landscapes, Parks and Gardens. On this basis they have no concerns.

Ministry of Defence – Although details were provided the MOD initially advised that they were unable to determine the application without details of building

y Weinyddiaeth Amddiffyn i ddechrau nad oeddynt yn gallu penderfynu ar y cais heb fanylion am uchder yr adeiladau. Cawsant eu cyfeirio at y wybodaeth berthnasol ond nid ydynt wedi gwneud unrhyw sylwadau pellach.

Llywodraeth Cymru (Prifffyrdd) - Cadarnhau y bydd y traffig a gynhyrchir gan y datblygiad hwn yn cael effaith ar y gyffordd signalau yn y Bont Ddu. Cyfarwyddo gosod amod ynghlwm wrth unrhyw ganiatâd yn ei gwneud yn ofynnol cyflwyno cynllun ar gyfer y camau signalau traffig ar y gyffordd hon a chael cymeradwyaeth iddo cyn i'r datblygiad ddod yn weithredol.

Prifffyrdd - Yn yr un modd nid yw'r Awdurdod Prifffyrdd yn gwrthwynebu, yn amodol ar i'r gwaith a nodwyd yn y Bont Ddu a chyffyrdd Victoria Road / Stryd Boston gael ei wneud, ynghyd â'r gwelliannau mwy lleol yn ardaloedd Porth Felin a Soldiers Point. Maent yn mynnu bod cyflwyno Cynllun Rheoli Traffig Cyfnod Adeiladu a Chynllun Teithio yn amod o'r caniatâd.

Cyngor Cefn Gwlad Cymru - Mae CCGC yn gwrthwynebu'r cyflwyniadau gwreiddiol hyd nes y bo sawl mater sy'n peri pryder yn cael sylw. Mae'r rhain yn ymwneud â chael gwared ar rywogaethau ymledol nad ydynt yn frodorol (*Didemnum vexillum*) a phryderon ynghylch gwybodaeth a chasgliadau'r Aseiad Tirwedd ac Effaith Weledol yr ymgeisydd; yn ymwneud â maint y newid, yr angen am fannau golygfa ychwanegol, diffyg aseiad morlun, diffyg dadansoddiad effaith nos, a diffyg strategaeth blannu.

Ni chafwyd unrhyw ymateb i'r cyflwyniadau ychwanegol a roddwyd gan yr ymgeisydd ar adeg ysgrifennu'r adroddiad hwn.

Asiantaeth yr Amgylchedd Cymru - Cadarnhau bod y mesurau lliniaru a gynigir yn y canlyniadau aseiad llifogydd a gyflwynwyd yn bodloni'r gofynion perthnasol ac ar y sail honno nid ydynt yn gwrthwynebu yn destun i amodau.

heights. They were referred to the relevant information but have not made any further comments.

Welsh Government (Highways) – Confirm that the traffic generated by the development will have an effect on the signalised junction at Black Bridge. Directs that a condition be attached to any permission requiring that a scheme for the phasing of traffic signals at this junction shall be submitted and approved before the development is operative.

Highways - The Highways Authority likewise raise no objections subject to the identified works at the Black Bridge and Victoria Road/Boston Street junctions being carried out, together with the more localised improvements in the Porth Y Felin and Soldiers Point areas. They require that a condition of approval is the submission of a Construction Phase Traffic Management Plan and Travel Plan

Countryside Council for Wales - The CCW objected to the original submissions until several issues of concern were addressed. These related to the eradication of non native invasive species (*Didemnum vexillum*) and concerns regarding the information and conclusions in the applicants Landscape and Visual Impact Assessment; relating to magnitude of change, the need for additional viewpoints, a lack of a seascape assessment, a lack of a night-time impact analysis and a lack of a planting strategy

No response to the additional submissions made by the applicant had been received at the time of writing this report.

Environment Agency Wales – Confirm that the mitigation measures proposed in the submitted flood consequences assessment meet the relevant requirements and on that basis do not object subject to conditions. Concerns are raised in respect of the

Mynegi pryderon mewn perthynas â lledaeniad posibl o rywogaethau anffroddol ymlledol (carpet sea squirt) yn ystod y gwaith adeiladu a gweithrediad y cyfleuster, ac maent yn nodi bod angen ei ddileu cyn mynd ymlaen i ddatblygu. Mae hefyd angen datganiad dull ar gyfer dileu llysiâu'r dial, a gwneir argymhellion o ran creu cynefinoedd a gwelliannau bioamrywiaeth.

Swyddog Hawliau Tramwy Cyhoeddus - nid yw'n gwrthwynebu ond yn awgrymu bod ystyriaeth bellach yn cael ei rhoi i lwybr arfaethedig y llwybr arfordirol drwy'r safle.

Draenio - Cadarnhau bod y cais o fewn ardal a wasanaethir gan garthffosydd cyhoeddus a bod y dulliau a fwriedir o gael gwared â dŵr budr a dŵr wyneb yn ymddangos yn foddhaol mewn egwyddor. Awgrymu ymgynghori â Dŵr Cymru, a nodi y bydd angen caniatâd Asiantaeth yr Amgylchedd ar gyfer y gollyngiadau dŵr wyneb arfaethedig.

Datblygu Economaidd - Cefnogi'r datblygiad yn seiliedig ar gydweiddiad clir gyda strategaethau cenedlaethol a lleol, angen economaidd, effaith gadarnhaol ar gyflogaeth, cyfoeth a chydbwysedd cymdeithasol. Dynodi rhai meysydd sy'n peri pryder, ond yn fodlon y gellir eu datrys.

Iechyd yr Amgylchedd - Gwneud sylwadau penodol ynghylch tir wedi'i lygru, a nodi y bydd archwiliad safle pellach yn ofynnol i lywio'r dylunio manwl.

Ymddiriedolaeth Archeolegol Gwynedd - Argymhell bod asesiadau a gwerthusiadau pellach yn cael eu cynnal cyn i unrhyw ganiatâd gael ei roi yn y dyfodol. Yn awgrymu bod amod i'r perwyl hwnnw ynghlwm wrth y caniatâd cynllunio amlinellol.

Mae'r cais wedi'i hysbysebu helaeth yn unol â gofynion statudol yn 2011 a 2012.

potential spread of non-native invasive species (carpet sea squirt) during the construction and operation of the facility and they state that eradication is required before development proceeds. A method statement for the eradication of Japanese knotweed is also required and recommendations are made regarding the creation of habitats and biodiversity enhancements.

Public Rights of Way Officer – Does not object but suggests that further consideration is given to the proposed route of the coastal footpath through the site.

Drainage – Confirm that the proposal is within an area served by public sewers and that the intended methods of foul and surface water disposal seem satisfactory in principle. Consultation with Welsh Water is suggested and it is noted that other the consent of the Environment Agency will be required for proposed surface water discharges.

Economic Development – Support the development based on the clear fit with national and local strategies, economic need, the positive impact on employment, wealth and social balance. Identify some areas of concern but are satisfied that they can be resolved.

Environmental Health – Make specific comments regarding contaminated land and note that further site investigation will be required to inform detailed design.

Gwynedd Archaeological Trust – Recommend that further assessments and evaluations are carried out before any future consents are granted. Suggest that a condition to that effect be attached to the outline planning permission.

The application has been extensively publicised in accordance with statutory requirements in 2011 and 2012.

Ar adeg ysgrifennu'r adroddiad hwn derbyniwyd tua 370 lythrau unigol o wrthwynebiad yn yr adran ynghyd ag 8 deiseb o wrthwynebiad yn cynnwys tua 4,170 o enwau.

Derbyniwyd un llythyr o gefnogaeth.

Er bod y mwyafrif helaeth o sylwadau gan drigolion yn ardal Caergybi, daeth cyfran o ardaloedd eraill yn Ynys Môn a'r DU.

Nid yw'n bosibl nac yn ddefnyddiol cynnwys bob pwynt a wnaed yn fanwl, serch hynny, gall y prif faterion a godwyd gael eu crynhoi fel a ganlyn:

Dim angen gan nad yw'r marina presennol a'r fflatiau wedi cael ei meddiannu yn llawn

Colli golygfeydd pwysig.

Aflonyddu, anghyfleustra a llygredd dros nifer o flynyddoedd yn ystod y cyfnod adeiladu. Gwneud cymariaethau â safle datblygu sydd wedi'i oedi yn Iwerddon

Dim angen ail gartrefi drud yng Nghaergybi a fyddai tu hwnt i gyrraedd pobl leol.

Colli Traeth Newry fel cynefin morol pwysig ac ased hamdden.

Effaith andwyol ar osodiad yr ardal gadwraeth ac adeiladau rhestredig.

Effaith niweidiol ar ganol y dref, busnesau a swyddi sy'n bodoli eisoes. Pryderon ynghylch nifer ac ansawdd y swyddi newydd a grëir mewn gwirionedd.

Effaith niweidiol ar yr iaith Gymraeg.

Graddfa ac uchder yr adeiladau allan o gymeriad.

Effaith niweidiol ar fynediad cyhoeddus a mwynhad o ardal y promenâd ar gyfer hamdden anffurfiol.

At the time of writing this report approximately 370 individual letters of objection had been received at the department together with 8 petitions of objection containing approximately 4,170 names.

One letter of support has been submitted.

Whilst the vast majority of representations are from residents in the Holyhead area a proportion are from further afield on Anglesey and the UK.

It is neither possible or useful to cover in detail each and every point made, nevertheless the main issues raised can be summarised as being :

Lack of need as existing marina and apartments is not fully occupied.

Loss if important views.

Disruption, inconvenience and pollution over many years during the construction phase. Comparisons made with a stalled development site in Ireland

No need for expensive second homes in Holyhead that would be beyond the means of local people.

Loss of Newry Beach as an important marine habitat and recreational asset.

Detrimental impact on the setting of the conservation area and listed buildings.

Detrimental impact on town centre, existing businesses and jobs. Concerns regarding the number and quality of new jobs actually created.

Detrimental impact on Welsh language.

Scale and height of buildings out of character.

Detrimental impact on public access and

Pryderon Traffig.

Hyfywedd y cais.

Diffyg capasiti mewn gwasanaethau lleol.

Pryder ynghylch cyflwr a dyfodol y Morglawdd Mawr.

Cyfeiriad at ddarpariaethau Deddf Seneddol 1840 "Harbwr Lloches".

Mae'r adrannau canlynol yn delio â'r materion cynllunio perthnasol a godwyd gan y gwrthwynebwyr.

enjoyment of promenade area for informal recreation.

Traffic concerns.

Viability of proposal.

Lack of capacity in local services.

Concern over condition and future of the Great Breakwater.

Reference to provisions of the 1840 Act of Parliament "Harbour of Refuge".

The following sections deal with the material planning matters raised by objectors.

5. Hanes Cynllunio Perthnasol

19C1046/SCO - Barn sgopio ar y posibiliadau ar gyfer gwaith adfywio yn cynnwys 1) system pontŵn o lwybrau pren fel y bo'r angen, yn cael eu diogelu gan forglawdd newydd, gyda lle i tua 500 o gychod; 2) swyddfa marina (captainerie ac ystafell ymolchi); 3) siandler; 4) tua 400 o unedau preswyl; 5) gwesty; 6) unedau hamdden / manwerthu; 7) adeilad clwb hwylio newydd; 8) cyfleusterau storio cychod; 9) cyfleusterau cynnal a chadw cychod; 10) parcio ceir a thirlunio caled / meddal 11) seilwaith gan gynnwys ffyrdd newydd a systemau draenio ac i gynnwys adennill tir o'r môr yng Nglan y Dŵr Caergybi.

Angen EIA 29.01.2010.

6. Prif Faterion Cynllunio

A yw'r egwyddor datblygu yn dderbyniol yn nhermau polisi cynllunio

Cyd-destun Polisi Cenedlaethol a Rhanbarthol

Cynllun Gofodol Cymru (Diweddariad 2008) yw'r fframwaith trosfwaol a'r offeryn integreiddio ar gyfer polisi cynllunio yng

5. Relevant Planning History

19C1046/SCO – Scoping opinion for regeneration works comprising of 1) a pontoon system of floating boardwalks, protected by a new breakwater, with capacity for approximately 500 boats; 2) a marina office (captainerie and washroom); 3) a chandlery;4)approximately 400 residential units; 5) a hotel;6)leisure/retail units;7)a new sailing club building;8)boat storage facilities;9)boat maintenance facilities;10)car parking and hard/soft landscaping 11) infrastructure including new roads and drainage systems and to include reclamation of land from the sea at Holyhead Waterfront, Holyhead. EIA required 29.01.2010.

