

NOTICE OF MEETING



Snowdonia National Park Authority

Emyr Williams

Chief Executive

Snowdonia National Park Authority

Penrhyndeudraeth

Gwynedd LL48 6LF

Phone: (01766) 770274

E.mail: parc@eryri.llyw.cymru

Meeting: Planning & Access Committee

Date: Wednesday 19th April 2023

Time: 10.00 a.m.

Location: The Oakeley Room, Plas Tan
y Bwlch, Maentwrog and Via
Zoom

Members are asked to join the meeting 15 minutes before the designated start time

Members appointed by Gwynedd Council

*Councillor: Elwyn Edwards, Annwen Hughes, Louise Hughes
June Jones, Kim Jones, Edgar Wyn Owen, Elfed Powell Roberts,
John Pughe Roberts, Meryl Roberts;*

Members appointed by Conwy County Borough Council

Councillor: Ifor Glyn Lloyd, Jo Nuttall, Dilwyn Owain Roberts;

Members appointed by The Welsh Government

*Mr. Brian Angell, Ms. Tracey Evans, Mrs. Sarah Hattle,
Mr. Tim Jones, Ms. Naomi Luhde – Thompson, Ms. Delyth Lloyd.*

****This Agenda is also available in Welsh***

A G E N D A

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1. **Apologies for absence and Chairman's Announcements**
To receive any apologies for absence and Chairman's announcements.
2. **Declaration of Interest**
To receive any declaration of interest by any members or officers in respect of any item of business. 3 - 8
3. **Minutes**
The Chairman shall propose that the minutes of the meeting of this Committee held on the 08 March 2023 be signed as a true record (copy herewith) and to receive matters arising, for information. 9 - 139
4. **Reports by the Director of Planning and Land Management**
To submit the reports by the Director of Planning and Land Management on applications received. (Copies herewith) 140 - 172
5. **Update Reports**
To submit update reports, for information. (Copies herewith) 173 - 183
6. **Delegated Decisions**
To submit the list of applications which have been determined in accordance with delegated authority, for information. (Copy herewith) 184 - 188
7. **Appeal Decision**
To submit an oral report by the Director of Planning and Land Management on the Inspector's decision to grant appeal (a) NP4/26/22F, Extinguishment of Section 106 Agreement (Local Occupancy) attached to planning approval notice NP4/26/22B and dated 27/02/2008 in its entirety, Yr Hen Ysgol, Nant y Rhiw, Llanrwst, Appeal by Mr. Sean Taylor against the decision of the Snowdonia National Park Authority to refuse the application
(A copy of the Inspector's decision is enclosed – Copies herewith)

**SNOWDONIA NATIONAL PARK PLANNING AND ACCESS COMMITTEE
WEDNESDAY 8th MARCH 2023**

Councillor Elwyn Edwards (Gwynedd) (Chair)

PRESENT:

Members appointed by Gwynedd Council

Councillors Annwen Hughes, Louise Hughes, June Jones, Edgar Wyn Owen, Elfed Powell Roberts, John Pughe Roberts, Meryl Roberts;

Members appointed by Conwy County Borough Council

Councillors Ifor Glyn Lloyd, Dilwyn Owain Roberts;

Members appointed by the Welsh Government

Ms. Tracey Evans, Ms. Sarah Hattle, Mr. Tim Jones, Ms. Delyth Lloyd.

Officers

Jonathan Cawley, Jane Jones, Aled Lloyd, Richard Thomas, Alys Tatum, Eiliw Owen, Peter Rutherford, Siwan Lyall, Anwen Gaffey.

Apologies

Councillor Jo Nuttall; Mr. Brian Angell, Ms. Naomi Luhde-Thompson.
Mr. G. Iwan Jones, Director of Corporate Services

The Director of Planning and Land Management stated that the meeting was being recorded to assist in verifying the minutes and that the recording would also be available online.

1. Chairman's Announcements

The Chairman welcomed eleven students and two lecturers from Cardiff University who were attending the meeting to observe and listen to the discussions. Also, in the absence of the Director of Corporate Services, the Chair welcomed Siwan Lyall to the meeting.

2. Declaration of Interest

No declarations of Personal Interests were made in respect of any item.

3. Minutes

The minutes of the Planning and Access Committee meeting held on 25th January 2023 were accepted and the Chairman signed them as a true record.

4. Reappointment of Local Access Forums by April 2023

Submitted – A report by the Director of Corporate Services to seek approval of the process and timetable for the re-appointment of Local Access Forums, and to appoint a selection panel of Members.

Reported – The Access and Well-being Manager presented the report and background.

RESOLVED

- 1. to approve the proposed procedure and timetable for the re-appointment of the Local Access Forums.**

2. **to appoint a selection panel of four Authority Members to consider applications for membership of the Forums. The following Members were selected:-**
Councillors Meryl Roberts, John Pughe Roberts; Mr. Tim Jones, Ms. Tracey Evans.

5. **Reports by the Director of Planning and Land Management Submitted** – Reports by the Director of Planning and Land Management on planning applications and compliance matters.

Please see the Schedule of Planning Decisions attached.

6. **Draft Review Report on the Eryri Local Development Plan Submitted** – A report by the Principal Planning Officer to approve the Draft Review Report for stakeholder engagement.

Reported – The Principal Planning Policy Officer presented the report and background and advised Members upon the next steps. The Principal Planning Policy Officer advised that since the report was considered by Members in January, the Draft Review Report had now been presented to Fforwm Eryri.

RESOLVED to approve the Draft Review Report for stakeholder engagement, as submitted.

7. **Update Reports Submitted** – Update reports by the Director of Planning and Land Management on planning applications and compliance matters.

Please see the Schedule of Planning Decisions attached.

8. **Delegated Decisions Submitted and Received** – List of applications determined in accordance with delegated authority.

RESOLVED to note the report.

9. **Planning Appeals Submitted and Received** – copies of the following appeal decisions:-

- (a) Appeal by Mr & Mrs. M. Gilmore-Parry against the Authority's refusal to grant planning permission for the change of use of existing domestic garage to holiday let accommodation, Bronant, Pentre Du, Betws y Coed. LL24 0BY (Appeal dismissed)
- (b) Appeal by Ms Caroline Evans against the Authority's refusal to grant planning permission for the siting of a static caravan for a temporary period (3 years), Plas Gwynfryn, Llanbedr, Gwynedd. LL45 2NY (Appeal dismissed)

The meeting ended at 11.45

SCHEDULE OF PLANNING DECISIONS – 8th MARCH 2023

Item No.

5. Report by the Director of Planning and Land Management

- (1) NP2/11/L524 – Demolition of garage and erection of two-storey rear and single storey side extension, Dolafon, Nant Gwynant. LL55 4NL

Reported – Case Officer presented the report and planning considerations.

RESOLVED to grant permission in accordance with the recommendation.

- (2) NP4/11/337D – Construction of new local affordable dwelling and installation of associated foul water disposal, Hendre Farm, Betws-y-Coed. LL24 0BN

Reported – Case Officer presented the report and background and provided further additional details as follows:-

- the Case Officer advised Members of the planning history, confirming that a proposal for a dwelling at this site had been refused twice before. The first time the application was for an open market dwelling and the second application was for an affordable dwelling, but no justification had been submitted to support this. The latest submission was more detailed.
- the Case Officer's report stipulated the housing development boundary was approximately 40 metres away from the site. Following publication of the report this measurement was queried and suggested it was more than 60 metres away. The measurement would depend on where you measure from. For the report, the measurement was taken from the red line site boundary. However, if you take the measurement from the location of the dwelling itself to the housing development boundary, then this does measure approximately 60 metres.
- a query was also raised about the size of the dwelling and that the gross internal floor area measured 114.91 m² and not 97.56 m² as stipulated in the report. Having reviewed the 114.91 measurement, it appeared the internal wall area had been included (but NOT the internal wall between the garage and the dwelling itself) and the hall measurement also appeared to be included. A colleague was asked to review the measurement which came to 102.54 m² which appeared to be in line with the 97 measurement and was a minimal difference. There would also be a condition to ensure that the garage space could not be converted into habitable accommodation.

Public Speaking

Mr. William Pierce, the applicant, addressed the Planning and Access Committee and asked Members to consider the following:-

- Mr. Pierce thanked the Committee for the opportunity to speak in favour of his application to build an affordable home on the farmyard in Betws y Coed to provide a secure home for himself and his son.
- Mr. Pierce was the third generation to farm in Betws-y-Coed and outlined the main reasons why the committee should support his application.
- the local community support the proposal and have started a petition in support of the applicant's request to stay on the farm and build a cottage to farm, work as a builder and mason, and live in the community in which he has lived all his life.
- the applicant has been living in a caravan on the farm for over 12 years and has always paid his council tax during this time. The caravan was no longer suitable to live in full time and this has had a detrimental effect on his health.
- the applicant cannot afford to buy a house in the area and there was no suitable accommodation to rent close enough to the farm holding.

- the applicant's son has rented a property in Betws y Coed for 10 years and was unsure how long he could continue to stay at this property.
- the new dwelling would house both Mr. Pierce and his son and allow them both to continue to work and live in the community.
- the applicant's son worked for the Fire and Rescue Service and needed to be close to his work to respond to emergency call outs.

Mr. Jamie Bradshaw, on behalf of Mr. Emlyn Roberts, addressed the Planning and Access Committee and asked Members to consider the following objections:-

- Mr. Emlyn Roberts owned the house next to the site at Hendre Rhys Gethin and also the lodge park.
- due to the time limit Mr. Bradshaw stated he would not cover all of the severe and material issues with this case and would instead focus on key matters.
- the most pressing was that sewage cannot be drained without causing pollution. This was because the site does not provide enough space to fit in a soakaway, nor to provide the minimum separation from the neighbour. Detailed technical evidence had been provided to officers, as well as written confirmation from Conwy's Principal Building Control Officer that it will not comply with Building Regulations, and that the site was simply too small to accommodate a septic tank and a drainage field. This was not detailed in the report despite officers being aware of this fact.
- this is a key material factor, and if the site cannot be satisfactorily drained the application must be refused. Indeed, if built as proposed, the scheme will cause sewage pollution and have a severe impact upon his client, as his property was set below the site as well as a nearby river.
- for surface water drainage, as the site apparently has permeability, a soakaway must be used, but this is not proposed and instead a connection is shown to a surface water drain which he understood had insufficient capacity. No surface water drainage detail was provided, despite this being required by local and national policy.
- turning to the policy on exception sites, while officers have argued that flexibility should be applied, the separation from the boundary was not trivial at 61m at the closest point. The site was also separated from the boundary by a road, open land, trees, a few small structures, and a stream. This meant that it was in no way connected to the settlement, a clear and substantial breach of policy with any approval driving a coach and horses through the LDP.
- the live application for 5 affordable houses only 160m from the site also undermines the case, as this would potentially meet the need, thus also breaching the policy.
- more damningly, the Authority had previously refused an application on the basis that the site was in the open countryside and so did not comply with Development Policy 11. As the relevant policy within the LDP is the same, there can be no sound or defensible grounds for reaching a differing decision in this case as nothing has changed.
- there were also myriad other issues, such as the fact that the dwelling's gross internal size was 114 square metres, not 97 square metres, meaning that it did not comply with the affordable dwelling size limits, the lack of an ecology survey, the elevation of the site above his client's property so causing harmful overlooking, and that it will be difficult or impossible to park on the site.

- also a concern was the applicant's long track record of breaching planning controls which meant that if the house is built, any controls and conditions will not be complied with, subjecting his client to years of further problems.
- all in all, whilst sympathising with the applicant's situation, the proposal before Members clearly breaches the LDP, cannot be drained without causing pollution and flooding problems, and has myriad other issues. There was no sound basis for approval, and indeed as it stood the case was highly challengeable due to the numerous breaches of policy and procedures. A proper assessment of the issues clearly and heavily weigh in favour of refusing the scheme and therefore, respectfully the Committee was requested to refuse the application.

RESOLVED subject to a Section 106 affordable local occupancy agreement, to **grant** permission in accordance with the recommendation.

- (3) NP5/52/258B – Installation of pay & display machine, Car Park adjacent to Llynau Cregennan, Arthog.

Reported – Case Officer presented the report and planning considerations and members discussed the application in detail.

RESOLVED to **grant** permission in accordance with the recommendation.

- (4) NP5/72/250B – Construction of an auxiliary spillway, catchwater channel and below ground flow measurement chamber, reconfiguration of the existing car park and the diversion of a below ground high voltage cable, including landscape and ecological mitigation measures, together with enabling works including the provision of haul roads, materials storage/set down areas, localised road improvements, site compound and welfare facilities and vehicle parking, Llyn Celyn Reservoir, Frongoch. LL23 7NU
- Reported** – Case Officer presented the report and advised upon the background and planning considerations. Since the report was written, Gwynedd Council Highway Authority have advised they have no objections.

Public Speaking

Mr. Steve Shakespeare, on behalf of the applicants, addressed the Planning and Access Committee and asked Members to consider the following:-

- Mr. Shakespeare stated that he was the North Wales Dam Safety Engineering Manager with Dwr Cymru.
- over recent years the Regulations regarding the safety of dams had been tightened in response to climate change concerns.
- the dam at Llyn Celyn Reservoir was entirely safe but the latest independent inspection identified the need for additional spillway capacity, in order to meet the current Regulations. This was a mandatory requirement that Dwr Cymru must comply with.
- the additional spillway capacity at Llyn Celyn is required to deal with floodwaters resulting from storms that are predicted to occur only once in more than 10,000 years.
- Dwr Cymru were well aware of the sensitivity of Llyn Celyn, both in terms of its history and its environmental quality, and had engaged extensively with the local community, regulatory bodies and other stakeholders, in bringing forward the current proposals.
- the proposed auxiliary spillway will be located at the northern end of the crest of the dam and will be constructed in a covered culvert where it passes beneath the existing car park. The car park would be re-instated when the works were completed and the top of the culvert would be grassed over, to avoid any adverse

landscape impact, and picnic tables, bike racks and interpretation boards would also be provided.

- the western end of the spillway will not be covered, but its sides faced with local stone and native planting carried out to integrate into the surrounding landscape.
- native tree planting will also be carried out, mainly in the areas below the dam, and mitigation measures will be implemented to offset any environmental or ecological harm.
- while the work is carried out temporary construction compounds will be established on existing level platforms located below the dam, together with temporary haul roads, with a small compound on the existing car park. These areas will be reinstated upon completion of the development.
- Dwr Cymru must provide the proposed auxiliary spillway to ensure dam safety, in the long term, and the proposals have the support of the local community, regulatory bodies and other stakeholders. The mitigation measures that form an integral part of the proposed development have been designed to offset any environmental harm. Dwr Cymru requested that the Committee endorse the Planning Officer's recommendation and resolve to grant planning permission for the proposed development.

RESOLVED to authorise the Director of Planning and Land Management to grant permission subject to appropriate conditions.

7. Update Reports

- (1) Enforcement Notices, Listed Building Enforcement Notices served under delegated powers and List of Compliance Cases – **For Information**

NP4/29/ENF10G – The Machno Inn, Penmachno

The Acting Planning Manager agreed to ask the case officer to provide Councillor Dilwyn Roberts with a separate update.

NP5/65/ENF115A – Land at Hengwrt, Llanelltyd

Members were provided with an oral update.

RESOLVED to note the report.

- (2) Section 106 Agreements – **For Information**

NP5/61/632 – Merthyr Isaf, Hwylfa'r Nant, Harlech

Members were provided with an oral update.

RESOLVED to note the report.

- (3) Outstanding Applications where more than 13 weeks have elapsed – **For Information**

NP5/64/190 – Land at Ffridd Bryn Coch, Llanegryn

The Acting Planning Manager agreed to ask the case officer to provide Councillor Louise Hughes with further details.

RESOLVED to note the report.

<u>Rhif Eitem / Item No.</u>	<u>Cyfeirnod / Reference No.</u>	<u>Disgrifiad / Description.</u>	<u>Swyddog Achos / Case Officer</u>
	NP5/53/576	Estyniad arfaethedig i reilffordd trac cul Llyn Tegid i gynnwys 1200m o drac reilffordd, croesfan reilffordd, codi gorsaf reilffordd newydd, adeiladau ategol ar gyfer injan dren a cherbydau, blwch signal ynghyd a datblygiad cysylltiol, Tir yn Y Bala./ Proposed extension of Llyn Tegid narrow gauge railway comprising of 1200m of railway track, installation of level crossing, erection of new station building, ancillary engine and carriage building, signal box and associated development, Land at Bala.	Richard James

Snowdonia National Park Authority – Planning & Access Committee **Date: 19-Apr-2023**

Application Number: NP5/53/576

Date Application Registered: 29/11/21

Community: Bala, Llangywer

Grid Reference: 293027.7 335035.5

Case Officer: Mr Richard James

Location:
Land at Bala.

Applicant:
Julian Birley,
Rheilffordd Llyn Tegid Ltd.
c/o Agent

Description:
Proposed extension of Llyn Tegid narrow gauge railway comprising of 1200m of railway track, installation of level crossing, erection of new station building, ancillary engine and carriage building, signal box and associated development

Summary of the Recommendation:

To **REFUSE** for the following reasons:

1. The Authority is unable to confirm that the proposed development will not adversely affect the condition of the River Dee and Bala Lake/Afon Dyfrdwy a Llyn Tegid Special Area of Conservation and the Llyn Tegid Ramsar site.

Under Regulation 63(5) of the Habitats Assessment Regulations, in the absence of an acceptable conclusion to the Habitats Regulations Assessment, the Authority is unable to approve the application.

2. The proposed development, by virtue of the proposed locomotive shed, associated concrete slab and service railway track and due to their being insufficient information submitted to fully consider the impact of noise mitigation measures (acoustic barriers), is considered to cause an unacceptable detrimental impact upon the existing openness of the Green Wedge.
3. Insufficient information has been submitted to fully consider the impact of the proposed Station building upon the existing character of Y Bala Conservation Area.

4. Insufficient information has been submitted to confirm an acceptable impact upon the historic and architectural interest of the Grade II Listed Pont Mwnwgl-y-llyn (Old Bridge), to justify the loss of the former Pen-y-bont Cottage and to confirm an acceptable impact upon the archaeological interest of the Castell Gronw Castle Mound Scheduled Ancient Monument's setting.
5. Insufficient information and has been submitted to enable the Authority to confirm that no unacceptable detrimental impact will be created upon the existing amenity levels of neighbouring residential properties, with respect to noise and vibration, by the proposed development.
6. Insufficient information has been submitted to fully consider the impacts of the proposed development upon the existing Trunk Road and local highway network with respect to access, traffic generation, congestion, vehicular and pedestrian safety.
7. The proposed development will be located directly over several public sewerage and watermain assets, which Dwr Cymru requires access to at all times under the Water Industry Act 1991 for maintenance and repairs. The proposal will conflict with a need to safeguard the proper function of these assets.

**Reason(s) Application Reported to Committee:
Scheme of Delegation**

The application is 'Major' development (under the provision of The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2012 (and further amended in 2016) and due to its environmental effects also requires an Environmental Impact Assessment (EIA). The Officer's recommendation is also contrary to the Town Council's letter of support.

Please note that the application is not considered Major Development in relation to Eryri Local Development Plan Strategic Policy B. This is a separate category of Major Development and not applicable in this case.

Environmental Impact Assessment (EIA):

The development has been subject to a screening opinion which concluded that the development is “EIA development”. The application is accompanied by an Environmental Statement (ES), which documents an assessment of the following topics:

- Noise
- Dust and Odour
- Ecology
- Landscape
- Cultural Heritage

Land Designations / Constraints:

Phosphorus Sensitive SAC Catchment: River Dee
Grade II Listed Building: Pont Mwnwgl y Llyn
Castell Gronw Scheduled Ancient Monument
Conservation Area: Y Bala
Historic Landscape 16: Bala and Bala Lakesides
Open countryside
Afon Dyfrdwy and Llyn Tegid SAC
Llyn Tegid Ramsar Site
Llyn Tegid SSSI
Afon Dyfrdwy SSSI
TAN 15 Zone C1 and B
ELDP Green Wedge
Public Right of Ways

Site Description:

The application site begins at the existing Pen-y-bont station approximately 500m south of Bala’s settlement boundary, from there it runs north across the B4403, over the Listed Pont Mwnwgl-y-llyn (Old Bridge), along the western footway of the B4391, across the new bridge and linking onto the new embankment up to the Rugby Club, where it crosses Public Right of Way (PROW) No. 4 and runs behind the clubhouse on its southern side. It continues along the northern side of the existing playing field boundary trees and hedgerow, through the hedgerow into the next field, crossing over PROW No. 5 in the process. It continues through another agricultural field and boundary hedgerow into the Station building area on the southern edge of the settlement boundary. This fronts onto Heol Aran, where a former garage/employment building has been demolished. It also runs adjacent to the rear boundaries of Heol Aran residential property (north east) and the Neuadd building, car parks and No. 6 Pensarn Road (north west).

This area is currently laid to scrub/grazing land, confined to the south by trees and boundary hedgerow.

As noted above, the application site passes through a number of European, National and Local level designations. Llyn Tegid is designated at international and national levels for its nature conservation interest and is a Wetland of International importance (Ramsar Site), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). The important features are lake, swamp and fen habitats, rare plants, fish species, and a rare aquatic snail. The Afon Dyfrdwy is also designated as a SAC and SSSI for its aquatic vegetation, fish species and otter.

The proposal lies entirely within the Phosphorus sensitive catchment of Afon Dyfrdwy and Llyn Tegid SAC.

The land subject to the application is split between a number of landowners who have been notified by the applicants as part of the application submission process.

Proposed Development

The proposal includes the following key components, starting from the south at the existing Station:

Sheet 1A and 1 - Existing Pen-y-bont Station and Pont Mwnwgl-y-llyn

Create additional 2nd track to run north of the existing station, linking to an extension to the existing track, which will curve north from the station and lead out through the existing gateway and over the B4403 towards Pont Mwnwgl-y-llyn on its western side.

The existing stone outbuilding known as Pen-y-bont Cottage, which fronts the road, will be demolished. A new access for the neighbouring Lake Cottage, onto the B4403, is proposed further west than its existing, to avoid conflict with the PROW No. 4 and level crossing. The B4403 will be raised to accommodate the crossing (max 750mm).

The bridge's existing tarmac surface will be removed, new waterproof layer laid and surfaces reinstated thereafter. A conventional ballasted track will form the railway, with kerbs to delineate between the track and footpath. Following an initial round of consultation, a revised handrail has been proposed to the southern end of the bridge, in Corten Steel.

The track continues this arrangement along the new embankment, with footpath to the inside (east), followed by the B4391 Trunk Road. This track and footway section is widened from a narrowed Trunk Road width and footway on its the eastern side.

New pavement footways will be installed on the western side of the B4391 Trunk Road (outside of National Park boundary).

A separate Listed Building Consent application is currently being considered under reference NP5/70/LB28 for the proposed works to the old bridge.

Sheet 2 - Pont Mwnwgl-y-Llyn New Bridge

Over the new bridge section the Trunk Road's eastern footway is removed and the carriageway narrowed approximately 1m maximum and moved eastwards, to accommodate for the widened area for the embankment track and inner footway (widened to 2m). The bridge itself will be widened by 1m. The eastern parapet will be demolished and replaced with a thinner aluminium parapet barrier.

Once over the bridge, the Trunk Road's eastern footway is reinstated along the realigned carriageway, gradually widening as it continues northwards.

Sheet 3 – B4391 and Heol Tegid Junction

The track follows the new embankment and splits from the inner footway, which is diverted to continue along the Trunk Road junction before re-joining along Heol Tegid.

Sheet 4 – Heol Tegid to Rugby Club Car Park

The track continues along the new embankment, with a new footpath connection to PROW No. 4 from Heol Tegid with a level crossing.

Sheet 5 – Rugby Club and Playing Fields

The track then runs on the inner side of the embankment footway, behind the Club House, level with the footpath contained by the new retaining wall constructed by NRW. The proposal enters the ELDP Green Wedge at this point.

It then falls towards existing ground levels (although still raised) on the northern side of the boundary trees and hedgerow, dividing the playing fields with the agricultural land and PROW to the south. A 'no dig' and cellweb construction will be utilised for the track along this section to protect the existing trees and hedgerow.

Sheet 6 – Playing Fields

The first of the new station buildings is proposed here, comprising the Locomotive Shed, its associated 2nd run-off track and concrete slab of equal length.

The Locomotive Shed will comprise a portal frame building, with pitched roof, finished in Charcoal corrugated Steel Cladding, with translucent sky lights and side hung aluminium framed doors on each end. A 'no dig' and cellweb construction will be utilised for the tracks along this section to protect the existing trees.

Both tracks continue westwards thereafter, passing through the playing field's north west boundary (low level hedgerow with trees). Another level crossing is required over PROW No. 5, which will also enable vehicle access to the agricultural field to the south.

Sheet 7 – Station Building and associated development

The two tracks lead into the Station building area, firstly passing a new coal bunker, service railway track and vehicular access, which runs adjacent to PROW No. 5 and south of 3 neighbouring residential properties (9-11 Ystad Cae Bach).

To the south, a new signal cabin is proposed, with new native hedgerow to form a new southern boundary to the site. The Signal Cabin comprises a modest building of simple form, with pitched slate roof, brick elevations, with external steps to a raised floor level, with timber windows on the front (north) and side elevations.

The tracks continue north westwards, through the existing field boundary hedgerow (to be removed) and into the Station area. Within this area, the site is no longer within the Green Wedge, but does now enter Bala's Conservation Area.

Along the southern boundary, a Carriage Shed is proposed with three lines serving (2 within the shed and 1 externally to the south). This will follow the Locomotive shed design, although at 53m long. The existing tree lined hedgerow boundary to the south will be retained.

The carriage shed will front onto Platform 2 to the north (89m long), followed by Platform 1 across the 2 lines, followed by the Station building.

The Station Building will front onto Heol Aran (set back from the building line) with a 2-storey, hipped roof and highly decorative and symmetrical frontage, with central gable and town clock, 8-pane arched timber windows under brick voissaire heads with keystones, central principal entrance with side hung timber panel doors, with front pilastered area, cast iron drainpipes, decorative brick cornices and a slate roof. This frontage drops to a triple pitched single storey rear section, which backs onto Platform 1. This section is more contemporary, continuing the charcoal clad exterior theme of the Locomotive and Carriage Sheds, although with glazed aluminium framed openings onto Platform 1 and to the side external eating/café area (east). Roof mounted solar panels are proposed on this eastern plane. The western elevation includes service doors, windows and sky lights.

Internally, a ground floor ticket office, retail area, café (with external seating) to the east, an office area and public toilet facilities to the west is proposed. At first floor, additional office space is proposed.

To the west of the Station building, the site re-enters the Green Wedge which wraps around the southern boundary to connect to the rear garden areas of Heol Aran properties. Within this area, vehicular access from Heol Aran is proposed, leading into 22 car parking spaces, 5 disabled spaces. A new footpath runs westwards from Platform 1, with a picnic area proposed in the south west corner of the site.

The site area includes the lower section of the Heol Plasey public carpark to the north of the Station, where it is proposed to reconfigure current parking arrangements to provide 3 coach bays opposite the public toilets.

With respect to current phosphate restrictions in the area, whilst initially proposed to connect to the mains sewer, following objections the option of a temporary Cess Pool was explored to serve the Station building. After due consideration this was also found to be unacceptable under national policy and Habitats Regulations Assessment (HRA). It has now recently been proposed to delay the use of the café element and public toilets, until such time as the Wastewater Treatment Works (WwTW) has a Phosphate Permit (by way of planning condition). This is considered in more detail below and is taken as the basis for assessment.

Construction.

The same main temporary construction compound as approved for the current NRW embankment works is proposed, forming part of an agricultural field located between Heol Tegid and the B4391.

Supporting documentation –

The application is supported by an array of reports and assessments including (but not limited to) -

- Environmental Statement and Appendices covering Noise, Dust and Odour, Ecology, Landscape and Cultural Heritage topics.
- Shadow Habitat Regulations Assessment.
- Pre-application Consultation Report.
- Economic Impact Report.
- Design and Access Statement.
- Planning Statement.
- Landscape Character Appraisal.
- Arboricultural Statement.
- Transport Statement.
- Traffic Impact Report.
- Trip Generation Report.
- Construction Environment Management Plan.
- Operational Environment Management Plan
- Pollution Incident Response Plan.
- Biodiversity Management Plan.
- Drainage Strategy.
- Heritage Impact Assessments.
- Archaeological Written Scheme of Investigation and Survey Report.
- Community Linguistic Impact Assessment.
- Flood Consequence Assessment.
- Pont Mwnwgl-y-llyn Structural Report.

Relevant Planning Policies and Legislation:

Conservation of Species and Habitats Regulations 2017.

The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.

Future Wales: The National Plan 2040:

- 4 – Supporting Rural Communities
- 5 – Supporting rural economy
- 9 – Resilient Ecological Networks and Green infrastructure

Planning Policy Wales (PPW) (Ed 11) 2021 and Technical Advice Notes (TANs)

Wellbeing of Future Generations (Wales) Act 2015.

Eryri Local Development Plan 2016-2031:

- SP A: National Park Purposes and sustainable Development
- SP: C Spatial Development Strategy
- DP 1: General Development Principles
- SP: Ch: Social and Physical Infrastructure in new developments
- SP D: Natural Environment
- DP 2: Development and the Landscape
- SP Dd Climate Change
- DP 5 Open Space and Green Wedges
- SP Ff: Historic Environment
- DP:6 Sustainable Design and Materials
- DP7: Listed and Traditional Buildings
- DP8: Protection of Non-Designated Sites
- DP18: The Welsh Language and the Social and Cultural Fabric of Communities
- SP H: A Sustainable Rural Economy
- DP 19: New Employment and Training Development
- SP I: Tourism
- DP 21: Tourism and Recreation
- DP 24: Retail
- SP L: Accessibility and Transport
- DP 25: Visitor Car Parking

Supplementary Planning Guidance:

- SPG 1: Sustainable Design in the National Parks of Wales
- SPG 2: General Development Considerations
- SPG 3: Planning and the Welsh Language
- SPG5: Planning Obligations
- SPG 6 – Nature Conservation and Biodiversity
- SPG 12: Enabling Sustainable Development in the Welsh National Parks
- SPG 13: Landscape Sensitivity and Capacity Assessment
- SPG 14: Obtrusive Lighting (Light Pollution)

Consultations:

<p>Bala Town Council</p>	<p>Responses received 20/1/22 and 8/11/22 – Support. But noting concerns on height and material of fence and visibility of lake, length and height of the carriage shed, increased traffic pressure, parking and access for residents, infrastructure capacity for increased tourism numbers, impact on Welsh language and local culture, it was assumed that Bala’s other businesses and High St would benefit economically.</p> <p>03/03/2023 - Support. Disappointed to learn the application will be recommended for refusal, following the application’s progress for around 9 years and the applicants responding to the Authority’s requests. Disappointment in the long and arduous process and the loss to the town’s economy if the application is refused and once again state their full support.</p>
<p>Llangywer Community Council</p>	<p>20/01/22 and 8/11/22 – Object On highway and pedestrian safety, reduced parking, impact on residents without any benefit and the impact upon Pont Mwnwgl-y-llyn.</p> <p>08/03/23 - Support. Traffic jams and road closure at peak times of the summer are a major concern for residents. A Council meeting was held where the applicant attended and answered detailed questions on highway matters and impacts upon the bridge. After the applicant left the meeting, Councillors agreed that their concerns about the train’s obstruction of traffic had been alleviated, due to the likely change of the B4403 being designated a Clearway and the assurance that no long delays will be caused as the Train crosses.</p>
<p>Llanuwchllyn Community Council</p>	<p>07/01/22 – Only fair to allow time for The Penllyn Partnership to commission and consider a study on tourism impact and the Authority is requested to delay determination until that time.</p> <p>30/01/23 – Authority requested to delay determination and requested to see independent highway and traffic impact data. ENPA requested to assess impact of tourism and Community Council to input into brief</p>

	<p>an increase in phosphorus entering the catchment due to the anticipated increase in visitor numbers as a result of the proposals. Therefore, an adverse effect on the integrity on the River Dee and Bala Lake SAC cannot be ruled out. The rationale provided in regards to wash water is noted. Providing the intention is to dispose of the effluent via mains sewer (pending resolution of the Phosphorous matters), we consider this to be acceptable.</p> <p>Flooding – additional information acceptable subject to use of larger piping.</p>
<p>ENPA Ecology – European Designated Sites and Habitats Regulations Assessment.</p>	<p>06/03/2023 – Object. Shadow HRA is inadequate with substantial shortcomings to fully consider the impact upon European designated sites and so, the Authority cannot grant permission under Regulation 63 (5) of the Habitats Regulations.</p> <p>10/03/23 – Object (following amended suggestion to delay toilet and café provision) Visitor numbers are expected to remain the same and so could be expected to make use of the existing facilities. Consequently, I consider the phosphate pollution would remain and given the lack of capacity at the WwTW, the pollution threat would also appear to remain (unmitigated). Indeed, the threat from pollution could increase over the now abandoned cess pit. The same documents provided a rebuttal regarding the threat posed by the management of washwater. I have considered this but do not believe this overcomes by previously expressed concerns.</p>
<p>ENPA Ecology - Biodiversity</p>	<p>20/03/2023. Insufficient information provided on biodiversity mitigation and enhancement measures with respect to Bats, Birds and hedgerow planting details. Agree with NRW with respect to CEMP and PIRP to be required via planning condition should approval be given.</p>
<p>Gwynedd Public Protection</p>	<p>20/01/2022. Concerns raised on noise impact, proximity of neighbouring property and little mitigation proposed.</p>

	clarification and recommends securing implementation and monitoring through planning condition should approval be given.
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Response to Publicity:

The application has been publicised by way of a Public notice in the Cambrian News on 13th December 2021, neighbour notification letters and a number of site notices were positioned at various points along the application route.

In addition, as ‘Major Development’ the application has been subject to a Pre-application consultation process and a report on this consultation accompanies the application.

A total of 12 representations have been received from 9 representors, including an independent assessment of the application commissioned by the Penllyn Partnership.

One letter of support raises the following:

- We live in Llanuwchllyn, next door to Bwch y Uchaf, adjacent to the train station, by now we will hardly notice the train, as one gets used to things there along with the increased numbers during the holidays, who are civilised. The sound of the steam in the background is pleasant enough, and when it comes to the smell of smoke, that is rarely noticeable either. The railway brings employment benefits for young people including our sons, to be improved by the proposal. Our family supports the proposal.

The remaining representations raise concerns in relation to the following:

- Loss of privacy to residents.
- Noise impact upon residents with respect to the proximity of the track and buildings and numbers of visitors anticipated.
- Impact of increased traffic with respect to inadequate parking, increased congestion and accessibility to residential property.
- Increased litter.
- Loss of daylight for residents.
- Impact on ground water and drainage.
- Latest residents have not been consulted since previous consultation exercise.
- Heritage Impact Assessment – Pen-y-bont Cottage – wrong photo of The Boathouse not the Cottage.

- Steam trains are smelly, dirty, inefficient, environmentally harmful and could cause health issues to residents.
- Adverse impact on the character, appearance and natural beauty of the area.
- Sewerage capacity issues.
- Flooding issues in the area.
- Development requires Compulsory Purchase of my land, including demolition of my property without my support. This is an inappropriate use of the legislation.
- Proposal places finance over public safety.
- No real heritage benefit from the proposal or public service.
- Ungated level crossings and general road safety and pedestrian issues.
- Economic Impact Report and estimated visitor numbers are unreliable and need to be more comprehensive.
- Café will discourage people from entering the town.
- The area is already under increased tourism pressure and congestion, with impacts on accommodation, housing market.
- A tourism reliant economy raises negative impacts with respect to its ability to support local families, protect people's connectivity to local areas, protect population thickness and the local culture and use of Welsh language in the area.
- Is there appropriate funding for all elements of the proposal?
- Application states no commercial or industry related activity, but does this include the Station building, repair and maintenance of rolling stock?

A single letter simply states that the author's belief is that the land is solely owned by the Meredith family.

1 Assessment:

Principle of Development

- 1.1 Planning Policy Wales (PPW) states that economic land uses include the traditional employment uses such as offices and industry, but also uses such as retail and tourism. It directs new sites to within or adjacent defined settlement boundaries, whilst acknowledging that certain industries may have specific land requirements that cannot be accommodated within settlements, recommending criteria based policies within LDPs to

consider such developments (paras 5.4.2 and 5.6.6). It acknowledges the important role of tourism to the local rural economy, noting disused railways and waterways as important tourism and recreation facilities (para 5.5.4).

- 1.2 At the LDP level, the key policies for consideration in this respect comprise ELDP SP A *National Park Purposes and Sustainable Development*, which promotes opportunities for the understanding and enjoyment of the ‘Special Qualities’ of the area, SP C *Spatial Development Strategy*, which seeks to support existing and/or provide new employment opportunities within Bala’s rural economy and strengthen it as a visitor destination, SP H A *Sustainable Rural Economy*, which supports new employment development and tourism (where appropriate) and SP I *Tourism* and DP 21 *Tourism and Recreation*, which seek to support ‘Sustainable Tourism’, which is defined as:

‘Any form of development, management or tourist activity which ensures the long term protection and preservation of natural, cultural and social resources and contributes in a positive and equitable manner to the economic development and well-being of individuals living, working or staying in protected areas’ (ELDP para 6.33).

- 1.3 The proposal comprises the extension of an existing leisure and tourism attraction, seeking to improve the offer and desirability of the Llyn Tegid railway to existing and new customers. Associated economic benefits to Bala’s wider community and Local Service Centre would be provided, which are quantified within the application. Whilst located in open countryside for the most part, (with the exception of the proposed Station building’s frontage within Bala’s settlement boundary) given the existing nature of the attraction, its stated economic benefits and potential to safeguard the environment, the proposal could be considered acceptable in principle, as a form of ‘Sustainable Tourism’, for the purposes of ELDP policy. This is, however, subject to more detailed consideration as outlined below.

2 Planning Assessment

- 2.1 Main issues to consider have been identified as:

- Impact upon the local economy, Bala’s Local Service Centre and Retail Area.
- Consideration of Alternative Sites.