6.Main Planning Issues

Is the principle of development acceptable in planning policy terms.

National and Regional Policy Context

The Wales Spatial Plan (2008 Update) is the overarching framework and integration tool for planning policy in Wales. The proposed development site at Holyhead is

Nghymru. Mae safle'r datblygiad arfaethedig yng Nghaergybi wedi'i leoli oddi mewn i Ardal Cynllun Gofodol 'Gogledd-orllewin Cymru - Eryri a Môn' ac mae'n cael ei nodi fel canolfan eilaidd, Anheddiad Allweddol, ardal o Gysylltedd Cenedlaethol (Porth Rhyngwladol Allweddol), ardal o Botensial Arfordirol, Ardal Adfywio Allweddol ac Ardal Sector Busnes allweddol.

Mae'r Cynllun Gofodol yn cydnabod nifer o flaenoriaethau strategol allweddol sy'n cynnwys manteisio ar amgylchedd rhagorol y rhanbarth trwy adeiladu twristiaeth gynaliadwy o werth uwch, gan wireddu potensial hamdden morol a gweithgareddau awyr agored.

Mae datblygu Caergybi yn cael ei ystyried fel modd o gynorthwyo i osod sail ar gyfer lledaenu ffyniant a thwf yn yr ardal yn ei chyfanrwydd, ac mae'r Cynllun Gofodol yn cydnabod yn benodol y porthladd fferi fel porth i Iwerddon, a datblygiad marina fel cyfle penodol ar gyfer yr ardal.

Mae Cynllun Gweithredu "Môn a Menai" wedi'i ymgorffori yn Strategaeth Ardal Gogledd Orllewin Cymru. Mae'r Cynllun (2008) yn cefnogi datblygiad harbwr Caergybi ac yn nodi'n benodol "*Glan y Dŵr Caergybi; Byddwn yn cefnogi datblygiad yr Harbwr Allanol ac ardaloedd Glan y Dŵr Caergybi, gan gynnwys marina, tai, a chyfleusterau ar y tir, i ddarparu cyswllt effeithiol rhwng y dref ac ardal y Morglawdd*".

Polisi Cynllunio Cymru (Rhifyn 4) (PPW)

Mae hwn yn amlinellu polisiau cynllunio defnydd tir Llywodraeth Cymru. Mae nifer o adrannau yn berthnasol i'r datblygiad arfaethedig ac mae'r rhain yn cynnwys adran 4.0 Cynllunio ar gyfer Cynladwyedd, adran 5.0 Gwarchod a Gwella Treftadaeth Naturiol ac Arfordir, adran 6.0 Gwarchod yr Amgylchedd Hanesyddol, adran 7.0 Cefnogi'r Economi, adran 8.0, Trafnidiaeth, adran 9.0 Tai ac adran 11.0 Twristiaeth, Chwaraeon a

located within the 'North West Wales – Eryri a Mon' Spatial Plan Area and is identified as being a secondary hub, a Key Settlement, an area of National Connectivity (a Key International Gateway), an area of Coastal Potential, a Key Regeneration Area and a key Business Sector Area.

The Spatial Plan recognises a number of key strategic priorities that include capitalising on the region's outstanding environment by building up higher-value sustainable tourism by realising the potential of marine leisure and outdoor activities.

Developing Holyhead is seen as helping to underpin the spread of prosperity and growth in the area as a whole and The Spatial Plan specifically recognises the ferry port gateway to Ireland and a marina development as a specific opportunity for the area.

Incorporated into the North West Wales Area Strategy is the "Mon a Menai" Action Plan (2008) supports the development of Holyhead harbour and specifically states "*Holyhead Waterfront ; We will support the development of the Outer Harbour and Waterfront areas of Holyhead, including the marina, housing, and onshore facilities, to provide an effective link between the town and the Breakwater area*".

Planning Policy Wales (Edition 4) (PPW)

Sets out the land use planning policies of the Welsh Government. A number of sections are relevant to the proposed development and these include section 4.0 Planning for Sustainability, section 5.0 Conserving and Improving Natural Heritage and the Coast, section 6.0 Conserving the Historic Environment, section 7.0 Supporting the Economy, section 8.0 Transport, section 9.0 Housing and section 11.0 Tourism, Sport and Recreation.

Hamdden.

Mae'r Datganiad Cynllunio ategol a gyflwynwyd gyda'r cais yn asesu cydymffurfiaeth y cais gyda Pholisi Cynllunio Cymru ac mae'n dangos cydymffurfiaeth â'r gofynion a nodir yn yr adrannau y cyfeirir atynt uchod. Yn benodol, cyfeirir at y ffaith fod y datblygiad yn lleihau cymryd tir trwy adennill tir o'r môr, lleoliad y datblygiad yn agos at ganol Caerdybi, lleihau'r galw am deithio mewn car, ac agosrwydd at gyfleusterau cyflogaeth presennol, addysg, iechyd, cymunedol a hamdden. Yn ogystal, byddai'r datblygiad yn hygyrch drwy amrywiaeth o ddulliau trafndiaeth, a fyddai'n annog amrywiaeth yn yr economi lleol a byddai'n cyfrannu'n gadarnhaol at wella bywiogrwydd economaidd yr ardal.

Mae'r Datganiad Cynllunio ategol yn awgrymu y byddai'r cais yn cyd-fynd â byrdwn polisi'r Nodiadau Cyngor Technegol perthnasol (TAN 1 Argaeledd Tir ar Gyfer Tai, TAN 2 Cynllunio a Thai Fforddiadwy, TAN 4 Manwerthu a chanol trefi, TAN 5 Cadwraeth Natur a Chynllunio, TAN 12 Datblygu a Pherygl o Lifogydd, TAN 18 Trafndiaeth, TAN 20 Yr Iaith Gymraeg a TAN 22 Cynllunio ar gyfer Adeiladau Cynaliadwy). Er na chyfeirir atynt yn y Datganiad Cynllunio ategol, mae TAN 16, Chwaraeon, Hamdden a Mannau Agored yn cyfeirio at Weithgareddau Hamdden Dŵr o ran y cyfraniad at yr economi gwledig a threfol ac at reolaeth amgylcheddol. Mae TAN 16 hefyd yn cyfeirio at Strategaeth Twristiaeth Arfordirol Llywodraeth Cymru (2007) fel fframwaith ar gyfer datblygu twristiaeth arfordirol.

Ystyrir bod y cais yn gyffredinol yn cydymffurfio â'r canllawiau TAN perthnasol a bydd asesiad o rai materion polisi penodol yn cael ei wneud o dan y penawdau prif fater sy'n dilyn.

Felly, ar y lefel genedlaethol a rhanbarthol mae cefnogaeth benodol ar gyfer egwyddor gyffredinol y datblygiad arfaethedig o safbwynt economaidd-cymdeithasol.

The supporting Planning Statement submitted with the application assesses compliance of the proposal with PPW and indicates conformity with the requirements set out in the sections referred to above. In particular reference is made to the development minimising land-take through the reclamation of land from the sea, the location of the development close to Holyhead centre, minimises the demand for car travel and the close proximity to existing employment, education, health, community and leisure facilities. In addition, the development would be readily accessible by a variety of transport modes, would encourage diversity in the local economy and it would contribute positively to improving the economic vitality of the area.

The supporting Planning Statement suggests that the proposal would accord with the policy thrust of the relevant Technical Advice Notes (TAN 1 Joint Housing Land Availability, TAN 2 Planning and Affordable Housing, TAN 4 Retailing and town centres TAN 5 Nature Conservation and Planning, TAN 12 Development and Flood Risk, TAN 18 Transport, TAN 20 The Welsh Language and TAN 22 Planning for Sustainable Buildings). Although not referred to in the supporting Planning Statement TAN 16 Sport, Recreation and Open Space makes reference to Water Based Recreation in terms of the contribution to the rural and urban economy and to environmental management. TAN 16 also refers to the Welsh Government's Coastal Tourism Strategy (2007) as a framework for the development of coastal tourism.

The proposal is considered to be in general conformity with the relevant TAN guidance and assessment of some specific policy issues will be carried out under the main issue headings which follow. Therefore, at the national and regional

Cyd-destun Polisi Lleol

Mae'r cynllun datblygu statudol a fabwysiadwyd ar gyfer yr ardal wedi dyddio braidd ac mae'n cynnwys Cynllun Fframwaith Gwynedd (CFfG) dyddiedig 1993 a Chynllun Lleol Ynys Môn (YMLP) dyddiedig 1996. Mae Cynllun Datblygu Unedol Ynys Môn Wedi'i Stopio (CDU) dyddiedig 2005 yn ystyriaeth gynllunio, ac er nad yw wedi'i fabwysiadu'n ffurfiol mae'n ffurfio rhan o'r cynllun datblygu. Yn fwy diweddar yn 2011 mabwysiadodd y Cyngor Bolisi Cynllunio Interim (IPP) "Safleoedd Mawr Polisi Tai".

Yn ei hanfod, mae'r cais cyfan y tu allan i'r ffin datblygu YMLP mabwysiedig. Mae'r dyraniad ar gyfer FF10 'Gwelliannau Amgylcheddol' yn cynnwys y cyfan o ardal Traeth Newry ac yn ymestyn heibio Soldier's Point hyd at ddyraniad arall FF9 sydd ar gyfer 'Datblygiad pellach y Parc Gwledig'. Mae'r rhan fwyaf o'r ardal o fewn y ffin Cynllun Lleol ac sy'n destun i ddyraniad FF10 wedi gweld gwelliannau amgylcheddol i'r amgylchedd adeiledig, fodd bynnag nid oes cynigion o'r fath wedi cael eu gweithredu ar ardal y pentir sy'n cynnwys Porth y Felin House a Soldiers Point.

Yn y CDU Wedi'i Stopio, ymestynnwyd y ffin ddatblygu i gynnwys y pentir lle mae Porth y Felin House a Soldiers Point, bron yr un ardal a ddyrannwyd fel FF10 yn y Cynllun YMLP. Fodd bynnag, nid oes unrhyw ddyraniad penodol wedi cael ei wneud sy'n adlewyrchu'r ffaith bod cynllun gwella amgylcheddol YMLP wedi bod yn weithredol. Mae'r tir y bwriedir ei adennill o'r môr fel rhan o'r cais hwn yn gorwedd y tu allan i ffin ddatblygu'r YMLP a'r CDU wedi'i stopio.

Ni fwriedir dadansoddi'n fanwl y polisïau perthnasol (a restrir yn rhan 3 o'r adroddiad hwn), ond mae'n amlwg bod y rhan fwyaf o elfennau o fewn y cais, yn amodol ar y cyfiawnhad perthnasol, yn gallu cael eu penderfynu a'u cefnogi o dan y polisïau

level there is specific support for the broad principle of the proposed development from a socio-economic perspective.

Local Policy Context

The statutory and adopted development plan for the area is somewhat outdated and includes the Gwynedd Structure Plan (GSP) dated 1993 and the Ynys Mon Local Plan (YMLP) dated 1996. The Stopped Ynys Mon Unitary Development Plan (UDP) dated 2005 although not formally adopted and forming part of the development plan is a material planning consideration. More recently in 2011 the Council adopted an Interim Planning Policy (IPP) "Housing Policy Large Sites".

In essence the whole proposal falls outside the adopted YMLP development boundary. An allocation for FF10 'Environmental Improvements' covers the whole of the Newry Beach area and extends past soldier point up to another allocation FF9 which is for 'Further development of country park'. The majority of the area within the Local Plan boundary and subject to the FF10 allocation has seen environmental improvements to the built environment, however no such proposals have been implemented on the headland area containing Porth y Felin House and Soldiers Point.

In the stopped UDP the development boundary was extended to include the headland containing Porth y Felin House and Soldiers Point, almost the same area that was allocated as FF10 in the YMLP Plan. However, no specific allocation was made which reflects the fact that the environmental improvement scheme of the YMLP had been implemented. The land intended to be reclaimed from the sea as part of this proposal lies outside the development boundary of both the YMLP and the stopped UDP.

It is not intended to analyse in detail the relevant policies (listed in part 3 of this report) but it is evident that the majority of

cyfredol, er enghraifft mae polisiâu yn dyddio o CFIG 1993 sy'n benodol yn cefnogi datblygiad marina yng Nghaergybi. Mae hyn yn cael ei ailadrodd yn y CDU wedi'i stopio. Felly, gall egwyddor y marina ac elfennau cysylltiedig gael eu cefnogi ar sail polisi.

Fodd bynnag, dim ond o dan yr IPP y gall yr elfen breswyl gael ei hystyried ac o ganlyniad mae'r elfen hon o'r cais yn cael ei thrin fel gwriad oddi wrth y cynllun datblygu a fabwysiadwyd. Mae'r IPP yn berthnasol i safleoedd mawr sy'n cynnwys datblygiadau o 50 neu fwy o unedau ar safleoedd o fewn neu ar ymyl y ffin ddatblygu. Er mwyn bodloni'r polisi hwn, mae'n rhaid i nifer o feini prawf gael eu bodloni ac rwyf yn fodlon ar y cyfan eu bod yn cael eu bodloni. Bydd angen trafodaethau manwl pellach mewn perthynas â rhai elfennau yn ymwneud â thai fforddiadwy ac effaith ieithyddol, fodd bynnag, mae'r materion hyn yn sylfaenol gysylltiedig â gwaith cyflwyno'r datblygiad fesul cam, a bydd materion yn dod yn gliriach wrth i'r cynllun manwl gael ei ddatblygu. Er gwaethaf hyn, ceir ymrwymiad clir gan yr ymgeisydd i gael trafodaethau llawn gyda'r Cyngor ac o ganlyniad bwriedir delio â'r materion hyn trwy gytundebau cyfreithiol a / neu amodau sy'n cael eu hystyried yn angenrheidiol.

Ystyrir felly o ran polisi, er bod nifer o faterion y mae angen cyflwyno gwybodaeth bellach yn eu cylch er mwyn dangos cydymffurfiaeth lawn â nifer o feini prawf polisi cynllunio, mae'r rhain yn faterion manwl sy'n ymddangos y gellir eu datrys a'u negodi.

P'un yw'r cynnig yn dderbyniol o ran graddfa a natur

Gan gyfeirio at raddfa, mae'r cais yn cynnwys paramedrau graddfa a chynllun gosodiad sy'n nodi'r dimensiynau dangosol ar gyfer hyd, lled ac uchder yr adeiladau arfaethedig.

elements within the proposal, subject to the relevant justification, can be determined and supported under current policies, for example there are policies dating from the GSP of 1993 that specifically support the development of a marina at Holyhead. This is reiterated within the stopped UDP. Therefore the principle of the marina and associated elements of the proposal can be supported on policy grounds.

However the residential element can only be considered under the IPP and as a consequence this element of the application is treated as a departure from the adopted development plan. The IPP is applicable to large sites comprising of developments of 50 or more units on sites within or on the edge of the development boundary. To satisfy this policy several criteria must be met and I am satisfied that on the whole they are met. Further detailed discussions will be required in respect of certain elements relating to affordable housing and linguistic impact, however as these issues will be intrinsically linked to the phasing of the development and matters will become clearer as the detailed scheme is worked up. Notwithstanding this, there is a clear commitment by the applicant to enter fully into negotiation with the Council and consequently it is intended to deal with these matters by way of legal agreements and/or conditions as considered necessary.

It is considered therefore that in policy terms, whilst there are a number of issues which require the submission of further information to demonstrate full compliance with a number of planning policy criteria these are matters of detail which appear capable of resolution and negotiation.

Whether the proposal is acceptable in terms of scale and nature

With reference to scale, the application is accompanied by scale parameters and a layout plan which identifies the indicative dimensions for the length, width and height

Mae'r cynllun Datblygu Is-Barth yn dangos lleoliad y gwahanol adeiladau gyda'r blociau adeiladu mwyaf yn cael eu lleoli ar lefelau isaf y safle ac yn torri mewn termau dylunio er mwyn caniatáu toriad gweledol rhwng elfennau o'r adeilad.

Ystyrir bod y paramedrau graddfa yn briodol os yw'r adeiladau'n cael eu dylunio i ystyried cymeriad yr ardal. Mae'r Datganiad Dylunio a Mynediad (DAS) a gyflwynwyd gyda'r cais yn gwneud achos clir ar gyfer cyfeiriadedd y blociau i ddarparu a chadw golygfeydd o'r marina arfaethedig a chadw athreiddedd gweledol o'r Morglawdd Mawr tuag at y safle datblygu a hefyd o fewn yr ardal gadwraeth. Mae dylunio wedi'i neilltuo ar gyfer caniatâd dilynol, ac mae'r DAS yn rhoi digon o wybodaeth i ddangos y gall maint y cais gael ei gynnwys yn y lleoliad hwn.

Tai

Byddai'r datblygiad arfaethedig yn cynnwys 252 o fflatiau un a dwy ystafell wely. Byddai 140 o'r rhain mewn blociau 3 a 4 llawr wedi'u lleoli ym mharth 1 "Marina a'r Promenâd". Byddai'r 112 sy'n weddill ar ffurf nifer o flociau 2 a 3 llawr wedi'u lleoli yn ardal 2 "Porth y Felin". Mae'r elfen tai, sef 28 uned dwy ystafell wely, 40 uned tair ystafell wely ac unedau 4/5 ystafell wely hefyd o fewn y parth hwn.

Cydnabyddir y gall tai yn aml chwarae rhan bwysig wrth ddarparu datblygiad marina, yn enwedig o ran gwneud cynlluniau'n hyfyw, yn gyntaf mae'n rhaid ystyried y polisïau tai lleol perthnasol. Fel y soniwyd eisoes mae'r Polisi Cynllunio Interim (IPP) yn darparu sail bolisi a gellir cefnogi'r elfen dai ar sail hynny.

Fodd bynnag, yn arbennig o berthnasol yn hyn o beth yw'r ffaith nad yw'r cais yn cael ei gyfyngu i ddarpariaeth o dai. Mae'r

of the proposed buildings.

The Development Sub-Zoning plan shows the position of the various buildings with the largest building blocks as being located at the lower levels of the site and broken in design terms to allow a visual break between elements of the building.

The scale parameters are considered to be appropriate if the buildings are designed to take account of the character of the locality. The Design and Access Statement (DAS) submitted with the application makes a clear case for the orientation of the blocks to provide and retain views of the proposed marina and retain a visual permeability both from the Great Breakwater towards the development site and also from within the conservation area. Design is reserved for subsequent approval and the DAS provides sufficient information to demonstrate that the scale of the proposal can be accommodated in this location.

Housing

The proposed development would include 252 one and two bed apartments.

140 of which would take the form of a number of 3 and 4 storey blocks located in zone 1 "Marina and Promenade". The remaining 112 would take the form of a number of 2 and 3 storey blocks located in zone 2 "Porth Y Felin". The housing element, being 28 two bedroom units, 40 three bedroom units and 4/5 bedroom units would also be within this zone.

It is recognised that housing can often play an important role in delivering marina development, particularly in terms of making schemes viable, it is firstly necessary to consider the relevant local housing policies. As mentioned previously the Interim Planning Policy (IPP) does provide a policy basis upon which the housing element can be supported.

However, of particular relevance in this regard is the fact that the proposal is not limited to the provision of housing. The development comprises the construction of

datblygiad yn cynnwys adeiladu marina, ac mae'n cynnwys cymysgedd o ddatblygiadau atodol. Yn y cyd-destun hwn, mae'n bwysig rhoi'r ystyr i'r term atodol sy'n gysylltiedig â darparu cymorth hanfodol, yn hytrach na'r ystyr sy'n gysylltiedig â datblygiadau ategol. Er gwaethaf maint y ddarpariaeth, ystyrir bod yr elfen tai yn elfen hanfodol a fyddai'n cefnogi cyflenwi'r marina.

Yn ogystal, mae angen rhoi ystyriaeth i'r math penodol o lety a gynigir, ac yn y cyswllt hwn gellir gweld bod y mwyafrif o'r cais yn ymwneud â fflatiau un a dwy ystafell wely yn unig, ac mae'r holl fflatiau mewn blociau mawr. Mae'r math o lety a fwriedir felly yn gyfyngedig yn nhermau'r farchnad y byddai'n debygol o wasanaethu. Mae perthynas y fflatiau i'r marina hefyd o'r fath fel y byddai cyfran sylweddol o'r unedau yn debygol o fod yn ddeniadol i breswylwyr sy'n chwilio am angorfa marina ar y cyd â'r llety. Mae'r asesiad uchod yn ychwanegu pwysau at y ddatl nad yw'r mwyafrif o'r tai a gynigir yn dai confensiynol o fath sydd eisoes yn bodoli neu a fyddai'n cael eu darparu ar safleoedd wedi'u neilltuo neu safleoedd gyda chaniatâd preswyl yng Nghaerdybi.

Er gwaethaf hyn, mae'r IPP yn ei gwneud yn ofynnol i'r datblygiad ddarparu canran o dai fforddiadwy (hyd at 50%). Mae hyn, ynghyd â'r ffaith y bydd y datblygiad yn cael ei gyflwyno'n raddol (manyllion i'w trafod) yn golygu y gellir rheoli cyflenwad elfen breswyl y datblygiad yn ddigonol.

Manwerthu / Canol Trefi

Mae'r cais yn cynnwys 4,040 metr sgwâr o ddefnydd masnachol / hamdden sef cymysgedd o ddefnydd manwerthu (A1), defnydd gwasanaethau ariannol a phroffesiynol (A2), defnydd bwytai / caffis (A3), a defnydd busnes (B1). Byddai'r defnyddiau arfaethedig yn gysylltiedig yn

a marina, comprises a mix of ancillary developments. In this context it is important to give the term ancillary the meaning associated with providing essential support rather than the meaning associated with subsidiary. Notwithstanding the scale of the provision, the housing element is considered to be an essential element which would support the delivery of the marina.

In addition, consideration needs to be given to the specific type of accommodation proposed and in this respect it can be seen that the majority of the proposal relates to one and two bedroom apartments only and all the apartments within large blocks.. This type of accommodation as proposed is therefore limited in terms of the market that it would be likely to serve. The relationship of the apartments to the marina is also such that a significant proportion of the units would be likely to be attractive to residents seeking a marina berth in association with the accommodation. The foregoing assessment adds weight to the argument that the majority of the housing proposed is not conventional housing of a type which currently exists or would be provided on allocated sites or sites with residential permission in Holyhead.

Notwithstanding this, the IPP does require that the development does deliver a percentage of affordable housing (up to 50%). This coupled with the fact that the development will be phased (detailing to be negotiated) means that the delivery of the residential element of the development can be adequately controlled.

Retail/Town Centres

The proposal includes 4040 sq m of commercial/leisure use being a mix of retail (A1) use, financial and professional services (A2) use, restaurants/cafes (A3) use and business (B1). The uses proposed would be directly associated with the operation of the marina.

uniongyrchol gyda gweithrediad y marina.

Yn hyn o beth tra bo'r cais yn cyfeirio at y ddarpariaeth o arwynebedd llawr manwerthu, byddai'r elfen manwerthu yn cael ei chysylltu â'r marina, fel yn achos y siandler. Mae'r elfen fanwerthu arfaethedig yn cael ei hystyried felly i fod yn elfen fanwerthu na cheir mohoni fel arfer o fewn canol tref, ac felly ni ystyrir y byddai'n naill ai'n cystadlu'n uniongyrchol nac yn tanseilio hyfywedd canol y dref Caerdybi.

Mae TAN 4 yn ei gwneud yn ofynnol i ddatblygiadau manwerthu mewn lleoliadau tu allan i'r dref dros 2,500 m sg gael asesiad effaith manwerthu i gyd-fynd â nhw. Fodd bynnag, am y rhesymau a restrir uchod a hefyd oherwydd y ffaith mai dim ond o 20 m sg y cyrhaeddir y trothwy, ni ystyrir yn yr achos hwn ei fod yn ffactor critigol, o ystyried natur defnydd cymysg y cais yn ei gyfanrwydd.