- Impact upon the Afon Dyfrdwy a Llyn Tegid Special Area of Conservation and Llyn Tegid Ramsar Site.
- Impact upon other Ecology and Biodiversity interests.
- Development within a Green Wedge.
- Impact upon the Historic Environment and Cultural Heritage.
- Landscape and Visual impact.
- Neighbouring Amenity.
- Impact upon Public Rights of Way.
- Highway Capacity and Safety.
- Flood Risk.
- Drainage Infrastructure.
- The Welsh Language.

Impact upon the local economy and Bala's Local Service Centre and Retail Area

2.2 The application is supported by an Economic Impact Assessment Report, originally undertaken in 2015-16 following Green Book guidelines and subsequently updated in 2021 to account for Covid-19 impacts. The report provides a brief overview of the area, a description of the existing railway and its history. It notes a long-term aspiration to extend the railway into Bala itself. The reasons for the proposal are listed as:

- to improve accessibility to the town, noting the lack of amenities and distance from the existing terminus.
- to improve an underused section of the town blighted by rundown buildings.
- to ease parking problems at Pen-y-bont station, to improve the visual amenity of the route for passengers.
- to provide economic benefits to the operator, recipient location and patrons of the service.
- to help the local tourism economy recover from the effects of Covid-19, with direct investment.

2.3 Whilst noting its limitations, the Report documents the findings of a random sample survey of people using the railway during the year. A focus group meeting with local businesses was also undertaken. This work built on available benchmarks from the previous impact works noted. The survey work explored people's origins,

their opinions of the railway and accessibility to Bala's services and businesses.

- 2.4 Following estimated spends on construction and operation, which segregate local and non-local spending, the report concludes:
- This economic impact assessment forecasts that the value of this development locally would be near £1.4m and 20 FTE one year jobs plus 18 other jobs supported during the building phase and an increase of £420k of local expenditure per annum through a projected net increase of around 29k visitors to the area – the concomitant increase in GVA would be equivalent to an estimated increase of 4 permanent jobs in the area. This would seem to provide a very reasonable RoI for the project; at this level it would pay for itself in expenditure terms within 10 years. It also follows that the total annual visitor volume is forecast at 55k with expenditure contribution estimated at over £1.1m of which at least half is thought would be directly attributable to BLR following the implementation of the project. A conservative estimate would indicate that the post-project operations would be supporting 12 FTE jobs in the Bala area¹⁴. On the basis of these estimates then for every £1 spent on the rail at least a further £1.90 would be spent in the community. Moreover the major contribution of the development would be to enhance the appeal of the whole area that could inter alia:*

- *Allow the town to develop other key leisure facilities (eg lake path etc)*
- *Help extend the season beyond the current levels*
- *Create a much wider appeal to those infirm or disabled to enjoy the delights of the lake without fear of accidents or having to negotiate difficult access to the town / station*
- *Create a far more convincing link to the town (and indeed other paths and trails).*

None of these associated impacts have been specifically quantified within the economic impact assessment which should therefore be considered as very conservative and eminently achievable.'

- 2.5 After due consideration, your officer finds no reason to disagree with the findings of this report and as such, concludes that the proposal will result in a net benefit to the local tourism and wider economy of Bala.

- 2.6 The proposal includes café provision and a retail area within the Station building, which is located outside of the designated Retail Area (by approx. 80m to the edge of Heol Aran). With respect to the potential for trade displacement from the designated retail area, the proposed scale of provision, coupled with its proximity to the Centre within easy walking distance, is not considered likely to introduce any significant impact, that would prejudice the vitality and vibrancy of the Retail Area itself. As such, the proposal is considered to comply with ELDP Policy DP 2 *Retail*.

Consideration of Alternative Sites

- 2.7 Under Regulation 17 (3) (d) of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the EIA Regulations), the EIA process requires the consideration of reasonable alternatives to the proposed site. In this instance 3 alternative routes have been presented within Section 1.4 of the submitted Environmental Statement. Two follow similar routes to the proposed, one beginning to the west of the proposed railway before Pen-y-bont Station (Green Route) and one inland to the east, with a new bridge over the River Dee (Red Route), both then joining the proposed route along the lake/Rugby Club, to the same proposed station location. The third considers reinstating the former railway route (Blue Route), with a station located at the Lower Tryweryn Car Park, utilising the former abutments over the River Dee, upstream to the east.
- 2.8 Your Officer agrees with the submitted assessment in that both the Green and Red Routes would involve a greater level of engineering, highway diversion works and direct contact, or closer proximity to the SAC, SSSI and Ramsar designations. Overall, they would appear to present the potential for greater levels of environmental impact, than the proposed (Yellow) route.
- 2.9 The Blue Route would appear to offer potential for less harm in this respect with much of the required infrastructure within these designations already in place (bridge abutments, flood protection embankment and former track bed). Furthermore, the former railway route would appear at first impression to provide clear benefits when compared with the proposed, on the following:
- It would not intersect a Green Wedge.
 - It would not impact upon the Listed Pont Mwnwgwl (Old Bridge).
 - It would avoid the demolition of Pen-y-bont Cottage.
 - It would strengthen the cultural heritage of the area to greater effect by reinstating the former route and Station location.

- It would avoid the majority of the Trunk Road and highway, minimising highway safety concerns.
- It has improved vehicular accessibility, avoiding a need to attract vehicles into the Town Centre or Aran Street.
- It would be located further from neighbouring residential property with respect to safeguarding amenity.
- It would retain an unencumbered pedestrian route along the lake, rather than sharing with a railway, thus providing greater variety of experience for visitors.

2.10 However, it is also accepted that, in reading relevant case law and in taking further independent advice on the matter, the EIA Regulations impose no obligation to identify, describe and assess the environmental effects of the reasonable alternatives. It is generally sufficient to provide a broad description of each main alternative and the key issues associated with each, showing how environmental considerations were taken into account in deciding on the selected option.

2.11 As such, whilst it is disappointing that the submitted information is not considered to adequately explore the reinstatement of the former railway route (Blue Route), this concern is not considered sufficient to warrant a specific reason for recommending refusal.

Impact upon the Afon Dyfrdwy a Llyn Tegid Special Area of Conservation (SAC) and Llyn Tegid Ramsar Site

2.12 The application sites lies partially within the River Dee and Bala Lake SAC and wholly within its catchment. It is partly within and adjacent to the Llyn Tegid Ramsar Site. This is the largest natural lake in Wales, important for its plant communities notably the ‘rivers with floating vegetation often dominated by water-crowfoot’, rare flora, especially floating water plantain (*Luronium natans*), fish communities including Atlantic salmon, (river, brook and sea) lamprey and bullhead and otter populations.

2.13 Given the proximity of the European sites, the characteristics of their qualifying features and the nature and scale of the proposed development, the Authority considers the proposed development represents a number of credible threats to both European sites. Accordingly, and as agreed by the applicant, the provisions of the Conservation of Habitats and Species Regulations 2017 as amended

(the Habitats Regulations) are considered to apply and a Habitats Regulations Assessment (HRA) is required.

- 2.14 The ENPA is the statutory ‘Competent Authority’ and must carry out an assessment under the Habitat Regulations, to test if a proposal could significantly harm the designated features of a European site. The Regulations only allow a development to be granted consent provided it will not adversely affect the integrity of the SAC.. Accordingly, two assessments have been submitted by the applicant, dated 11th November 2021 and an updated version dated 28th September 2022, following the outcome of initial consultation. The Authority’s Ecologist and Natural Resources Wales (NRW) have been reconsulted.
- 2.15 The Authority’s Ecologist has objected to the proposal, noting key inadequacies in the submitted Shadow HRA, most notably on:
- Inadequate description of what the key tests of HRA comprise.
 - Lack of reference to and use of the conservation objectives of the European Sites.
 - An apparent misunderstanding of the role of in-combination assessment.
 - A lack of evidence to assess the management and disposal of wastewater.
 - A lack of capacity in the local Wastewater Treatment Works to accommodate the additional loads until improvements are made.
 - A lack of information to confirm with reasonable certainty that wash water from the cleaning of locomotives and carriages would not enter the European site.
 - A lack of information to confirm with reasonable certainty that sparks from the smokestacks would not result in a fire risk.
- 2.16 With specific regard to the current issue of phosphates within the area, although Llyn Tegid is not failing its water quality targets, the river downstream is, and contemporary guidance and policy requires that new development does not add to the existing pollution load.
- 2.17 The site is served by an existing public sewer, feeding into the Bala Wastewater Treatment Works (WwTW), which does not have a Phosphate Permit. Originally, the proposal sought connection into this mains sewerage network, which is the preferred method of disposal (where practicable) under national planning policy (WG Circular 008/2018).

This was, however, found to be unacceptable on phosphate grounds, given the increase in foul waste generated by the proposal (up to circa. 60,000 extra visitors per annum).

- 2.18 In attempts to overcome the above restrictions currently in place, it has been previously proposed to install a Cess Pool, as a temporary means of treatment and disposal to a suitable WwTW. Welsh Circular 008/2018 will in certain cases support Cess Pools as temporary measures. However, in light of the uncertainties over the timing of the required upgrades to Bala's WwTW and difficulties in securing control for connection and cessation of the Cess Pool through the planning system, once the necessary upgrades have been implemented, the temporary nature of the Cess Pool could not be confirmed and as such, could not be supported under national policy.
- 2.19 The Cess Pool has subsequently been removed from the proposal, with the proposal now offering to delay the use of the café and public toilets (via planning condition) until such time as the WwTW have been upgraded and granted a Phosphate Permit. However, whilst this would effectively remove any foul waste from the site itself entering the sewer, it cannot be ignored that the proposal is estimated to attract circa. 28-60,000 extra people to the area per annum. As such, even without public toilet provision, the proposal would be expected to indirectly lead to an increase in foul waste entering the WwTW, through the use of neighbouring facilities.
- 2.20 Notwithstanding this, the acceptability of a lack of toilets within a public Station building, the ability of nearby provision to adequately serve this increased number of people (most notably the public toilets with Plasey Car Park) and the uncertainties over the enforceability of such an arrangement via planning condition alone, raises new planning concerns which remain outstanding.
- 2.21 The Authority's Ecologist and NRW have been reconsulted on this latest amendment to the proposal. The Authority's Ecologist has maintained objection, stating the following:

I note that visitor numbers are expected to remain the same and so could be expected to make use of the existing facilities. Consequently, I consider the phosphate pollution would remain and given the lack of capacity at the WwTW, the pollution threat would also appear to remain (unmitigated). Indeed, the threat from pollution could increase over the now abandoned cess pit.

The same documents provided a rebuttal regarding the threat posed by the management of washwater. I have considered this but do not believe this overcomes by previously expressed concerns.'

- 2.22 NRW has also maintained its objection (in a response dated 17th March 2023), noting that the proposal would still result in an increase in phosphorus entering the catchment due to the anticipated increase in visitor numbers. Therefore, an adverse effect on the integrity on the River Dee and Bala Lake SAC cannot be ruled out.
- 2.23 To further inform consideration in this respect, an update on the current status of the WwTW and any planned upgrade to its phosphate capabilities was requested from Dwr Cymru. A response was received dated 16th March 2023, in which the following is stated:
'In the example of Bala WwTW, the programme list includes a proposed permit at 4 mg/l which is currently subject to NRW's review as well as a period of sampling. As such, while we await confirmation from the NRW permit review, we are currently not in a position to recommend a Grampian condition to restrict the timing of any connections made to the public sewerage system, as there is no planned programme for a phosphate permit at Bala WwTW in our AMP capital investment period. I'm unclear when the permit review is due to conclude but would anticipate confirmation where we are required to introduce/tighten phosphate permits on our WwTWs within the next 6 – 12 months, and this could mean a scheme to be delivered in either AMP 7 (2020-25) or 8 (2025-30).'
- 2.24 The clear advice to the Authority, on the specific merits of this case and at this point in time, is that it is not possible to approve the application because there is no evidence from the developer that the development will not have an adverse effect on the condition of the European designated sites. Therefore, under Regulation 63(5) of the Habitats Assessment Regulations, in the absence of an acceptable conclusion to the HRA, the Authority is unable to approve the application. Accordingly, the proposal is considered to conflict with ELDP Policies *SP A National Park Purposes and Sustainable Development* and *DP 1 General Development Principles*, *SP D Natural Environment*, *DP 6 Sustainable Design and Materials*, *SP H A Sustainable Rural Economy*, *SP I Tourism* and *DP 21 Tourism and Recreation*.
- 2.25 Following this latest consultation, during the drafting of this report it has also been suggested by the applicant that the visitor numbers of the railway could be maintained at current levels (circa. 33,000) via planning condition and controlled ticket sales (for which a record is kept).

However, following due consideration, such a condition and restriction is not considered to be fully enforceable and as such, would likely fail to meet the 6 tests outlined in Welsh Government Circular 016/2014 *The Use of Planning Conditions for Development Management*. In practice, it is considered impossible to detect a future contravention/contraventions in perpetuity, by which time the additional loads into the SAC catchment will have already occurred. This option of control is unlikely to resolve previous planning and HRA concerns and as such, no further consideration is given to this option.

Impact upon other Ecology and Biodiversity interests

- 2.26 Chapter 5 of the Environmental Statement documents the assessment effort in this respect. The assessment seeks to determine the potential impact(s) of the proposed development in relation to: International, national, regional and local nature conservation and biodiversity policies, most notably upon:
- River Dee and Bala Lake Special Area of Conservation (SAC)
 - Llyn Tegid Ramsar site
 - Llyn Tegid Site of Special Scientific Interest (SSSI)
 - River Dee SSSI.
 - Llyn Tegid SSSI
- 2.27 The assessment has been undertaken in the form of conducting new desktop analysis, utilising previous studies of the area and through new field surveys, comprising firstly an Extended Phase 1 Habitat Survey, undertaken in June 2020. This assessed the potential presence of and impacts upon Amphibians, Reptiles, Otters, Water voles, Bats, Birds, Badgers and Invasive plant species.
- 2.28 Following the findings of this initial survey, further Bat surveys were undertaken in July and August 2020, comprising an External Appraisal of trees and structures, Internal Inspections of buildings and structures and a series of Bat Detector surveys of Pen-y-bont Barn, Pont Mwingwl-y-llyn Bridge and three trees with Bat Roost Potential. A total of 3 dusk/dawn bat detector surveys were undertaken on the barn and the bridge, with a single survey undertaken on each tree.

2.29 The bat detector surveys identified bat roosting activity in the following:

- *Tree 2 opposite the existing platform at Bala Station considered to be a likely roost for a small number of soprano pipistrelle bats (2 bats, summer roost).*
- *Pen Y Bont Barn confirmed as a roost for a single brown long-eared bat (1 bat, summer roost).*
- *Pont Mwnghwl y Llyn Bridge confirmed as a roost for a small number of soprano pipistrelle bats (10 bats, summer roost).*

The survey area is recognised to be of high value to foraging/commuting bats, due to the presence of open water, an established riparian corridor, nearby woodland and lines of mature broadleaved trees, all set within a relatively undeveloped location.
(para 5.4.48-49)

2.30 From the findings of the survey effort, the following forms of mitigation are proposed:

- Bats – bat boxes and habitat creation, noting that a European Protected Species License will be required.
- Birds and Reptiles – Habitat creation through newly planted and managed trees and hedgerow.
- A Construction Environment Management Plan (CEMP), Operational Environment Management Plan (OEMP) and Pollution Incidence Response Plan (PIRP) – including measures to reduce impacts on designated sites and species, such as fencing off of sensitive areas, no night-time work, keeping to established pathways during construction and removing debris to prevent new refuge features.
- A Biodiversity Management Plan – an Outline Plan is submitted and suggested that a fully detailed plan should be required by planning condition to secure the above measures and include a programme for monitoring/maintenance and ongoing strategy.

2.31 This ES chapter concludes:

'Following completion of the construction phase, there are no anticipated residual negative impacts posed from the Proposed Development. No compensation measures are therefore proposed.'
(para 5.7.1)

- 2.32 Natural Resources Wales (NRW) has been consulted in this respect and raises no objections to the proposal, stating a broad satisfaction with the survey effort, assessment and overall conclusions and recommending that planning conditions require the above mitigation and documents to be submitted for approval prior to the commencement of development.
- 2.33 The Authority's Ecologist has also been consulted, however finds the level of detail for the proposed mitigation to be insufficient. Specifically, this relates to the stated compensation for the 2 bat roosts directly affected, with no plans submitted to clearly show the detailed measures proposed with respect to location, quantity and specification. This also applies to the proposed mitigation on new buildings and to existing features along the railway route. Further detail is also required on the proposed new trees and hedgerows with respect to their location, length and plant species.
- 2.34 Your Officer agrees that limited information is available in this respect, although notes that this relates to the detailed biodiversity mitigation/enhancement measures to be incorporated, rather than the scope and findings of the survey effort itself, which concludes no significant harm. As such and in following the advice contained within Technical Advice Note 5 *Nature Conservation and Planning* section 4.6, it is considered appropriate to secure the submission, approval and monitoring of a detailed Biodiversity Enhancement and Management Plan, prior to the commencement of development through a planning condition, should approval be given.

Development within a Green Wedge

- 2.35 The ELDP designated Green Wedge wraps around the proposed Station building and includes the agricultural land to the south and east, the playing fields and Rugby Clubhouse. It thereafter includes the fields to the north east of the B4391, up to the River Dee. The extent of development within the Green Wedge comprises:
- The parking, footpath, railway track run-off and picnic area to the west of the Station building.
 - The railway tracks running out east of the Station (beyond the former field boundary), the Signal Box, Coal Bunker and associated vehicular access lane south of Ystad Cae Bach properties.

- The track up to behind the Rugby Clubhouse, the Locomotive Shed, its associated lay-by track and concrete slab.

2.36 It thereafter runs adjacent to the Green Wedge along the highway. ELDP DP 5 *Open Space and Green Wedges* states that:

‘Areas of public or private open space within or adjacent to the main built up area of settlements (identified on the inset maps), which contribute to the amenity of residents, the character of Conservation Areas or the setting of historic buildings, will be protected from development.

Inappropriate development will not be permitted within areas designated as green wedges in order to retain openness and prevent the coalescence of settlements.’

2.37 The reasoned justification of the policy states that development would be inappropriate unless it can be justified for outdoor sport and recreation (amongst other uses) which retains the open nature of the Green Wedge. Any development proposal therefore needs to be fully justified under this policy context.

2.38 Consideration has also been given to the original justification for this Green Wedge designation, as documented within the ELDP Background Paper 22 *Further Green Wedges Evidence* (March 2011), subsequently updated 2017. Here, reference is given to a need to maintain a buffer between the town and lake (para 15). In noting specific development pressures in the area, it references (among others):

‘During the 1990s there had been proposals by Rheiffordd Llyn Tegid to extend the narrow-gauge tourist railway from their terminus, near Penybont, to the leisure centre site. It was the SNPA’s view that this would have been

particularly damaging to the openness of the area and it was considered that any extension of the railway should follow the line of the former standard gauge GWR line to the vicinity of the site of the former railway station in Bala.’ (para. 43)

2.39 The original justification for the designation is maintained within the Background Paper’s 2017 update. The recent and ongoing NRW embankment works do, however, comprise a material change in circumstance on site since this updated Background Paper and should be acknowledged in consideration.

Whilst the stated preferred former route is noted within the Background Paper (and considered further above), as a route that links into Bala's settlement boundary, through the Green Wedge has been proposed, its specific merits must be considered for the determination of this application.

- 2.40 The elements within the immediate vicinity of the Station building that lie within the Green Wedge, namely the coal bunker, car park, Station track and Signal building, would run adjacent to the existing built landscape of Bala. Whilst representing an extension of the developed boundary, these elements are considered to remain subsidiary to the Station building (outside the Green Wedge) and visually connected. Given their locations and scale, they are not considered to be contrary to the above policy objective, subject to a planning condition requiring further elevational and landscaping details for the coal bunker, to ensure an appropriate height and visual appearance.
- 2.41 In terms of the physical and visual impact of the track itself, upon the open nature of the Green Wedge, whilst representing additional development, it is not considered to create a significant impact in this respect, when taking into account the level of expansion from (and visual association with) existing manmade features through this area and its use of existing and proposed hedgerow to screen, which is inland from the embankment. The track itself, from the Station, runs alongside an existing surfaced footpath, the playing fields, Clubhouse and then the new embankment. In doing so, the proposal will retain the majority of existing trees and boundary hedgerow lengths, with strengthening proposed, except for when a boundary is intersected, and a new opening created. It also proposes minimal intervention to the footpath itself, with level crossings utilised. Your Officer agrees with paragraphs 5.1.23-31 of the submitted Planning Statement in this respect and the further consideration contained within a subsequent letter from the Agent dated 3rd March 2023. The physical and visual impact of the track itself is considered to cause an acceptable impact upon the Green Wedge.
- 2.42 However, the proposed Locomotive shed and its associated development (concrete slab and 2nd lay-by track) will undoubtedly create a more noticeable level of physical development within the Green Wedge and as such, a more significant visual impact upon its openness. These elements will appear more detached from the main Station site, without clear justification for an essential need for the building itself or its location.

If it could be demonstrated as an essential element of the proposal, it is not clear within the information provided on why, for example, this element cannot be incorporated within or alongside the proposed Carriage building (which would be outside of the Green Wedge), or between Platform 1 and the Coal Bunker (within the Green Wedge but with closer visual connection to other built elements). With a lack of information provided to fully justify an essential need for this element and its location, within the Green Wedge, which is considered to create a significant detrimental impact upon its open nature, the proposed Locomotive shed, concrete slab and associated track is considered to conflict with ELPD DP 5 *Open Space and Green Wedges*.

- 2.43 Further concern in this respect is raised from the requirement for further acoustic mitigation in the form of sound barriers on amenity grounds for neighbouring residential development (as addressed in the Amenity section below). At present, the extent, scale and form of such barriers is unknown and so the true physical and visual impact of the proposal upon the Green Wedge cannot be confirmed.

Impact upon the Historic Environment and Cultural Heritage

- 2.44 This section of the report will focus on the following and deal with each in turn:

- Impact upon Y Bala Conservation Area
- Impact upon the Grade II Listed Pont Mnwgwyl-y-llyn
- Loss of Pen-y-bont Cottage
- Impact upon the Scheduled Ancient Monument's Setting and Archaeological Interest – Castell Gronw Castle Mound
- Impact upon the other archaeological interest of the area
- Impact upon the Bala and Bala Lakesides Landscape of Special Historic Interest in Wales

Impact upon Y Bala Conservation Area

- 2.45 Sections 6.1.14 and 6.1.15 of PPW11 discuss Conservation Areas and state:

'There should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings. Positive management of conservation areas is necessary if their character or appearance are to be preserved or enhanced and their heritage value is to be fully realised.'

2.46 The proposed Station building, fronting onto Plasey car park, lies within Bala's Conservation Area. A draft Conservation Area Appraisal gives a useful description of Bala's origins, evolution, key characteristics, buildings and views. It notes Bala's well-defined example of a planned English borough. The railway is noted as a key historic chapter, arriving in 1868, with the Station north of the town at Pont y Bala, attracting tourism to the area.

2.47 The proposed site is located within 'Key Area 5', which is described as:

'Character Area 5 captures the area to the south of the medieval core. This area retains agricultural elements which would have adjoined the early town. A single-storey building on the corner of Y Stryd Fawr and Heol Aran has a particular character. Other important aspects include the cinema/theatre (Neuadd Buddug) and a 19th century terrace on the south side, which forms the built threshold of the town.' (para 5.1.6).

2.48 In describing the materials and details of the Conservation Area, it notes:

'Whilst the predominant material in the town is stone, rubble in the earliest buildings, the character of the town is to be found in its diversity of building materials which reflect its evolution. Early buildings may well have been timber but all have been replaced or rebuilt. Brick has become important, predominantly after the coming of the railway in 1864 and buildings which use many different materials for visual effect.' (para. 5.3.1)

2.49 A key viewpoint from Plasey Car Park north westwards into the rear courtyard of the former Clothing Factory Workhouse (Grade II* Listed) is noted. Within the final SWOT analysis, the future of the Neuadd Buddug building which has been vacant for some time, the level of traffic and tourist pressure, encroaching development of inappropriate quality and lack of control of detailing, are noted as specific threats, whilst the proposed new station is listed as an opportunity.

2.50 The submitted Environmental Statement (ES), in its consideration states:

'the development proposals have the potential to materially enhance the character of the Bala Conservation Area by redeveloping and completing the street frontage at the southern end of Aran Street with a high quality station building using a design palette in sympathy with the surrounding built environment. This would also have the effect of helping to regenerate this end of the town as a new gateway for visitors and tourists alighting from the railway, and thereby also increasing the appreciation, understanding and enjoyment of the historic town and its heritage assets. This would result in overall impacts of a Minor Beneficial magnitude for the Conservation Area, resulting in effects considered to be of at least Slight Beneficial significance.' (para 7.6.19)

2.51 Your Officer does not disagree with the view that an appropriately scaled and designed development on this currently vacant brownfield land, would indeed benefit the Conservation Area's frontage, enhancing its active frontage character and status and in this respect the proposal is to be welcomed.

2.52 However at present, it is considered that insufficient information is available to fully assess the visual impact of the proposed Station building, from key views into and out of the Conservation Area. Comments have been received from the Authority's Historic Environment Planning Officer, which state:

'Whilst it is appropriate to have a statement building as a station, this needs to be appropriate and relate to the context of the surroundings and the Conservation Area as a whole. In this part of Bala, the majority of the buildings are of stone with slate roofs and predominantly two storeys in height. The proposed frontage will dominate this part of the town....In addition to this, there are inadequate details provided in order to be able to fully assess the proposal in relation to the front elevation e.g. no window details are provided and these are a key part of the design. The rear, and larger part, of the building is proposed to be constructed of modern materials and have a modern design. Whilst this can be acceptable in Conservation Areas, it very much depends on the design and materials proposed, and on the development being of a high quality and being sympathetic to the existing and surrounding buildings.'

At present, having a brick frontage with a relatively traditional design and the rest of the building in modern materials with a modern design means that there is a disjoint between the two and there is an awkward mix of architectural styles and materials.

I noted that the previous comments refer to a lack of drawings showing the proposal in context. Such drawings, particularly showing the station building within the streetscene of the Conservation Area and the views into the Conservation Area from the southeast would be of considerable use in assessing the full impact of the proposals.

- 2.53 The proposed building will occupy a visually prominent location within the Conservation Area and have a high level of status given the intended public use and new entry point into the town. It will be clearly visible within the Conservation Area's Plasey Street car park, but also from side views from the north west (Pensarn Road) and the Conservation Area's approach along the PROW No. 5 to the south east. The Authority needs to have confidence that the proposed Station will conserve and enhance the character of the Conservation Area.
- 2.54 Whilst set back from the building line, no street scene view or indeed levels of neighbouring buildings are provided, to fully consider the scale and prominence of the Station's frontage, in relation to neighbouring Heol Aran and Ystad Cae Bach residential properties, with additional detail on the proposed materials and finishes also required.
- 2.55 As such, the proposal at present is considered to offer insufficient information to fully consider the proposal's impact upon the existing character of the Conservation Area and as such, currently conflicts with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*, SP Ff *Historic Environment* and DP 6 *Sustainable Design and Materials*.

Impact upon the Grade II Listed Pont Mhwgwl-y-llyn

- 2.56 The application seeks to raise the level of the B4403 by circa. 1m to the south of the bridge, to gain suitable level crossing. It proposes a new track on a resurfaced bridge, with kerbing to delineate from the remaining footway. A new handrail serves the new raised levels to the south.

2.57 Within the submitted ES, in assessing the proposal's direct impact it states:

'It is concluded that the addition of the more modern elements to the historic structure such as the rail tracks and handrail would result in impacts of a Minor Adverse magnitude, or 'changes to key historic building elements, such that the asset is slightly different'. Minor Adverse impacts to a Grade II Listed Bridge of Medium value would result in effects of Slight Adverse significance, using the matrix in Table 7.8.

However, it is also concluded that these impacts would be offset by the beneficial effects that would be brought about by connecting the heritage railway to Bala and potentially increasing the maintenance and conservation of the bridge, as well as better revealing its significance to the public. Overall, the Slight Adverse and Slight Beneficial scores combined resulting in effects that are considered Neutral.'
(Paras 7.6.12-13)

2.58 The ES is supported by a Heritage Impact Assessment for the bridge and concludes:

'The proposals seek to maintain the external aesthetic of the historic bridge and repurpose a seemingly redundant structure. Although changes to the fabric are proposed, these are primarily restricted to the bridge deck, meaning they are not inherently harmful to the buildings' vernacular aesthetic. Supplementing a redundant road bridge with narrow gauge rail traffic, connects the historic railway to Bala, becoming a scenic waypoint and, by implication, subject to a greater scheme of maintenance and conservation. The proposals, in this case, will restore and preserve the site for the future, and are therefore of benefit to the functional and aesthetic aspects of the site, the heritage railway and the town of Bala itself.' (paras 6.2.2)

2.59 Your Officer agrees with the assessments provided in this respect and finds the principle of the railway over Pont Mwnwgl-y-llyn to be acceptable. The originally proposed handrail, being of stainless steel, was considered an inappropriate addition to the structure. Amended details have been provided, to show a Corten Steel handrail. In considering these amended details, the Authority's Historic Environment Planning Officer advises:

'Insufficient information has been provided to enable the adequate assessment of the impact of the proposed works on the Grade II listed Pont Mwnwgl. This includes a lack of detail for the proposed handrail which I note has been amended on a section drawing but I am not aware of any other plans relating to it. The addition of a handrail will inevitably impact on the character and appearance of the listed bridge so these details are required.'

2.60 The proposed handrail, whilst shown on the proposed section and elevation of the bridge, is not included on the block plan and has no detail with respect to its visual finish, fixings, colour etc. It is considered that such details should be available pre-determination for development which directly impacts upon a listed structure. At present therefore, the proposal's impact upon the listed Pont Mwnwgl-y-llyn cannot be confirmed. The proposal is therefore considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*, SP Ff *Historic Environment* and DP 6 *Sustainable Design and Materials*.

2.61 During consideration it was considered necessary to assess the structural integrity of the bridge and its ability to accommodate the extra railway load, to ascertain whether any additional works would be required that may directly impact upon the listed structure. Following an Officer request, further information has been submitted, which includes structural analysis. The Authority has instructed an external consultant to consider and confirm the validity of the reported assessment and findings. The results of this are awaited at the time of writing this report.

Loss of Pen-y-bont Cottage

2.62 As part of the proposal, the existing former cottage that fronts the B4403, opposite the listed bridge will be demolished. Following initial consultation, a specific Heritage Impact Assessment (HIA) has been submitted to consider the historical significance of this building and the resulting impact of its loss (whilst noting that internal access was not available at the time of the assessment).

2.63 It identifies the building as being an early 19th Century cottage (with mid-late 19th Century eastern extension), with boat/cart store, which has a built-in channel over an existing stream. The building first appears on the 1838 Tithe Map and comprises a traditional rubble stone (formerly limewashed) building of simple form in the vernacular style. It is found to contribute positively to the immediate setting of the area and comprises one of the few remaining Pen-y-bont buildings of this era, holding group value with the neighbouring listed bridge, Pen-y-bont Farmhouse and the Scheduled Ancient Monument. Overall it is concluded to have 'low-medium significance' as a non-designated heritage asset of local value.

2.64 The proposal provides the following reasons for its demolition:

- To enable suitable road realignment and profile grading (raising levels for an acceptable level crossing).
- To minimise impact upon the listed bridge.
- The works would result in significant loss of accessibility to the Cottage if kept.

2.65 The HIA concludes that the public benefits of the proposal outweigh the negative impact derived from its loss, through increasing the number of visitors to the area and as such, improving the appreciation and understanding of the historic town and its assets. As a form of mitigation, a scheme of recording is proposed that would include internal access prior to its demolition.

2.66 In considering the proposal and content of the submitted HIA, the Authority's Historic Environment Planning Officer advises:

'In relation to the proposed demolition of Pen y Bont cottage, I object to this element of the proposal as it will result in the loss of an undesignated historic asset of some age. The cottage is a key part of the setting of both the listed bridge and the Castell Gronw scheduled monument, and forms part of the relationship between these. In addition to this the Heritage Impact Assessment doesn't fully assess the significance of this historic asset, especially as there is no description or assessment of the interior, and no options are provided that consider alternatives to its demolition or its incorporation into the scheme.'

The historical analysis does not look in sufficient detail into its origins, history and use as referred to in the original conservation comments. It clearly dates from at least the first half of the 19th Century, and is quite possibly earlier than this.'

- 2.67 A response from Gwynedd's Archaeological Planning Service (GAPS), dated 17th March 2023, also notes the limitations of this assessment, without gaining internal access and interpretation:

'it is possible that internal evidence may indicate an earlier origin or other detail of interest with a bearing on the building's significance...the demolition of Pen-y-Bont cottage must be regarded as a loss to the local historic environment. We would recommend as a first preference that design options are sought to avoid demolition, but if this is unavoidable, a detailed building record would be required as proportionate mitigation.'

- 2.68 In light of these consultation responses, the proposed loss of Pen-y-bont Cottage is considered unjustified at present, with a lack of internal assessment to fully establish its significance, combined with a lack of consideration given to alternative options within the submitted HIA. As such, the proposal is considered to conflict with ELDP Policies SP A National Park Purposes and Sustainable Development, DP 1 General Development Principles, SP Ff Historic Environment and DP 6 Sustainable Design and Materials on the grounds of insufficient information.

Impact upon the Scheduled Ancient Monument's (SAM) Setting and Archaeological Interest – Castell Gronw Castle Mound

- 2.69 From a visual perspective, the submitted Environmental Statement (ES), in summarising the findings of assessment work states:

'Indirect impacts to the setting of the Castell Gronw Castle Mound (Cadw ref. ME067), which is located less than 10m from the edge of the boundary of the PDA were assessed as part of the Heritage Assets Setting Assessment (ES Volume 2, Appendix 7.2). This identified that the castle mound is largely hidden from view due to the dense vegetation cover, being planted up as part of the ornamental garden associated with the adjacent former farmhouse named Pen y Bont. Consequently, only glimpses of the castle mound are currently possible from relatively close range.'

Views towards the river crossing from the Castell Gronw Castle Mound would have once been highly significant, but these are no longer publically accessible and largely screened by vegetation. The relationship with the river crossing has also now been diminished due to the wholesale re-routing of the River Dee in the 1950s. Nevertheless, nevertheless the presence of the later Pont Mwnwgl-y-llyn old bridge over the former river crossing does serve to emphasise this significant topographic link.’ (para 7.6.7)

- 2.70 Your officer agrees with this consideration. No objections have been received from Cadw or Gwynedd Archaeological Planning Service (GAPS) in this respect, finding the methodology employed within the ES to be acceptable.
- 2.71 However, both consultees note the absence of archaeological investigation within the land to the west of the SAM, between the existing station and the B4403, considered to form part of its setting. A Written Scheme of Investigation (WSI) has been submitted and subsequently amended to include this area for further Geophysical Survey work. However, to date, the applicant has been unable to gain access onto this land, to enable the survey. Whilst commenting on the scope of the amended WSI, Cadw has maintained its position outlined in a response dated 17th May 2022, that:

‘We consider that the application is inadequately documented and we recommend that additional information is required to enable a balanced decision to be taken against Planning Policy Wales, Technical Advice Note 24 Historic Environment and associated guidance....

However, it is understood that archaeological evaluation is due to be carried out as part of the application process in the vicinity of the scheduled monument: The evaluation may reveal archaeological features associated with the castle and contribute significantly to its setting. Consequently, Cadw are not in a position to comment on this material consideration in the determination of this application (see Planning Policy Wales 2021, section 6.1.23) until the results of the archaeological evaluation have been produced and if required the setting assessment has been modified.’

2.72 A response from GAPS (dated 17th March 2023) highlights:

'Undisturbed medieval deposits associated with Castell Gronw would be regarded as nationally important and there is a possibility that they may merit scheduling. There is a presumption in favour of the preservation in situ of nationally important archaeology, whether scheduled or not, and its setting. Discovery of such remains after the grant of planning permission could invalidate the permission; as a minimum, it may cause delay whilst redesign is undertaken and resubmitted to planning, and if the remains were to be scheduled, this could expose Cadw to compensation claims..... I am obliged to recommend that the application should not be granted planning consent without this information.'

2.73 Given the potential significance of archaeological findings within this area, plus the potential to require an amended proposal to accommodate findings to be left in situ, it is considered that such information should be available pre-determination. The application is as such, currently considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*, SP Ff *Historic Environment* and DP 6 *Sustainable Design and Materials* on the grounds of insufficient information.

Impact upon the other archaeological interest of the area

2.74 The submitted Written Scheme of Investigation (WSI) outlined a programme of trial trenching within the proposed Station site area, which was carried out earlier this year. The results of this survey work are documented within an Archaeological Evaluation Report. Nothing of significance was discovered within the six trial trenches.

2.75 Gwynedd Archaeological Planning Service (GAPS) are satisfied that the survey work has been carried out to the relevant professional standards and provides representative evidence that this area is of low potential for buried archaeological deposits. With no other objections raised or Officer concerns, the proposal is considered acceptable in this respect.

Impact upon the Bala and Bala Lakesides Landscape of Special Historic Interest in Wales

- 2.76 The application site lies wholly within this wider historic landscape designation, which includes a number of smaller character areas. The impact of the proposed development on this designation has been assessed using the ASIDOHL methodology and concludes a 'moderate' and therefore insignificant impact. Mitigation, in the form of retained and newly planted trees and hedgerow to provide visual screening, the enhancement of the Conservation Area frontage, removal of incongruous features to Pen-y-bont Station and its re-paint, new sculptural interpretation and generally increasing numbers, appreciation and understanding of the historic town and its assets are all noted as key elements of the proposal (para 7.7.5).
- 2.77 Cadw agrees with the scope and findings of this assessment, along with Gwynedd Archaeological Planning Service. No specific objection has been received by the Authority's Historic Environment Planning Officer in this respect. With the exception of more specific Conservation Area and Green Wedge concerns as explained above, the proposal's impact upon the Bala and Bala Lakesides Landscape of Special Historic Interest in Wales as a whole, is considered acceptable.