Gellir gwneud y ddadl hon hefyd mewn perthynas ag elfennau gwasanaethau ariannol a phroffesiynol (A2) a busnes (B1) y cais, ar yr amod eu bod yn wasanaethau sy'n gysylltiedig â'r marina. Ni ystyrir bod yr arwynebedd llawr A2 posibl a fwriedir yn ormodol mewn perthynas â maint y marina arfaethedig, a gellid rheoli natur y defnydd gan amod cynllunio.

Gan gyfeirio at y defnydd bwyty a chaffi (A3), byddai gan yr arwynebedd llawr posibl a gynigir y potensial o fod yn ddatblygiad 'canol tref', gan ddibynnu ar y ffurfwedd (h.y. nifer fawr o unedau bach yn hytrach na nifer fach o unedau mawr). O dan yr amgylchiadau, ystyrir ei bod yn briodol cynnwys amod mewn unrhyw ganiatâd yn mynnu bod cyfluniad y defnyddiau A3 i gael ei gyflwyno i'w cymeradwyo er mwyn lleihau'r effaith bosibl ar Ganol Tref Caerdybi. Yn ychwanegol at yr amod hwn, byddai angen amod yn dileu'r hawliau datblygu a ganiateir ar gyfer trosi defnyddiau A3 ac A2 i ddefnydd A1 (siopau).

In this respect whilst the proposal refers to the provision of retail floor space, the retail element would be connected to the marina as would be the case with a chandlery. The retail element proposed is therefore not regarded to be a retail element normally found within a town centre and therefore it is not considered that it would either directly compete or undermine the viability of Holyhead town centre,

TAN 4 does require that retail developments at out-of-town locations over 2,500sq m are accompanied by a retail impact assessment. However, for the reasons listed above and also due to the fact that the threshold is only marginally reached by 20sq m it is not considered in this instance to be a critical factor given the mixed use nature of the proposal as a whole.

This argument can also be made in relation to the financial and professional services (A2) and business (B1) elements of the proposal provided they are services associated with the marina. The amount of potential A2 floor space proposed is not considered to be excessive in relation to the scale of the proposed marina and the nature of this use could be controlled by a planning condition.

With reference to the restaurant and café (A3) uses, the amount of potential floor space proposed would have the potential to constitute 'town centre' development depending on the configuration (i.e. a large number of small units rather than a small number of large units). In the circumstances it is considered to be appropriate to include a condition in any permission requiring the configuration of the A3 uses to be submitted for approval to minimise the potential impact on Holyhead Town Centre. In addition to this condition, a condition removing the permitted development rights for A3 and A2 uses to convert to A1 (retail) uses would be

Yn seiliedig ar yr asesiad uchod, mae'r gwasanaethau manwerthu, ariannol a phroffesiynol a'r bwytaï / caffis arfaethedig yn cael eu hystyried i fod yn ddefnyddiau a fyddai'n darparu cefnogaeth hanfodol i'r marina ac yn destun i amodau priodol, byddent yn ategu a rhoi cynnig gwahanol i ganol y dref. Yn ogystal, byddai'r marina a'r cymysgedd o ddefnyddiau masnachol arfaethedig yn gatalydd ar gyfer adfywiad yr economi leol a fyddai â photensial i fod o fudd i ganol y dref bresennol. Fel y cyfryw, ni ystyrir bod yr elfen hon yn gwrthdaro â pholisïau perthnasol sy'n ceisio amddiffyn canol trefi.

Fodd bynnag, mae'n hanfodol bod cysylltiadau'n cael eu creu rhwng glan y dŵr a chanol y dref. Mae'n rhaid i'r datblygiad ddarparu amgylchedd deniadol i gerddwyr / beicio er mwyn annog pobl i symud yn rhwydd ac yn ddiogel rhwng y ddwy ardal.

Economi a Chyflogaeth

Mae'n anodd mesur ar hyn o bryd y cyfraniad cyflogaeth posibl a fyddai'n deillio o'r datblygiad arfaethedig. Fodd bynnag, fel y nodwyd yn y polisi cenedlaethol a lleol mae'r cyfraniad at yr economi lleol yn debygol o fod yn sylweddol ac mae Cynllun Gofodol Cymru yn glir o ran nodi hyn fel prif amcan datblygiad o'r fath yn y rhan hon o Ardal Eryri-Môn. Byddai'r cais, yn amodol ar gydymffurfio â meini prawf manwl, yn cyd-fynd â pholisïau cyflogaeth, ac yn ogystal, er nad yw'r datblygiad arfaethedig yn benodol yn atyniad i dwristiaid ac felly nid yw'n ffitio'n hawdd i mewn i bolisïau twristiaeth, mae'n amlwg y byddai cyfleuster sylweddol o'r fath a'r ystod o gyfleusterau a gynigir yn gwella'r economi twristiaeth a'r economi lleol yn gyffredinol yn yr ardal.

Mae Cynllun Gweithredu Môn a Menai yn sefydlu strategaeth ddatblygu sy'n seiliedig ar weledigaeth ar gyfer datblygu a defnyddio tir, ac mae'n benodol yn cefnogi

required.

Based on the foregoing assessment, the retail, financial and professional services and restaurants/cafes proposed are considered to be uses which would provide essential support to the marina and subject to appropriate conditions would supplement and provide a different offer to that of the town centre. In addition the marina and the mix of commercial uses proposed would be a catalyst for regeneration of the local economy which would potentially benefit the existing town centre. As such this element of the proposal is not in considered to be in conflict with relevant policies seeking to protect town centres.

It is however vital that links are created between the waterfront and the town centre. The development must provide an attractive pedestrian / cycling environment to encourage people to move easily and safely between the two areas.

Economy and Employment

It is difficult to quantify at this stage the potential employment contribution that would accrue from the proposed development. However, as identified in national and local policy the contribution to the local economy is likely to be significant and the Wales Spatial Plan is clear in identifying this as a principal objective of such development in this part of the Eryri-Mon Area. The proposal, subject to compliance with detailed criteria, would accord employment policies and additionally whilst the proposed development is not specifically a tourist attraction and thus does not fit easily into tourist policies, it is evident that such a significant facility and range of facilities proposed will only enhance the tourist economy and local economy as a whole in the area.

The Mon a Menai Action Plan establishes a vision based development strategy for the development and use of land

datblygiad ardaloedd glan y dŵr Caergybi ar gyfer datblygiadau fel yr un a gynigir. Yn yr un modd, mae polisi cynllunio cyflogaeth leol yn gefnogol i adeiladu marina yn y lleoliad hwn.

Er bod elfennau o'r cais (tai a manwerthu) yn codi gradd o wrthdaro â rhai meini prawf polisi lleol, ni ystyrir bod y gwrthdaro hwn yn sylweddol, a gellir delio ag unrhyw bryderon trwy amodau cynllunio priodol.

P'un a oes gan y Cais Effaith Amgylcheddol dderbyniol

Mae'r rhan hon o'r adroddiad yn delio â'r prif effeithiau amgylcheddol o dan y penawdau yn y DA ynghyd â'r ymatebion i'r ymgynghoriad gan yr ymgynghoreion mwyaf perthnasol.

Hydrodynameg, Gwaddodiad & Hinsawdd Tonnau

O ran Hydrodynameg, mae'r harbwr yn cael ei ddominyddu gan lanw hanner dyddiol gydag ystod o 4.9m ar ffynhonnau a 2.4m ar lanw isel sydd ychydig yn uwch na'r cyfartaledd ar gyfer dyfroedd y DU. Mae nant fechan ym Mhorth Felin yn llifo i mewn i'r harbwr ond nid yw'n cael unrhyw effaith ganfyddadwy. Effaith y datblygiad fydd lleihau'r prism llanw cyfan yr harbwr o 5% (drwy gynlluniau adfer tir) sy'n cynrychioli gostyngiad bach iawn yn yr hyn sydd eisoes yn gerrynt llanw isel iawn. Er y byddai morglawdd y marina arfaethedig o bosibl yn amharu ar y cylchrediad clocwedd yr adroddir sy'n bodoli, ni fyddai'n cael effaith ar batrymau gwaddodi. Efallai na fyddai ardal y marina presennol bellach yn rhan o'r cylchrediad cyffredinol, ond byddai'n parhau i gael eu fflysio ddwywaith y dydd gan y cyfnewid llanw ac i raddau bach gan y nant o Borth y Felin.

O safbwynt hinsawdd tonnau, mae'r Datganiad Amgylcheddol yn nodi 3 chategori o donnau; tonnau a gynhyrchir gan y gwynt ac ymchwydd yn tarddu o'r tu

specifically supports the development of the Holyhead waterfront areas for developments such as that proposed. Local employment planning policy is likewise supportive regarding the construction of a marina at this location.

Whilst elements of the proposal (housing and retail) raise a degree conflict with some local policy criteria the conflict is not considered to be significant and any concerns can be dealt with by appropriate planning conditions.

Whether the Proposal has an acceptable Environmental Impact

This section of the report deals with the main environmental impacts under the headings in the ES together with the consultation responses of the most relevant consultees.

Hydrodynamics, Sedimentation & Wave Climate

In terms of Hydrodynamics the harbour is dominated by a semi diurnal tide with a range of 4.9m on springs and 2.4m on neaps which is slightly above average for UK waters. A small stream at Porth Y Felin discharges into the harbour but does not have any discernible impact. The effect of the development will be to reduce the total tidal prism of the harbour by 5% (through land reclamation) which represents a negligible reduction in already very low tidal currents. Although the proposed marina breakwater would potentially disrupt the clockwise circulation that is reported to exist it would not have an impact on sedimentation patterns. The area of the existing marina would, perhaps, no longer be part of the general circulation but would continue to be flushed twice daily tidal exchange and to a small extent by the stream at Porth Y Felin.

As regards wave climate the ES identifies 3 categories of waves; wind generated and

allan i'r harbwr; tonnau gwynt a gynhyrchir yn lleol sy'n tarddu oddi mewn i'r harbwr; golchiad llongau (yn enwedig gan y fferïau cyflymder uchel). Mae'r modelu a ddefnyddir i bennu maint uchder tonnau yn dangos y byddai tonnau ar y môr yn cael eu lleihau i lai na 10% o'u uchder yn ardal y datblygiad (oddeutu 0.5m neu lai). Effaith y datblygiad fyddai i leihau'r lefel o ynni tonnau sy'n gallu cyrraedd y lan i'r gorllewin o Bier Mackenzie a symud peth o'r ynni hwnnw tuag at y Morglawdd Mawr ac i gyfeiriad Ynys Halen ac i'r lan i'r dwyrain o Bier Mackenzie. O ganlyniad byddai gostyngiad mewn uchder tonnau ar y draethlin newydd rhwng Soldiers Point a Pier Mackenzie a chynnydd bach ym mhen gorllewinol y Morglawdd Mawr ac ar ochr orllewinol Ynys Halen.

Byddai'r tonnau yn y marina (Traeth Newry) yn llai na 0.2 metr (o'i gymharu â 0.5m cyn y datblygiad), ac eithrio mewn gwyntoedd cryf o'r gogledd, pan fyddai tonnau o hyd at 0.5m fel a geir ar hyn o bryd.

O ran gwaddodi, mae arolwg geoffisegol wedi canfod fod llai na 2m o ddyddodion yn gorwedd ar y creigwely yng nghyffiniau'r cais. Mae hyn yn cyfateb i ddim mwy na 13mm am bob blwyddyn ers adeiladu'r Morglawdd Mawr. Nid yw'r ardal wedi cael ei garthu yn y gorffennol. Nid yw'r ardal ddatblygu mewn ardal o symudiad gwaddodion sylweddol. Ni fyddai effaith y datblygiad o ran colli Traeth Newry o dan y llwyfan datblygu adferedig ac o adfer tir ar hyd y blaendraeth i'r dwyrain o Soldiers Point yn cael unrhyw effaith ar gludiant gwaddod. Yn yr un modd, ni fyddai'r gwaith o adeiladu'r morglawdd newydd yn effeithio ar gludiant gwaddod ar ochr cysgod gwynt y Morglawdd Mawr.