Landscape and Visual Impact

- 2.78 This section will consider the remaining elements of the proposal not previously considered above, namely, the carriage building, the proposed landscaping works for the immediate Station area and the impact of the scheme as a whole upon the existing wider landscape character of the area.
- 2.79 The proposed Carriage building comprises a building of simple form, with matching external materials and finishes as the rear Station building section and Locomotive shed. It is of significant length at 53m, running adjacent to the existing southern boundary trees and hedgerow (to be retained) and fronting the proposed Platform 2.
- 2.80 The Authority's Historic Environment Planning Officer considers this building's design as uninspiring given its scale.
- 2.81 Your Officer agrees that, for a building which forms the backdrop of the new Station area and indeed, the setting of the Conservation Area, it will form a visually important building.

However, with respect to its function, a simple and understated visual appearance, that does not compete with the public Station building itself, is not considered wholly inappropriate in this respect. It will retain a minimal height, below the Station building and provided existing boundary treatments are retained, can be screened to greater effect from key viewpoints within the wider landscape. Other industrial buildings of similar external appearance and character are noted within this area of Bala and the Conservation Area, which the proposed building would follow in character. As such, whilst limited in its architectural value, in the context of the scheme as a whole, is not considered to cause an unacceptable detrimental impact. However, given its length and currently utilitarian appearance, it is agreed that more could be done to 'break up' and soften the north facing elevation, when viewed from within the public Station area, to better serve the Conservation Area and its setting. A planning condition to require further details on varying materials, finishes and additional planting can be included should approval be given, to provide a more visually attractive Platform waiting area. This should also apply to the proposed Signal building, to ensure a proper standard of detailing and finish for the Station's approach.

- 2.82 The immediate setting of the Station building includes additional planting, a designated area for public art/new sculpture, a picnic area and green space, which, subject to appropriately worded planning conditions to require and approve landscaping, planting and public art/sculpture details, is considered likely to provide a visually attractive and acceptable setting for the Station Area .
- 2.83 Turning to the wider landscape impact of the proposal as a whole, the site lies within Landscape Character Area (LCA)16: 'Llyn Tegid A Dyffryn Dyfrdwy', as defined within the Authority's adopted *Landscapes and Seascapes of Eryri* Supplementary Planning Guidance (SPG) (July 2014). This lists the following as some of the key characteristics among some larger scale characteristics:
- Tourist related development as well as industrial units and modern development spreading from Bala's historic core.
 - A landscape with a strong sense of place, surrounded by spectacular scenery with views afforded to Meirionnydd hills and mountains.

- 2.84 It lists the spreading of Bala's historic core and episodic algal blooms in Llyn Tegid amongst the 'Forces for Change'. The following provides a summary of the overall landscape strategy for this Landscape Character Area:

'An important communications route, the Upper Dee valley lies in the trough of the Bala Fault. Llyn Tegid is a key focal point and valued not only for its nature conservation importance but also recreational opportunities. Bala has many important cultural links. Iconic views of the lake and surrounding hills and mountains will be protected from inappropriate developments.' (Page 67)

- 2.85 The submitted Environmental Statement's (ES) Chapter 6 documents the Landscape Visual Impact Assessment (LVIA) conducted in support of the application. It identifies a total of 14 viewpoints ranging from the immediate vicinity along the route and up to 3km away from vantage points within the wider valley landscape. Photographs of each viewpoint are provided, some within indicators and wire frames of the proposed buildings, track and train height included.
- 2.86 The LVIA, in assessing the visual and sensory impacts of both the construction and operational phases of the proposal, overall, concludes that no significant landscape effects are to be expected.
- 2.87 Whilst 'Slight Adverse' impacts are to be experienced from certain viewpoints, the inclusion of proposed mitigation is considered to result in an overall beneficial impact. The LVIA acknowledges the adverse impact upon existing levels of tranquillity from the movement and noise of the train, however, considers these to be temporary and infrequent. It notes a 'moderate-slight adverse impact' upon the Historic Landscape Character Area: Bala Historic Core during operation, but also considers the train to contribute and fit with Bala's sense of place, as a heritage asset. It finds no significant cumulative visual effects, most directly with the current NRW embankment works.

- 2.88 NRW has been consulted on the submitted LVIA and generally agrees with the methodology and conclusions made. It notes in addition some adverse effects on landscape character from the urbanisation of the lake shore resulting from the track infrastructure, changes to the bridges and nearby fields resulting from the buildings, track and parking. However, with the inclusion of a planning condition to require further details on landscaping and planting, raises no fundamental objection to the proposal.
- 2.89 With the exception of more detailed concerns raised above on the impact upon the Green Wedge, Historic Environment and Cultural Heritage, your Officer also generally agrees with the submitted LVIA in this respect. Whilst considering certain impacts to be somewhat understated within the assessment, in the context of the scheme as a whole and from a wider landscape character perspective, the remaining elements of the proposal are considered to have an acceptable visual impact. This is, however, subject to appropriately worded conditions to require the submission and approval of detailed landscaping and planting, tree and hedgerow protection and management, should approval be given. Further details should also be obtained for any proposed external lighting, prior to the commencement of development to ensure an acceptable form of development is secured and retained in perpetuity.

Impact upon Public Rights of Way

- 2.90 The proposal involves the crossing and minor diversion of existing Public Right of Ways (PROWs) and footpaths along its route.
- 2.91 Consultation responses have been received from the Authority's Access Officer and Gwynnedd Council's Access Team. No formal objections have been raised to the proposals, noting that the diverted footpaths will retain accessibility for a range of users. Further information is required to confirm the exact form of level crossings and gate specifications, along with a requirement for the affected PROWs to be fully restored to the same standard or better, with a width of 2m or more. It is also advised that separate approval for the proposed works and diversions will be required under Section 257 of the Town and Country Planning Act 1990 and Section 14 (1) of the Road Transport Management Act 1984, as Amended by the Transport Act Roads (Temporary Restrictions) 1991. It is considered that the additional information required can be controlled via a planning condition, should approval be granted, with advisory notes added to the

decision notice, to refer the applicant to the necessary requirement for separate approvals.

2.92 With respect to the operational impact of the proposal upon this footpath route, from a recreational value perspective, of greatest concern is the section of Green Wedge between Heol Aran and Heol Tegid, where a higher level of openness and tranquillity through the open countryside is currently experienced by its users.

2.93 The proposed frequency of train movements has the potential to impact negatively upon the Green Wedge in this respect. The submitted Trip Generation Report provides a summary of the 2022 timetable as follows, listing the number of days each coloured service is in operation, running between February and November:

Table 2.1: Train Service Summary

Month	Orange	Blue	Pink	Total
February	10	0	0	10
March	0	0	0	0
April	14	11	2	27
May	18	5	1	22
June	12	8	3	23
July	7	24	0	31
August	0	28	3	31
September	22	0	2	24
October	18	0	0	18
November	2	0	0	2
Total	103	76	11	190

Orange = 3 return journeys

Bala (arr)	11.55	1.55	3.40
Bala (dep)	12.10	2.10	3.50

Blue = 4 return journeys

Bala (arr)	11.25	1.15	2.55	4.30
Bala (dep)	11.40	1.30	3.10	4.35

Pink = 9 return journeys

Bala (arr)	10.35	11.25	12.15	1.05	1.55	2.45	3.35	4.25	5.45
Bala (dep)	10.50	11.40	12.30	1.20	2.10	3.00	3.50	4.35	5.50

- 2.94 The application states an intention to provide additional services, however no specific or complete details have been provided on the proposed numbers or times of the day. Whilst commentary is provided within the submitted Landscape Visual Impact Assessment (at paras 6.27.37-42), the information is considered incomplete (failing to go to the level of detail provided above) and so no further consideration is given in this respect. The above 2022 timetable is taken as the baseline and most recent example for assessment (as it is for the Trip Generation Report). Should this application be approved, it is recommended that a condition is included to require the approval of the new timetable by the Authority, prior to the commencement of development, so that the impact of any proposed increase in service from this baseline can be considered.
- 2.95 Based on the above timetable, the Orange and Blue services comprise the majority of days throughout the year. On these days, there would appear to be a significant amount of time throughout the day with no train movements into or out of the existing Station. The Pink service is considered to cause greater impact in this respect, with train movements in and out of the Station each hour from 10:35am – 5:50pm. This service is considered to create some disturbance to the enjoyment of the PROW and indeed, the perception of the Green Wedge's openness and tranquility. However, it should also be noted that this service runs a total of 11 days throughout the year and is as such, temporary and infrequent in nature.
- 2.96 On balance and based on the 2022 timetable, the proposal's impact upon the recreational value of the PROW's affected and Green Wedge's openness and tranquility is considered acceptable.

Neighbouring Amenity

- 2.97 This section will consider the impact of the proposal upon the neighbouring residential properties, the closest being the two properties fronting the B4403 and B4391 near to Pen-y-bont Station and those along Heol Tegid, Heol Aran, Ystad Cae Bach and Pensarn Road.
- 2.98 In this respect, the application is supported by Environmental Statement (ES) Chapters which assess the potential impact of noise, vibration, dust and odour, which were updated following an initial round of consultation.

- 2.99 Dealing firstly with noise, your Officer considers the main sources to include the temporary construction period, the operation of the extended railway with passing trains, carriages and associated activity, increased movements on the existing railway, increased vehicular movements attracted to the railway and the use of the café, kitchen and general outdoor public activity at the proposed Station area.
- 2.100 The submitted ES concludes that as the development will bring minimal additional car parking, the change in offsite road traffic noise will not be significant. It is also not expected that significant ground-borne vibration will be generated by the slow-moving steam locomotives (circa. 5mph). No further assessment is provided on these elements within the ES.
- 2.101 The assessment concludes a 'short term, local minor to moderate adverse impact' during construction of the track and Station, at the closest properties. This impact is escalated to a 'short-term, local, moderate-major adverse impact' to a limited number of dwellings along Heol Aran and Pensarn Road during construction of the parking areas immediately adjacent.
- 2.102 For operational train noise, the assessment concludes 'long-term, local, negligible adverse significance' at worst and 'negligible to minor adverse significance' upon users of the nearby footpaths. For the Station building's installed plant (ventilation etc.) it predicts 'long-term, negligible to minor adverse significance' to neighbouring properties.
- 2.103 For dust, during construction the assessments predict at worse a 'medium risk' of dust soiling effects on ecological receptors, people and property and human health, however these effects change to 'not significant' following proposed mitigation measures. During operation, the effects of dust and odour on leisure, residential and ecological receptors is expected to be 'negligible to slight', which is not considered significant within the ES.

- 2.104 Proposed mitigation includes following best practice outlined in relevant British Standard guidance during construction, with respect to working hours, professional conduct on site and measures to minimise noise and dust pollution. A Dust Management Plan is recommended, along with the clear display of key contact details and a Stakeholder Communications Plan (amongst other measures). The application is supported by a Construction Environment Management Plan in this respect. No specific noise or vibration mitigation measures are proposed during the operation of the proposal, although an Operational Environment Management Plan has been submitted, detailing other measures such as regular litter picking, monitoring and recording any complaints, maintaining health and safety, training and awareness of employees etc.
- 2.105 Gwynedd Council's Pollution Control and Licensing Department has provided three consultation responses in total, the latest of which followed your Officer's request for clarification on noise related concerns and upon the latest proposal to delay the toilet and café provision within the Station building.
- 2.106 The latest response, received 17th March 2023, raises concerns over the lack of toilet provision from a health and safety perspective, noting that sanitary conveniences and the provision of drinking water are a requirement in any permanent or temporary workplace. However, current NRW guidance to planning authorities does not consider developments for places of employment for a local population already served by local connections to existing public sewers discharging within the SAC catchment, as being likely to provide additional phosphorus impacts. As such, whilst not shown on the proposed floor plans, staff toilet facilities could be incorporated without causing a negative impact upon the SAC (it is the attraction of visitors from outside the catchment which NRW considers likely to increase phosphorus levels negatively impact upon an SAC).

2.107 With respect to noise, the following is stated:

As per the Services comments regarding this development, the Noise Chapter has stated that there will be a low impact regarding noise and vibration on the nearby residential Properties. As we have stated, a low impact does not mean that the residents will not hear the trains or movement from the station, only that it will not be the main noise source. This development is introducing a different noise source to this area and should implement mitigation measures where possible such as barriers. The predicted noise levels has suggested that there will be only a 1dB increase in the ambient noise level which is low, but this will be a new noise source to the rear of the properties, and when people are in their gardens there is a possibility that they will hear the noise from the trains at the station, and noise from the carpark. The installation of noise barriers between the station tracks and the properties would be one form to reduce any noise from the site both during the Construction phase and operational phase. That during Construction, they must adhere to the BS5228 for noise and vibration (noise levels being 65dB during the day) and undertake all best practise noise mitigation measures.

2.108 Whilst the above comments do not object in principle to the proposal, they do advise that appropriate mitigation such as noise barriers should be incorporated. As such, your officer is currently unable to confirm that the proposal will not cause a significant or unacceptable level of impact upon the existing amenity levels enjoyed by neighbouring properties, in its current form.

2.109 A requirement for noise barriers raises a new issue for concern with respect to the level of physical development proposed within the designated Green Wedge and adjacent to historic environment assets. As no details or assessments are available to indicate the extent, form or scale of such barriers, the true visual and physical impact upon neighbouring designations cannot be confirmed.

2.110 The latest response also confirms that the requirement for additional evidence to substantiate the ES's conclusions on potential vibration impact, is maintained.

2.111 With respect to odour, air quality and dust impacts, the Department agrees with the findings and recommended mitigation measures proposed, which should be controlled by way of a planning condition should approval be granted.

2.112 However, with respect to the maintained concerns over the potential noise and vibration impacts received, which include those of neighbouring properties as summarised previously in this report, and following due consideration, an acceptable impact upon the existing amenity levels of neighbouring residential property cannot be confirmed. As such, the proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*.

Highway Safety

2.113 As described above, the application proposes alterations to both the local highway and Trunk Road networks (B4391) and will generate additional vehicular traffic into the area. The application is supported by a Transport Statement, Traffic and Parking Impact Report and Trip Generation Report. Accordingly, both Gwynedd's Highways Authority and Welsh Government's North and Mid Wales Development Control Department have been consulted.

2.114 Following an initial round of consultation responses, additional information has been submitted to respond to the objections of Welsh Government and concerns of the Highways Authority, received 16th February and 22nd February 2023.

2.115 A revised response from Welsh Government has been received dated 14th March 2023, maintaining objection and as such, directs that planning permission is not granted at this time as the applicant has provided insufficient information. Specifically relating to:

- Measures proposed on how to limit use of Heol Aran by larger vehicles and propose alternative parking locations for larger vehicles, due to the limited width of Heol Aran and restricted access to the trunk road.
- Assessment required on how to limit number and size of vehicles that will use Heol Aran and how vehicles exiting the A494 onto Heol Aran will have priority to minimise congestion.
- A Transport Statement to align with Llwybr Newydd and complete a vulnerable persons assessment.

- Advantageous for the developer to carry out further parking assessment during the next holiday period, over a greater time frame, more indicative of post pandemic travel patterns.
- A Transport Implementation Strategy that addresses relevant transport matters that the development will create must be analysed.

- 2.116 Your Officer has no reason to disagree with this view.
- 2.117 With respect to Gwynedd Highways, an initial response, did not formally object to the proposal, but raised a number of concerns and areas where further assessment was required. One of these was that, in the event of a loss of control of vehicles or a collision, what provisions were in place to ensure vehicles would not leave the highway, potentially resulting in serious or fatal injury, plus what other measures are in place to improve road safety. Such measures may include more substantial barriers or other paraphernalia, that could materially alter the design, appearance and nature of the proposed railway route. Your Officer considers that such information should be provided for consideration before determination, rather than via a planning condition to ensure an acceptable form of driver and pedestrian safety can be achieved.
- 2.118 Furthermore, the Highways Authority has concerns on the location and type of level crossing proposed for the B4403, it shares concerns with Welsh Government on the impact of traffic flows on Heol Aran and states a requirement for further assessment on the level of manoeuvres for larger coaches. This results in an application that is considered unacceptable on highway safety grounds.
- 2.119 As stated above additional information has been submitted in response to the above concerns, received on 22nd February 2023. Gwynedd Highways Authority has been reconsulted and comments are awaited at the time of writing this report.
- 2.120 As a result of the above concerns and outstanding requirements for additional information and assessment, the proposal is considered to conflict with ELPD Policies SP A *National Park Purposes and Sustainable Development* and DP 1 *General Development Principles*, SP I *Tourism*, DP 21 *Tourism and Recreation*, SP L *Accessibility and Transport* and DP 25 *Visitor Car Parking* on highway safety grounds.

Flood Risk

- 2.121 The proposed Station building is located within Zone C1 of the Development Advice Map (DAM) contained in TAN15 and the Flood Map for Planning identifies the Station building to be at risk of flooding, falling into Flood Zone 2 and 3 Rivers. The proposal is classed as 'less vulnerable development', for the purposes of consideration under Technical Advice Note 15 *Development and Flood Risk*.
- 2.122 The application is supported by a Flood Consequence Assessment (FCA) and subsequent Addendum following consultation, dated June 2021 and November 2021 respectively. The assessment concludes an acceptable impact both to users of the railway and on the surrounding area, with a number of measures proposed to safeguard against flooding, manage surface water and ensure existing flood flows can be maintained.
- 2.123 Natural Resources Wales (NRW) has been consulted and (in a response dated 24th November 2022) identified that a low risk of flooding from the river Tryweryn upstream of the A494 is possible and that some form of flood resilience or resistance should be considered and included for the proposed buildings. It also advised that, in relation to third party considerations (TAN15 A1.12) the proposed railway line runs across an area of floodplain which has flooded in the past:

'Although the risk of fluvial flooding is shown to be low and flood levels are unlikely to be significant, we note that some of the plans provided (between ch. 800 – 1020), show the existing ground levels will change as a result of the proposals.

We would advise you explore with the applicant as to whether additional evidence can be provided for the embankment between chainages 800 to 1020 to support your decision making, for instance this could either be:

- *further to evidence that the current proposals would be acceptable in the way flows would be conveyed,*
- *and /or provide alternative/additional features to convey flows effectively (e.g. pipes, culverts etc).'*

2.124 Subsequently additional information and description has been provided (received 7th March 2023), to indicate the use of 'Flood Angels' for the proposed station building doors, resilient floor finishes and raised socket heights. With respect to the works between chainages 800-1020, it is noted that tree protection measures will result in a porous embankment construction, with a small gap in the root protection zone for a shallow culvert/piped crossing to be provided.

2.125 In a response dated 17th March 2023, after considering this additional information NRW commented:

'With regard to the flood risk considerations, we would advise that the pipe diameter (255mm) proposed would be prone to blocking in a flood event (particularly around mature trees) and we would encourage the use of a larger diameter pipe.'

2.126 As such, with the support of NRW your Officer finds no reason to disagree with the findings of the submitted FCA and the subsequent recommendations suggested to address the resilience and flow considerations above. Subject to an appropriately worded planning condition to require the submission and approval of the above-mentioned resilience works to the Station building and the piping between chainages 800-1200, the proposal is considered acceptable on flood risk grounds.

Drainage Infrastructure

2.127 Three consultation responses have been received from Dwr Cymru, on the initial scheme, on an amended scheme and following the recent amendment to delay the use of the toilets and cafe.

2.128 With respect to asset management, the original objection is maintained from Dwr Cymru with respect to the location of the proposal over several public sewerage and watermain assets, which Dwr Cymru requires access to at all times under the Water Industry Act 1991 for maintenance and repairs. In particular, this relates to the railway lines and platforms which are proposed directly above a 600x1200mm surface water sewer. Given its strategic nature, Dwr Cymru advises an application to divert this sewer is unlikely to be viable, in addition to the development being within easements of the distribution watermain.

2.129 In the absence of Dwr Cymru's support for the scheme in this respect, the proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development* and DP 1 *General Development Principles*, with respect to a need to ensure the proper safeguarding and function of existing drainage infrastructure.

The Welsh Language

2.130 ELDP Policy DP 18 *The Welsh Language and the Social and Cultural Fabric of Communities* requires in considering the needs and interests of the Welsh language, requires larger scaled tourist development to submit a Community and Linguistic Impact Assessment (CLIA) in support of their applications. It also encourages bilingual/Welsh only signage and Welsh place names for new developments.

2.131 The application is supported by a CLIA, for which the Authority has commissioned the services of IAITH, the Welsh centre for language planning, to advise on its validity and effectiveness in maintaining and enhancing the integrity of the Welsh language. In doing so, an initial response, whilst finding the CLIA to be adequate, highlighted a number of limitations/queries with respect to:

- A potential reduction in Full Time Employment at Llanuchllyn.
- An overall inflated scoring of benefits.
- Inadequate steps suggested to safeguard/strengthen the Welsh language.
- Subsequently recommended a number of actions to boost the positive impact of the proposal under a Welsh Language Promotion Strategy and Action Plan, to be agreed by the Welsh Language Minister

2.132 With respect to the potential impact of the proposal upon the use of the Welsh language in the locality, given its scale and estimated level of additional visitors (up to circa. 60,000 per annum), the submitted CLIA was considered insufficient. In response, a revised CLIA has been submitted which seeks to address the above concerns, received 7th March 2023, for which IAITH has been reconsulted. This update provides the following additional points:

- Bala Lake Railway has provided many of its current employees with the opportunity to return to Wales for employment, and for their families to be raised bilingually (1.1.8).
- Over 85% of Rheilffordd Llyn Tegid staff are fluent Welsh speakers, including the Company Chairman and General Manager. Welsh is the main medium of communication at the railway (1.1.9).
- All signage associated with the railway, the website and social media page are bilingual (1.1.10).
- Rheilffordd Llyn Tegid Ltd. Has an existing policy to source Welsh speakers as first preference or those willing to learn. Moving forwards the commitment to source jobs locally and with Welsh essential or to be learnt as a first preference of priority, will be maintained (6.1.12)
- It is anticipated that the current staffing levels of the facilities in Llanuwchllyn will remain the same. The café/shop will remain at current staffing levels and the railway's supporting engineering functions will remain at Llanuwchllyn. The proposed extension may even result in additional engineering workload and potential need for FTE jobs at Llanuwchllyn. (6.1.25)

2.133 The updated CLIA makes the following commitments to promoting/safeguarding the use of Welsh:

- To maintain its Welsh speaker employment strategy.
- Create a workplace that puts high value on Welsh language skills and a pathway for young people from Welsh medium education.
- All signage to be bilingual.
- Develop volunteering opportunities through the medium of Welsh
- Explore other ways of raising visitor awareness of local businesses and amenities in collaboration with local business owners in order to maximise additional benefits.
- An endeavour to keep paying workers above National Living Wage rates in an inflationary environment.

- Continue to provide educational activities through the medium of Welsh for local schools and in Welsh / bilingually/ multilingually for school age children from outside the local area. The main focus of educational activities is the Heritage Centre in Llanuwchllyn
- Inclusive promotion for all identities and backgrounds.
- Adopt a Company Welsh Language Promotion Strategy, to be agreed by the Welsh Language Commissioner and include monitoring on a six-monthly basis.

2.134 In an Addendum to its original response, IAITH concludes the updated CLIA is of acceptable standard. It notes the ‘rudimentary Action Plan’ and recommends a full Action Plan will be required. It recommends that this Authority ensures the commitments made are implemented in full and monitored, including how these are contributing to safeguarding and strengthening the position of the Welsh language in Gwynedd.

2.135 With the inclusion of an appropriately worded planning condition to require the submission, approval and monitoring of a full Action Plan, the proposal is considered acceptable in this respect.

Other Material Considerations – Sewerage Network Capacity

2.136 With respect to the public representations received, which expressed concern and objection on the capacity of the public main sewer, citing problems with overflows particularly during periods of heavy rainfall, additional commentary has been received from Dwr Cymru in its latest response, dated 16th March 2023, which states:

‘In respect of your queries regarding the capacity of the public sewerage network, upstream of Bala WwTW, I can confirm that our position is consistent with the response dated 27th October 2022 and there are ongoing discussions between local residents and colleagues in our wastewater network operations team regarding investigations into the issues being experienced.’

- 2.137 Whilst objecting on the grounds of asset management as described above, Dwr Cymru does not object on physical sewer capacity grounds. This is not therefore recommended as a specific reason for refusal. However, the unacceptable impact of increased foul waste feeding into the sewer as a result of the proposal, with respect to the impact of phosphates upon European designated sites, remains.

3 Conclusions

- 3.1 A thorough assessment of the application has been undertaken, based on its merits and the advice available to the Authority at the time of writing this report. Having carefully considered the proposal, the principle of development and impacts upon the local economy, Bala's Local Service Centre and Retail Area, the wider landscape, Public Rights of Way, Flooding and the Welsh language are considered acceptable, subject to appropriately worded planning conditions.
- 3.2 However, the proposal has been found to cause either unacceptable impacts or uncertain impacts due to a lack of information upon the Afon Dyfrdwy a Llyn Tegid Special Area of Conservation and Llyn Tegid Ramsar Site, other Ecological and Biodiversity interests, the Green Wedge, the Historic Environment and Cultural Heritage, neighbouring residential Amenity, Highways Capacity and Safety and Drainage Infrastructure. As such, the proposal is considered to conflict with the policies of the ELDP and is accordingly recommended for refusal.
- 3.3 Furthermore, under Regulation 63(5) of the Habitats Assessment Regulations, in the absence of an acceptable conclusion to the Habitat Regulations Assessment, the Authority is unable to approve the application.

Background Papers in Document Bundle No.1: No

RECOMMENDATION: To **REFUSE** the development for the following reasons:

1. The Authority is unable to confirm that the proposed development will not adversely affect the condition of the River Dee and Bala Lake/Afon Dyfrdwy a Llyn Tegid Special Area of Conservation and the Llyn Tegid Ramsar site. The proposal is considered to conflict with ELDP Policies *SP A National Park Purposes and Sustainable Development*, *DP 1 General Development Principles*, *SP D Natural Environment*, *DP 6 Sustainable Design and Materials*, *SP H A Sustainable Rural Economy*, *SP I Tourism* and *DP 21 Tourism and Recreation*.

Under Regulation 63(5) of the Habitats Assessment Regulations, in the absence of an acceptable conclusion to the Habitats Regulations Assessment, the Authority is unable to approve the application.

2. The proposed development, by virtue of the proposed locomotive shed, associated concrete slab and service railway track and due to their being insufficient information submitted to fully consider the impact of noise mitigation measures (acoustic barriers), is considered to cause an unacceptable detrimental impact upon the existing openness of the Green Wedge. The proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*, DP 2 *Development and the Landscape*, DP 5 *Open space and Green Wedges*, *Natural Environment*, DP 6 *Sustainable Design and Materials*, SP H A *Sustainable Rural Economy*, SP I *Tourism* and DP 21 *Tourism and Recreation*.
3. Insufficient information has been submitted to fully consider the impact of the proposed Station building upon the existing character of Y Bala Conservation Area. The proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*, SP Ff *Historic Environment* and DP 6 *Sustainable Design and Materials*.
4. Insufficient information has been submitted to confirm an acceptable impact upon the historic and architectural interest of the Grade II Listed Pont Mwnwgl-y-llyn (Old Bridge), to justify the loss of the former Pen-y-bont Cottage and to confirm an acceptable impact upon the archaeological interest of the Castell Gronw Castle Mound Scheduled Ancient Monument's setting. The proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*, SP Ff *Historic Environment* and DP 6 *Sustainable Design and Materials*.
5. Insufficient information and has been submitted to enable the Authority to confirm that no unacceptable detrimental impact will be created upon the existing amenity levels of neighbouring residential properties, with respect to noise and vibration, by the proposed development. The proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*.

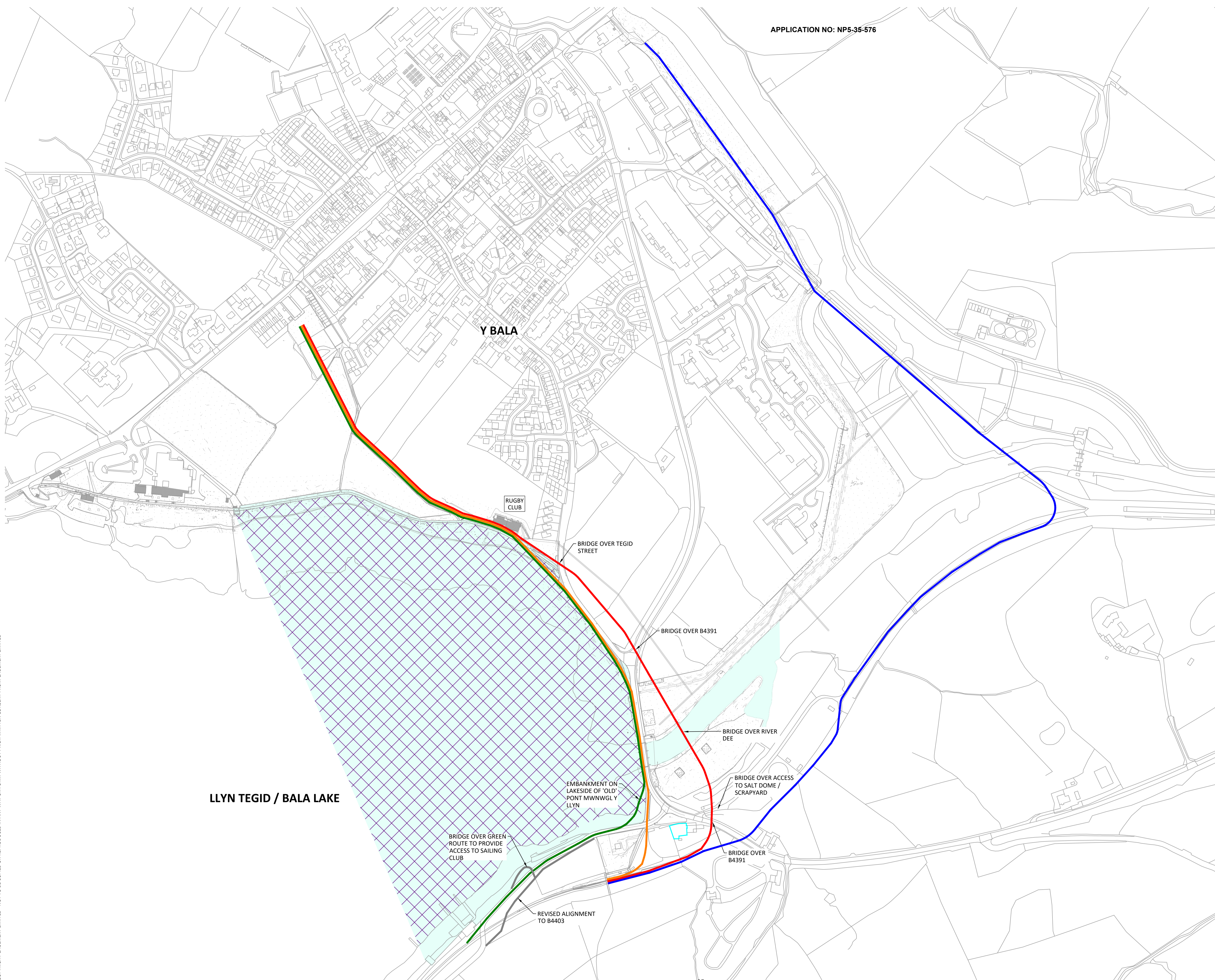
6. Insufficient information has been submitted to fully consider the impacts of the proposed development upon the existing Trunk Road and local highway network with respect to access, traffic generation, congestion, vehicular and pedestrian safety. The proposal is considered to conflict with ELPD Policies SP A *National Park Purposes and Sustainable Development* and DP 1 *General Development Principles*, SP I *Tourism*, DP 21 *Tourism and Recreation*, SP L *Accessibility and Transport* and DP 25 *Visitor Car Parking*.
7. The proposed development will be located directly over several public sewerage and watermain assets, which Dwr Cymru requires access to at all times under the Water Industry Act 1991 for maintenance and repairs. The proposal will conflict with a need to safeguard the proper function of these assets. The proposal is considered to conflict with ELDP Policies SP A *National Park Purposes and Sustainable Development* and DP 1 *General Development Principles*.



NOTES

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LEGEND

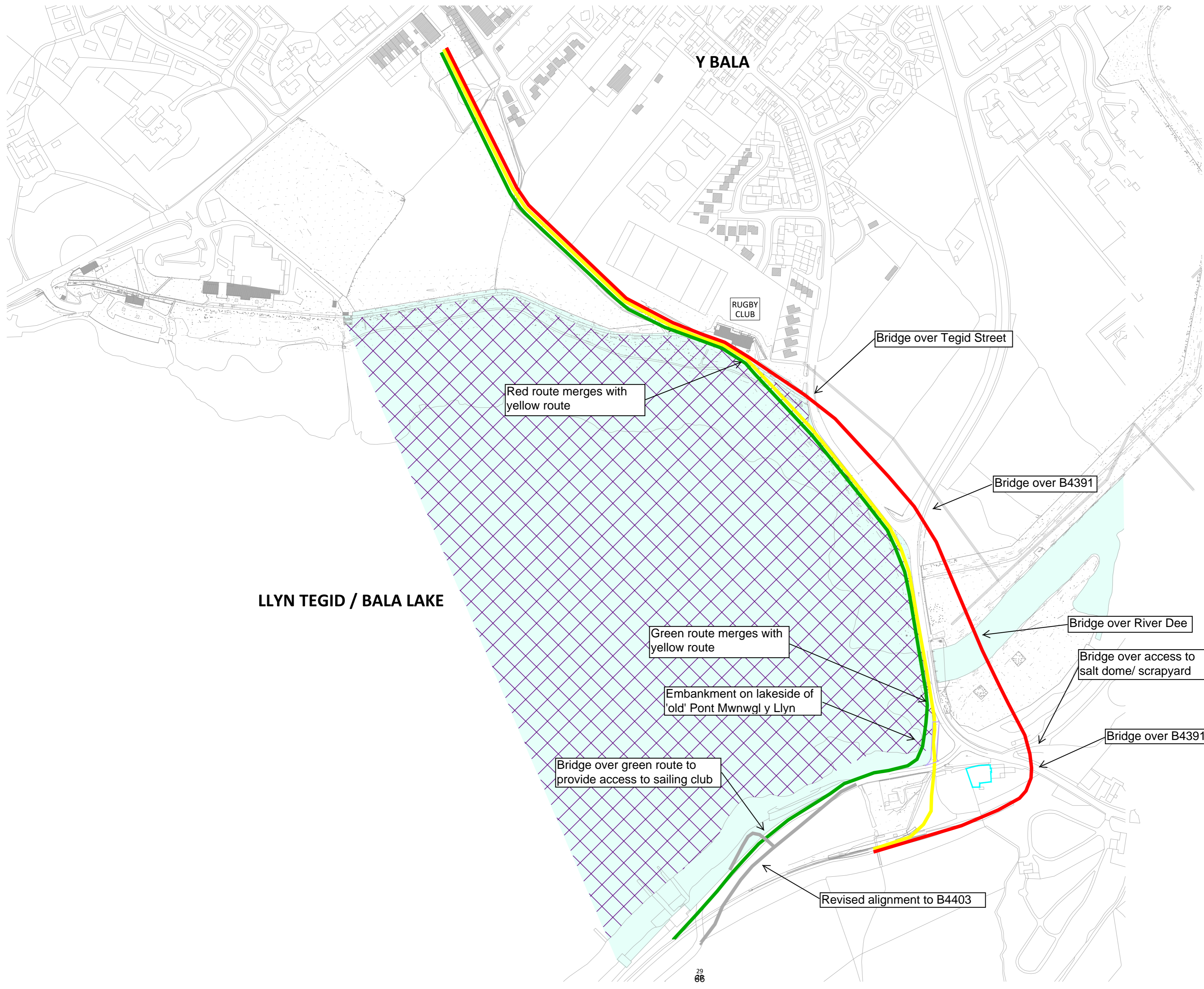
- ROUTE 1
- ROUTE 2
- ROUTE 3
- ROUTE 4



PO2	ROUTES AMENDED	DA	CR	DH	28.09.22
PO1	ISSUED FOR INFORMATION	DA	CR	DH	-
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR INFORMATION					S2
CLIENT:					
					
PROJECT:					
NEW LINE (PEN Y BONT)					
TITLE:					
ROUTE OPTIONS					
DESIGNED BY	DH	DRAWN BY	DA	REVIEWED BY	CR
DATE	27.09.22	SCALE @ A1	1:2500	JOB REF:	4267
DRAWING NUMBER		4267-CAU-XX-XX-DR-C-1809			
					

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- LEGEND**
- SCHEDULED ANCIENT MONUMENT
 - RAMSAR SITE
 - SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - Grade II Listed Structure

LLYN TEGID / BALA LAKE

Y BALA

RUGBY CLUB

Red route merges with yellow route

Green route merges with yellow route

Embankment on lakeside of 'old' Pont Mwnwgl y Llyn

Bridge over green route to provide access to sailing club

Revised alignment to B4403

Bridge over Tegid Street

Bridge over B4391

Bridge over River Dee

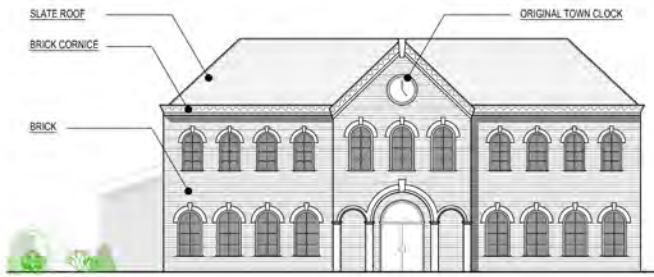
Bridge over access to salt dome/ scrapyard

Bridge over B4391

P01	ISSUED FOR INFORMATION	DA	DH	DH	15.06.21
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR INFORMATION					STATUS S2
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: ROUTE OPTIONS					
DESIGNED BY DH	DRAWN BY DA	REVIEWED BY CR	AUTHORISED BY DH		
DATE 28.06.2021	SCALE @ A2 1:2500	JOB REF: 4267	REVISION P01		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C- 1809					

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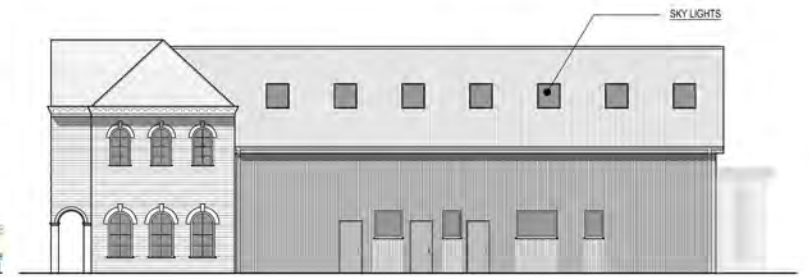
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FRONT ELEVATION



REAR ELEVATION



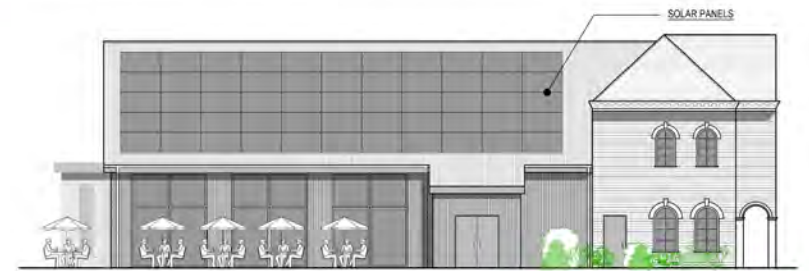
SIDE ELEVATION



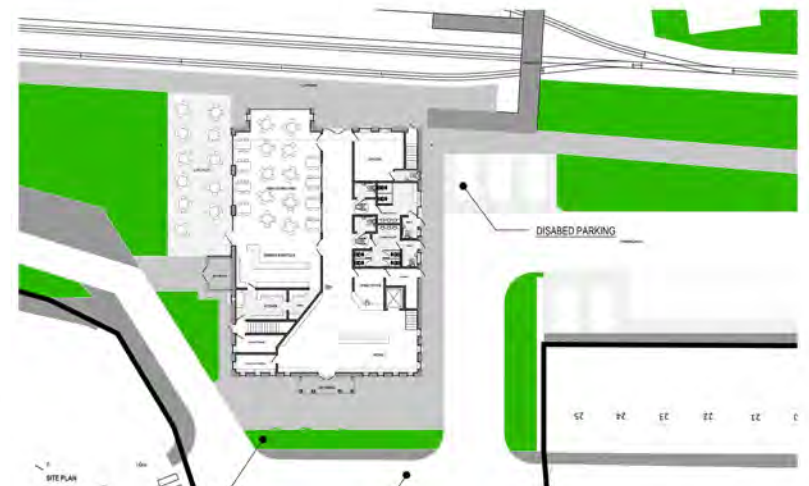
GROUND FLOOR PLAN



FIRST FLOOR PLAN

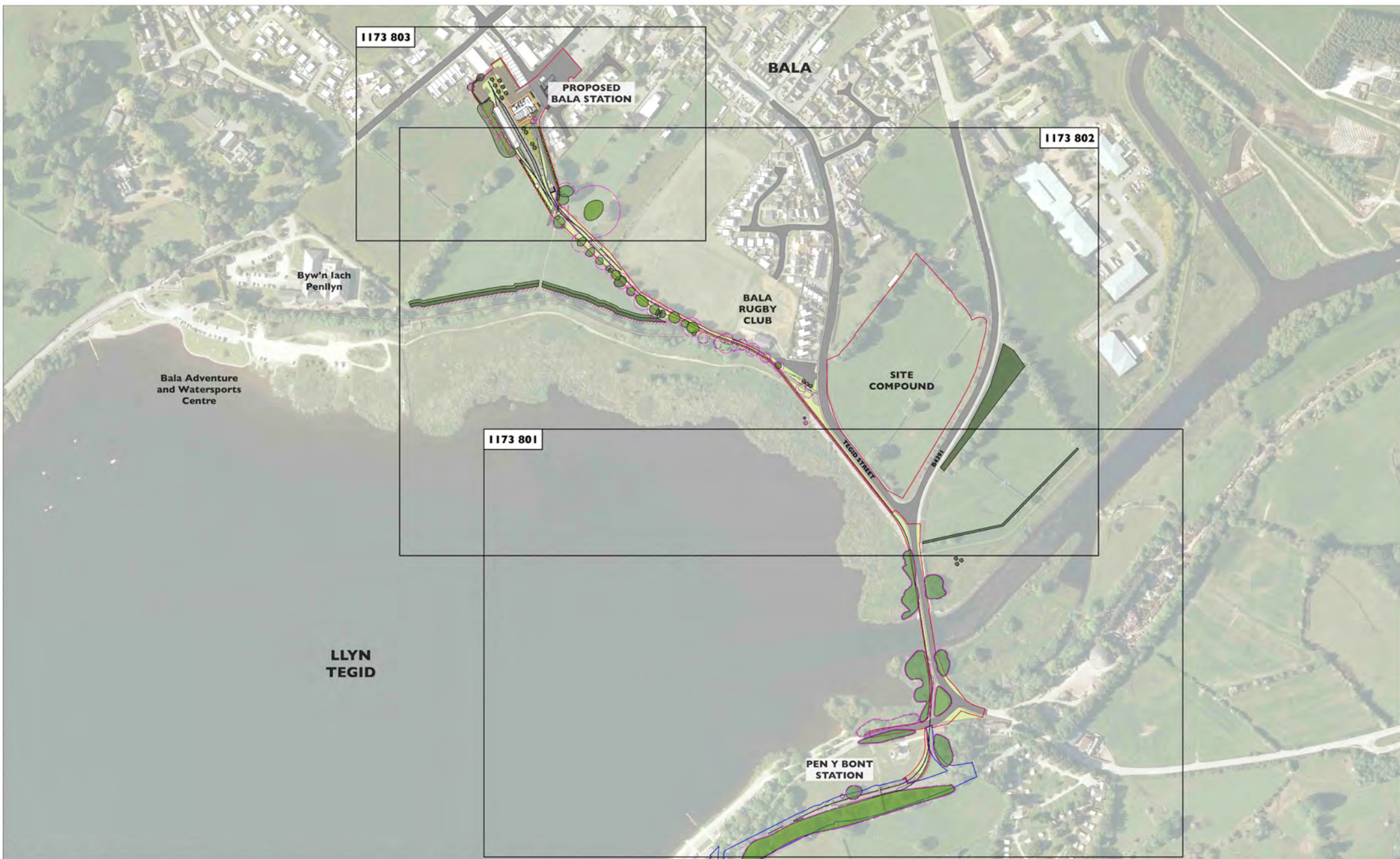


SIDE ELEVATION



SITE PLAN

GEORGE + TOMOS		Name	
PENSEIRI : ARCHITECTS Cyf.		ARFAETHEDIG / PROPOSED	
12 Heol Ffynheli, Pwllheli, Pwys, LL20 8AL, UK 01752 733277 www.georgetomos.co.uk - georgetomos@toshon.co.uk - 01492 282 5241		Job No.	Drawing No.
Project		19/21	PL 01
GORSAF RHEILFFORDD NEWYDD @ BALA NEW RAILWAY STATION @ BALA		Scale	Original Date
1:1000 1:200 @ A1 1:5000 1:1000 @ A2		04/21	18A



**1173 820 -
LANDSCAPE MITIGATION
PROPOSALS: Sheet Layout (1 of 4)**

**NEW LINE (PEN Y
BONT), BALA LAKE
RAILWAY**

REVISIONS:
- Initial Issue: Issued as part of the LVIA
initial issue.

NOTES:
1. Initial issue based on Caulmert dwg data 4267-CAU-XX-XX-DR-C-1555
P04 recieved 21st April 2021.
2. Refer to Arboricultural Survey by Cheshire Woodlands, dated 18th
February 2021.

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0m 400m 1:2000@A1 1:4000@A3



241
68



**I 173 821 -
LANDSCAPE MITIGATION
PROPOSALS: South (2 of 4)**

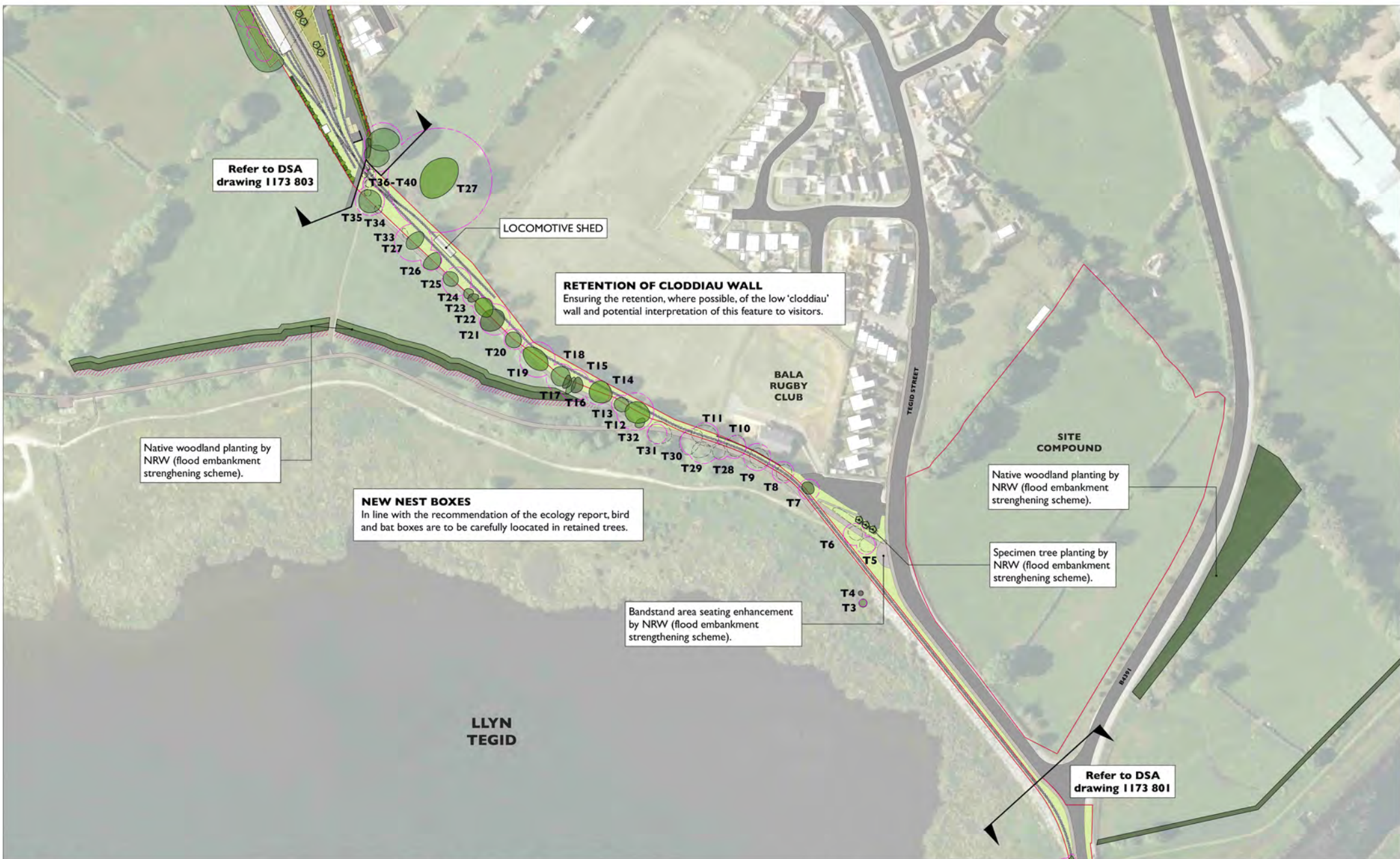
**NEW LINE (PEN Y
BONT), BALA LAKE
RAILWAY**

REVISIONS:
- Initial Issue: Issued as part of the LVIA
initial issue.

NOTES:
1. Initial issue based on Caulmert dwg data 4267-CAU-XX-XX-DR-C-1555
P04 received 21st April 2021.
2. Refer to Arboricultural Survey by Cheshire Woodlands, dated 18th
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Refer to DSA drawing I173 803

LOCOMOTIVE SHED

RETENTION OF CLODDIAU WALL
Ensuring the retention, where possible, of the low 'cloddiau' wall and potential interpretation of this feature to visitors.

BALA RUGBY CLUB

SITE COMPOUND

Native woodland planting by NRW (flood embankment strengthening scheme).

NEW NEST BOXES
In line with the recommendation of the ecology report, bird and bat boxes are to be carefully located in retained trees.

Native woodland planting by NRW (flood embankment strengthening scheme).

Specimen tree planting by NRW (flood embankment strengthening scheme).

Bandstand area seating enhancement by NRW (flood embankment strengthening scheme).

Refer to DSA drawing I173 801

LLYN TEGID

I173 822 - LANDSCAPE MITIGATION PROPOSALS: Central (3 of 4)

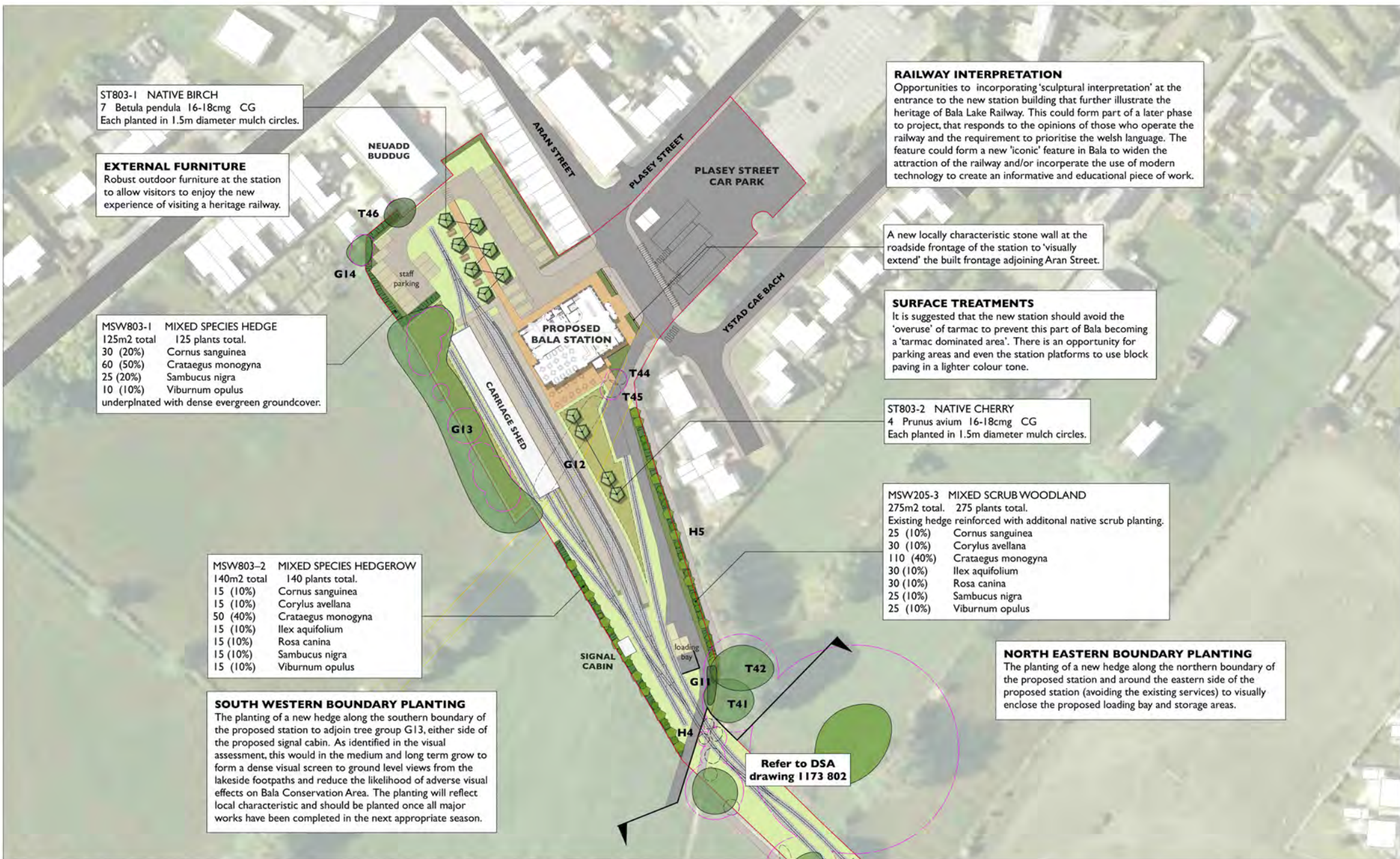
NEW LINE (PEN Y BONT), BALA LAKE RAILWAY

REVISIONS:
- Initial Issue: Issued as part of the LVIA initial issue.

NOTES:
1. Initial issue based on Caulmert dwg data 4267-CAU-XX-XX-DR-C-1555 P04 received 21st April 2021.
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ST803-1 NATIVE BIRCH
 7 *Betula pendula* 16-18cmg CG
 Each planted in 1.5m diameter mulch circles.

EXTERNAL FURNITURE
 Robust outdoor furniture at the station to allow visitors to enjoy the new experience of visiting a heritage railway.

MSW803-1 MIXED SPECIES HEDGE
 125m² total 125 plants total.
 30 (20%) *Cornus sanguinea*
 60 (50%) *Crataegus monogyna*
 25 (20%) *Sambucus nigra*
 10 (10%) *Viburnum opulus*
 underplanted with dense evergreen groundcover.

MSW803-2 MIXED SPECIES HEDGEROW
 140m² total 140 plants total.
 15 (10%) *Cornus sanguinea*
 15 (10%) *Corylus avellana*
 50 (40%) *Crataegus monogyna*
 15 (10%) *Ilex aquifolium*
 15 (10%) *Rosa canina*
 15 (10%) *Sambucus nigra*
 15 (10%) *Viburnum opulus*

SOUTH WESTERN BOUNDARY PLANTING
 The planting of a new hedge along the southern boundary of the proposed station to adjoin tree group G13, either side of the proposed signal cabin. As identified in the visual assessment, this would in the medium and long term grow to form a dense visual screen to ground level views from the lakeside footpaths and reduce the likelihood of adverse visual effects on Bala Conservation Area. The planting will reflect local characteristic and should be planted once all major works have been completed in the next appropriate season.

RAILWAY INTERPRETATION
 Opportunities to incorporating 'sculptural interpretation' at the entrance to the new station building that further illustrate the heritage of Bala Lake Railway. This could form part of a later phase to project, that responds to the opinions of those who operate the railway and the requirement to prioritise the welsh language. The feature could form a new 'iconic' feature in Bala to widen the attraction of the railway and/or incorporate the use of modern technology to create an informative and educational piece of work.

A new locally characteristic stone wall at the roadside frontage of the station to 'visually extend' the built frontage adjoining Aran Street.

SURFACE TREATMENTS
 It is suggested that the new station should avoid the 'overuse' of tarmac to prevent this part of Bala becoming a 'tarmac dominated area'. There is an opportunity for parking areas and even the station platforms to use block paving in a lighter colour tone.

ST803-2 NATIVE CHERRY
 4 *Prunus avium* 16-18cmg CG
 Each planted in 1.5m diameter mulch circles.

MSW205-3 MIXED SCRUB WOODLAND
 275m² total. 275 plants total.
 Existing hedge reinforced with additional native scrub planting.
 25 (10%) *Cornus sanguinea*
 30 (10%) *Corylus avellana*
 110 (40%) *Crataegus monogyna*
 30 (10%) *Ilex aquifolium*
 30 (10%) *Rosa canina*
 25 (10%) *Sambucus nigra*
 25 (10%) *Viburnum opulus*

NORTH EASTERN BOUNDARY PLANTING
 The planting of a new hedge along the northern boundary of the proposed station and around the eastern side of the proposed station (avoiding the existing services) to visually enclose the proposed loading bay and storage areas.

Refer to DSA drawing I173 802

I 173 823 - LANDSCAPE MITIGATION PROPOSALS: North (4 of 4)

NEW LINE (PEN Y BONT), BALA LAKE RAILWAY

REVISIONS:
 - Initial Issue: Issued as part of the LVIA initial issue.

NOTES:
 1. Initial issue based on Caulmert dwg data 4267-CAU-XX-XX-DR-C-1555 P04 received 21st April 2021.
 2. Refer to Arboricultural Survey by Cheshire Woodlands, dated 18th February 2021.

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0m 100m 1:500@A1 1:1000@A3





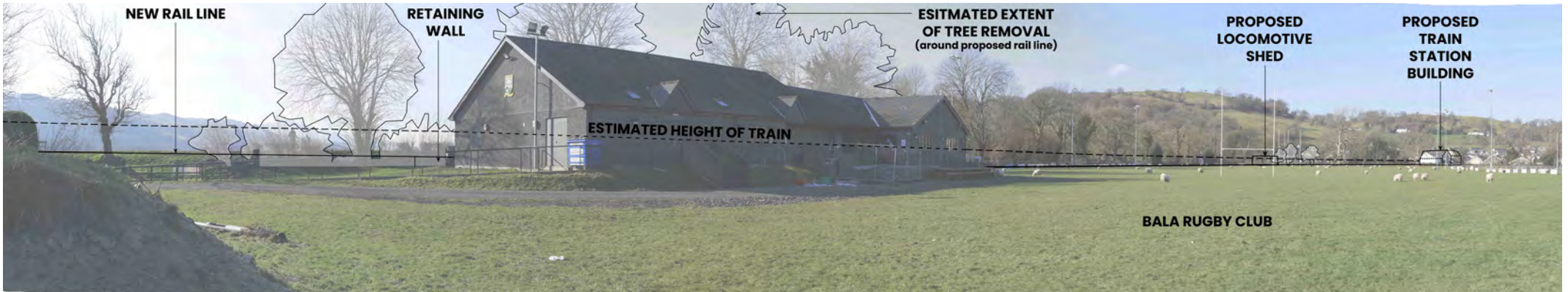
VISUALISATION I

VP6: Adjacent to Pen Y Bont Cottages looking along the B4391 towards the Grade II listed Pont Mwyegl-Y-Llyn bridge. The majority of existing trees and vegetation is to be retained. A new handrail is required at the eastern end of the grade II listed bridge to increase the parapet height.



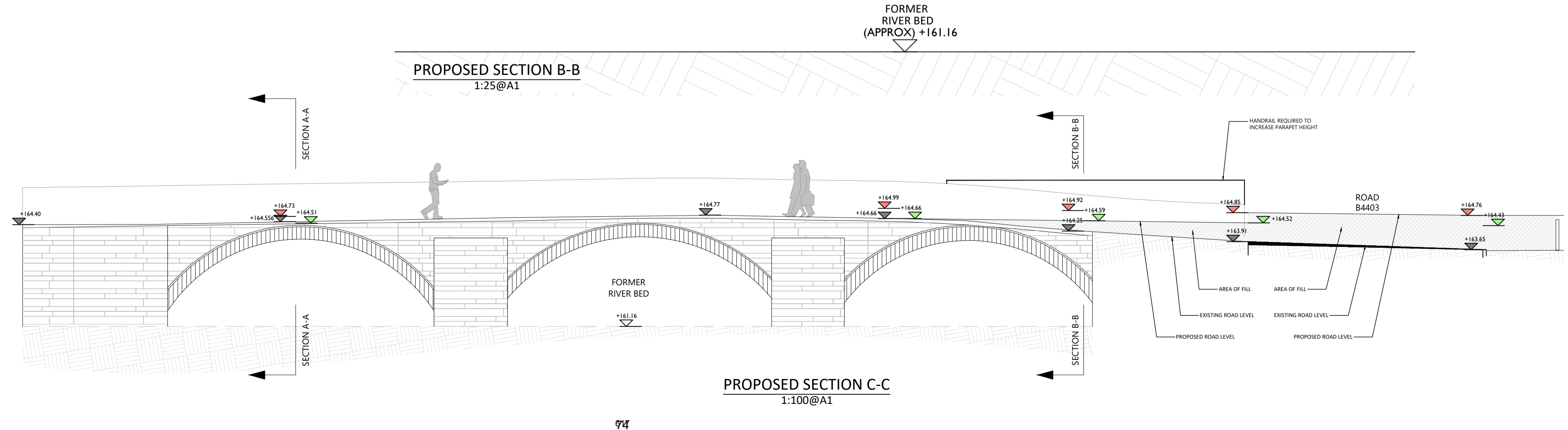
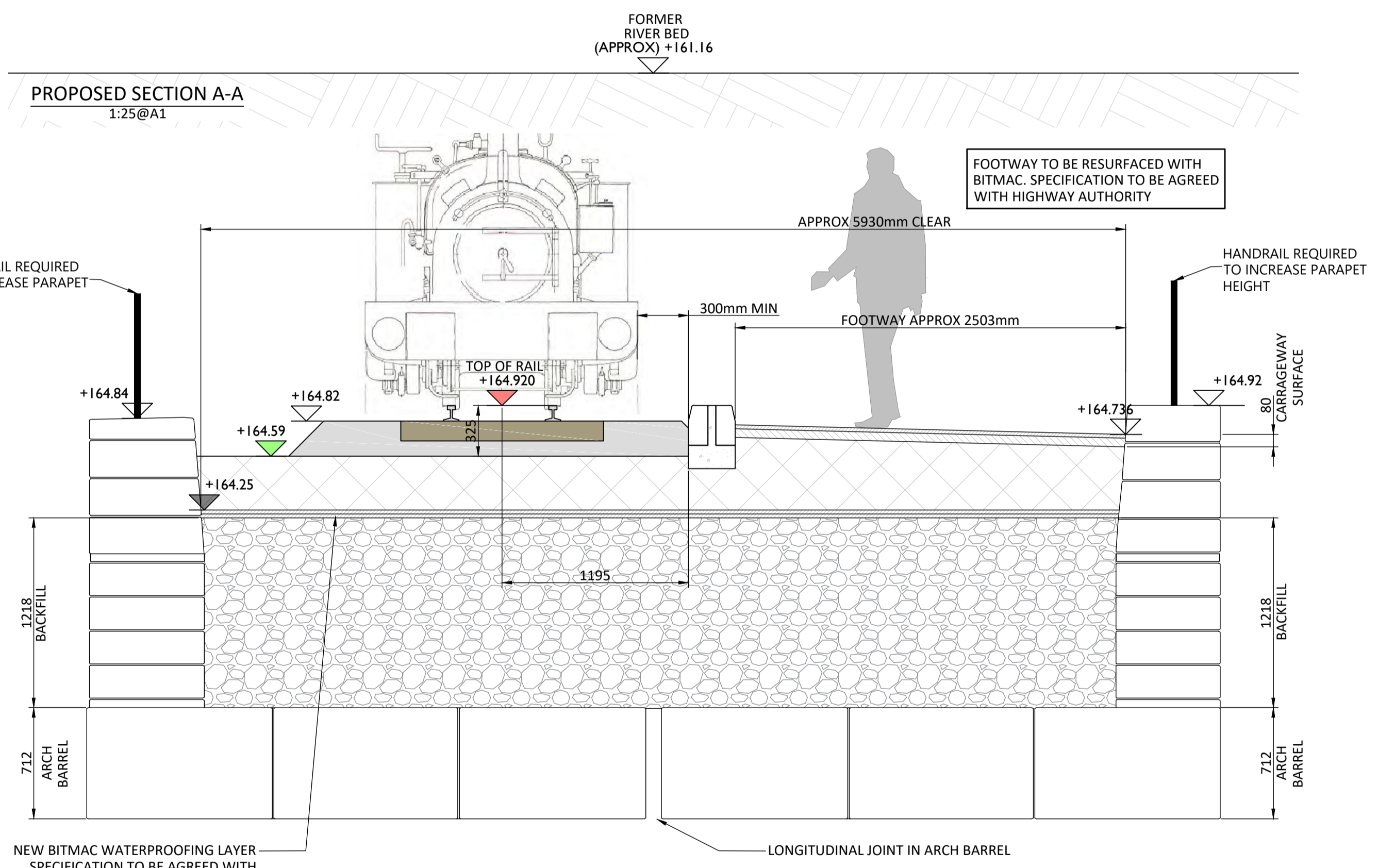
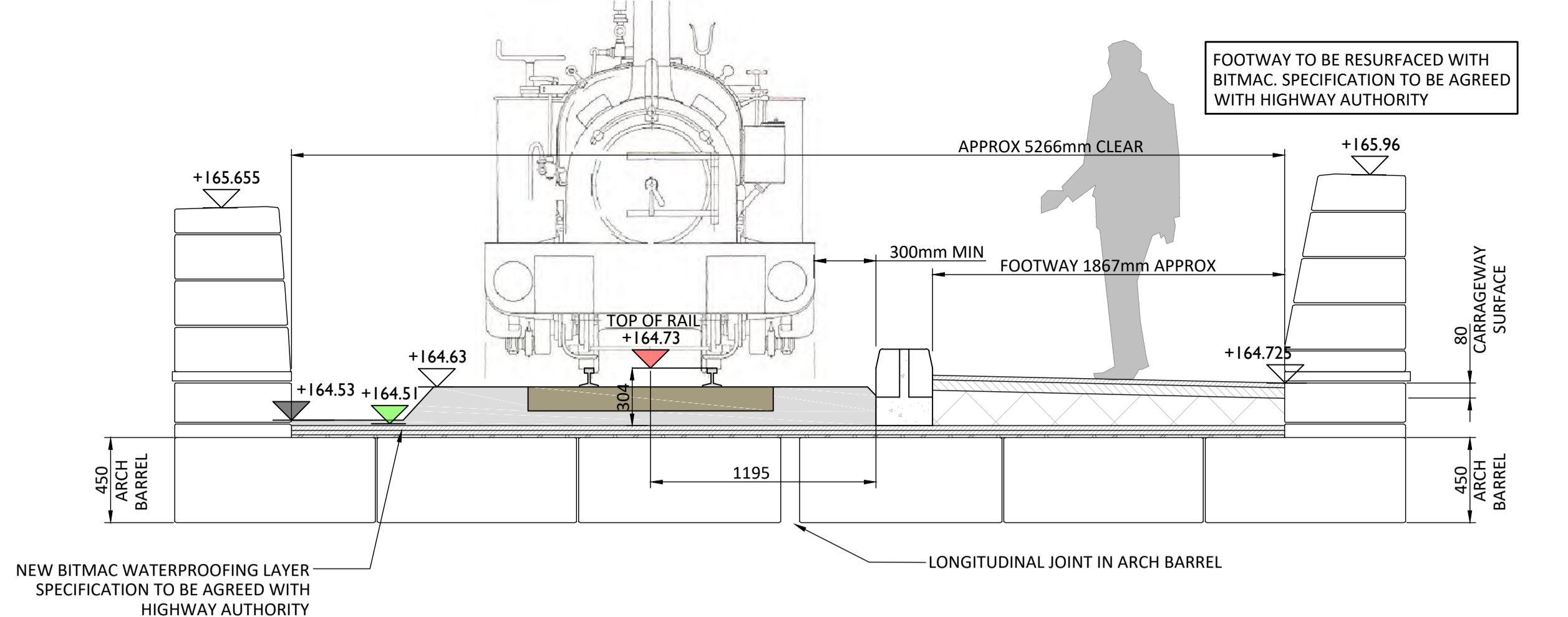
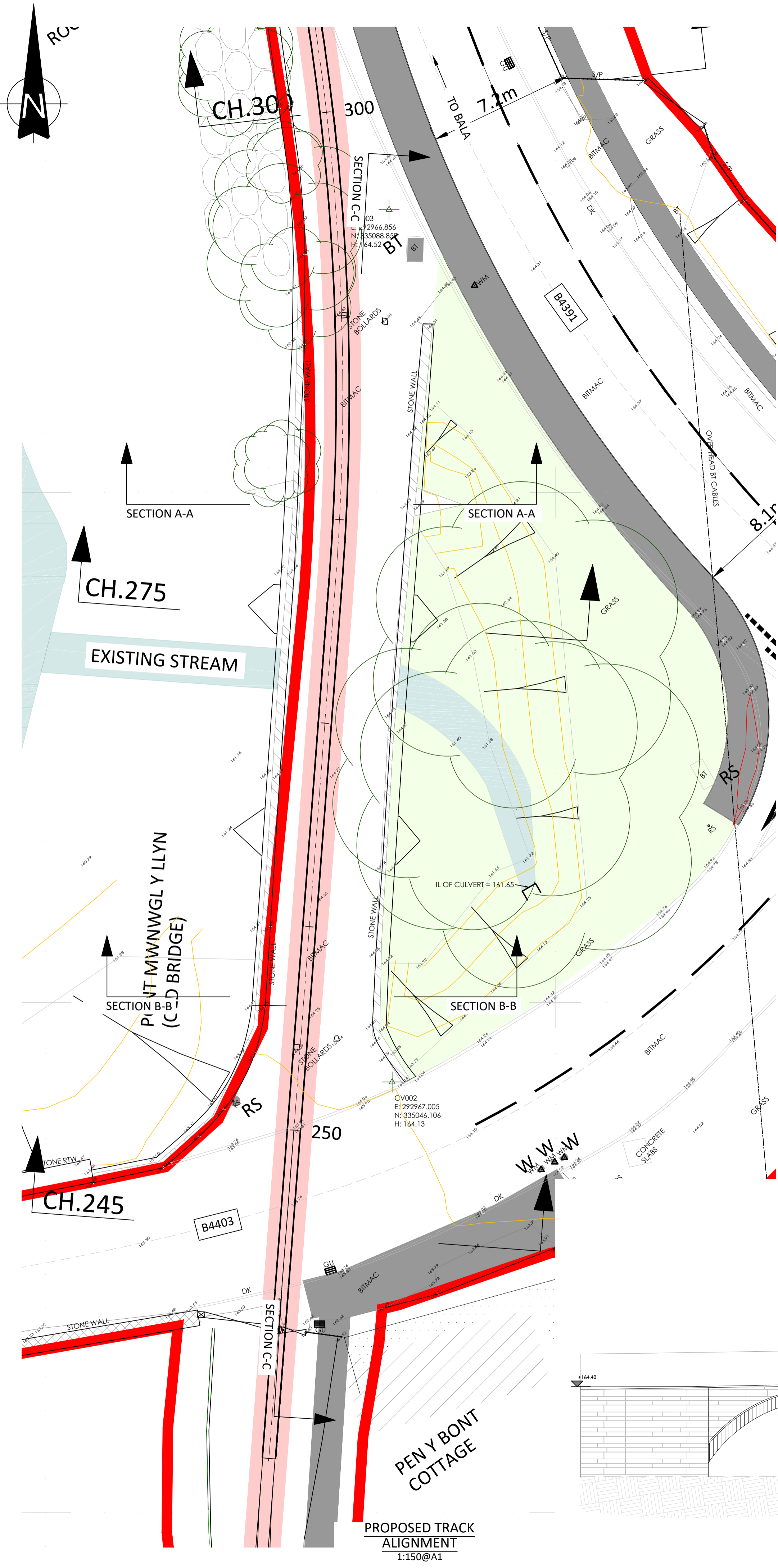
VISUALISATION 2

VP8: From the B4391 looking north west along Tegid Street, located on the proposed railway line. The expected extent of tree removal is highlighted, which includes those trees lost to the NRW flood embankment strengthening scheme works. The rail route is to be free from fences.



VISUALISATION 3

VP9: View representative of the houses off Trem-y-Ffridd that surround Bala Rugby Club. The expected tree removal is likely to set Bala Rugby Club clubhouse against a more open backdrop.



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 - BOUNDARIES OF SAC, SSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
 - SEE DRAWINGS 4267-CAU-XX-XX-DR-C-3406 - 3408 FOR SECTIONS.