Cynigir lliniaru drwy i gynllun y morglawdd newydd leihau'r sgôp ar gyfer ardrawiad oddi ar ei wyneb allanol. Gwneir hyn wrth adeiladu lle mae goleddf 1 mewn 2 o glogfeini 1-2 dunnell yn cael eu defnyddio i

swell originating outside the harbour; locally generated wind waves originating within the harbour; ship wash (especially from high speed ferries). Modelling used to determine values of wave heights demonstrates that offshore waves would be reduced to less than 10% of their height in the vicinity of the development (in the order of 0.5m or less). The effect of the development would be to reduce the level of wave energy that is able to reach the shore to the west of Mackenzie pier and reflect some of that energy towards the Great Breakwater and in the direction of Salt Island and the shore to the east of Mackenzie Pier. As a result there would be a reduction in wave height at the new shoreline between Soldiers Point and Mackenzie Pier and a slight increase at the western end of the Great Breakwater and on the western flank of Salt Island.

Waves within the marina (Newry Beach) would be less than 0.2 m (compared to 0.5m before the development), except in strong winds from the north, when there would be waves of up to 0.5m as is presently the case.

In terms of Sedimentation a geophysical survey found that bedrock is overlain by less than 2m of deposits in the vicinity of the proposal. This equates to no more than 13mm per year since the construction of the Great Breakwater. The area has not previously been dredged. The development area is not in an area of significant sediment movement. The effect of the development in terms of the loss of Newry Beach beneath the reclaimed development platform and of land reclamation along the foreshore to the east of Soldiers Point would have no impact upon sediment transport. Likewise the construction of the new breakwater would not impact upon sediment transport on the leeside of the Great Breakwater.

Mitigation is proposed through the design of the new breakwater reducing the scope for reflection off its outer face. This is achieved in construction where a 1 in 2

chwalu ynni'r tonnau ar y rhan ddwyreiniol. Bydd unrhyw ardrawiad lletraws o'r rhan ogleddol i gyfeiriad y Morglawdd Mawr yn cael ei liniaru gan y diogelwch a roddir i'r marina presennol gan bresenoldeb y morglawdd newydd.

Daeth y Datganiad Amgylcheddol i'r casgliad y byddai effaith y datblygiad adeiladu ar hydrodynameg, symudiad tonnau a chluddiant gwaddodion yn Harbwr Caergybi yn fach iawn. I grynhoi, ar ôl cwblhau'r gwaith arfaethedig byddid yn cael yr effeithiau gweddilliol canlynol; gostyngiad ym maint cylchrediad troad y llanw (o ddim arwyddocâd mesuradwy); cynnydd bach yng nghryfder cerrynt llanw rhwng y marina newydd a'r Morglawdd Mawr (heb unrhyw effaith fesuradwy ar fordwyo neu gludiant gwaddod); gostyngiad mewn uchder tonnau yn Nhraeth Newry, heb unrhyw effaith ar gludiant gwaddod (gan y byddai'r traeth presennol yn cael ei gollu o dan y llwyfan datblygu); cynnydd bach mewn uchder tonnau ar lan orllewinol Ynys Halen a chysgod y gwynt ar y Morglawdd Mawr (heb unrhyw effaith fesuradwy ar gludiant gwaddod).

Ansawdd Aer

Mae asesiad ansawdd aer llawn wedi'i gynnwys yn y Datganiad Amgylcheddol. Mae'r ansawdd aer sy'n bodoli eisoes yn yr ardal arfordirol hon yn dda ac mae wedi cael ei bennu o fewn safonau ac amcanion Strategaeth Ansawdd Aer y DU (AQS). Mae'r asesiad yn dod i'r casgliad y byddai effaith y datblygiad ar grynoadau llygredd yn yr aer yn fach iawn.

Er y cydnabyddir y gallai'r cyfnod adeiladu arwain at allyriadau llwch, byddai mabwysiadu mesurau lliniaru priodol yn lleihau arwyddocâd yr effeithiau.

Nid yw swyddogion lechyd yr Amgylchedd y Cyngor wedi gwrthwynebu'r cais mewn egwyddor ac maent wedi cytuno y dylai amod cynllunio yn ymwneud â'r cyfnod adeiladu fod ynghlwm wrth unrhyw

slope of up to 1 to 2 tonne boulders are used to dissipate wave energy on the eastern leg. Any oblique reflection from the northern leg in the direction of the Great Breakwater is mitigated by the protection afforded to the existing marina by the presence of the new breakwater.

The ES concludes that the impact of the development's construction on hydrodynamics, wave action and sediment transportation within Holyhead Harbour would be minimal. In summary, once completed the proposed works would have the following residual effects; reduction in the scale of the reported tidal circulation gyre (of no measurable significance); minor increase in strengths of tidal currents between the new marina and the Great Breakwater (with no measurable impact on navigation or sediment transport) ; reduction in wave heights at Newry Beach, with no impact on sediment transport (as the existing beach would be lost beneath the development platform) ; minor increase in wave heights on western shore of Salt Island and leeside of the Great Breakwater (with no measurable impact on sediment transport).

Air Quality

A full air quality assessment has been included within the ES. Existing air quality in this coastal locality is good has been determined to be within the standards and objectives in the UK Air Quality Strategy (AQS). The assessment concludes that the impact of the development on air pollution concentrations would be minimal.

Whilst it is acknowledged that the construction phase could give rise to dust emissions the adoption of appropriate mitigation measures would reduce the significance of effects.

The Councils Environmental Health officers have not raised objections in principle to the proposal and have agreed

ganiatâd er mwyn lliniaru unrhyw effeithiau ar amwynder.

Traffig a Thrafnidiaeth

Mae Asesiad Trafnidiaeth wedi ei gyflwyno fel rhan o'r DA ac mae hwn yn dod i'r casgliad, yn seiliedig ar yr adolygiad o amodau gweithredol a ragwelir i briffyrdd yn y dyfodol a chyfeiriad at safonau priodol, na fyddai'r datblygiad yn arwain at effaith andwyol ar amodau amgylcheddol na gweithredol dros y rhwydwaith priffyrdd lleol o'i gymharu â'r amodau traffig gwaelodlin yn y dyfodol. Ar ben hynny cesglir y gall y cais gael ei gynnwys ar y rhwydwaith priffyrdd lleol, serch bod hynny gyda rhai gwelliannau; signalau o'r gyffordd blaenoriaeth ildio bresennol yn Stryd Boston gyda Victoria Road (yn cynnwys trefniant dau gam syml gyda chyfleuster i gerddwyr groesi i Boston Street), a gwelliannau i'r gyffordd Bont Ddu bresennol sydd â goleuadau traffig (yn cynnwys diwygiadau i'r camau a gwelliannau ffisegol).

Mae rhai gwelliannau lleol yn y seilwaith priffyrdd yn cael eu cynnig hefyd ar safle'r datblygiad; gwelliannau i'r fynedfa bresennol i'r promenâd a lledu ffordd y promenâd i ddarparu ar gyfer symudiadau dwy ffordd, newid gweithrediad unffordd y llwybr perimedr o amgylch y maes parcio a gweithredu cyffordd cylchfan ar y Promenâd presennol / ffordd fynediad y Morglawdd Mawr.

Byddai datblygiadau o amgylch Porth y Felin House hefyd angen rhywfaint o seilwaith newydd; dolen oddi ar Ffordd y Traeth yn agos at y tŷ pwmpio presennol; ehangu'r rhan fwyaf gorllewinol o Beach Road, ail-farcio cyffordd Porth y Felin Road a Beach Road; a lledu'r ffordd fynediad i'r Morglawdd Mawr.

Mae Llywodraeth Cymru (Trafnidiaeth) a

that a planning condition relating to the construction phase be attached to any permission in order to mitigate against any impacts on amenity.

Traffic and Transportation

A Transportation Assessment has been submitted as part of the ES and this concludes that, based on the review of anticipated future operational highway conditions and reference to appropriate standards, the development would not result in a detrimental impact on operational or environmental conditions over the local highway network when compared to the future baseline traffic conditions. Furthermore it is concluded that the proposal can be accommodated on the local highway network, albeit with some improvements; signalisation of the existing priority give-way junction of Boston Street with Victoria Road (comprising a simple two stage arrangement with pedestrian crossing facility to Boston Street);and, improvements to the existing Black Bridge signalised junction (comprising amendments to the phasing and staging and physical improvements).

Some localised improvements to the highway infrastructure are also proposed at the development site; improvements to the existing promenade access and a widening of the promenade carriageway to accommodate two-way movements, alteration of the one-way operation of the perimeter route around the car park and the implementation of a roundabout junction at the current Promenade/Great Breakwater access road.

Development centred around Porth Y Felin House would also require some new infrastructure; a loop off Beach Road close to the existing pumping house; widening of the westernmost section of Beach Road; the re-marking of the junction of Porth Y Felin Road and Beach Road; the widening of the Great Breakwater access road.

Phrifyrdd Ynys Môn a'r Adain Rheoli Gwastraff wedi bod yn ymgynghori ag ymgynghorwyr prifyrdd yr ymgeisydd ac nid ydynt yn gwrthwynebu.

Mae Llywodraeth Cymru (Trafnidiaeth) yn rhoi cyfarwyddyd y bydd rhaid i unrhyw ganiatâd gynnwys amod ar gyfer cyflwyno signalau fesul cam ar gyffordd y Bont Ddu.

Nid yw'r Awdurdod Prifyrdd yn yr un modd yn gwrthwynebu yn amodol ar i'r gwaith a nodwyd yng nghyffyrdd y Bont Ddu a Victoria Road / Stryd Boston gael ei wneud, ynghyd â'r gwelliannau mwy lleol ym Mhorth Felin a Soldiers Point. Maent hefyd yn ei gwneud yn ofynnol fel amod caniatâd fod Cynllun Rheoli Traffig a Chynllun Teithio yn ystod y Cyfnod Adeiladu yn cael ei gyflwyno.

Tirwedd ac Effeithiau Gweledol

Mae'r DA yn cynnwys asesiad o effeithiau ar y dirwedd ac effeithiau gweledol y datblygiad ac yn dod i'r casgliad bod effeithiau sylweddol ar y dirwedd yn cael eu cyfyngu i ardal yr harbwr. Ymhellach, daw i'r casgliad y byddai'r datblygiad yn arwain at newid cadarnhaol trwy greu glan y dŵr unedig a chyfoes. Daethpwyd i'r casgliad y byddai ffabrig tirwedd y safle yn newid yn sylweddol gyda rhai elfennau sy'n bodoli eisoes yn cael eu disodli bron yn gyfan gwbl. O ran effeithiau gweledol, ystyrir bod yr effeithiau mwyaf arwyddocaol i'w gweld o safleoedd sy'n agos at y safle.

Un o nodweddion arbennig yr ardal yw cymeriad agored yr harbwr, ond mae hwn yn cael ei ddiffinio gan nodweddion o amgylch a rhai sy'n amgáu megis y Morglawdd Mawr ac eiddo tua'r tir. Ystyrir mai'r effaith fwyaf amlwg a sylweddol ar yr olygfa hon fydd ar y cymeriad agored hwn, o ganlyniad i ddylanwad cynyddol datblygiadau adeiledig ar osodiad yr harbwr.

The Welsh Government (Transport) and the Isle of Anglesey Highways and Waste Management Section have been in consultation with the applicants highway consultants and do not raise objections.

The Welsh Government (Transport) directs that any permission shall include a condition for the phasing of signals at the Black Bridge junction.

The Highways Authority likewise raise no objections subject to the identified works at the Black Bridge and Victoria Road/Boston Street junctions being carried out, together with the more localised improvements in the Porth Y Felin and Soldiers Point areas. They also require that a condition of approval is the submission of a Construction Phase Traffic Management Plan and Travel Plan.

Landscape and Visual Effects

The ES includes an assessment of the landscape and visual impacts of the development and concludes that significant effects upon the landscape are confined to the harbour area. It further concludes that the development would result in a positive change by creating a unified and contemporary waterfront. It is concluded that the landscape fabric of the site would change significantly with some existing elements being almost entirely replaced. In terms of visual effects it is considered that the most significant effects are from close proximity surrounding the site.