- LEGEND**
- PROPOSED RAILWAY
 - SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - PARAPET WALL
 - STONE MASONRY
 - DENOTES WATER COURSE
 - EXISTING SURFACE LEVELS
 - TOP OF RAIL LEVELS
 - RAILWAY FORMATION LEVELS

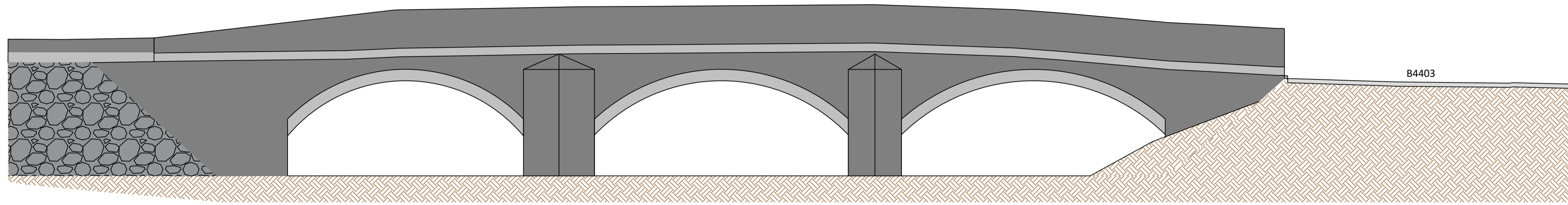
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PURPOSE OF ISSUE					STATUS
FOR APPROVAL					S2
CLIENT:					
PROJECT:					
BALA LAKE RAILWAY EXTENSION					
TITLE:					
PONT MWNWGL Y LLYN (OLD BRIDGE) PROPOSED GENERAL ARRANGEMENT					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
PD	AP	ARY	PD		
DATE	SCALE @ A1	JOB REF:	REVISION		
09.09.20	1:250	4267	P01		
DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-1601					

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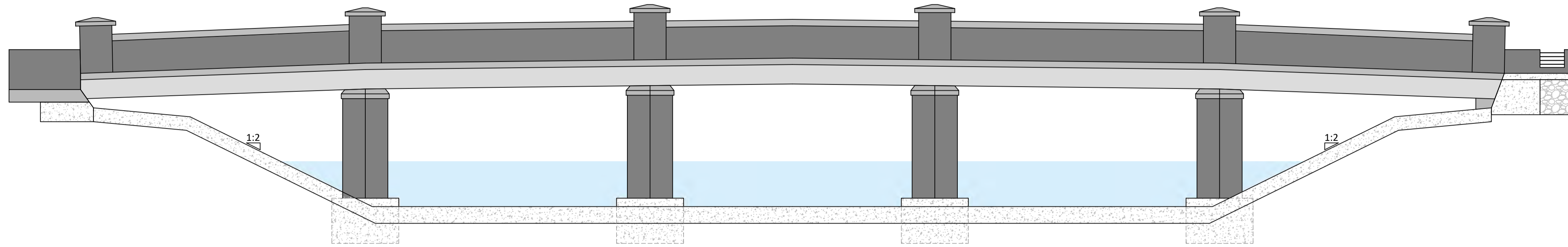
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(WESTERN ELEVATION SIMILAR)

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PURPOSE OF ISSUE					STATUS		
FOR INFORMATION					S2		
CLIENT:							
RHEILFFORDD LLYN TEGID LIMITED							
PROJECT:							
NEW LINE (PEN Y BONT)							
TITLE:							
PONT MWNWGL Y LLYN 'OLD BRIDGE' ELEVATION CH0250 to CH0290							
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY				
EJD	EJD	DH	DH				
DATE	SCALE @ A1	JOB REF:	REVISION				
13.12.19	1:100	4267	P01				
DRAWING NUMBER							
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EXISTING & PROPOSED ELEVATION LOOKING WEST
(EASTERN ELEVATION SIMILAR)

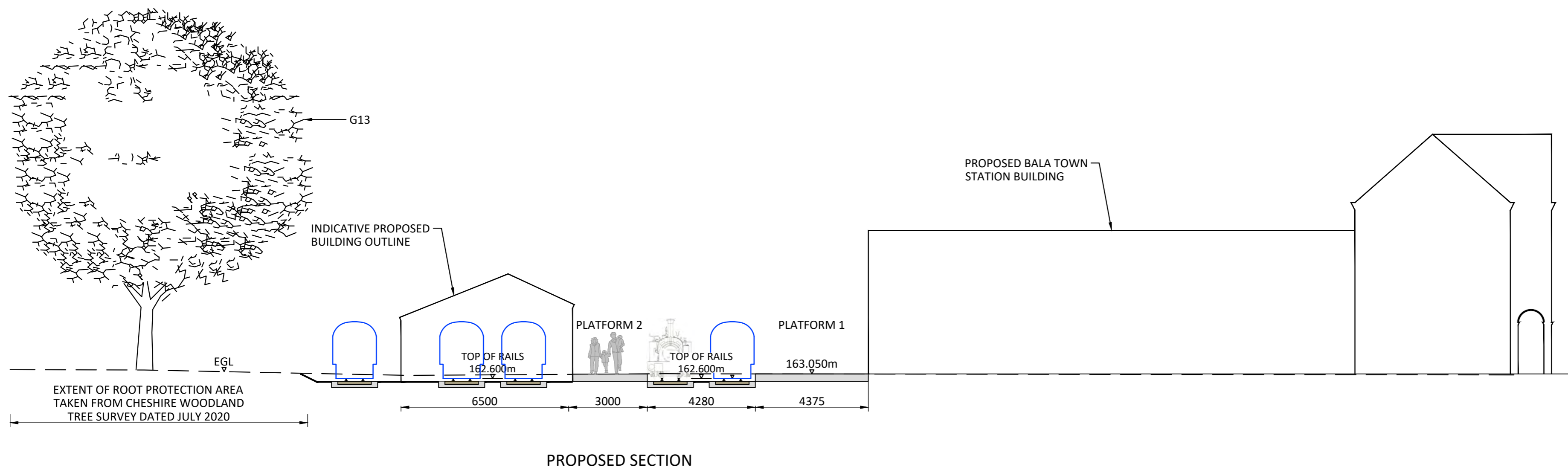
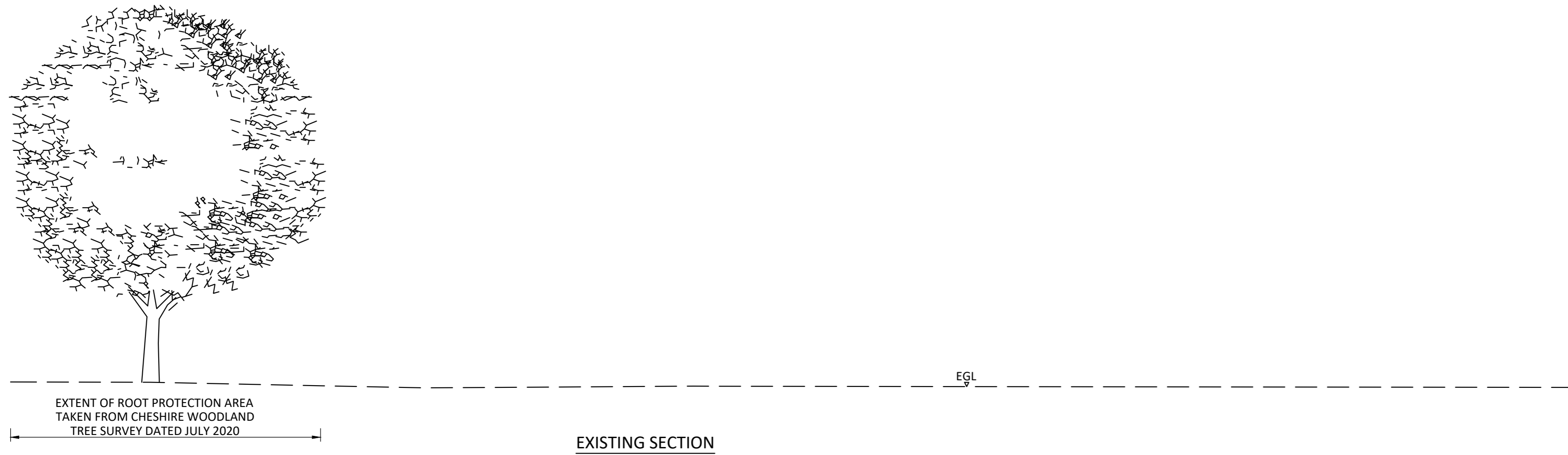
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MINOR REV	DRAWN BY	REVIEWED BY	APPROVED BY	DATE
P01.02	EJD			
P01.01	EJD	-	-	-



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REV	MODIFICATIONS	BY	RE	AP	DATE		
PURPOSE OF ISSUE					STATUS		
FOR INFORMATION					S2		
CLIENT:							
RHEILFFORDD LLYN TEGID LIMITED							
PROJECT:							
NEW LINE (PEN Y BONT)							
TITLE:							
PONT MWNWGL Y LLYN 'NEW' BRIDGE ELEVATION CH0325 to CH0370							
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY				
EJD	EJD	DH	DH				
DATE	SCALE @ A1	JOB REF:	REVISION				
13.12.19	1:100	4267	P01				
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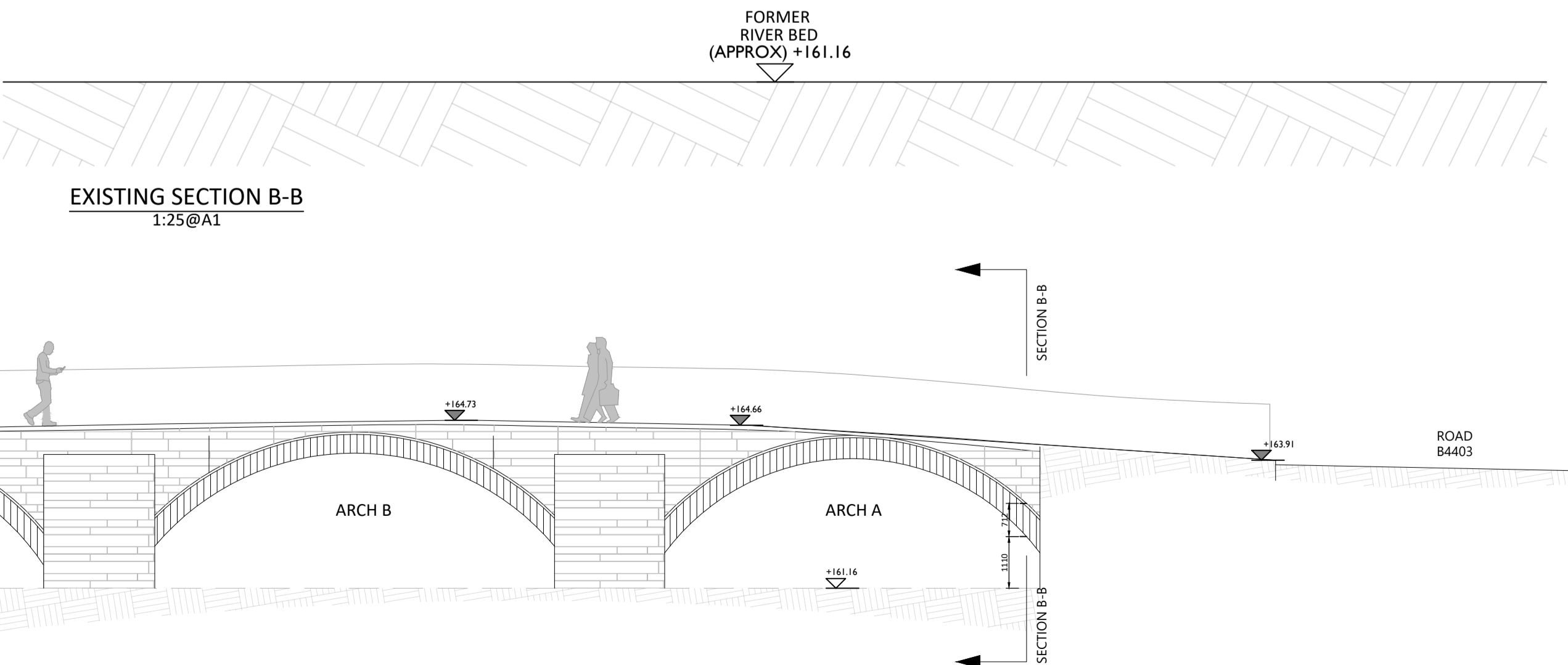
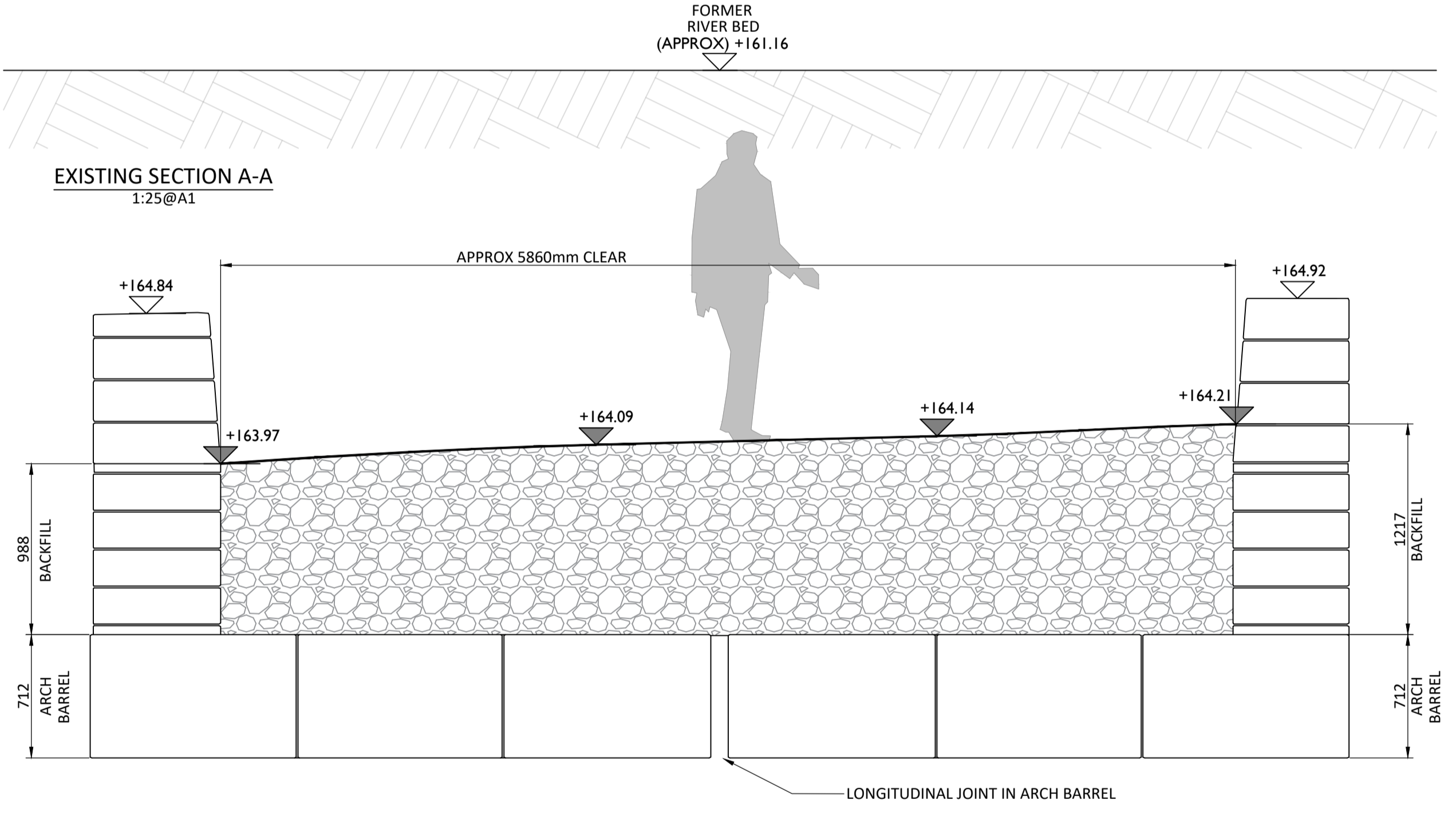
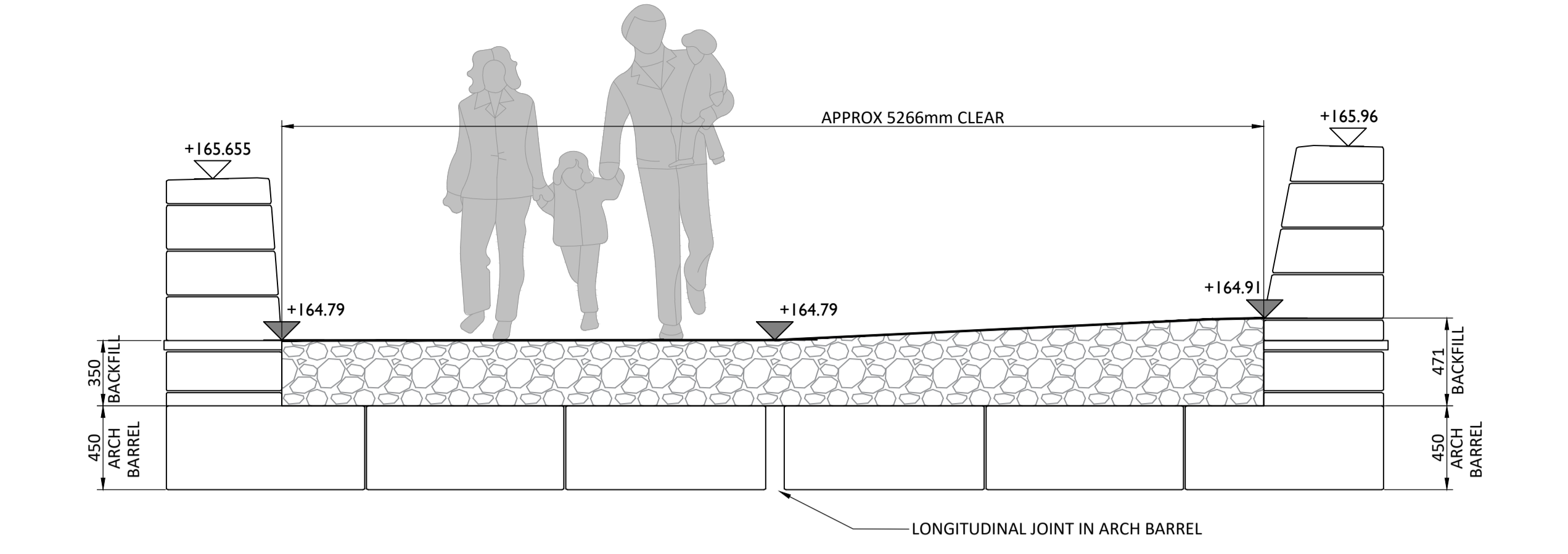
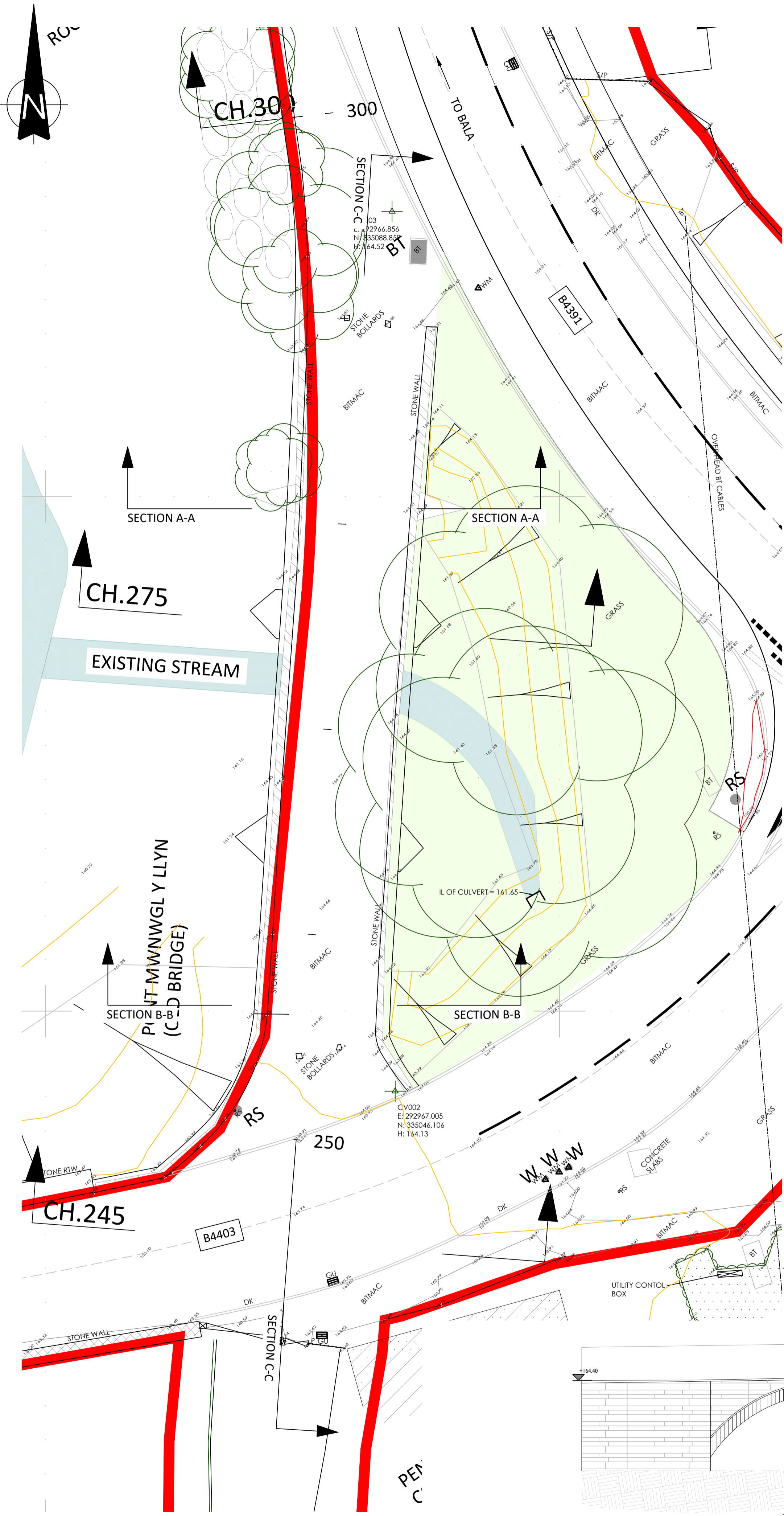
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POS	STATION BUILDING UPDATED	CR	DH	DH	30.09.22
P03	RAILWAY MOVED TO THE EAST, STATION BUILDING ADDED	LI	DH	DH	03.12.20
P02	ISSUED FOR COMMENT	DA	CR	DH	09.09.20
P01	ISSUED FOR APPROVAL	CR	DH	DH	-
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR COMMENT					S3
CLIENT:					
					
PROJECT:					
NEW LINE (PEN Y BONT)					
TITLE:					
EXISTING & PROPOSED SECTION CHAINAGE 1150m					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
CR	CR	DH	DH		
DATE	SCALE @ A2	JOB REF:	REVISION		
26.03.20	1:125	4267	P05		
DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-3419					
					
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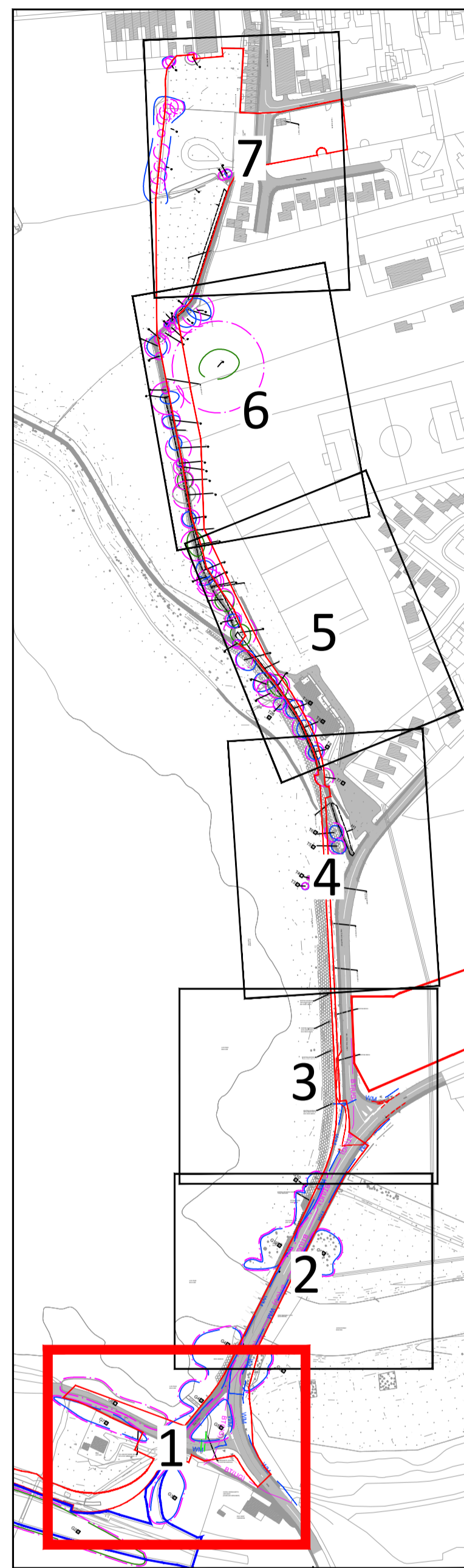
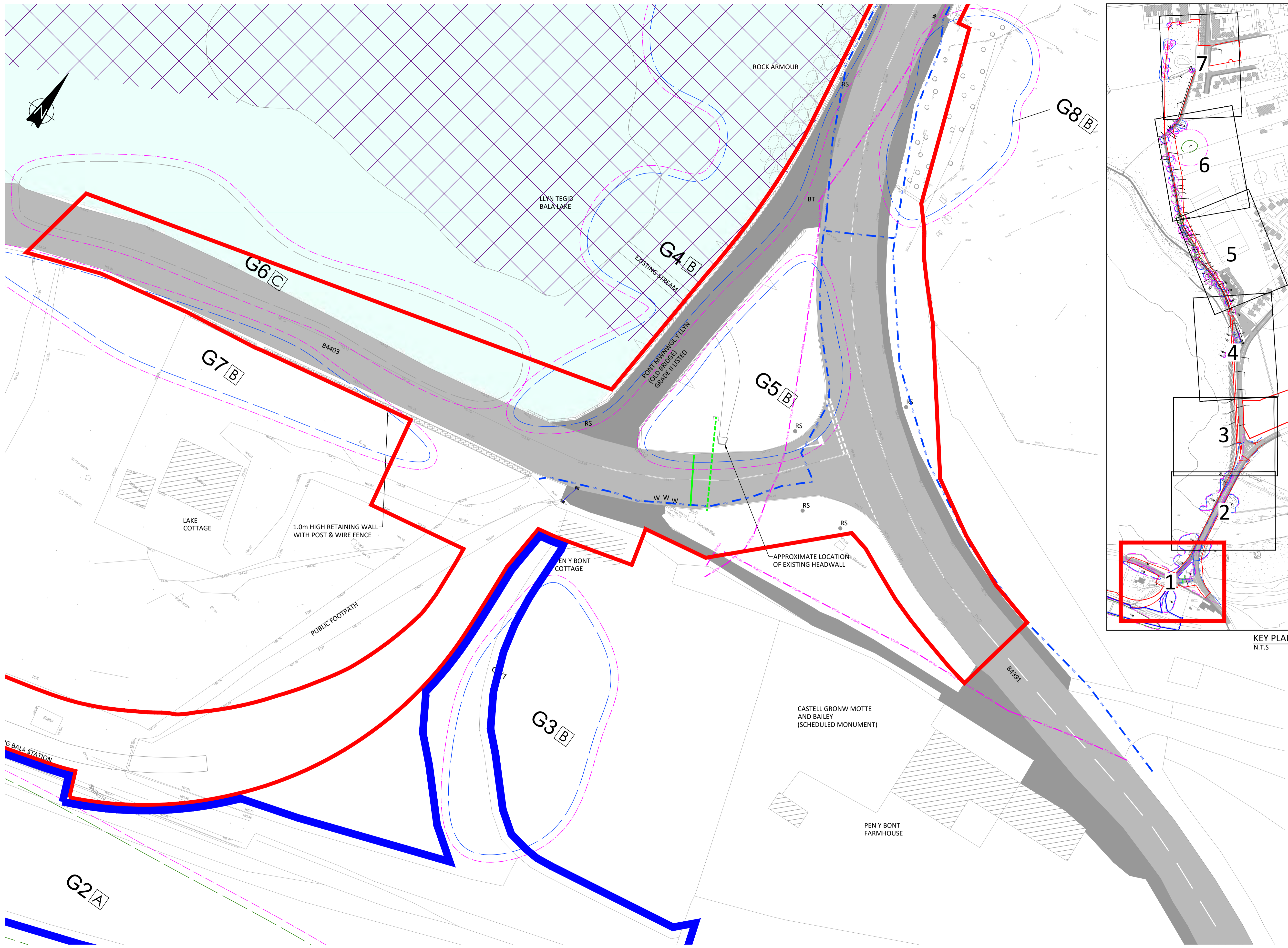


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 - LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
 - BOUNDARIES OF SAC, SSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
 - SEE DRAWING 4267-CAU-XX-XX-DR-C-3406-3408 FOR SECTIONS.
- LEGEND**
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - RAMSAR SITE
 - PARAPET WALL (PLAN)
 - DENOTES WATER COURSE

PD1	ISSUED FOR APPROVAL	EJD	DH	DH	02.12.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR APPROVAL					S2
CLIENT:					
					
PROJECT:					
BALA LAKE RAILWAY EXTENSION					
TITLE:					
PONT MWNWGL Y LLYN (OLD BRIDGE) EXISTING GENERAL ARRANGEMENT					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
PD	AAR	DH	PD		
DATE	SCALE @ A1	JOB REF:	REVISION		
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DRAWING NUMBER					
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3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
5. RE EXTENT OF PLANNING APPLICATION TO ALL DRAWINGS WITH RED LINE BOUNDARY

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING SURFACE WATER SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- UNKNOWN UTILITY
- EXTENT OF PLANNING APPLICATION
- LAND UNDER CONTROL OF APPLICANT
- BS5837 ROOT PROTECTION AREA
- BS5837 CATEGORY 'A' TREES
- BS5837 CATEGORY 'A' TREES
- BS5837 CATEGORY 'A' TREES

REV	MODIFICATIONS	BY	RE	AP	DATE
P05	BLUE BOUNDARY AMENDED	DA	DH	DH	19.11.21
P04	BLUE BOUNDARY ADDED	DA	DH	DH	02.07.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.10
P02	AMENDED TO ENGINEERS COMMENTS	EJD	DH	DH	23.01.20
P01	ISSUED FOR INFORMATION	CR	DH	DH	19.11.19

PURPOSE OF ISSUE	STATUS
FOR INFORMATION	S2

CLIENT:

PROJECT:

NEW LINE (PEN Y BONT)

TITLE:

EXISTING PLAN SHEET 1 OF 7

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
CR	CR	DH	DH

DATE	SCALE @ A1	JOB REF:	REVISION
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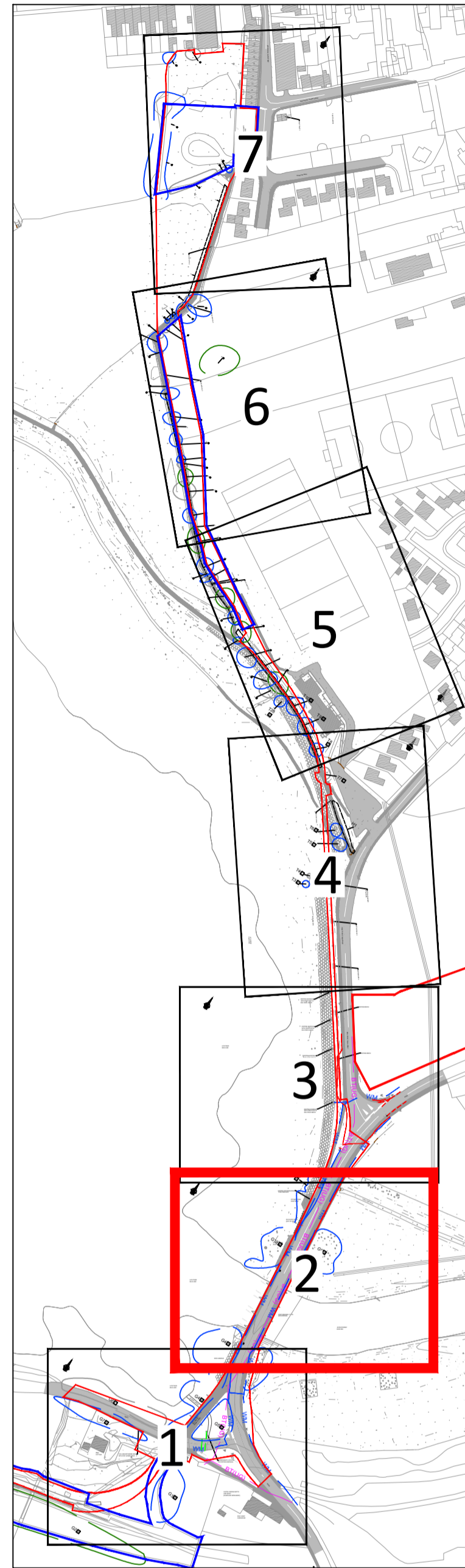
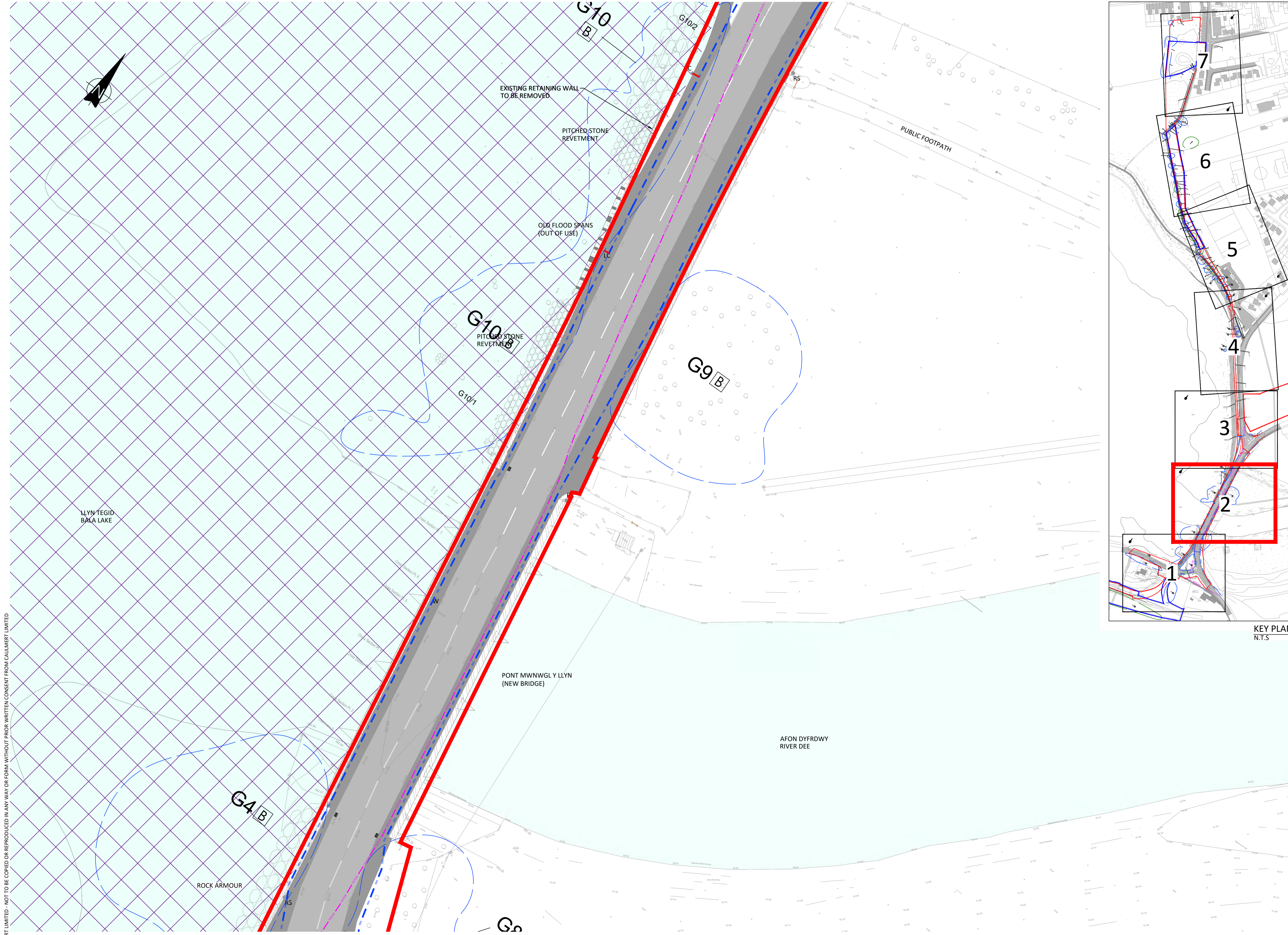
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4267-CAU-XX-XX-DR-C-1500

engineering environmental planning

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3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES

LEGEND

- EXISTING CARRIAGEWAY
 - EXISTING FOOTWAY
 - SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - RAMSAR SITE
 - PARAPET WALL
 - RETAINING WALL
 - BT BT DRAWPIT
 - MAINS WATER APPARATUS
 - LIGHTING COLUMN
 - ROAD SIGN
 - EXISTING WATER MAIN
 - EXISTING SURFACE WATER SEWER
 - EXISTING BT UNDERGROUND
 - EXISTING BT OVERHEAD
 - EXISTING HV OVERHEAD
 - EXISTING LV OVERHEAD
 - EXISTING LV UNDERGROUND
 - UNKNOWN UTILITY
- BSS5837 ROOT PROTECTION AREA

P04	RED & BLUE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.10
P02	AMENDED TO ENGINEER COMMENTS	EJD	DH	DH	23.01.20
P01	ISSUED FOR INFORMATION	CR	DH	DH	19.11.19
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR INFORMATION					S2

CLIENT:

PROJECT: **NEW LINE (PEN Y BONT)**

TITLE: **EXISTING PLAN SHEET 2 OF 7**

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
CR	CR	DH	DH

DATE	SCALE @ A1	JOB REF:	REVISION
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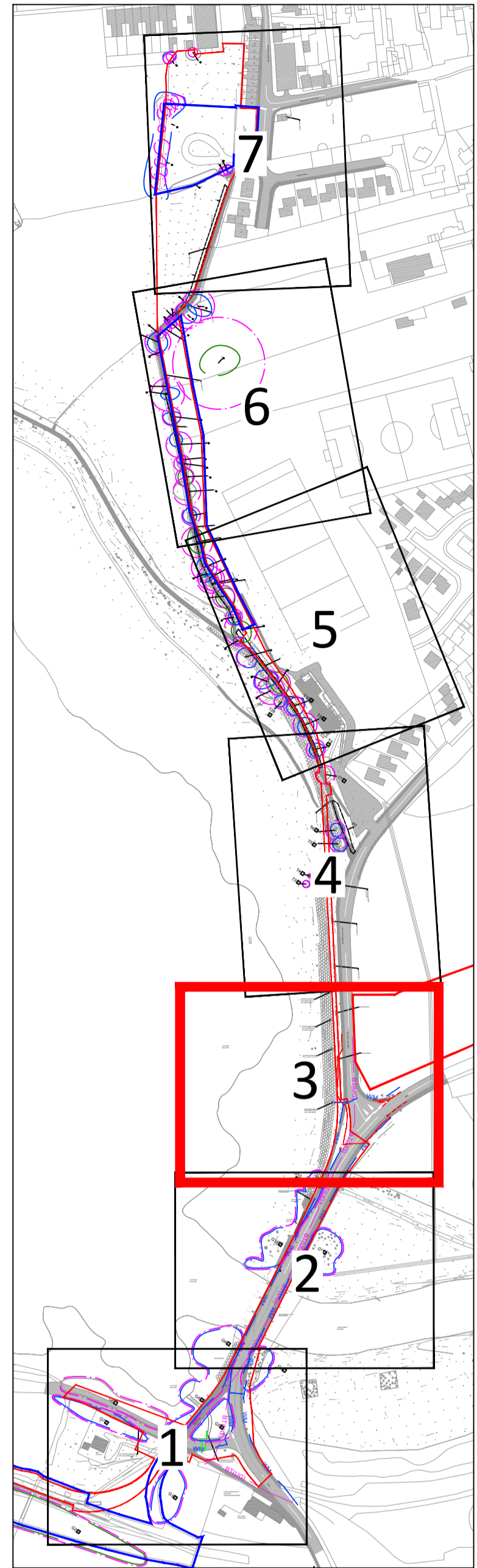
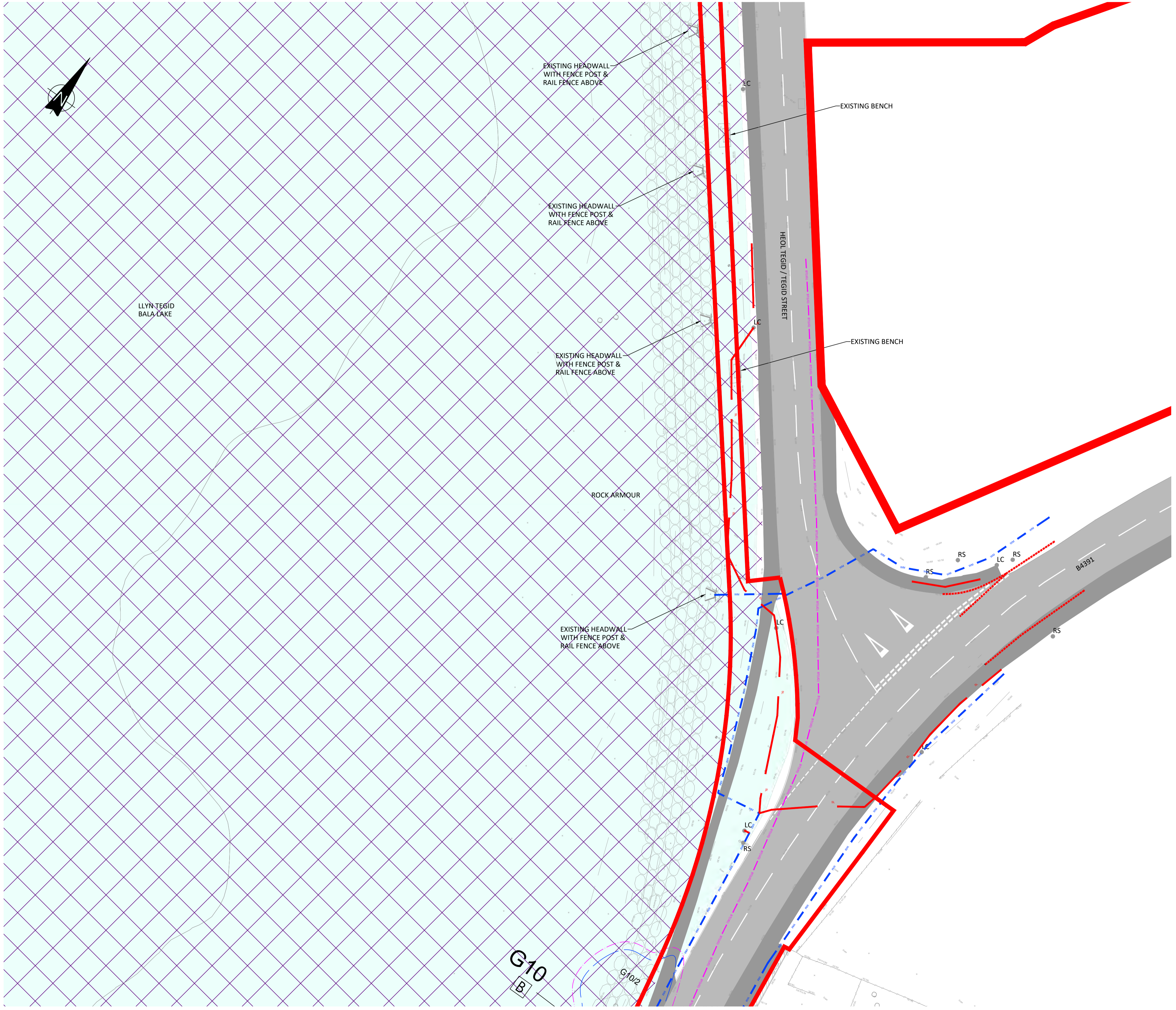
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KEY PLAN
N.T.S.