A distinctive feature of the locality is the open character of the harbour, but defined by surrounding and enclosing features such as the Great Breakwater and landward properties. It is considered that the most obvious and significant visual effect will be on this open character resulting from the increased influence of built development on the harbour setting

Byddai'r datblygiad yn amlwg o'r Morglawdd Mawr ac yn creu golygfa glan y dŵr newydd o Draeth Newry a Phorth y Felin. Byddai eiddo preswyl sydd wedi'u lleoli ar gyrion Caergybi ag sydd â golygfeydd clir dros yr harbwr yn gweld ymyrraeth o ran golygfeydd presennol; yn gyffredinol byddai golygfeydd dros yr harbwr yn aros, ond byddai presenoldeb yr adeiladau newydd yn sylweddol. Ymhellach i'r gorllewin tuag at y ffin ddatblygu byddai'r golygfeydd yn Fferm Trefengan a Phlas Trefengan dros yr harbwr yn bennaf yn parhau, ond byddent yn cael eu torri i fyny gan adeiladau newydd ym Mhorth y Felin. Byddai golygfeydd ysbeidiol o eiddo yng Nghaergybi, megis ar hyd Ffordd Porth y Felin, ond ni ystyrir y byddai'r rhain yn sylweddol. Ymhellach i ffwrdd o eiddo yn y Gorlan a Llaingoch byddai golygfeydd i'w gweld yng nghyd-destun llystyfiant rhyngol presennol a thopograffeg, a byddent yn cael eu cyfyngu'n bennaf i loriau uchaf yr adeiladau newydd. O Fynydd Caergybi byddai'r datblygiad yn weladwy, ond byddai'n cael ei weld fel nodwedd gymharol fach yn y panorama llawer ehangach.

Mae Cyngor Cefn Gwlad Cymru ar hyn o bryd yn gwrthwynebu'r datblygiad ac wedi mynegi pryderon nad oedd yr asesiad tirwedd a gweledol a gynhaliwyd gan yr ymgeisydd yn cynnwys digon o wybodaeth i'w galluogi i gyrraedd barn gytbwys. Gofynnwyd am wybodaeth ychwanegol yn ymwneud â maint y newid, safbwyntiau edrych allan ychwanegol, dadansoddiad o'r effaith yn ystod y nos, asesiad morlun a strategaeth blannu. Cafwyd gwybodaeth ychwanegol wedi hynny a'i anfon at y Cyngor Cefn Gwlad Cymru ar 13 Mawrth, ond ar adeg ysgrifennu'r adroddiad hwn nid oes unrhyw ateb ffurfiol pellach wedi dod i law.

Serch hynny, mae'r awdurdod cynllunio lleol wedi adolygu'r wybodaeth ychwanegol hon a tra'n cydnabod bod y newid mewn cymeriad yn fawr o ran maint ac y bydd yn cael effeithiau cadarnhaol a negyddol,

The development would be clearly visible from the Great Breakwater and would create a new waterfront vista at Newry Beach and Porth Y Felin. Residential properties located at the edge of Holyhead that have clear views over the harbour would see an intrusion in terms of existing vista, generally views over the harbour would remain but the presence of new buildings would be significant.

Further west towards the development boundary at Trefenan Farm and Plas Trefengan views over the harbour would largely remain but would be broken up by new buildings at Porth y Felin. Intermittent views would be available from properties within Holyhead, such as along Porth Y Felin Road but are not considered to be significant.

Further afield views from properties at Gorlan and Llaingoch would be seen in the context of existing intervening vegetation and topography and would be largely confined to the upper storeys of new buildings. From Holyhead mountain the development would be visible but would be read as a relatively minor feature in a much wider panorama.

The Countryside Council for Wales currently object to the development and have raised concerns that the landscape and visual assessment carried out by the applicant does not contain enough information to enable them to reach a balanced judgement. Additional information relating to magnitude of change, additional viewpoints, night-time impact analysis, a seascape assessment and planting strategy was requested. Additional information was subsequently provided and forwarded to the CCW on the 13th March; at the time of writing this report no further formal reply had been received.

Nevertheless, the local planning authority has reviewed this additional information and whilst acknowledging that the change in character is large in magnitude and will have both positive and adverse effects considers that the further information

mae'n ystyried bod y wybodaeth bellach a ddarparwyd yn ymdrin ag unrhyw bryderon. Gellir delio â lliniaru ar y cam materion a neilltuwyd, ac ar y sail hon mae'r awdurdod cynllunio lleol yn fodlon bod y cais yn dderbyniol o ran effeithiau tirwedd ac effeithiau gweledol.

Ecoleg a Chadwraeth Natur

Mae'r Datganiad Amgylcheddol yn dod i'r casgliad na fyddai'r datblygiad yn effeithio'n uniongyrchol ar safleoedd a ddynodwyd yn statudol, ond mae'n cydnabod y gallai fod effeithiau anuniongyrchol ar SPA / SAC / SSSI Arfordir Ynys Cybi drwy ragor o ddefnydd hamdden. Cofnodwyd pum rhywogaeth a warchodir o fewn ardal yr arolwg - tair rhywogaeth o ystumod, brain coesgoch a'r fadfall gyffredin. Nid oes unrhyw glwydi ystumod ac mae'r defnydd a wneir gan y frân goesgoch yn gyfyngedig iawn, mae'r fadfall gyffredin i'w chael ar ochr y ffordd mewn un rhan o'r safle ac mae posibilrwydd y gallai ail rywogaeth o ymlusgiaid (neidr ddefaid) fodoli yn rhan orllewinol y safle.

Mae mamaliaid morol a warchodir yn bresennol yn ardal ehangach y safle (llamidyddion, dolffiniaid trwynbwl a'r morlo llwyd) ac er bod yr effeithiau'n anuniongyrchol ac yn anodd eu rhagweld, mae mesurau lliniaru ar ffurf Cod Ymarfer i berchnogion cychod yn cael ei gynnig.

Ni fyddai'r datblygiad angen trwydded i aflonyddu ar rywogaethau gwarchoddedig Ewropeaidd, ond i gydymffurfio â deddfwriaeth byddai angen dal a throsglwyddo'r ymlusgiaid. Er mwyn osgoi effeithiau ar adar, argymhellir bod unrhyw waith clirio'r safle yn digwydd y tu allan i'r tymor nythu.

Mae nifer o rywogaethau a chynefinoedd blaenoriaeth, a restrir o dan Adran 42 o Ddeddf Adnoddau Naturiol a Chymunedau Gwledig y2006, wedi cael eu cofnodi yn y safle, dau gynefin arfordirol ac un cynefin morol. Byddai'r datblygiad yn effeithio ar gynefinoedd blaenoriaeth; fodd bynnag,

provided addresses any concerns. Mitigation can be dealt with at reserved matters stage and on this basis the local planning authority is content that the proposal is acceptable in terms of its landscape and visual effects.

Ecology and Nature Conservation

The Environmental Statement concludes that the development would not directly impact on statutory designated sites but does acknowledge that there could be indirect impacts on Holy Island Coast SPA/SAC/SSSI through increased recreational use. Five protected species were recorded within the survey area – three species of bats, chough and common lizard. There are no bat roosts and usage by chough is very limited, common lizard do occupy a roadside in one part of the site and there is a possibility that a second species of reptile (slow-worm) could occur in the western part of the site.

Protected marine mammals are present in the wider vicinity of the site (harbour porpoise, bottlenose dolphin and grey seal) and whilst impacts are indirect and difficult to predict mitigation measures in the form of a Code of Practice for boat owners is proposed.

The development would not require a licence to disturb European protected species but to comply with legislation, trapping and translocation of reptiles would be necessary. To avoid impacts on birds it is recommended that any site clearance work takes place outside the breeding season.

A number of priority species and habitats, listed under Section 42 of the 2006 Natural Resources and Rural Communities Act were recorded in the site, two coastal and one marine habitat. The development would impact upon priority habitats, however the design process has reduced

mae'r broses ddylunio wedi lleihau graddfa'r effaith ar gynefinoedd blaenoriaeth arfordirol a byddai'r effeithiau ar yr amgylchedd morol yn cael ei leihau drwy arferion gwaith.

Byddai mesurau bioddiogelwch yn ystod adfer tir a gwaith adeiladu'r marina yn cael eu gweithredu i leihau'r perygl o gyflwyno rhywogaethau estron ymledol a byddai mesurau'n cael eu cyflwyno i leihau lledaeniad organebau ymledol gan gychod hamdden.

Fel y nodwyd uchod, mae prif ffocws ymateb y Cyngor Cefn Gwlad i'r ymgynghoriad yn ymwneud â materion tirwedd a gweledol. Nid oes gwrthwynebiad ar sail cadwraeth natur neu ecolegol er bod Cyngor Cefn Gwlad Cymru yn nodi eu bod yn disgwyl i'r datblygwr ymrwymo a gweithredu cynllun i ddileu'r *Didemnum vexillum* (carpet sea squirt) sydd ar hyn o bryd yn bresennol o fewn harbwr Caergybi. Hefyd mynegodd Asiantaeth yr Amgylchedd Cymru (AAC) bryderon ynghylch lledaeniad posibl y *Didemnum vexillum* ac mae wedi argymhell dileu, a sicrhau trefn diogelwch bio barhaus. Mae Asiantaeth yr Amgylchedd Cymru wedi cynghori hefyd bod angen datganiad dull ar gyfer dileu Llysiau'r Dial.

Hefyd awgrymir lliniaru ar y safle ac oddi ar y safle ynghyd â gwella bioamrywiaeth drwy greu pyllau a chynlluniau plannu sydd wedi'u hintegreiddio'n dda.

Mae gan Ymgynghorydd Ecolegol ac Amgylchedd y Cyngor nifer o feysydd hanfodol o bryder; colli traeth a glannau creigiog fel cynefinoedd blaenoriaeth ac fel ased i'r gymuned leol ac mae'n cynghori bod y cynllun yn cael ei addasu i leihau neu osgoi eu colli. Mae hefyd yn awgrymu meysydd o welliant yn y dyluniad a fyddai o fudd yn nhermau ecolegol fel; adfer y rhostir ar ymyl ddwyreiniol y safle; ymgorffori dylunio bywyd gwyllt-gyfeillgar ar gyfer mannau agored drwy'r safle cyfan. Mae hefyd yn cynghori bod angen cytuno

the scale of impact on coastal priority habitats and impacts on the marine environment would be reduced by working practices.

Bio security measures during land reclamation and marina construction works would be implemented to reduce the risk of the introduction of invasive alien species and measures would be introduced to minimise the spread of invasive organisms by recreational craft.

As indicated above the main focus of CCW's consultation response relates to landscape and visual issues. No objections are raised on ecological or nature conservation grounds although the CCW do note that they expect the developer to commit too and implement an eradication plan for *Didemnum vexillum* (carpet sea squirt) currently present within Holyhead harbour.

The Environment Agency Wales (EAW) has also raised concerns regarding the potential spread of carpet sea squirt and has recommended eradication and an ongoing bio security regime. The EAW have also advised that a method statement for the eradication of Japanese Knotweed is required.

On site and off site habitat mitigation is also suggested together with the enhancement of biodiversity through the creation of ponds and well integrated planting schemes.

The Council's Ecological and Environmental Adviser has several fundamental areas of concern; loss of beach and rocky shore as priority habitats and as an asset to the local community and advises that the scheme is modified to lessen or avoid their loss. He also suggests areas of improvement in the design that would be beneficial in ecological terms such as; restoration of heathland at the eastern edge of the site; incorporation of wildlife-friendly design for open areas throughout the site. He also

ar y gwaith lliniaru i fadfallod a rhywogaethau eraill cyn cwblhau'r manylion, a bod y trafodaethau pellach yn cael eu cynnal ynglŷn â chreu cynefin i wneud iawn am y golled o draethlin.

Amodau Daear a Geo-Amgylcheddol

Mae'r Datganiad Amgylcheddol yn dod i'r casgliad bod nifer sylweddol o ffynonellau llygrol posibl wedi'u dynodi sy'n bodoli ar y safle. Mae'r rhain yn cael eu dynodi o fewn y Datganiad Amgylcheddol ac i raddau helaeth maent yn ymwneud â naill ai gweithgareddau presennol yn yr ardal e.e. gweithgareddau ail-lenwi, glanhau, cynnal a chadw a phaentio yn y Marina presennol neu ddefnydd hanesyddol o safleoedd, e.e. gollyngiadau o danwydd neu ireidiau yn warws Stena Line ac ardal gosod i lawr, neu o danciau storio olew tanwydd yn Porth y Felin House.

Er bod cyfran sylweddol yn cael eu hystyried i fod o risg cymharol isel, mae nifer y mae angen ymchwilio ymhellach iddynt cyn y caniatâd cynllunio manwl, er mwyn i unrhyw atebion adferol angenrheidiol gael eu rhoi ar waith. Awgrymir y gall amod cynllunio wedi'i eirio'n addas gyflawni hyn.

Nid yw'r Asiantaeth yr Amgylchedd Cymru wedi codi unrhyw bryderon penodol ond maent wedi awgrymu cyfres o amodau cynllunio i ddelio â halogi posibl, yn ymdrin â materion megis asesu risg, ymchwiliad safle, strategaethau adfer, monitro, cynnal a chadw ac adroddiadau dilysu. Mae Swyddog Iechyd yr Amgylchedd y Cyngor hefyd yn cymeradwyo'r dull hwn.

Mae Asiantaeth yr Amgylchedd Cymru hefyd yn nodi oherwydd bod y safle yn rhannol o fewn datblygiad bregus parth C2, ni ddylai gael ei ganiatáu oni bai y gellir ei gyfiawnhau yn y lleoliad hwnnw e.e. i gynorthwyo, neu fod yn rhan o fenter adfywio awdurdod lleol neu strategaeth neu ei fod yn cyfrannu at amcanion cyflogaeth allweddol. O ystyried y cyd-destun polisi

advices that mitigation work for lizards and other species needs to be agreed before finalisation of details and that further discussion regarding habitat creation to offset the loss of shoreline take place.

Ground and Geo- Environmental Conditions

The ES concludes that a considerable number of identified potential contaminative sources exist within the site. These are identified within the ES and to a great extent relate to either existing activities in the locality e.g. refuelling, cleaning, maintenance and painting activities at the existing Marina or historical use of sites e.g. spillages of fuel or lubricants at the Stena Line warehouse and laydown area or from fuel oil storage tanks at Porth Y Felin House.

Whilst a sizeable proportion are considered to be of relatively low risk there are a number which should be investigated further prior to detailed planning consent in order that any required remedial solutions are put in place. It is suggested that a suitably-worded planning condition can achieve this.

The EAW have not raised any specific concerns but have suggested a series of planning conditions dealing potential contamination dealing with such matters as risk assessment, site investigation, remedial strategies, monitoring, maintenance and verification reports. The Councils Environmental Health Officer also endorses this approach.

The EAW also point out that as the site lies partially within a C2 zone vulnerable development should not be permitted unless it can be justified in that location e.g. to assist, or be part of a local authority regeneration initiative or strategy or it contributes to key employment objectives.

cynllunio a amlinellwyd eisoes uchod, ystyrir bod cyfiawnhad digonol yn bodoli.

Ansawdd Dŵr, Dyfroedd Wyneb a Risg Llifogydd

Ni ystyrir bod gan brosiect y marina unrhyw effeithiau tymor hir ar ansawdd dŵr o ganlyniad i'w adeiladu neu ei weithredu. Byddai trefn monitro briodol yn cael ei sefydlu mewn cytundeb â'r cyrff rheoleiddio perthnasol er mwyn penderfynu a oedd unrhyw newidiadau mewn ansawdd dŵr. Wrth gyfeirio at risg llifogydd sy'n gysylltiedig â llifogydd arfordirol, codiad yn lefel y môr a thonau, ystyrir y gall y Morglawdd Mawr roi diogelwch digonol i'r datblygiad rhag tonnau'r môr, am o leiaf oes dybiedig y datblygiad (100 mlynedd). Mae mesurau lliniaru pellach wedi cael eu mabwysiadu fel a ganlyn:

- Codi lefel y platfform datblygu uwchlaw'r digwyddiad llifogydd arfordirol critigol (1 mewn 200 mlynedd + lwfans o 100 mlynedd ar gyfer cynnydd yn lefel y môr).
- Cyfyngu ar donnau'n gorlifo drwy ymgorffori amddiffynfeydd môr wal paraped ar ymyl y datblygiad. Amddiffynfeydd morol o amgylch ymyl agored y datblygiad.
- Dylunio draenio dŵr wyneb o faint priodol.
- Dylunio llwybrau llif llifogydd diogel dros y tir petai'r system draenio dŵr wyneb yn cael eu llethu.

Ni ystyrir y byddai'r datblygiad arfaethedig yn cynyddu'r perygl o lifogydd i eiddo presennol ac nid oes angen lliniaru pellach yn hyn o beth.

Bydd y datblygiad arfaethedig gyda systemau draenio dŵr budr a dŵr wyneb ar wahân, bydd dŵr wyneb ffo yn gollwng i mewn i'r harbwr ac elifiant budr i mewn i brif rwydwaith fudr Dŵr Cymru.

Mae Asiantaeth yr Amgylchedd Cymru wedi ystyried y canlyniadau asesiad llifogydd a gyflwynwyd gan yr ymgeisydd ac yn ystyried bod y cais yn bodloni'r gofynion angenrheidiol. Argymhellir amodau er

Given the planning policy context previously outlined above it is considered that sufficient justification exists.

Water Quality, Surface Waters and Flood Risk

The marina project is not considered to have any long term impacts on water quality as a result of its construction or its operation.

An appropriate monitoring regime would be established in agreement with the relevant regulatory bodies to determine whether there would be any changes in water quality.

With reference to flood risk associated with coastal flooding, sea level rise and wave action, the Great Breakwater is considered to be able to provide adequate protection to the development from offshore wave action, for at least the presumed life of the development (100 years). Further mitigation measures have been adopted as follows:

- Raising the development platform level above the critical coastal flood event (1 in 200 years + 100 year allowance for sea level rise).
- Limiting wave overtopping by incorporating parapet wall sea defences at edge of development. Sea defences around the exposed edge of the development.
- Designing appropriately sized surface water drainage.
- Designing safe overland flood flow paths in the event of the surface water drainage system being overwhelmed.

It is not considered that the proposed development would increase flood risk to existing properties and no further mitigation is required in this respect.

The proposed development will have separate foul and surface water drainage systems, surface water runoff will discharge into the harbour and foul effluent

mwyn sicrhau bod y peryglon a chanlyniadau llifogydd yn cael eu rheoli'n briodol fel y dangoswyd.

Sŵn a Dirgryniad

O ran yr asesiad o effaith yn ystod y cyfnod adeiladu, y casgliad yw y byddai mabwysiadu'r mesurau lliniaru arfaethedig yn golygu effaith andwyol fach i gymedrol.

Cyflwynodd Pennaeth Gwarchod y Cyhoedd wrthwynebiad mewn egwyddor i'r cais ac mae'n argymhell nifer o amodau er mwyn sicrhau nad oes unrhyw effaith andwyol sylweddol ar amwynder preswyl.

Archeoleg a Threftadaeth Ddiwylliannol

Mae'r safle yn gorwedd o fewn ardal sy'n gyfoethog mewn treftadaeth ddiwylliannol ac mae'n parhau i fod o botensial archeolegol uchel. Mae yno adeiladau a henebion o werth uchel sylweddol, y pennaf yn eu plith yw'r Morglawdd Mawr ei hun; Cei'r Morglawdd; Goleudy'r Morglawdd; Sied Injan, Soldiers Point; Porth y Felin House; Lifeboat House a Storfeydd Trinity a gweithdai. Mae'r adeiladau hyn ac eraill yn safleoedd o werth uchel ac wedi eu rhestru. Mae'r ardal hefyd yn Ardal Gadwraeth ddynodedig ac mae llawer o'r datblygiad yn dod o fewn ei ffiniau.

Cymeriad unigryw a hanes yr ardal gadwraeth hon yw ei hadeiladau mawreddog a thirwedd garw i'r gorllewin, y man agored cyhoeddus helaeth tua'r canol, ynghyd â datblygu mwy trefol i'r dwyrain; mae'r elfennau hyn wedi'u cysylltu'n annatod â'r gwaith o adeiladu'r morglawdd ac mae llawer o'r ardal hon wedi aros yn "*ffosiledig*" ers yr 19eg ganrif. Rhaid barnu'r cais presennol yn erbyn y cyd-destun hwn.

Ar ôl ystyried effeithiau uniongyrchol ac anuniongyrchol y datblygiad daw'r Datganiad Amgylcheddol i'r casgliad y byddai'r datblygiad yn cael effaith fawr a sylweddol ar leoliad y Morglawdd Mawr, Soldiers Point House a'r Wal Sgrin a Porth y Felin House. Fodd bynnag, ystyrir y

into Welsh Water's main foul network.

The EAW have considered the flood consequences assessment submitted by the applicant and consider that the proposal meets the necessary requirements. Conditions are recommended to ensure that the risks and consequences of flooding are appropriately managed as demonstrated.

Noise and Vibration

In terms of the assessment of impact during the construction phase it is concluded that by adopting the proposed mitigation measures the impact would result in a slight to moderate adverse effect.

The Head of Public Protection has no objection in principle to the proposal and recommends a number of conditions to ensure that there is no significantly adverse impact on residential amenity.

Archaeology and Cultural Heritage

The site lies within an area rich in cultural heritage remains and is of high archaeological potential. Significant high value buildings and monuments principle amongst which are the Great Breakwater itself; Breakwater Quay; Breakwater Lighthouse; Engine Shed; Soldiers Point; Porth Y Felin House; Lifeboat House and Trinity Stores and workshops. These buildings and others are high value sites and are listed. The area is also a designated Conservation area and much of the development falls within its boundaries.

The unique character and history of this conservation area is its imposing buildings and rugged landscape to the west, the vast public open space to the centre, together with the more urban development to the east these elements are inextricably linked to the construction of the breakwater and much of this area has remained "*fossilised*"

byddai'r effeithiau hyn yn fanteisiol i'r henebion hyn, yn enwedig gan fod Soldier's Point House a Porth y Felin House mewn perygl difrifol fynd yn adfeilion a chael eu colli.

Yn dilyn gostyngiadau a negodwyd i uchder yr adeiladau preswyl o fewn y datblygiad arfaethedig, rwyf yn cytuno â'r casgliadau hyn. Ystyrir y gall y datblygiad gael ei gynnwys heb ddinistrio cymeriad neu osodiad yr ardal gadwraeth neu rai o'r prif adeiladau a henebion. Mae'r ardal werdd agored heb ei chyffwrdd, sicrhair athreiddedd fel bo'r golygfeydd allweddol pwysig yn cael eu cadw, a chedwir yr adeiladau mawreddog neu eu gwella a pherchir eu lleoliad.

Mae Gwasanaeth Cynllunio Archeolegol Gwynedd (GAPS) wedi argymhell bod angen asesiadau pellach cyn rhoi caniatâd cynllunio manwl yn y dyfodol, ac maent wedi awgrymu bod amod cynllunio i'r perwyl hwnnw ynghlwm wrth y caniatâd cynllunio amlinellol.

Effeithiau Economaidd-Gymdeithasol

Mae Ardal Gogledd Orllewin Cymru yn ei chyfanrwydd yn cael ei chydabod fel un sydd angen buddsoddiad sylweddol o'r tu allan. Mae hyn yn arbennig o wir ar gyfer Ynys Môn a hyd yn oed yn fwy difrifol yng Nghaergybi lle mae 7.4 o weithwyr di-waith yn mynd ar ôl pob swydd wag a lle mae dirywiad economaidd i'w weld yn glir. Mae'r ardal hefyd â phoblogaeth sy'n dirywio ac yn heneiddio. Ystyrir y byddai'r buddsoddiad o'r tu allan sy'n deillio o'r datblygiad hwn yn hwb i'r economi lleol ac yn creu cyfleoedd cyflogaeth tymor byr ar gyfer llafur medrus ac anfedrus yn y diwydiannau adeiladu a diwydiannau cyflenwi lleol. Awgrymir bod y buddsoddiad yn debygol o arwain at effaith gweddilliol parhaol mewn perthynas â gwell sylfaen sgiliau a hyfforddiant. Ar ben hynny, awgrymir y byddai'r marina a'r datblygiad cysylltiedig, yn y tymor hir, yn cynhyrchu

since the 19th century. It is against this context that the current proposals must be judged.