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3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING SURFACE WATER SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- UNKNOWN UTILITY

REV	MODIFICATIONS	BY	RE	AP	DATE
P04	REDLINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.10
P02	AMENDED TO ENGINEERS COMMENTS	EJD	DH	DH	23.01.20
P01	ISSUED FOR INFORMATION	CR	DH	DH	19.11.19

PURPOSE OF ISSUE	STATUS
FOR INFORMATION	S2



PROJECT:
NEW LINE (PEN Y BONT)

TITLE:
**EXISTING PLAN
SHEET 3 OF 7**

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
CR	CR	DH	DH
DATE	SCALE @ A1	JOB REF:	REVISION
06.11.19	1:250	4267	P04

DRAWING NUMBER
4267-CAU-XX-XX-DR-C-1502





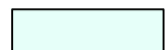















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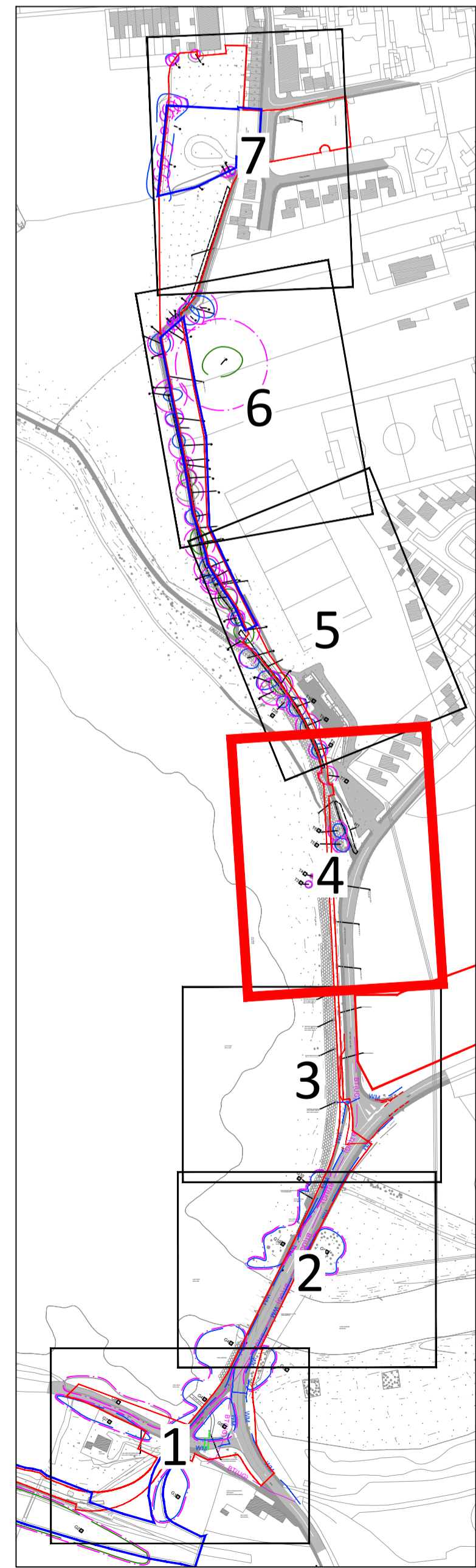
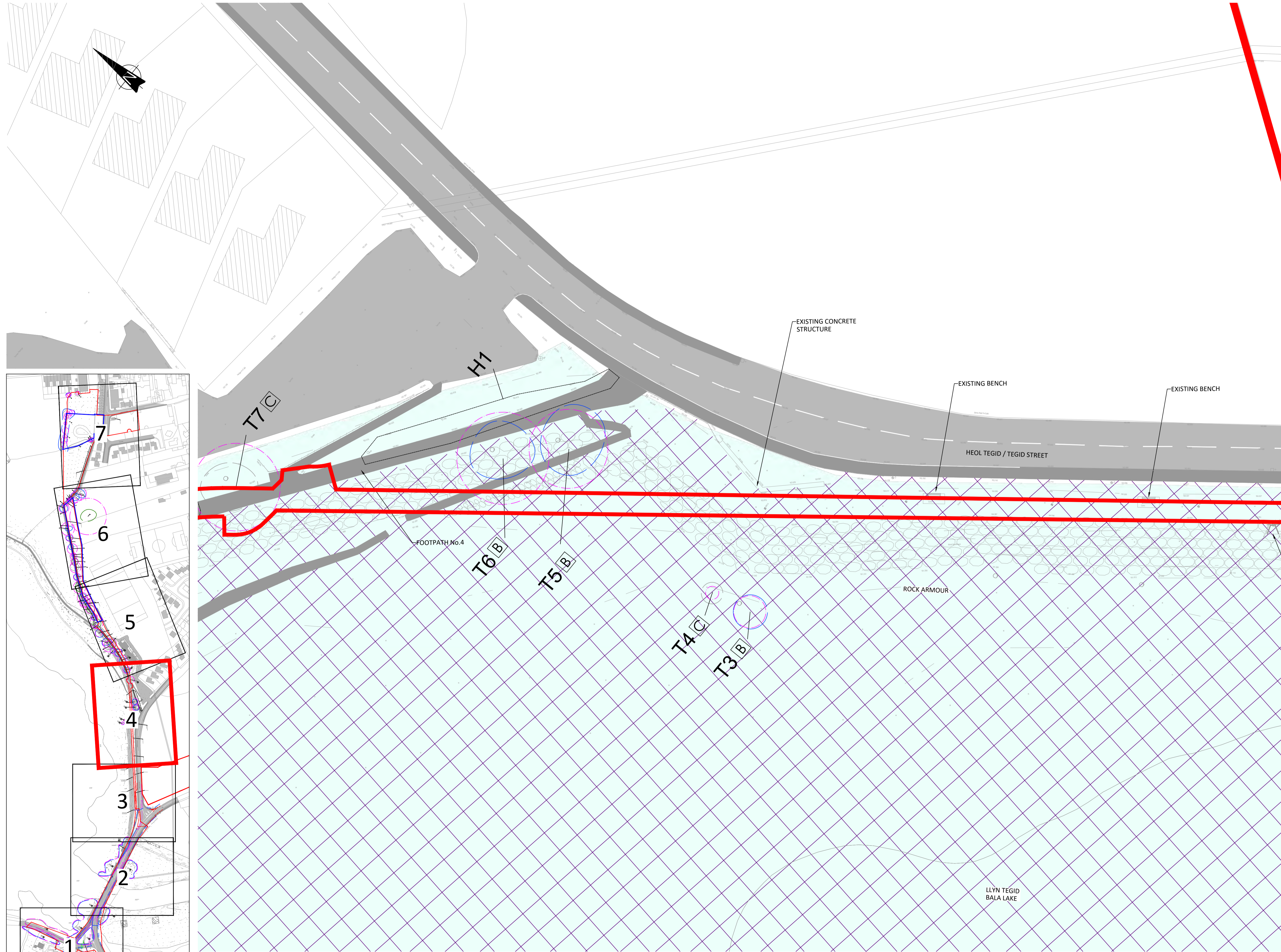
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- LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
- BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES

LEGEND

-  EXISTING CARRIAGEWAY
-  EXISTING FOOTWAY
-  SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
-  RAMSAR SITE
-  PARAPET WALL
-  RETAINING WALL
-  BT DRAWPIT
-  MAINS WATER APPARATUS
-  LIGHTING COLUMN
-  ROAD SIGN
-  EXISTING WATER MAIN
-  EXISTING SURFACE WATER SEWER
-  EXISTING BT UNDERGROUND
-  EXISTING BT OVERHEAD
-  EXISTING HV OVERHEAD
-  EXISTING LV OVERHEAD
-  EXISTING LV UNDERGROUND
-  UNKNOWN UTILITY

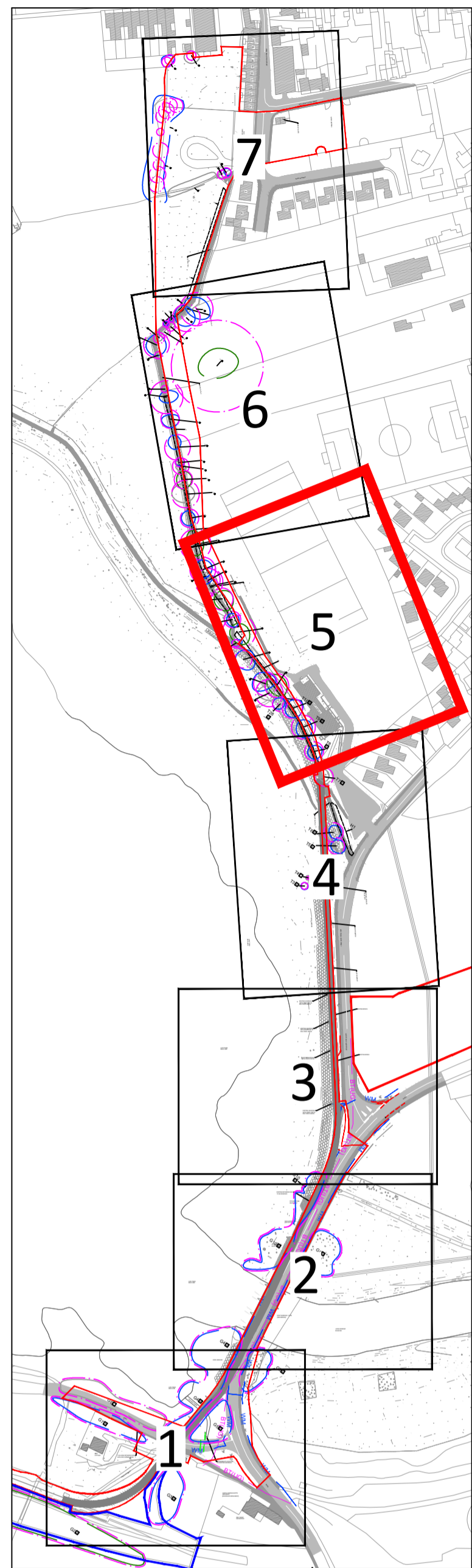


KEY PLAN
N.T.S.

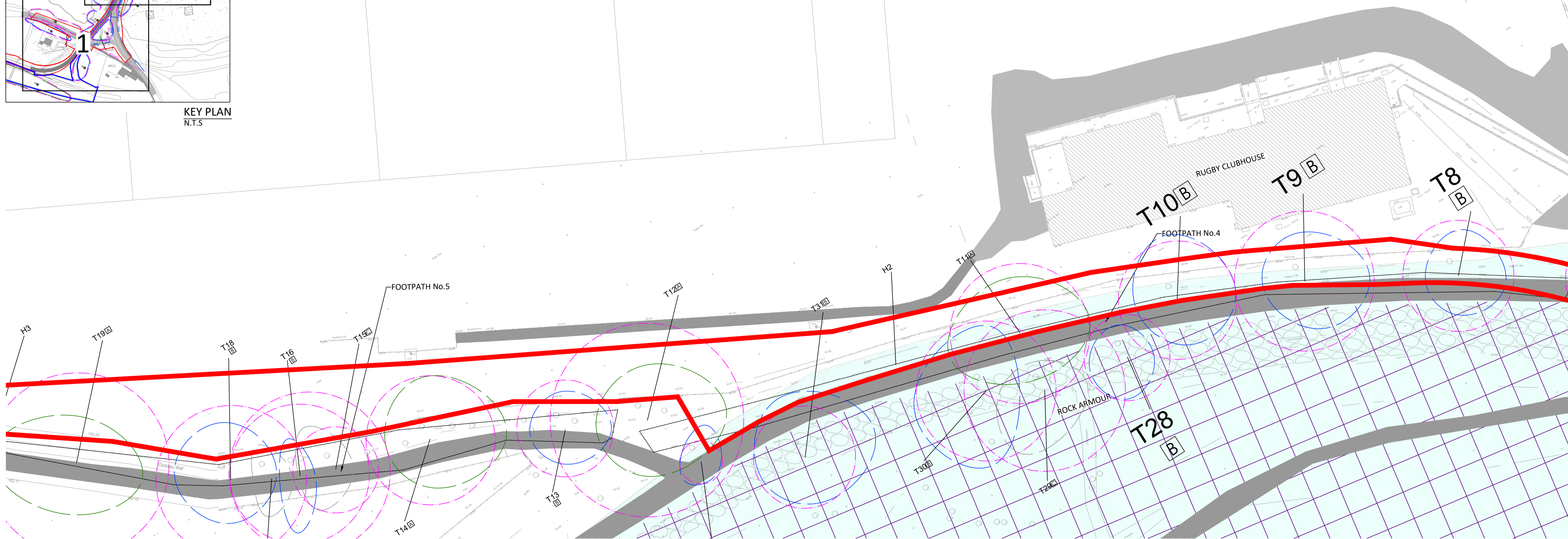
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P02	UPDATED UTILITIES	AP	DH	DH	11.09.10
P01	ISSUED FOR INFORMATION	EJD	DH	DH	19.03.20
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PURPOSE OF ISSUE					STATUS
FOR INFORMATION					S2
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PROJECT:					
NEW LINE (PEN Y BONT)					
TITLE:					
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DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-1503					
 engineering environmental planning					

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KEY PLAN
N.T.S



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2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS.
3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING SURFACE WATER SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- UNKNOWN UTILITY

P04	BLUE BOUNDARY AMENED	DA	DH	DH	19.11.21
P03	RED & BLUE BOUNDARY AMENED	DA	DH	DH	21.07.21
P02	UPDATED UTILITIES	AP	DH	DH	11.09.10
P01	ISSUED FOR INFORMATION	EJD	DH	DH	19.03.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR INFORMATION					S2

CLIENT:

PROJECT:

NEW LINE (PEN Y BONT)

TITLE:

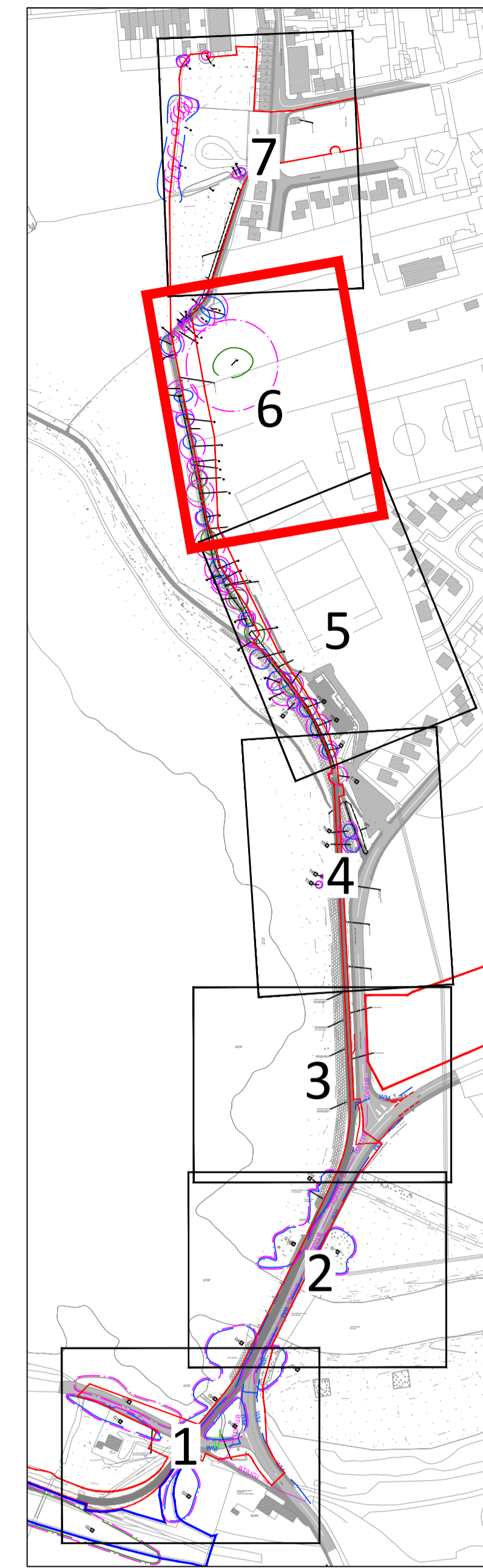
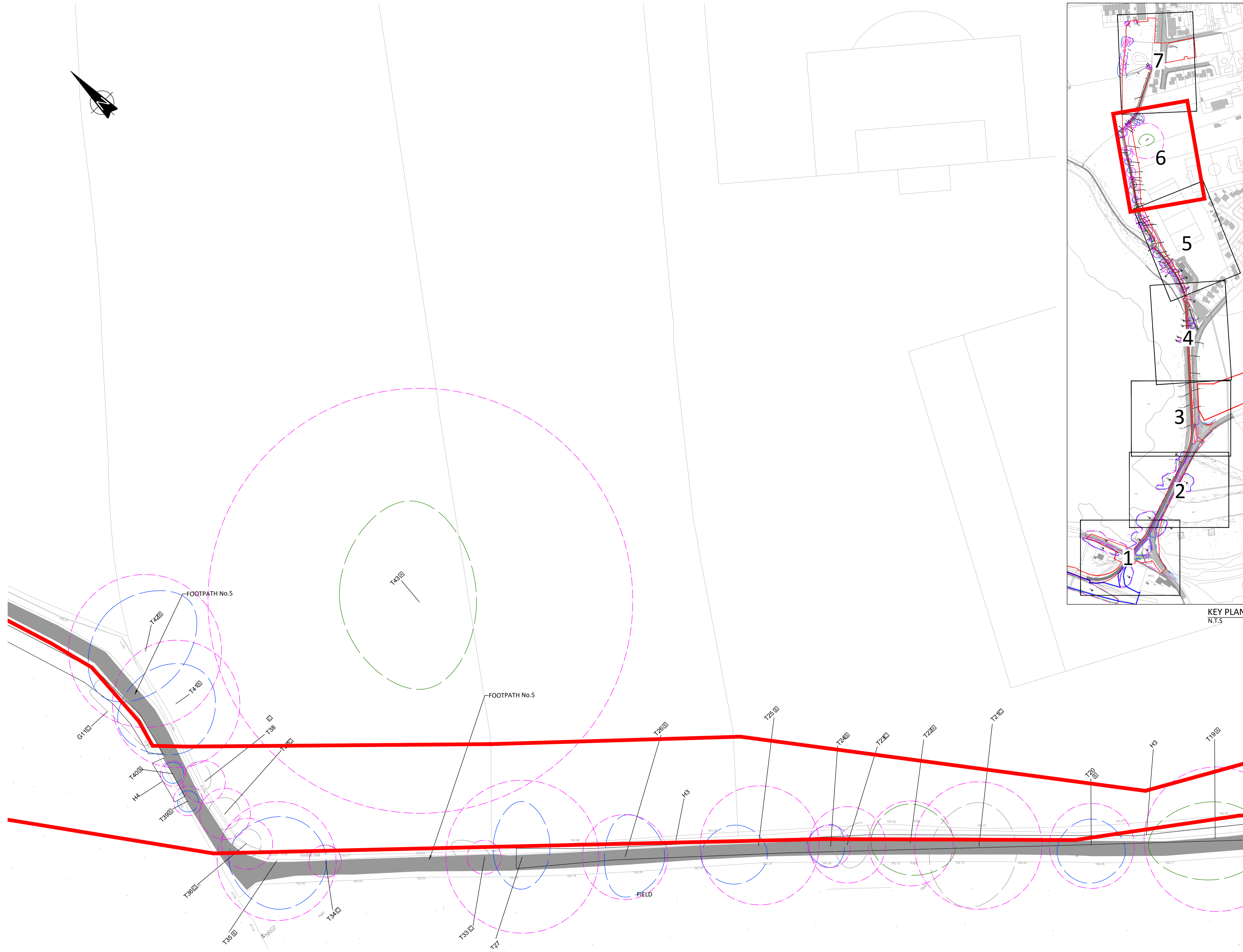
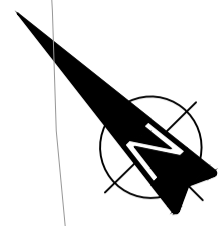
**EXISTING PLAN
SHEET 5 OF 7**

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	EJD	DH	DH
DATE	SCALE @ A1	JOB REF:	REVISION
14.01.2020	1:250	4267	P04

DRAWING NUMBER
4267-CAU-XX-XX-DR-C-1504

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KEY PLAN
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3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES

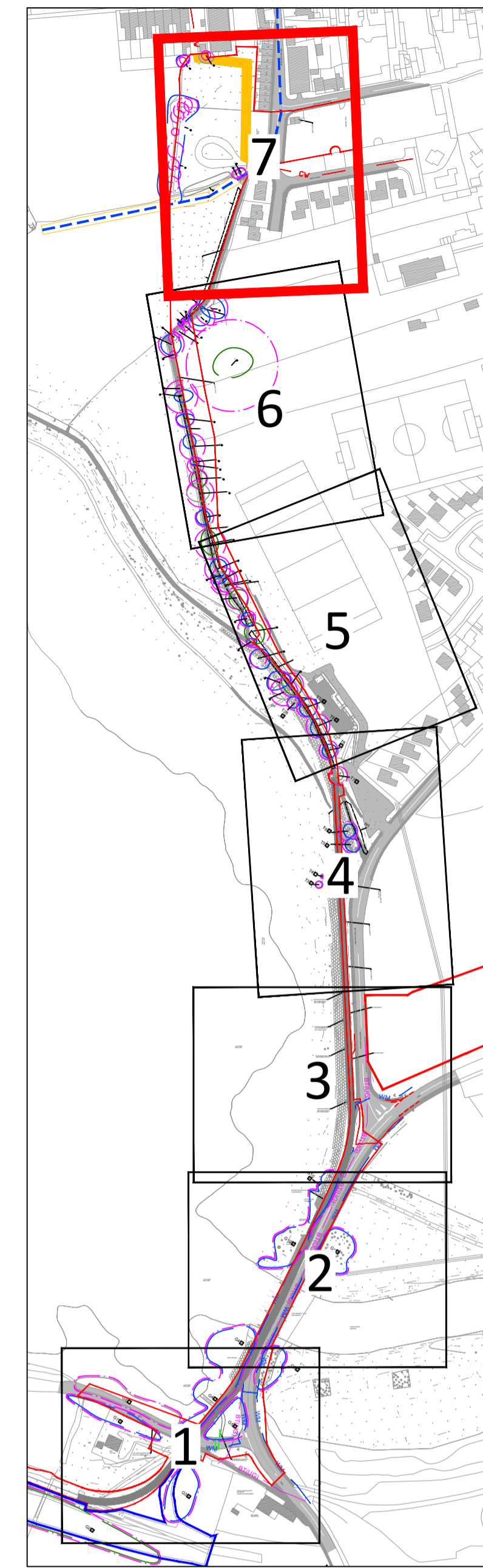
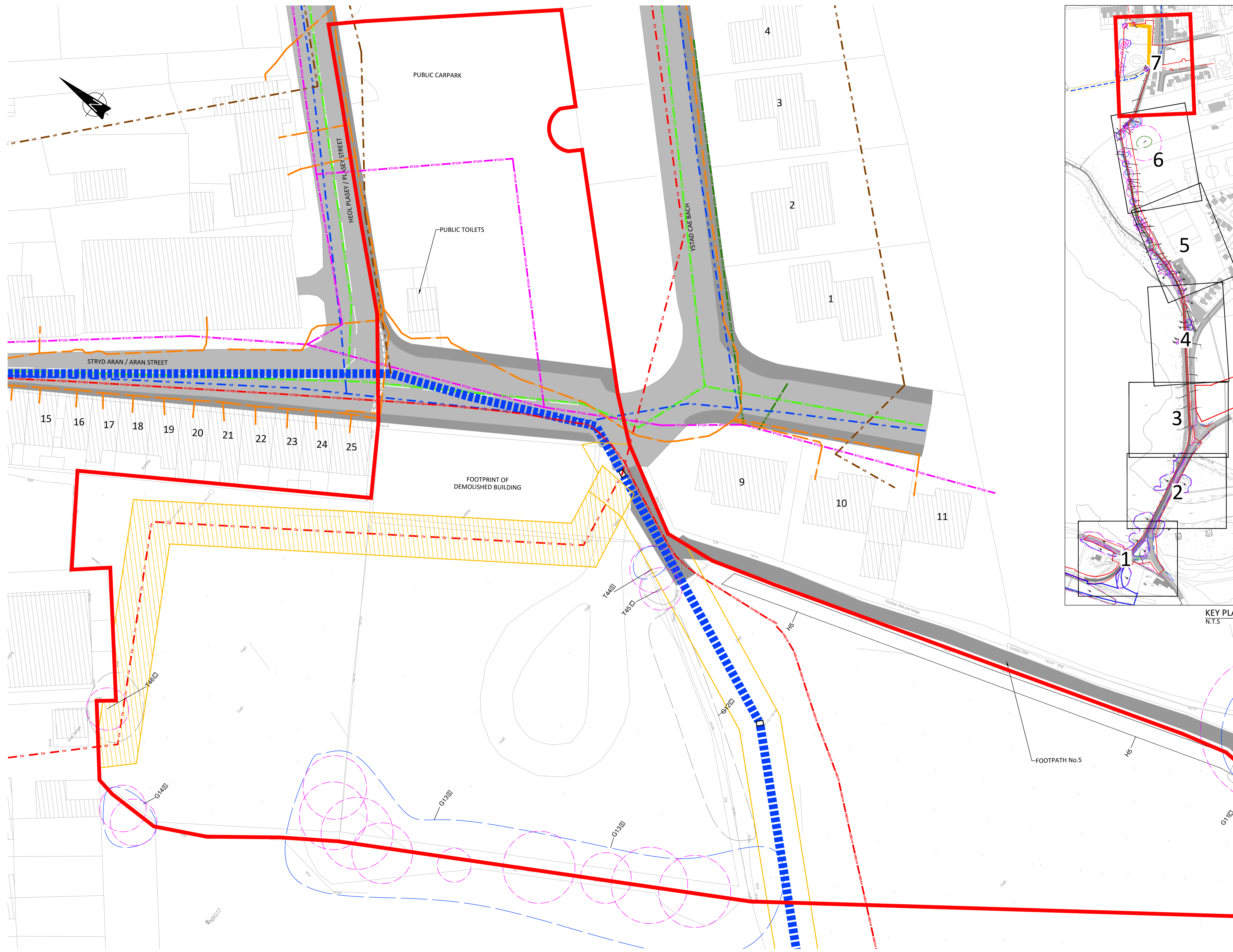
LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING SURFACE WATER SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- UNKNOWN UTILITY

P04	BLUE BOUNDARY AMENDED	DA	DH	DH	19.11.21
P03	RED & BLUE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P02	UPDATED UTILITIES	AP	DH	DH	11.09.10
P01	ISSUED FOR INFORMATION	EJD	DH	DH	19.03.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR INFORMATION					S2
CLIENT:					
PROJECT:					
NEW LINE (PEN Y BONT)					
TITLE:					
EXISTING PLAN SHEET 6 OF 7					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
EJD	EJD	DH	DH		
DATE	SCALE @ A1	JOB REF:	REVISION		
14.01.2020	1:250	4267	P04		
DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-1505					

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3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING SURFACE WATER SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- UNKNOWN UTILITY
- ASSUMED EXTENT OF DCWW EASEMENT

REV	MODIFICATIONS	BY	RE	AP	DATE
P04	BLUE BOUNDARY AMENDED	DA	DH	DH	19.11.21
P03	RED & BLUE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P02	UPDATED UTILITIES	AP	DH	DH	11.09.10
P01	ISSUED FOR INFORMATION	EJD	DH	DH	19.03.20

PURPOSE OF ISSUE	STATUS
FOR INFORMATION	S2

CLIENT:

PROJECT: **NEW LINE (PEN Y BONT)**

TITLE: **EXISTING PLAN SHEET 7 OF 7**

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	EJD	DH	DH

DATE	SCALE @ A1	JOB REF:	REVISION
14.01.2020	1:250	4267	P04

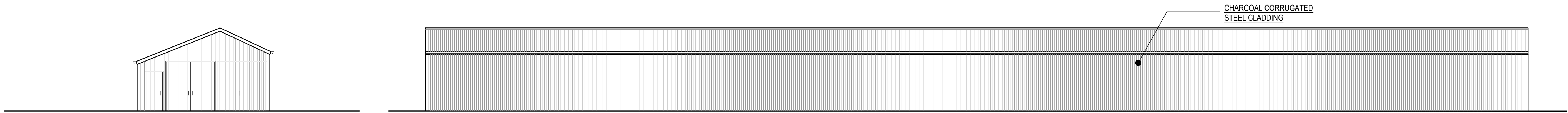
DRAWING NUMBER: **4267-CAU-XX-XX-DR-C-1506**

engineering environmental planning

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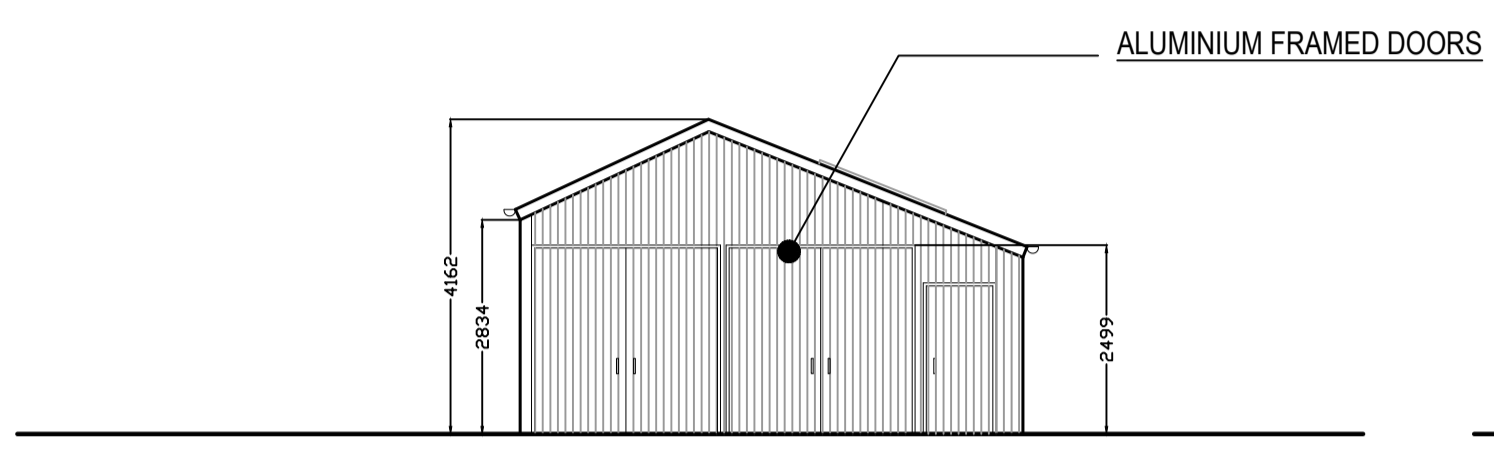
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CARRIAGE SHED

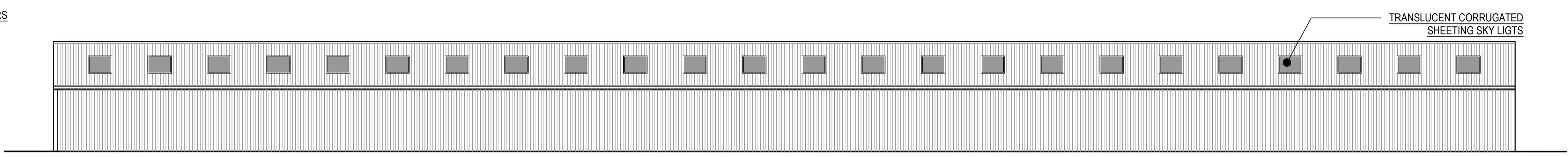


EDRYCHIAD BLAEN
FRONT ELEVATION

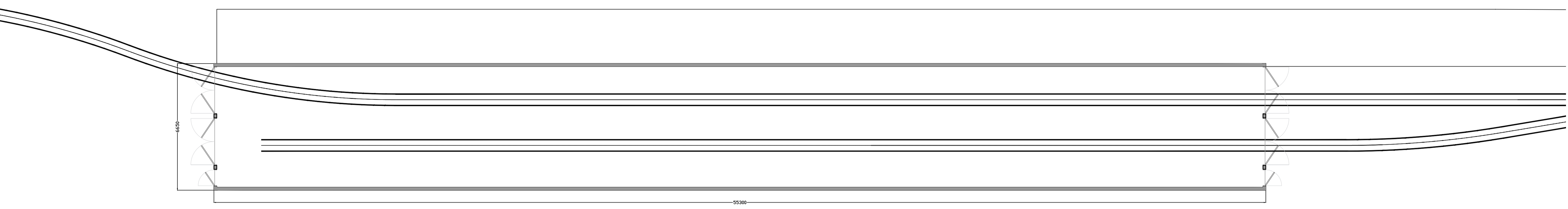
EDRYCHIAD OCHR
SIDE ELEVATION



EDRYCHIAD CEFN
REAR ELEVATION

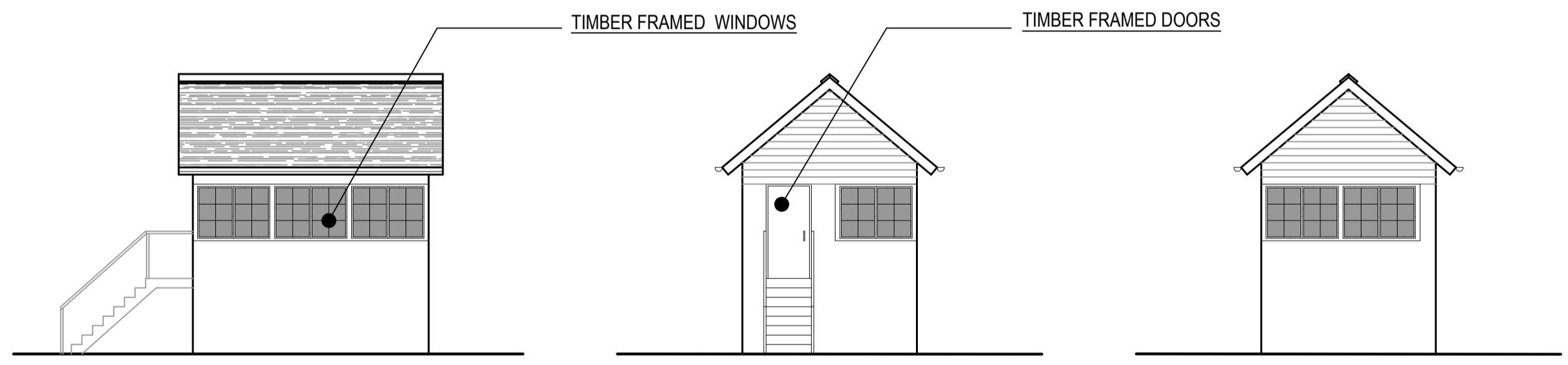


EDRYCHIAD OCHR
SIDE ELEVATION



GROUND FLOOR PLAN

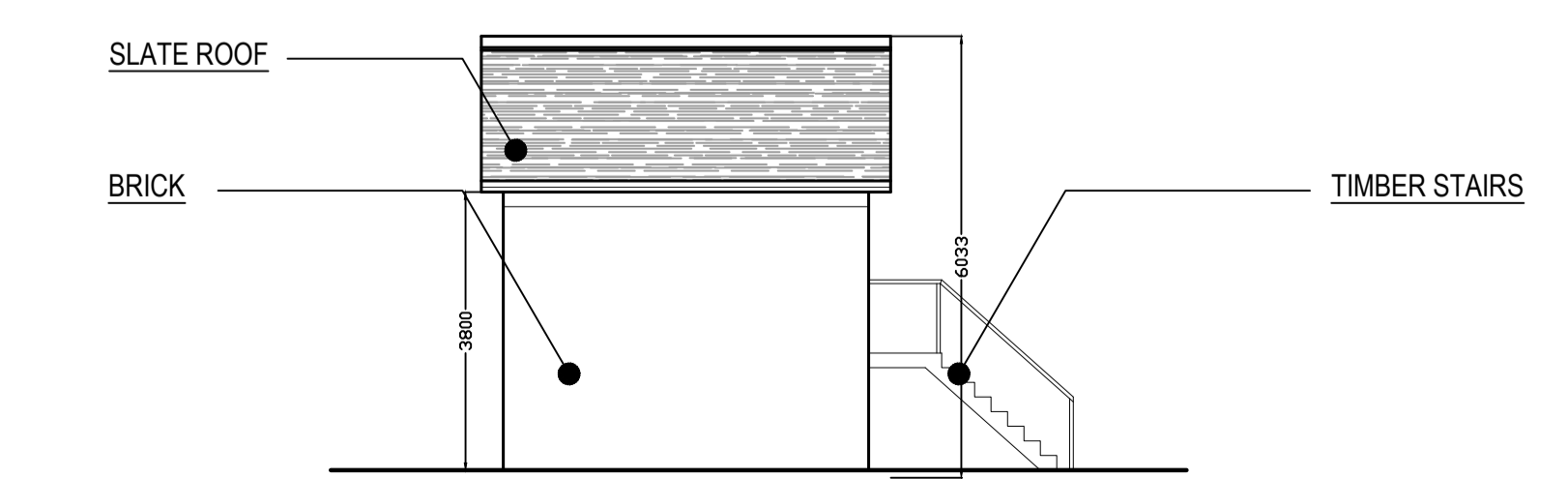
SIGNAL CABIN



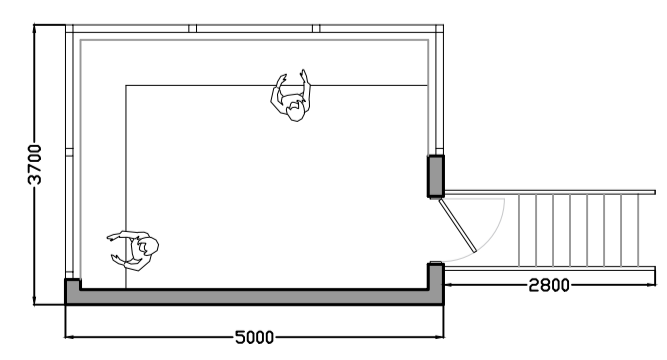
EDRYCHIAD BLAEN
FRONT ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION

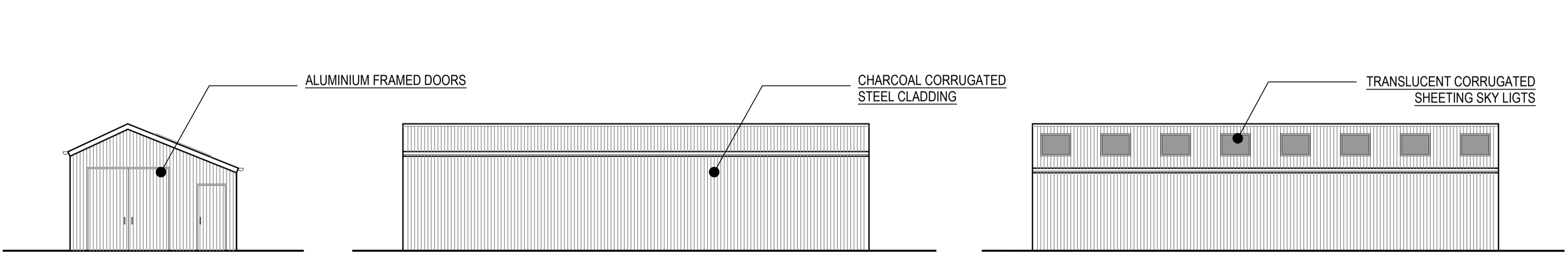


EDRYCHIAD CEFN
REAR ELEVATION



GROUND FLOOR PLAN

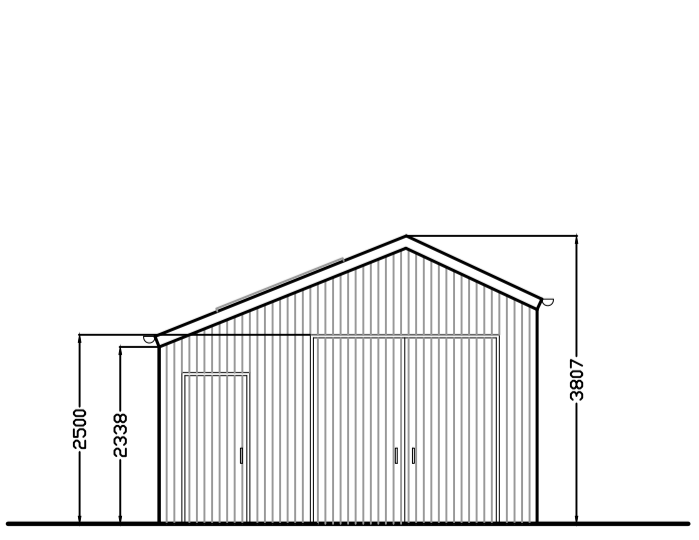
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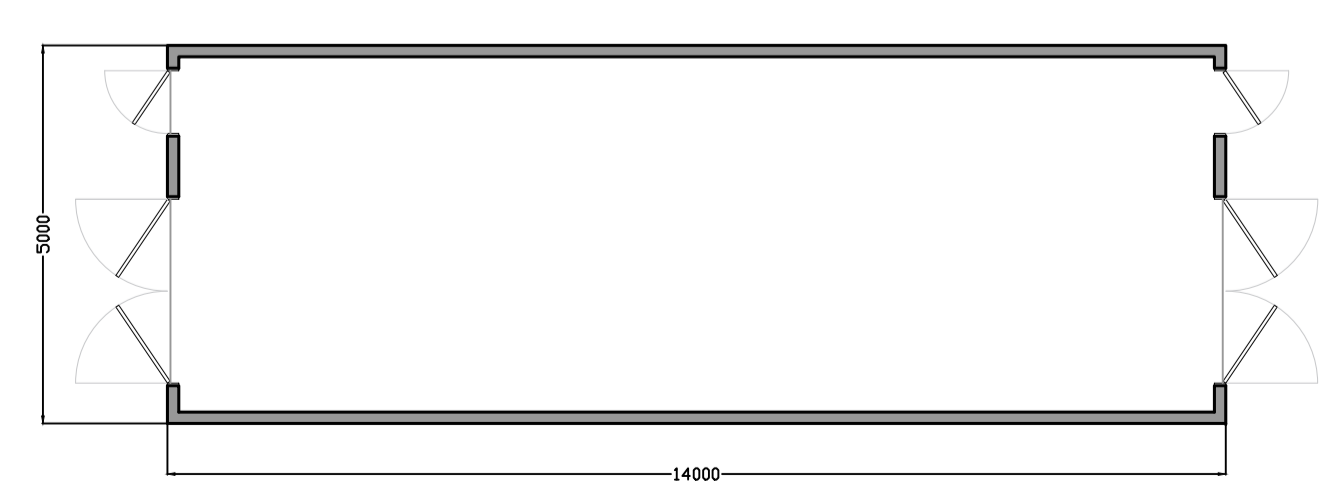
EDRYCHIAD BLAEN
FRONT ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION



EDRYCHIAD CEFN
REAR ELEVATION



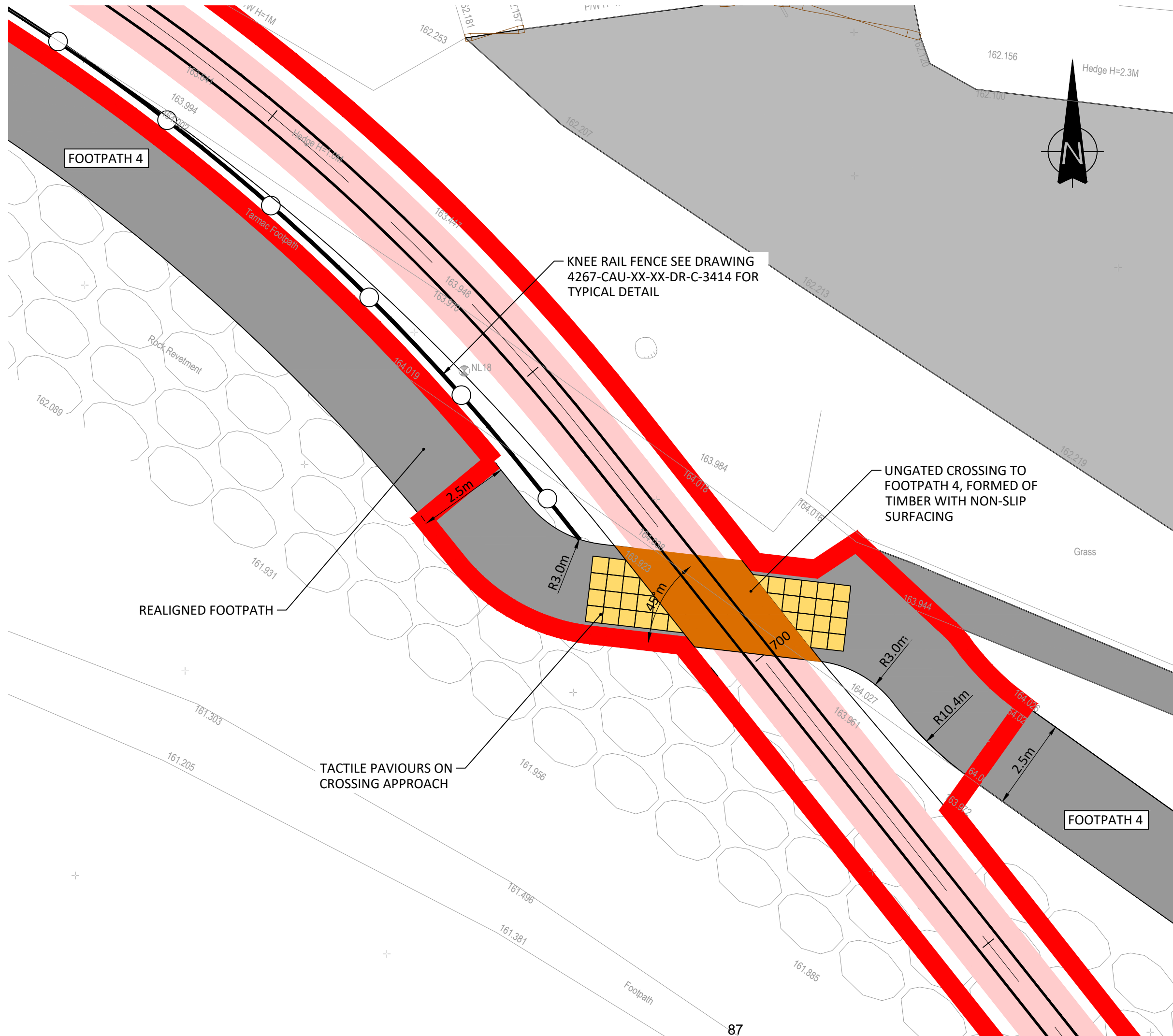
GROUND FLOOR PLAN

GEORGE + TOMOS
PENSEIRI : ARCHITECTS Cyf.
12 Heol Penrallt, Machynlleth, Powys, SY20 8AL
www.georgetomos.co.uk - georgetomos@yahoo.co.uk ☎ 01654 700337 ☎ 0945 280 3040

Project
GORSAF RHEILFFORDD NEWYDD @ BALA
NEW RAILWAY STATION @ BALA

Revision A	
Client	
ARFAETHEDIG / PROPOSED	
Job Nr.	Drawing Nr.
19/21	PL 03A
Graddfa / Scale	Dyddiad / Date
1:100 @ A1 1:200 @ A2	08/22 MH

MATE HAPBUFFANT Y DARLUN AR DYLUNAD HAN YN Eiddo GEORGE+TOMOS CYF NI DDER EI COPIO NAI ALLDYNHURCHUL MERN LMBRFFW FFRDDEB HEB GANAD YSGORFENNEDIG THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN GEORGE+TOMOS CYF AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT



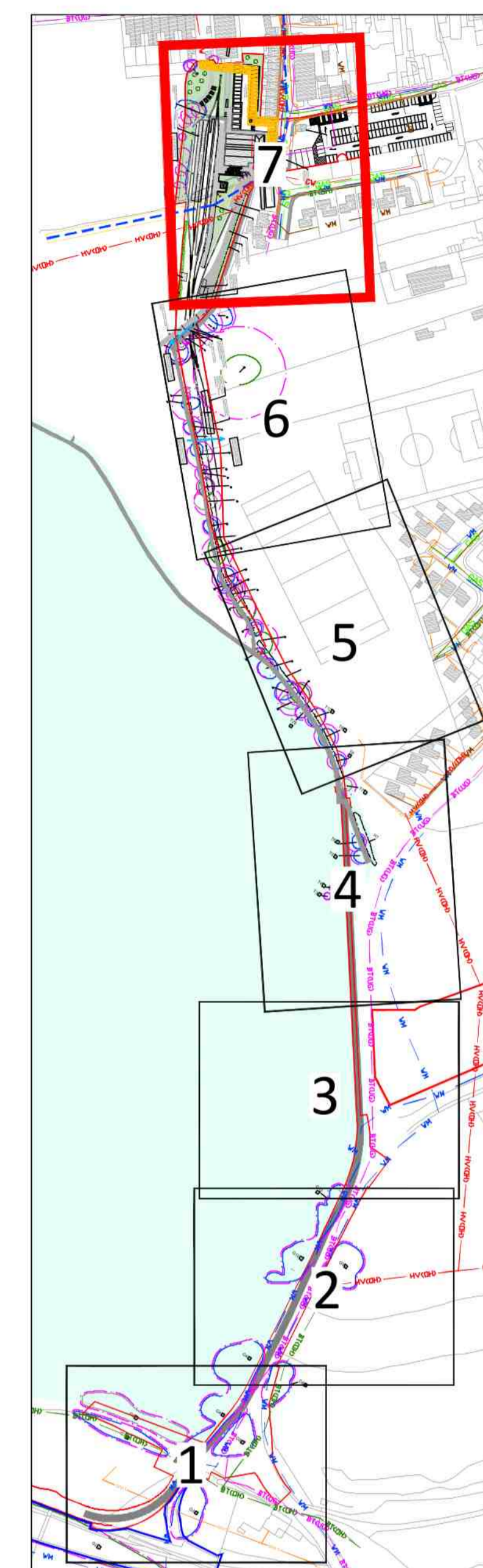
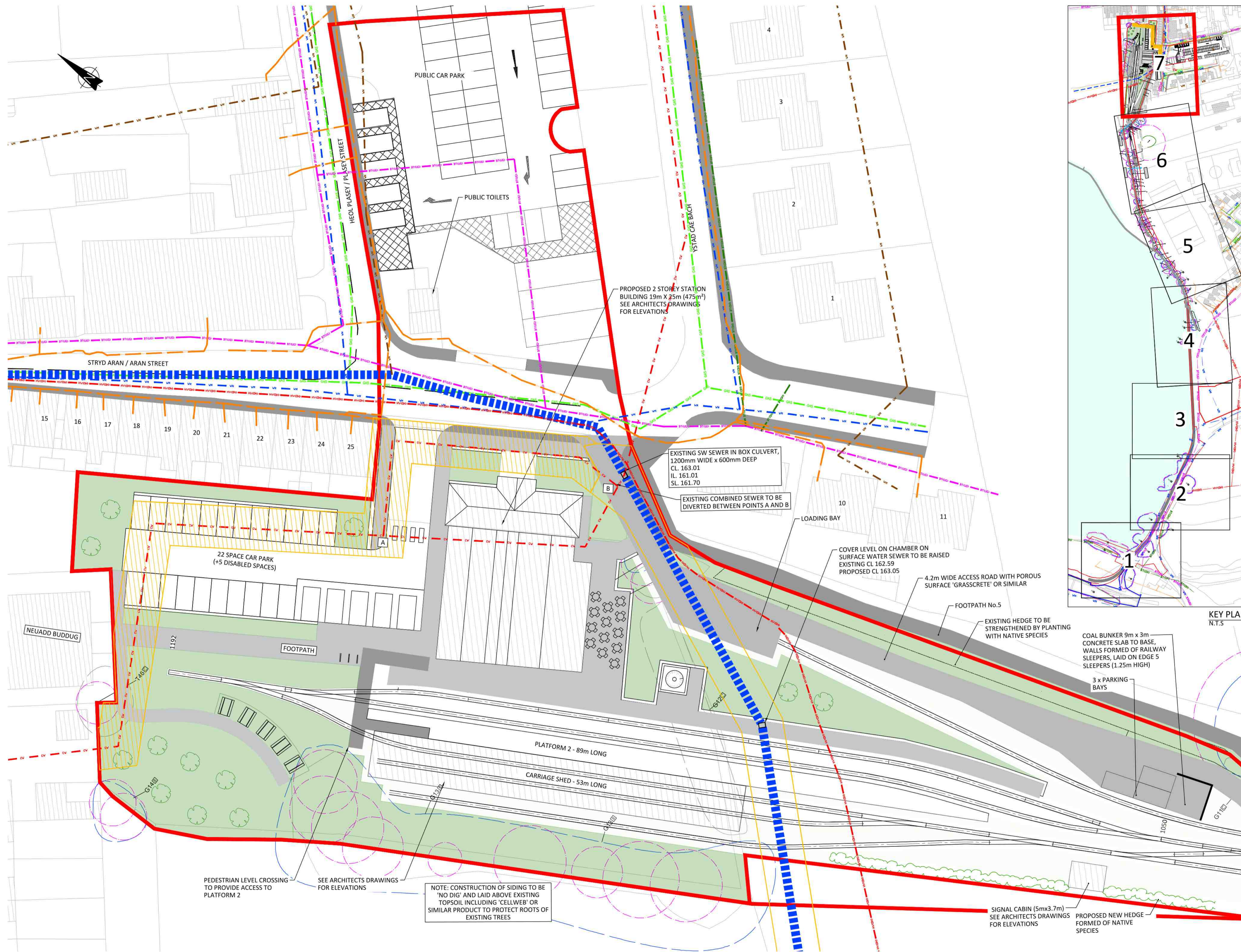
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P01	ISSUED FOR COMMENT	LJ	DH	DH	03.06.21
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR INFORMATION					STATUS S2
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: PROPOSED LEVEL CROSSING (FP4) AT CHAINAGE 700m					
DESIGNED BY DH	DRAWN BY LJ	REVIEWED BY DH	AUTHORISED BY DH		
DATE 03.06.21	SCALE @ A3 1:100	JOB REF: 4267	REVISION P01		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-1802					

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 3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
 4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
 5. SEE DRAWING 4267-CAU-XX-XX-DR-C-3414 TO 3416 FOR CROSS SECTIONS.
 6. POTENTIAL NEED FOR ADDITIONAL PROTECTION WORKS TO COMBINED AND SURFACE WATER SEWERS. ALL WORK TO BE CARRIED OUT IN CONJUNCTION WITH DCWW.
 7. 5.2 x 5.2 x 1.25 = 33.8 cu m COAL DENSITY 75kg/cu m FULL BUNKER HOLDS 2.5 TONNE

- LEGEND**
- EXTENT OF PLANNING APPLICATION
 - EXISTING CARRIAGEWAY
 - EXISTING FOOTWAY
 - PROPOSED RAILWAY
 - SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - RAMSAR SITE
 - PARAPET WALL
 - RETAINING WALL
 - BT DRAWPIT
 - MAINS WATER APPARATUS
 - LIGHTING COLUMN
 - ROAD SIGN
 - EXISTING WATER MAIN
 - EXISTING FOUL SEWER
 - EXISTING BT UNDERGROUND
 - EXISTING BT OVERHEAD
 - EXISTING HV OVERHEAD
 - EXISTING LV OVERHEAD
 - EXISTING LV UNDERGROUND
 - EXISTING SURFACE WATER SEWER
 - ASSUMED SURFACE WATER SEWER 6.0m EASEMENT
 - EXISTING COMBINED SEWER
 - BS5837 ROOT PROTECTION AREA
 - BS5837 CATEGORY 'A' TREES
 - BS5837 CATEGORY 'A' TREES
 - BS5837 CATEGORY 'A' TREES

REV	MODIFICATIONS	BY	RE	AP	DATE
P14	CESSPOOL REMOVED	DA	DH	DH	01.03.23
P13	PARKING BAY ADDED AS PER AHA DWG	DA	DH	DH	15.02.23
P12	CESSPOOL RELOCATED	DA	DH	DH	28.09.22
P11	UPDATED BUILDING AND CAR PARK LAYOUTS ADDED	CR	DH	DH	15.09.22
P10	ROAD WIDTH AMENDED	DA	DH	DH	23.03.22
P09	UPDATED TO SUIT ARCHITECTS LAYOUT	DA	DH	DH	19.07.21
P08	LOCOMOTIVE PREPARATION AREA ADDED	DA	DH	DH	29.09.21
P07	RED & BLUE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P06	LORRY TURNING AMENDED & ADDITION OF EXISTING HEDGE	DA	DH	DH	29.03.21
P05	REVISE RED LINE BOUNDARY TO INCLUDE BUS PARKING	LJ	DH	DH	03.12.20
P04	STATION FOOTPRINT AMENDED	CR	DH	DH	27.11.20
P03	ENGINEERS ALTERATIONS ADDED	EJD	DH	DH	16.11.20
P02	RAILWAY RE-ALIGNED TO MITIGATE IMPACT ON TREE RPAS	CR	DH	DH	04.11.20
P01	ISSUED FOR COMMENT	DA	CR	DH	09.09.20

PURPOSE OF ISSUE	STATUS
FOR COMMENT	S3



PROJECT: **NEW LINE (PEN Y BONT)**

TITLE: **PROPOSED PLAN SHEET 7 OF 7**

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	EJD	DH	DH

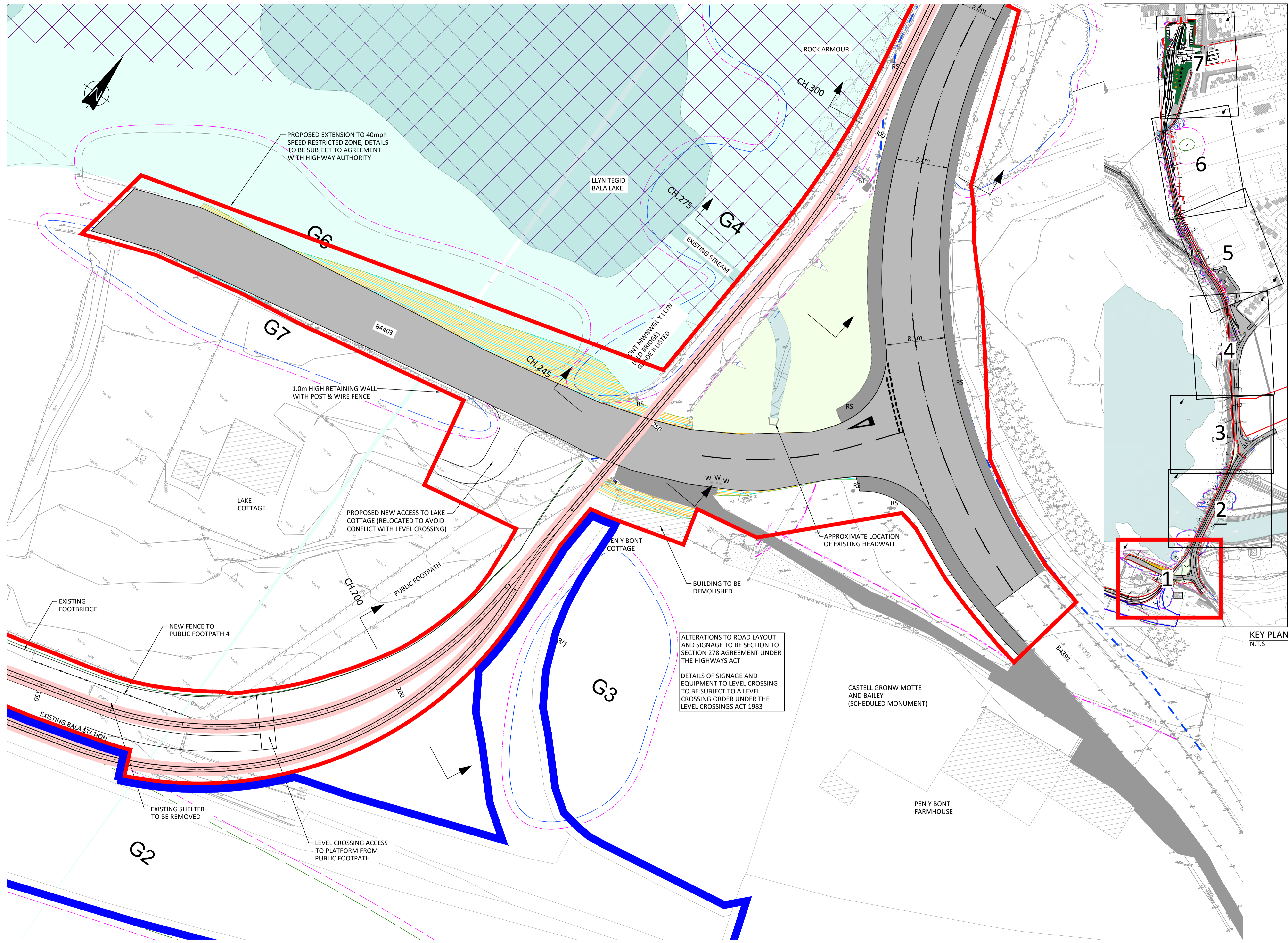
DATE	SCALE @ A1	JOB REF:	REVISION
24.01.2020	1:250	4267	P14

DRAWING NUMBER: **4267-CAU-XX-XX-DR-C-1556**



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 - BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
 - SEE DRAWING 4267-CAU-XX-XX-DR-C-3406 TO 3408 FOR SECTIONS.
 - EXTENT OF PLANNING APPLICATION TO ALL DRAWINGS WITH RED LINE BOUNDARY.

- LEGEND**
- EXISTING CARRIAGEWAY
 - EXISTING FOOTWAY
 - PROPOSED RAILWAY
 - SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - RAMSAR SITE
 - PARAPET WALL
 - RETAINING WALL
 - BT DRAWPIT
 - MAINS WATER APPARATUS
 - LIGHTING COLUMN
 - ROAD SIGN
 - EXISTING WATER MAIN
 - EXISTING FOUL SEWER
 - EXISTING BT UNDERGROUND
 - EXISTING BT OVERHEAD
 - EXISTING HV OVERHEAD
 - EXISTING LV OVERHEAD
 - UNKNOWN UTILITY
 - EXTENT OF PLANNING APPLICATION
 - LAND UNDER CONTROL OF APPLICANT
 - BS5837 ROOT PROTECTION AREA
 - BS5837 CATEGORY 'A' TREES
 - BS5837 CATEGORY 'A' TREES
 - BS5837 CATEGORY 'A' TREES

REV	MODIFICATIONS	BY	RE	AP	DATE
P06	BLUE LINE BOUNDARY AMENDED	DA	DH	DH	19.11.21
P05	RED & BLUE LINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P04	COTTAGE ACCESS ADDED & RED LINE BOUNDARY AMENDED	LJ	DH	DH	03.06.21
P03	RED LINE BOUNDARY AMENDED	LJ	DH	DH	20.04.21
P02	UPDATED UTILITIES	AP	DH	DH	11.09.20
P01	ISSUED FOR COMMENT	DA	CR	AP	09.09.20

PURPOSE OF ISSUE: FOR COMMENT
STATUS: S3



PROJECT: NEW LINE (PEN Y BONT)

TITLE: PROPOSED PLAN SHEET 1 OF 7

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	EJD	DH	DH
DATE	SCALE @ A1	JOB REF:	REVISION
24.01.2020	1:250	4267	P06

DRAWING NUMBER: 4267-CAU-XX-XX-DR-C-1550











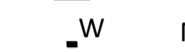








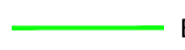





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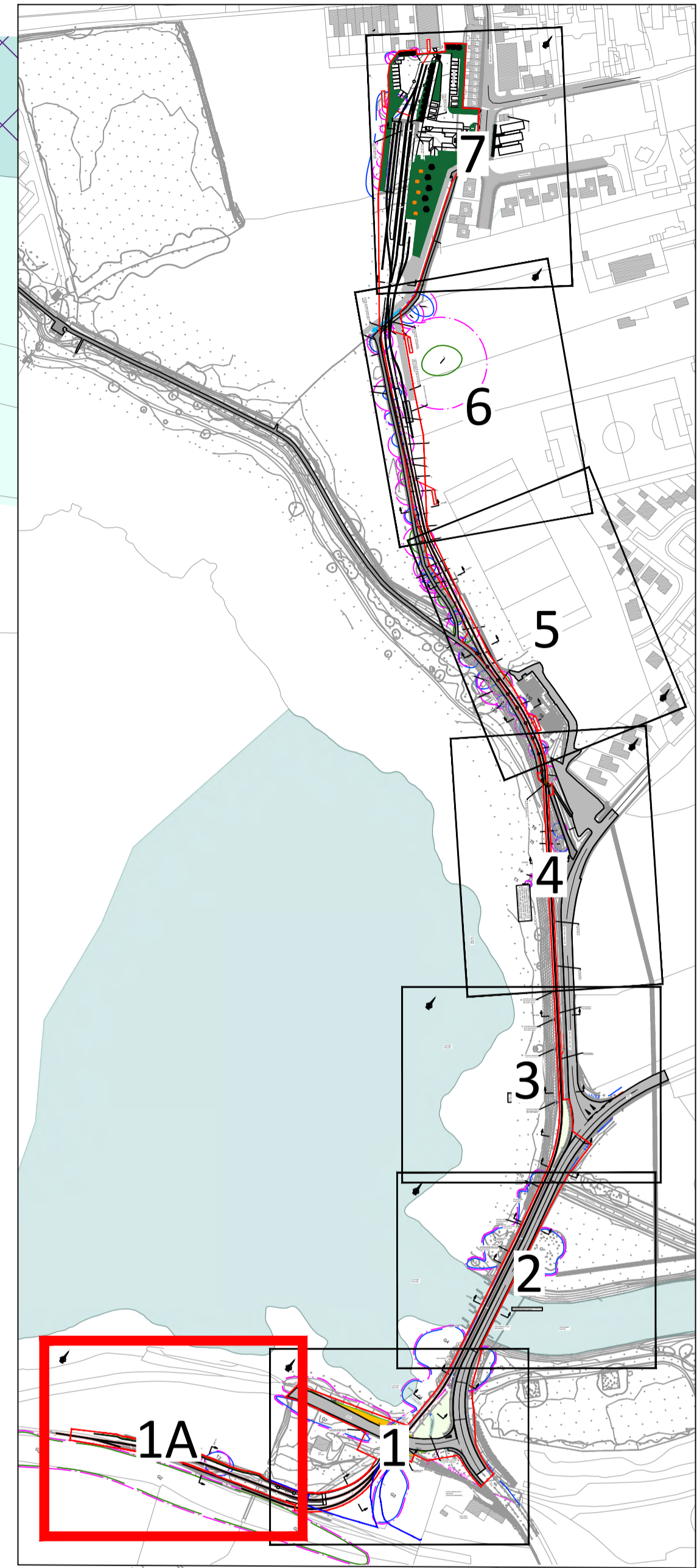
Registered Office: INTec, Parc Menai, Bangor, Gwynedd, LL57 4FG Company Registered No: 06716319

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- SEE DRAWING 4267-CAU-XX-XX-DR-C-3406 TO 3408 FOR SECTIONS.

LEGEND

-  EXISTING CARRIAGEWAY
-  EXISTING FOOTWAY
-  PROPOSED RAILWAY
-  SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
-  RAMSAR SITE
-  PARAPET WALL
-  RETAINING WALL
-  BT DRAWPIT
-  MAINS WATER APPARATUS
-  LIGHTING COLUMN
-  ROAD SIGN
-  EXISTING WATER MAIN
-  EXISTING FOUL SEWER
-  EXISTING BT UNDERGROUND
-  EXISTING BT OVERHEAD
-  EXISTING HV OVERHEAD
-  EXISTING LV OVERHEAD
-  UNKNOWN UTILITY
-  EXISTING LV UNDERGROUND
-  B55837 ROOT PROTECTION AREA
-  B55837 CATEGORY 'A' TREES
-  B55837 CATEGORY 'A' TREES
-  B55837 CATEGORY 'A' TREES



KEY PLAN
N.T.S.

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PD1	ISSUED FOR COMMENT	LJ	-	-	-
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REV	MODIFICATIONS	BY	RE	AP	DATE
	FOR COMMENT				S3

CLIENT:



PROJECT:

NEW LINE (PEN Y BONT)

TITLE:

**PROPOSED PLAN
SHEET 1A OF 7**

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	LJ	DH	DH
DATE	SCALE @ A1	JOB REF:	REVISION
03.06.2020	1:250	4267	P01

DRAWING NUMBER
4267-CAU-XX-XX-DR-C-1549



Registered Office: InTec, Parc Menai, Bangor, Gwynedd, LL57 4FG Company Registered No: 06716319

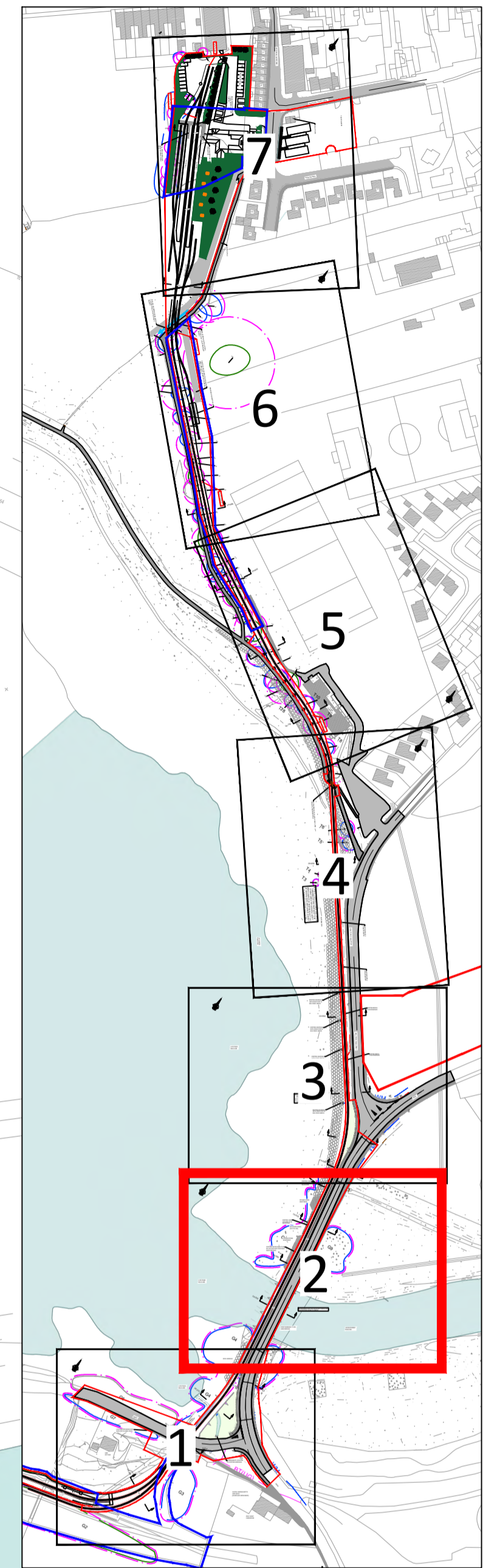
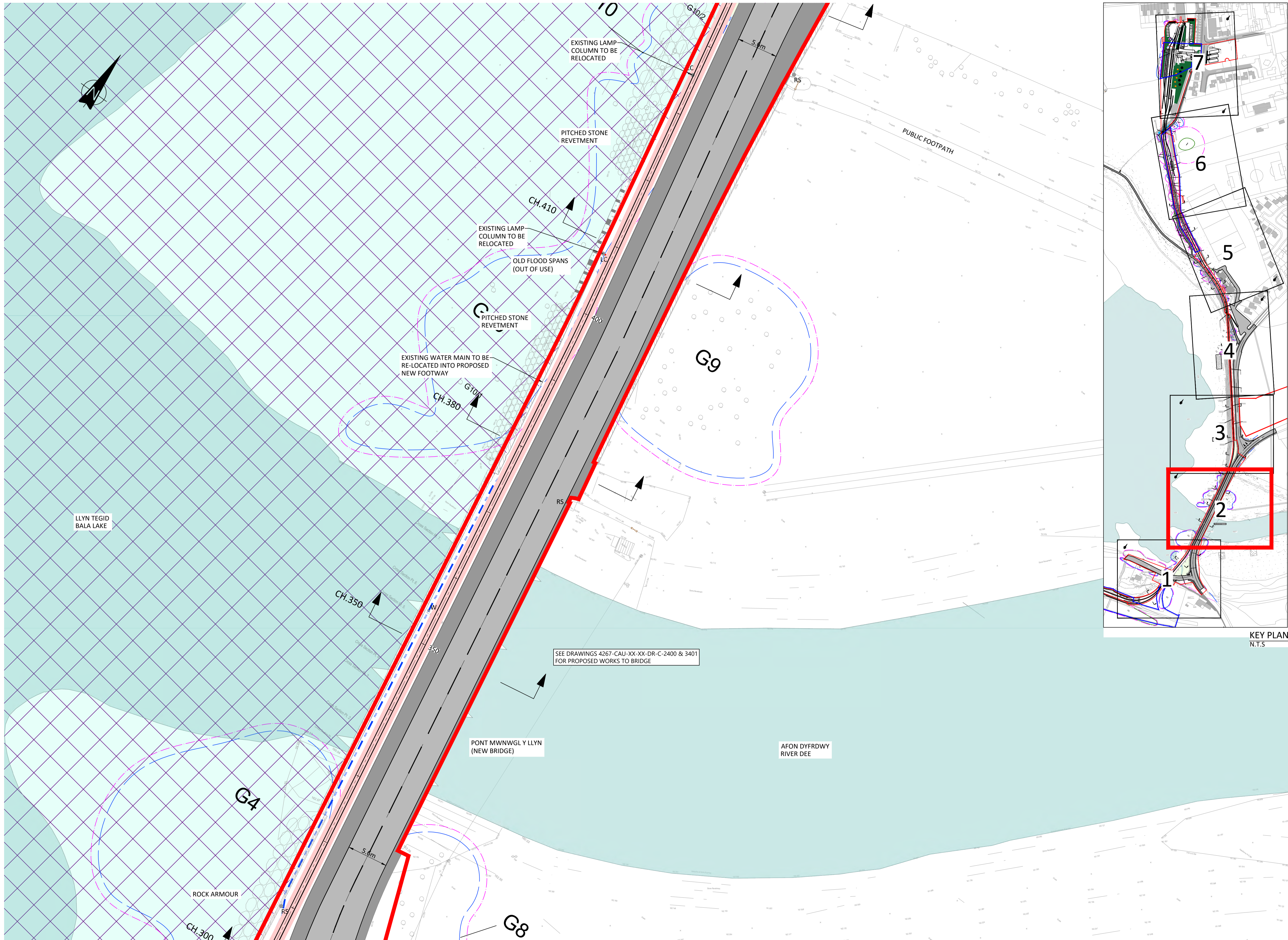
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- BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
- SEE DRAWING 4267-CAU-XX-XX-DR-C-3406 TO 3408 FOR SECTIONS.