Having considered both direct and indirect effects of the development the ES concludes that the development would have a major and significant affect the setting of the Great Breakwater, Soldiers Point House and Screen Wall and Porth Y Felin House. However, it is considered that these effects would be beneficial to these monuments, particularly as Soldiers Point House and Porth Y Felin House are in serious danger of falling into ruin and being lost.

Following negotiated reductions to the heights of residential buildings within the proposed development I agree with these conclusions. It is considered that the development can be accommodated without destroying the character or setting of the conservation area or those of principal buildings and monuments. The open green area is untouched, permeability is achieved so that important key views are retained and imposing buildings are retained or enhanced and their setting respected.

The Gwynedd Archaeological Planning Service (GAPS) have recommended that further assessments are required before future detailed planning consents are granted and have suggested that a planning condition to that effect be attached to the outline planning permission.

Socio-Economic Effects

The North West Wales Area as a whole is recognised as requiring significant inward investment. This is particularly true for Anglesey and is even more acute at Holyhead where 7.4 unemployed workers chase every job vacancy and the economic decline is clear to see. The area also has a declining and ageing

gwarant blynyddol a allai fod yn fwy na £8m yn yr ardal, er budd pobl leol a busnesau.

Yn y tymor hir rhagwelir y byddai'r datblygiad yn creu nifer sylweddol iawn o swyddi amser-llawn a rhan-amser a byddai'n cynnwys cyfran sylweddol o swyddi medrus yn y diwydiant morol, a byddai nifer o fusnesau bach newydd yn cael eu cychwyn yn ei sgil.

Ystyrir y byddai'r marina a'r datblygiad cysylltiedig yn gweithredu fel catalydd ar gyfer adfywiad economaidd ehangach yr ardal.

Materion eraill

Mae Cyngor Tref Caerdybi wedi gofyn am wneud cytundeb Adran 106 i bennu bod y lawntiau yn Nhraeth Newry yn cael eu trosglwyddo i'w meddiant, ynghyd â swm gohiriedig ar gyfer eu cynnal, a bod cytundeb cyfreithiol yn cael ei lunio yn ei gwneud yn ofynnol i'r ymgeisydd ddod yn gyfreithiol gyfrifol am gynnal a chadw'r Morglawdd Mawr yn y dyfodol.

O ystyried natur y cais a'r wybodaeth a ddarparwyd ynddo, ni ystyrir bod y darpariaethau hyn yn angenrheidiol i wneud y cais yn dderbyniol o ran cynllunio defnydd tir.

Er gwaethaf hynny, mae Ymgymeriad Unochrog drafft a baratowyd gan yr ymgeisydd wedi cael ei gyflwyno sy'n nodi mecanwaith ar gyfer cyflwyno trosglwyddiad y Lawntiau i Gyngor Tref Caerdybi, ynghyd â swm gohiriedig ar gyfer cynnal a chadw blynyddol. Yn yr un modd mae swm gohiriedig ar gyfer cynnal a chadw Parc Gwledig y Morglawdd wedi cael ei gynnwys hefyd.

O ran y Morglawdd Mawr, cynghorir bod hyn yn y tu allan i'w rheolaeth. Fodd bynnag, ceir cadarnhad bod Conygar Stena Line Cyf yn cydnabod pwysigrwydd y strwythur ac yn ymrwymedig i sicrhau bod

population. It is considered that the inward investment arising from this development would boost the local economy and generate short term employment opportunities for skilled and unskilled labour in the local construction and supply industries. It is suggested that the investment is likely to bring about a permanent residual effect in relation to improved skills base and training. Furthermore it is suggested that the marina and associated development would, in the long term, generate an annual expenditure potentially in excess of £8m in the locality, to the benefit of local people and businesses.

In the long-term it is envisaged that the development would create a very considerable number of full-time and part-time jobs and would include a significant proportion of skilled posts in the marine industry and a number of new small business start-ups would be generated.

It is considered that the marina and associated development would act as a catalyst for wider economic regeneration of the area.

Other matters.

The Holyhead Town Council have requested that a Section 106 agreement be entered into stipulating that the greens at Newry Beach be transferred to their ownership together with a commuted sum for their upkeep and that a legal agreement be drawn up requiring that the applicant becomes legally responsible for the future upkeep and maintenance of the Great Breakwater.

Given the nature of the application and the information provided therein it is not considered that these provisions are necessary to make the proposal acceptable in land-use planning terms.

Notwithstanding, this a draft Unilateral Undertaking, prepared by the applicant has been submitted which sets out a

yr holl waith cynnal a chadw angenrheidiol i gadw'r strwythur yn 'addas at y diben' yn cael eu gweithredu drwy gydol oes y prosiect. Yn ogystal, byddai'r Cwmni hefyd yn defnyddio pob ymdrech i ymchwilio i'r posibilrwydd o ddenu cyllid grant i wella a diogelu gwerth amwynder y nodwedd hanesyddol bwysig hon.

Mae'r materion hyn yn cael eu hadrodd i'r pwyllgor er gwybodaeth yn unig. Nid oes pwysau wedi cael ei osod ynghlwm â'r ymrwymadau hyn a gynigir drwy'r Ymgymieriad Unochrog, ac nid yw'r argymhelliad mewn unrhyw ffordd yn amodol ar roi'r ymrwymadau hyn yn eu lle.

Crynodeb

Mae'r cais yn cael ei gefnogi gan y cyddestun cenedlaethol a rhanbarthol a osodir gan Gynllun Gofodol Cymru, Polisi Cynllunio Cymru a chanllawiau TAN. Hefyd, mae'r bwriad yn unol â'r polisiâu mwyaf perthnasol y Cynllun Datblygu. O'u hystyried ar eu pennau eu hunain, gallai elfennau o'r tai a defnyddiau manwerthu o bosibl wrthdaro â rhai o feini prawf y polisi, ond o'i ystyried yn gyfannol, mae defnydd cymysg y cais yn cael ei gefnogi gan bolisiâu.

Ar wahân i'r pwyntiau a godwyd gan y Cyngor Cefn Gwlad, mae'n amlwg hefyd nad oes unrhyw ymgylgoreion statudol eraill wedi gwrthwynebu.

Mae'r Datganiad Amgylcheddol yn nodi prif effeithiau'r datblygiad a'r lliniaru priodol arfaethedig. Er bod nifer o faterion y mae angen cyflwyno gwybodaeth bellach amdanynt, mae'r rhain yn faterion manwl sy'n ymddangos y gellir eu datrys yn ystod cyfnod trafodaethau manwl o ran Penawdau Telerau'r Rhwymedigaeth Gyfreithiol. Pe na fyddai un neu fwy o'r materion hyn yn cael eu bodloni, yna byddai angen i adroddiad pellach gael ei baratoi ar gyfer ystyriaeth y Pwyllgor.

mechanism for delivering the transfer of the Greens Area to the Holyhead Town Council together with a commuted sum for annual maintenance. Likewise a commuted sum for the maintenance of the Breakwater Country Park is also included.

In terms of the Great Breakwater it is advised that this is out of their control. However, it is confirmed that Conygar StenaLine Ltd recognises the importance of the structure and is committed to ensuring that all maintenance works necessary to keep the structure 'fit for purpose' are implemented throughout the life of the project. In addition, the Company would also use every endeavour to investigate the possibility of attracting grant funding to further enhance and protect the amenity value of this important historic feature.

These matters are reported to committee for information purposes only. No weight has been attached to the commitments offered through this Unilateral Undertaking and the recommendation is not in any way contingent upon these commitments being put in place.

Summary

The proposal is supported by the national and regional context set by The Wales Spatial Plan, Planning Policy Wales and TAN guidance. Also the proposal is in compliance with the most relevant policies of the Development Plan. Taken in isolation elements of the housing and retail uses could potentially conflict with some policy criteria but taken holistically the mixed use nature of the proposal is supported by policies.

It is also apparent that apart from those raised by CCW no other statutory consultees have objected.

The Environmental Statement identifies the main impacts of the development and

proposed appropriate mitigation. Whilst there are a number of issues which require the submission of further information, these are matters of detail which appear capable of resolution during the period within which detailed negotiation would take place in relation to the Head of Terms of the Legal Obligation. Should one or more of these issues not be capable of resolution then a further report would need to be prepared for Committee consideration.

7. Casgliad

Bod y cais amlinellol yn cael ei gymeradwyo yn amodol ar y cafeatau uchod, cwblhau Rhwymedigaeth Adran 106 sy'n sicrhau cyflwyno'r materion a restrir isod ac amodau caniatâd cynllunio a restrir ar ôl hynny;

Penawdau'r telerau ar gyfer cytundeb Adran 106.

- Ei gwneud yn ofynnol i'r datblygwr ddarparu tai fforddiadwy (neu ddarpariaeth amgen arall a allai fod yn briodol) yn unol â pholisï'r Cyngor.
- Ei gwneud yn ofynnol i'r datblygwr gyfrannu at weinyddu pwyllgor cyswllt lleol yn ystod cyfnod adeiladu'r datblygiad.
- Ei gwneud yn ofynnol i'r datblygwr greu cysylltiadau ffisegol a gwelliannau rhwng glan y dŵr a chanol y dref fel y gall cerddwyr a beicwyr symud yn rhwydd ac yn ddiogel rhwng y ddau leoliad
- Ei gwneud yn ofynnol i'r datblygwr ddarparu lliniaru oddi ar y safle o ran creu cynefinoedd a rheoli ymwelwyr.

Amodau caniatâd cynllunio.

- Cynnwys materion wedi'u neilltuo

7. Conclusion

That the outline application be approved subject to the above caveats, the completion of a Section 106 Obligation that ensures the delivery of the matters listed below and conditions of planning permission listed thereafter;

Heads of terms for Section 106 agreement.

- To require that the developer provides affordable housing (or alternative provision as may be appropriate) in accordance with Council policy.
- To require that the developer contributes to the administration of a local liaison committee during the construction period of the development.
- To require that the developer creates physical linkages and enhancements between the waterfront and the town centre so that pedestrians and cyclists can move easily and safely between the two
- To require that the developer provides off-site mitigation in respect of habitat creation and visitor management.

Conditions of planning permission.

- Cyfnod o 3 blynedd ar gyfer cyflwyno materion wedi'u neilltuo
- Amod ynglŷn â'r camau o ymdrin â gwahanol elfennau'r datblygiad.
- Amod ynglŷn â'r rhwydwaith cyflenwi dŵr.
- Amodau ynglŷn â phriffyrdd a materion parcio.
- Amodau ynglŷn â draenio dŵr budr a dŵr wyneb.
- Lliniaru cyffredinol yn unol â'r Datganiad Amgylcheddol ac atebion ymgynghorai.
- Amodau Lliniaru Risg Llifogydd
- Amodau Rheoli Dŵr Wyneb.
- Amod ynghylch llwybr y llwybr Arfordirol.
- Atal llygredd.
- Gofod llawr manwerthu i'w ddiffinio a'i gyfyngu i ddefnyddiau sy'n briodol i Farina.
- Cael gward â hawliau datblygu a ganiateir ar gyfer newid defnydd i A2 neu A1
- Cod ar gyfer Cartrefi Cynaliadwy
- Datblygiad yn unol â'r datganiad dull adeiladu
- Content of reserved matters
- 3-year period for submission of reserved matters
- Condition regarding the phasing of various elements of the development.
- Condition regarding the water supply network.
- Conditions relating to highways and parking issues.
- Conditions relating to foul and surface water drainage.
- General mitigation in accordance with the ES and consultee replies.
- Flood Risk Mitigation conditions
- Surface Water Management conditions.
- Condition regarding the route of the Coastal footpath.
- Pollution prevention
- Retail floor-space to be defined and limited to uses appropriate to a Marina.
- Removal of permitted development rights for change of use to A2 or A1
- Code for Sustainable Homes
- Development in accordance with a construction method statement