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- PROPOSED RAILWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING FOUL SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- BS5837 ROOT PROTECTION AREA
- BS5837 CATEGORY 'A' TREES
- BS5837 CATEGORY 'A' TREES
- BS5837 CATEGORY 'A' TREES
- UNKNOWN UTILITY



REV	MODIFICATIONS	BY	RE	AP	DATE
P04	RED LINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.10
P02	ISSUED FOR COMMENT	DA	CR	DH	09.09.20
P01	ISSUED FOR APPROVAL	CR	DH	DH	15.05.20

PURPOSE OF ISSUE	STATUS
FOR COMMENT	S3



PROJECT:
NEW LINE (PEN Y BONT)

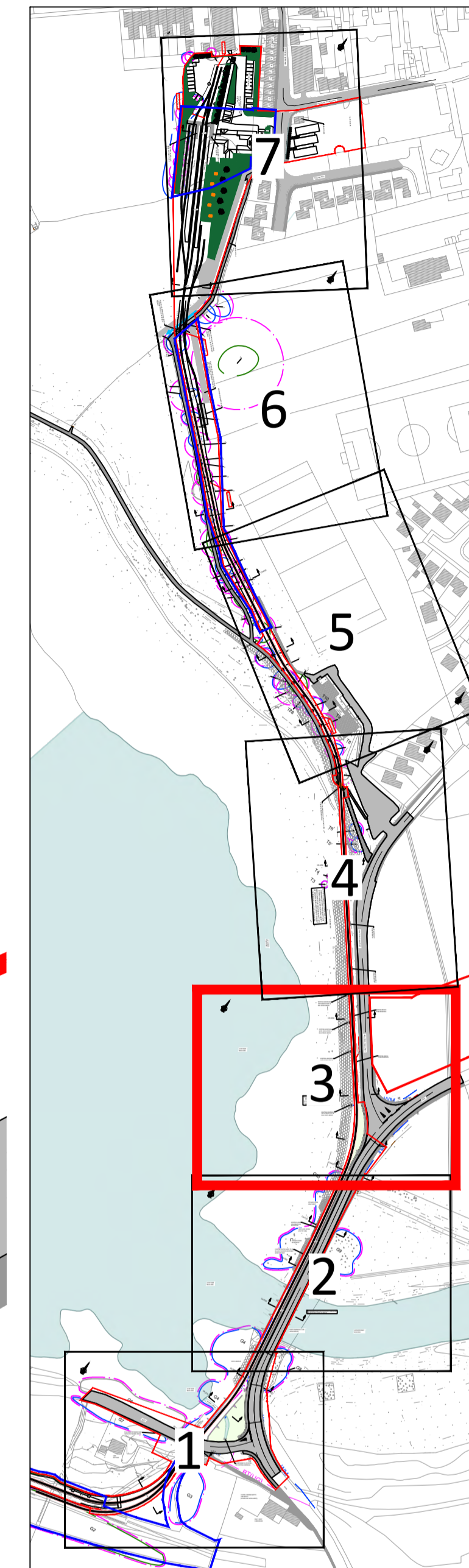
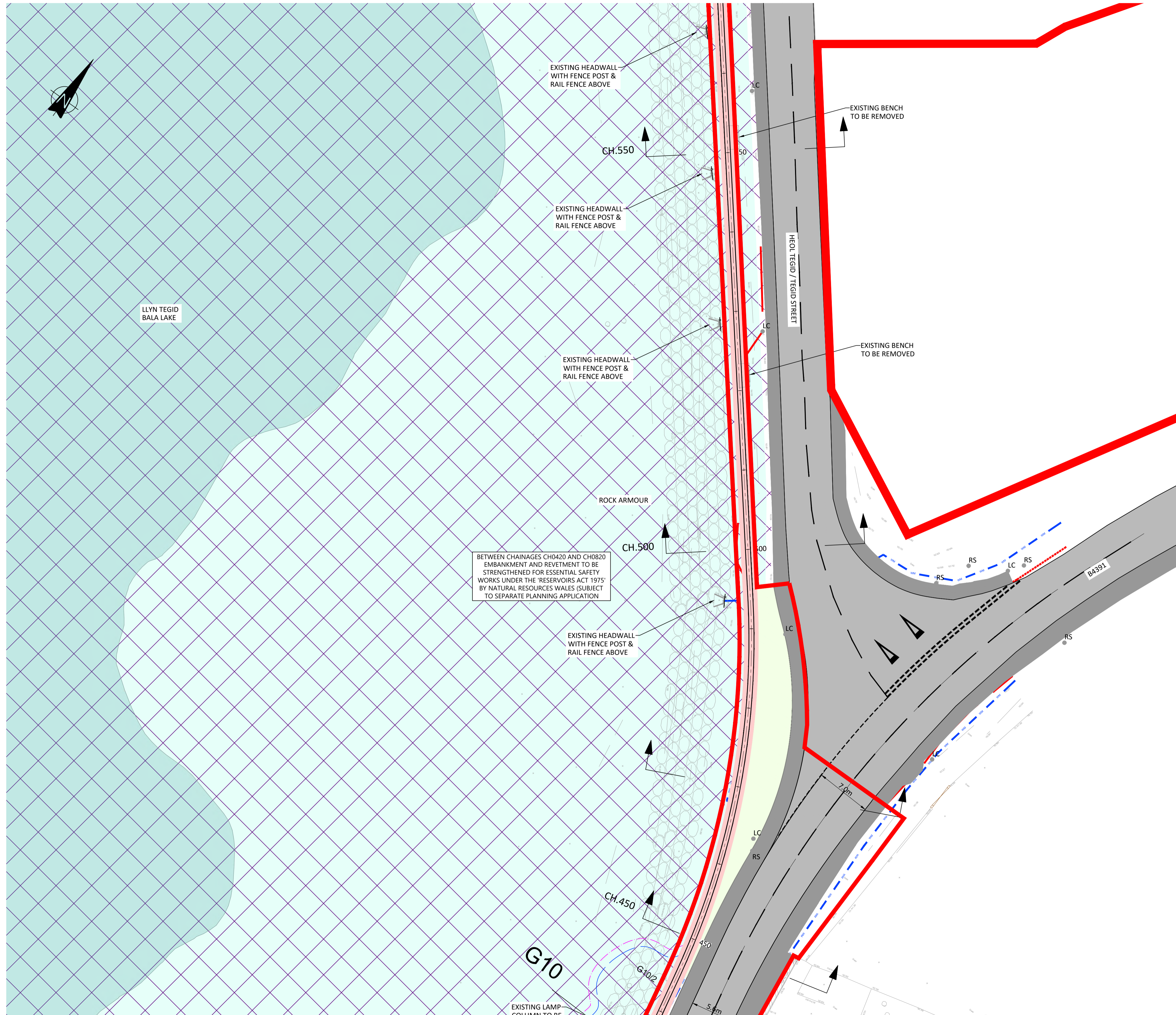
TITLE:
PROPOSED PLAN SHEET 2 OF 7

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	EJD	DH	DH
DATE	SCALE @ A1	JOB REF:	REVISION
24.01.2020	1:250	4267	P04

DRAWING NUMBER
4267-CAU-XX-XX-DR-C-1551



Registered Office: Intec, Parc Menai, Bangor, Gwynedd, LL57 4FG Company Registered No: 06716319



KEY PLAN
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3. LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
5. SEE DRAWING 4267-CAU-XX-XX-DR-C-3409 TO 3412 FOR CROSS SECTIONS.

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- PROPOSED RAILWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING FOUL SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- BS5837 ROOT PROTECTION AREA
- BS5837 CATEGORY 'A' TREES
- BS5837 CATEGORY 'A' TREES
- BS5837 CATEGORY 'A' TREES
- UNKNOWN UTILITY

P04	REDLINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.10
P02	TREE CANOPIES & ROOT PROTECTION AREAS ADDED	CR	DH	DH	
P01	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR APPROVAL					S4

CLIENT:

PROJECT:
NEW LINE (PEN Y BONT)

TITLE:
PROPOSED PLAN SHEET 3 OF 7

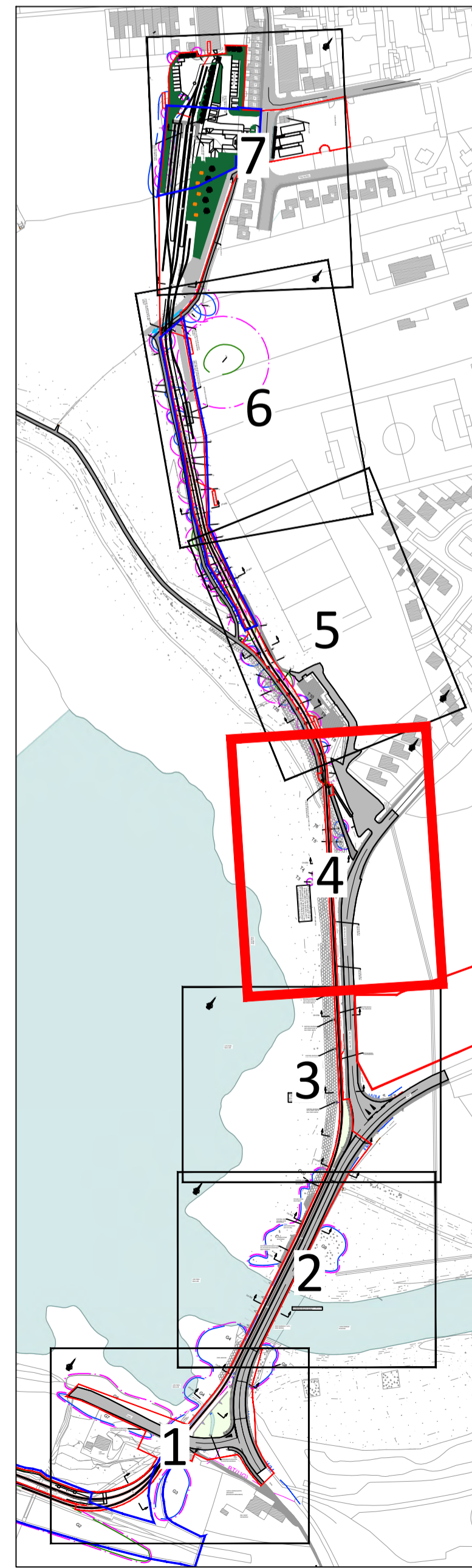
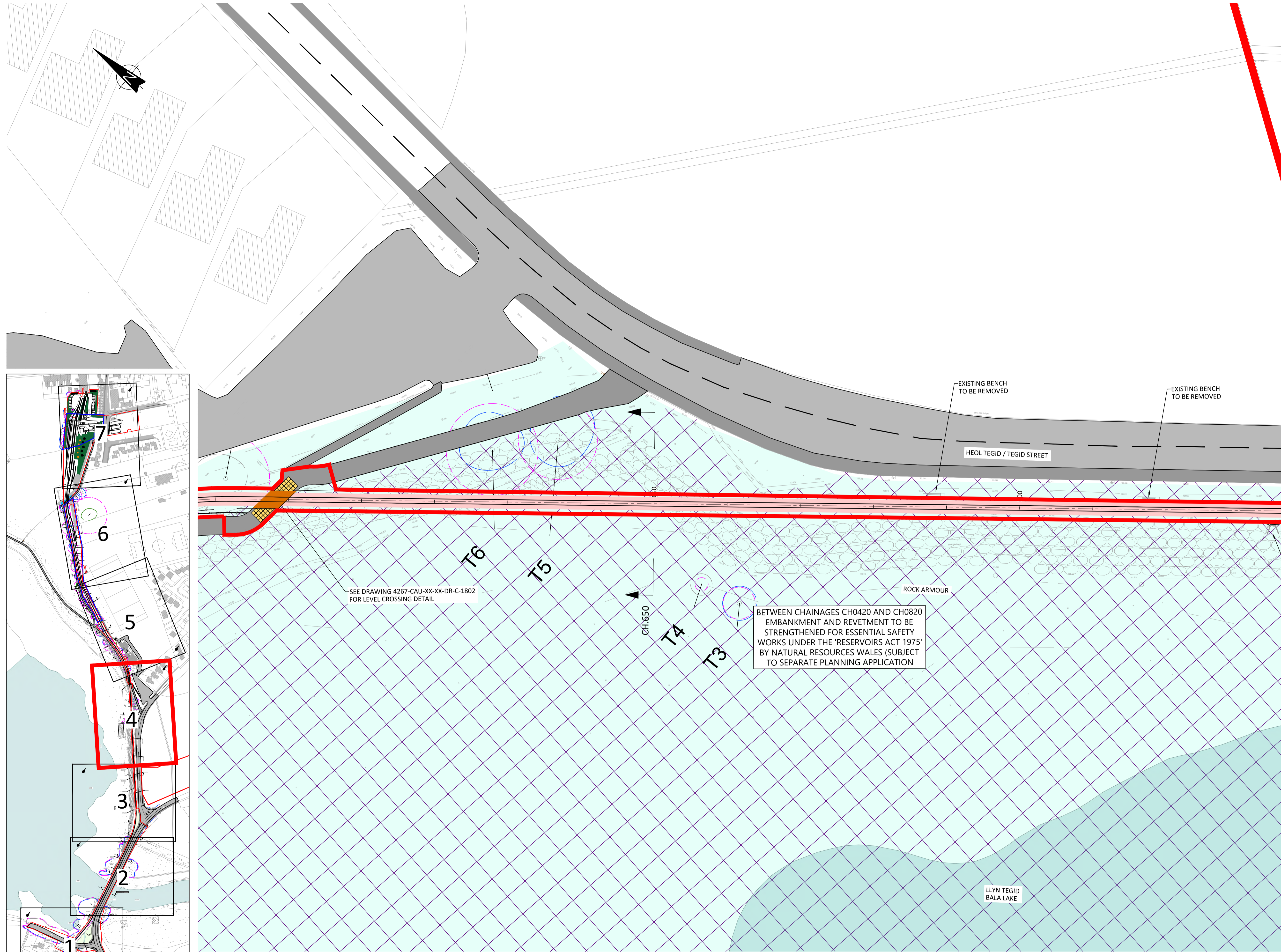
DESIGNED BY EJD	DRAWN BY EJD	REVIEWED BY DH	AUTHORISED BY DH
DATE 24.01.2020	SCALE @ A1 1:250	JOB REF: 4267	REVISION P04

DRAWING NUMBER
4267-CAU-XX-XX-DR-C-1552



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4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
5. SEE DRAWING 4267-CAU-XX-XX-DR-C-3413 FOR CROSS SECTIONS.

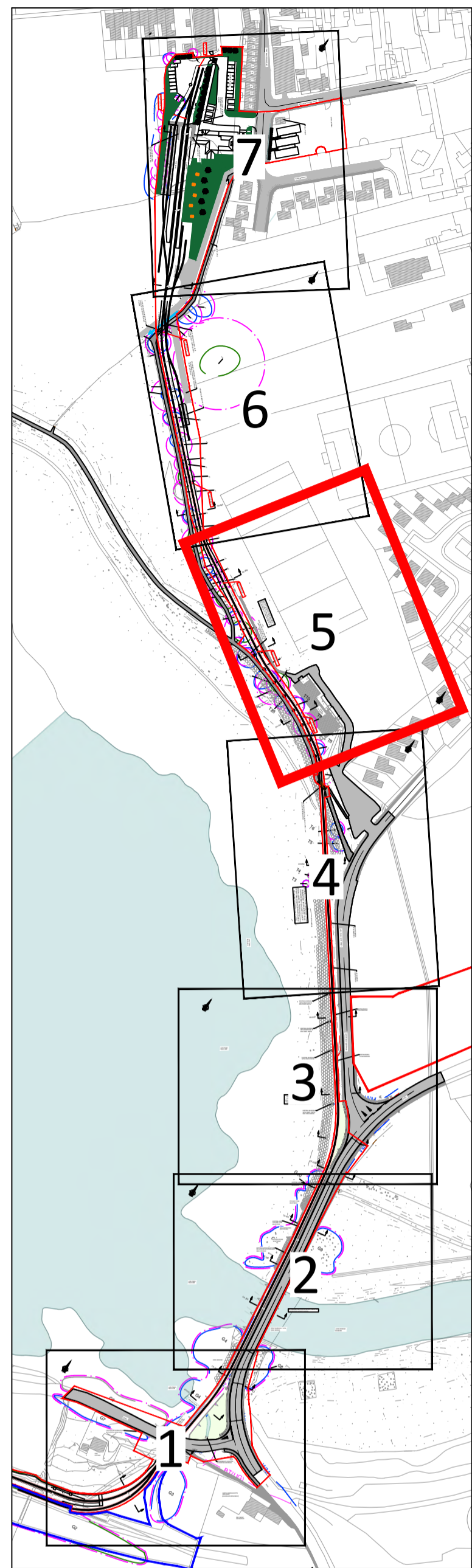
LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- PROPOSED RAILWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING FOUL SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- B55837 ROOT PROTECTION AREA
- B55837 CATEGORY 'A' TREES
- B55837 CATEGORY 'A' TREES
- B55837 CATEGORY 'A' TREES
- UNKNOWN UTILITY

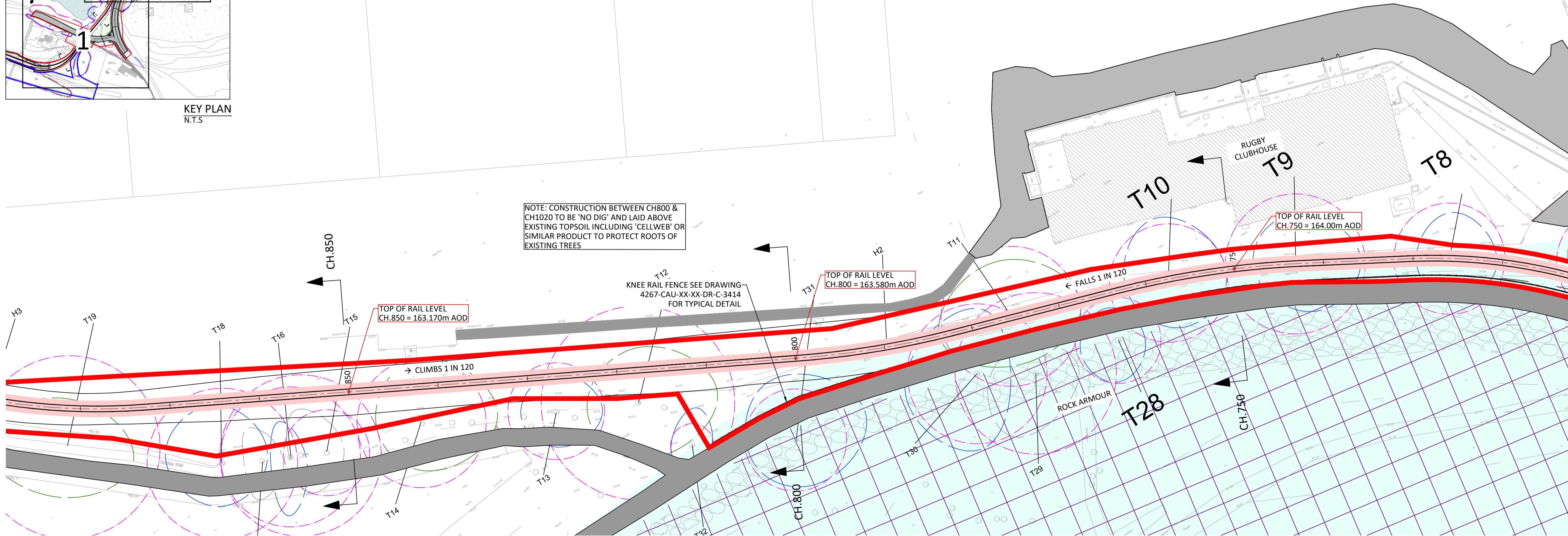
P04	REDLINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.10
P02	TREE CANOPIES & ROOT PROTECTION AREAS ADDED	CR	DH	DH	
P01	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR APPROVAL					S4
CLIENT:					
 NEW LINE (PEN Y BONT)					
PROJECT:					
PROPOSED PLAN SHEET 4 OF 7					
TITLE:					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
EJD	EJD	DH	DH		
DATE	SCALE @ A1	JOB REF:	REVISION		
24.01.2020	1:250	4267	P04		
DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-1553					
 Caulmert engineering environmental planning					

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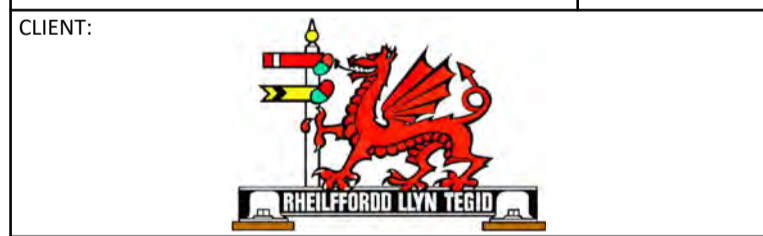
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- SEE DRAWING 4267-CAU-XX-XX-DR-C-3414 TO 3416 FOR CROSS SECTIONS.

LEGEND

- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- PROPOSED RAILWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- MAINS WATER APPARATUS
- LIGHTING COLUMN
- ROAD SIGN
- EXISTING WATER MAIN
- EXISTING FOUL SEWER
- EXISTING BT UNDERGROUND
- EXISTING BT OVERHEAD
- EXISTING HV OVERHEAD
- EXISTING LV OVERHEAD
- EXISTING LV UNDERGROUND
- B55837 ROOT PROTECTION AREA
- B55837 CATEGORY 'A' TREES
- B55837 CATEGORY 'A' TREES
- B55837 CATEGORY 'A' TREES
- UNKNOWN UTILITY
- PROPOSED KNEE RAIL FENCE

P06	BLUE LINE BOUNDARY AMENDED	DA	DH	DH	19.11.21
P05	RED & BLUE LINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P04	LENGTH OF KNEE RAIL FENCE EXTENDED	LI	DH	DH	03.06.21
P03	UPDATED UTILITIES	AP	DH	DH	11.09.20
P02	TREE CANOPIES & ROOT PROTECTION AREAS ADDED	CR	DH	DH	
P01	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR APPROVAL					S4



PROJECT:
NEW LINE (PEN Y BONT)

TITLE:
PROPOSED PLAN SHEET 5 OF 7

DESIGNED BY EJD	DRAWN BY EJD	REVIEWED BY DH	AUTHORISED BY DH
DATE 24.01.2020	SCALE @ A1 1:250	JOB REF: 4267	REVISION P06

DRAWING NUMBER
4267-CAU-XX-XX-DR-C-1554

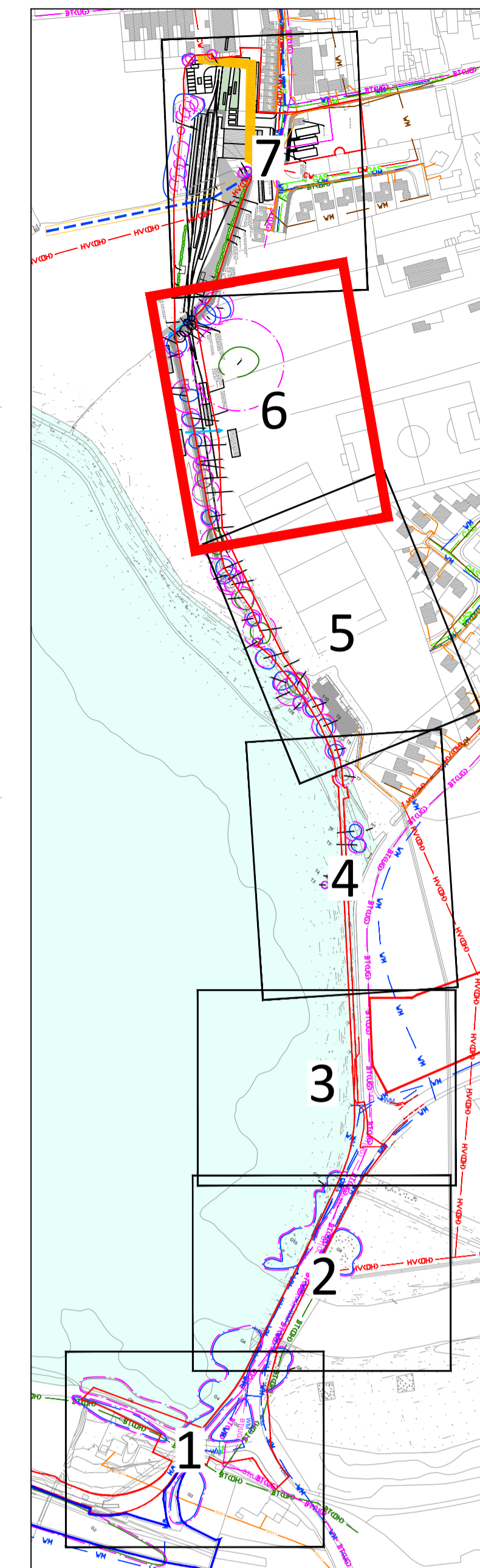


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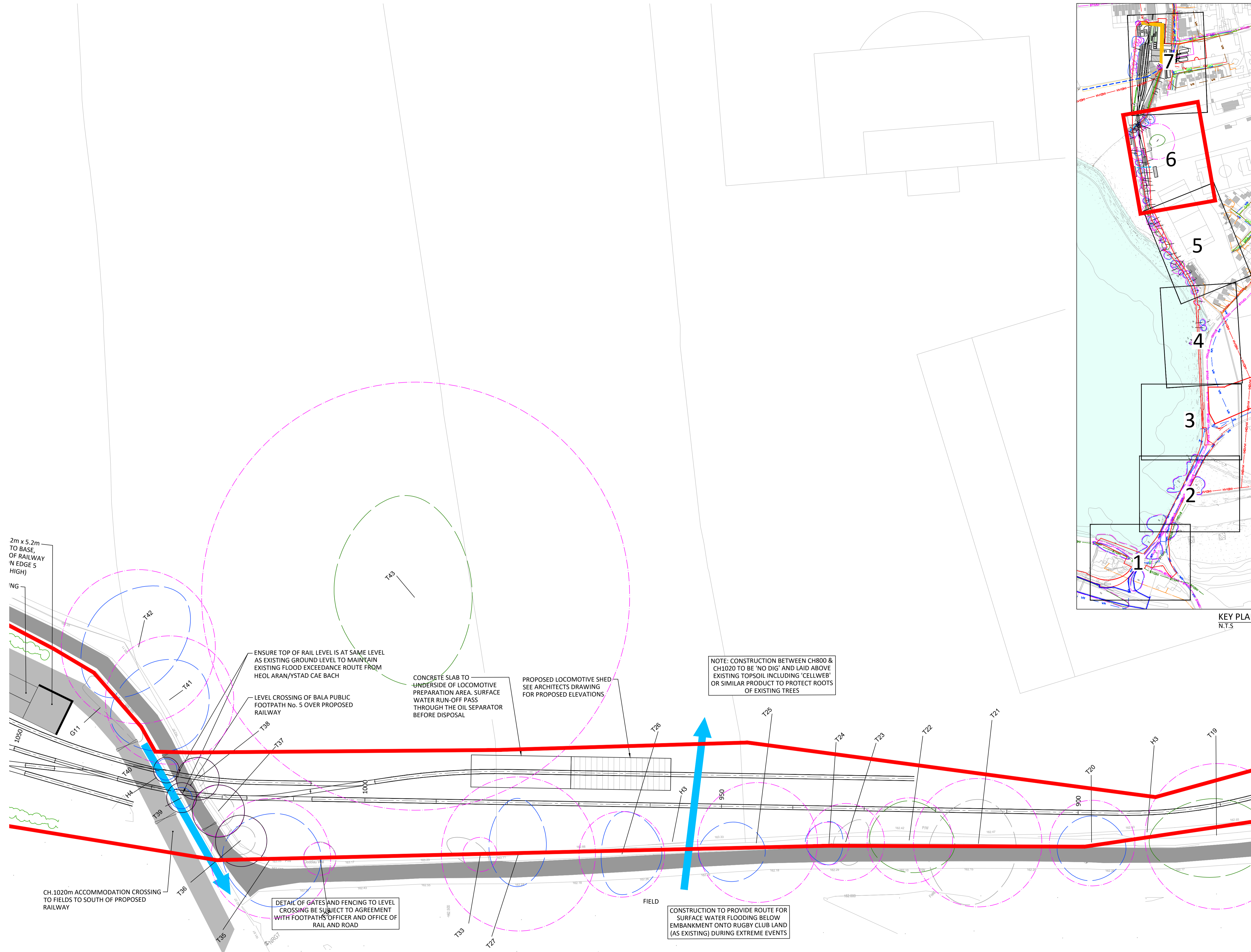
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4. BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
5. SEE DRAWING 4267-CAU-XX-XX-DR-C-3414 TO 3416 FOR CROSS SECTIONS.

- EXTENT OF PLANNING APPLICATION
- EXISTING CARRIAGEWAY
 - EXISTING FOOTWAY
 - PROPOSED RAILWAY
 - SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
 - RAMSAR SITE
 - PARAPET WALL
 - RETAINING WALL
 - BT
 - BT DRAWPIT
 - MAINS WATER APPARATUS
 - LIGHTING COLUMN
 - ROAD SIGN
 - FLOOD EXCEEDANCE ROUTE
 - EXISTING WATER MAIN
 - EXISTING FOUL SEWER
 - EXISTING BT UNDERGROUND
 - EXISTING BT OVERHEAD
 - EXISTING HV OVERHEAD
 - EXISTING LV OVERHEAD
 - EXISTING LV UNDERGROUND
 - UNKNOWN UTILITY
 - B55837 ROOT PROTECTION AREA
 - B55837 CATEGORY 'A' TREES
 - B55837 CATEGORY 'A' TREES
 - B55837 CATEGORY 'A' TREES



KEY PLAN
N.T.S



2m x 5.2m TO BASE OF RAILWAY 'N' EDGE 5' HIGH)

ENSURE TOP OF RAIL LEVEL IS AT SAME LEVEL AS EXISTING GROUND LEVEL TO MAINTAIN EXISTING FLOOD EXCEEDANCE ROUTE FROM HEOL ARAN/YSTAD CAE BACH

CONCRETE SLAB TO UNDERSIDE OF LOCOMOTIVE PREPARATION AREA. SURFACE WATER RUN-OFF PASS THROUGH THE OIL SEPARATOR BEFORE DISPOSAL

PROPOSED LOCOMOTIVE SHED SEE ARCHITECTS DRAWING FOR PROPOSED ELEVATIONS.

NOTE: CONSTRUCTION BETWEEN CH800 & CH1020 TO BE 'NO DIG' AND LAID ABOVE EXISTING TOPSOIL INCLUDING 'CELLWEB' OR SIMILAR PRODUCT TO PROTECT ROOTS OF EXISTING TREES

CH.1020m ACCOMMODATION CROSSING TO FIELDS TO SOUTH OF PROPOSED RAILWAY

DETAIL OF GATES AND FENCING TO LEVEL CROSSING BE SUBJECT TO AGREEMENT WITH FOOTPATHS OFFICER AND OFFICE OF RAIL AND ROAD

CONSTRUCTION TO PROVIDE ROUTE FOR SURFACE WATER FLOODING BELOW EMBANKMENT ONTO RUGBY CLUB LAND (AS EXISTING) DURING EXTREME EVENTS

REV	MODIFICATIONS	BY	RE	AP	DATE
P06	REMOVAL OF BLUE BOUNDARY	DA	DH	DH	19.11.21
P05	LOCOMOTIVE PREPARATION AREA ADDED	DA	DH	DH	29.09.21
P04	RED & BLUE LINE BOUNDARY AMENDED	DA	DH	DH	21.07.21
P03	ACCESS TO SIDING RE-ALIGNED	CR	DH	DH	27.11.20
P02	ENGINEERS ALTERATIONS ADDED	EJD	DH	DH	16.11.20
P01	RAILWAY RE-ALIGNED TO MITIGATE IMPACT ON TREE RPAS	CR	DH	DH	04.11.20

PURPOSE OF ISSUE: FOR APPROVAL STATUS: S4



PROJECT: NEW LINE (PEN Y BONT)

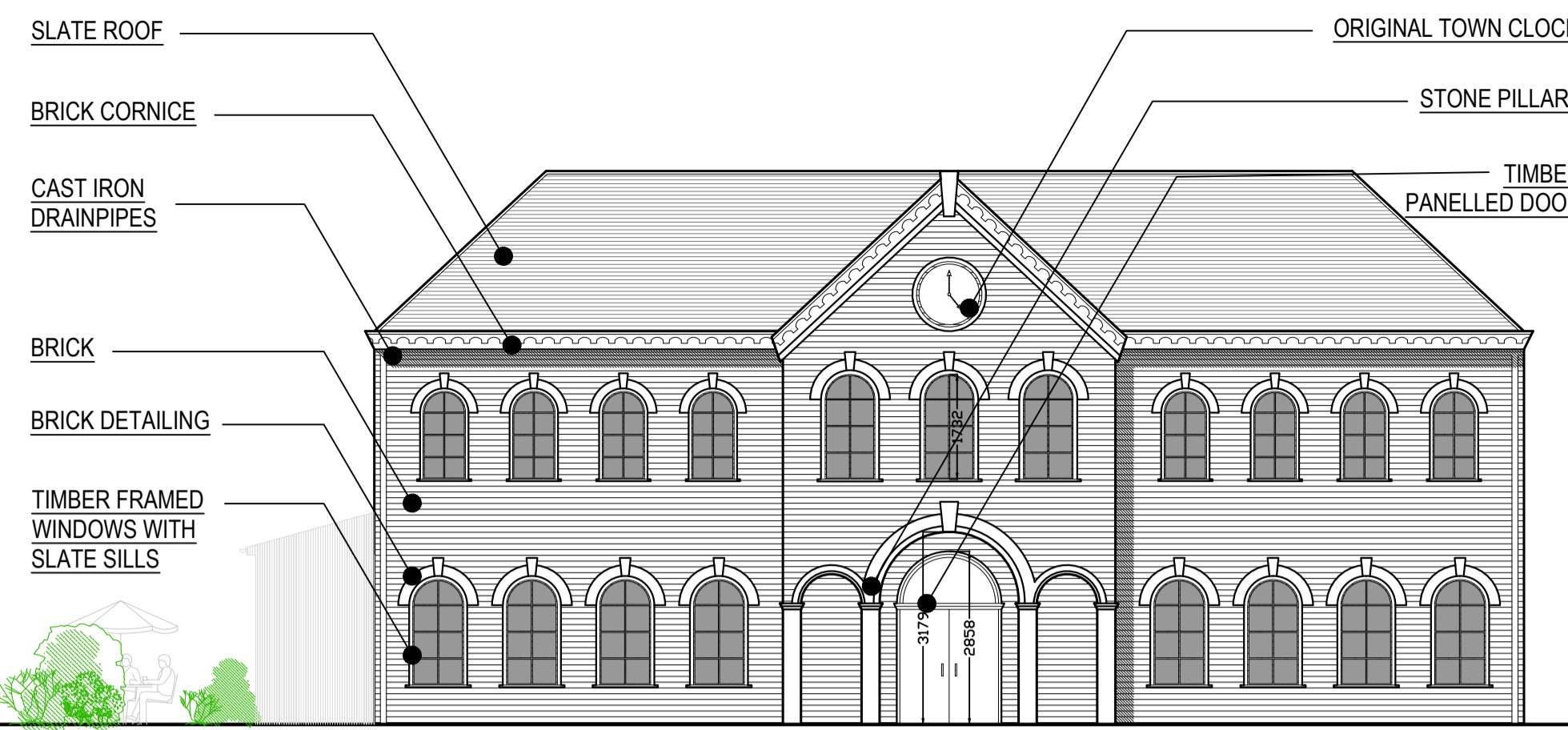
TITLE: PROPOSED PLAN SHEET 6 OF 7

DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY
EJD	EJD	DH	DH
DATE	SCALE @ A1	JOB REF:	REVISION
24.01.2020	1:250	4267	P06

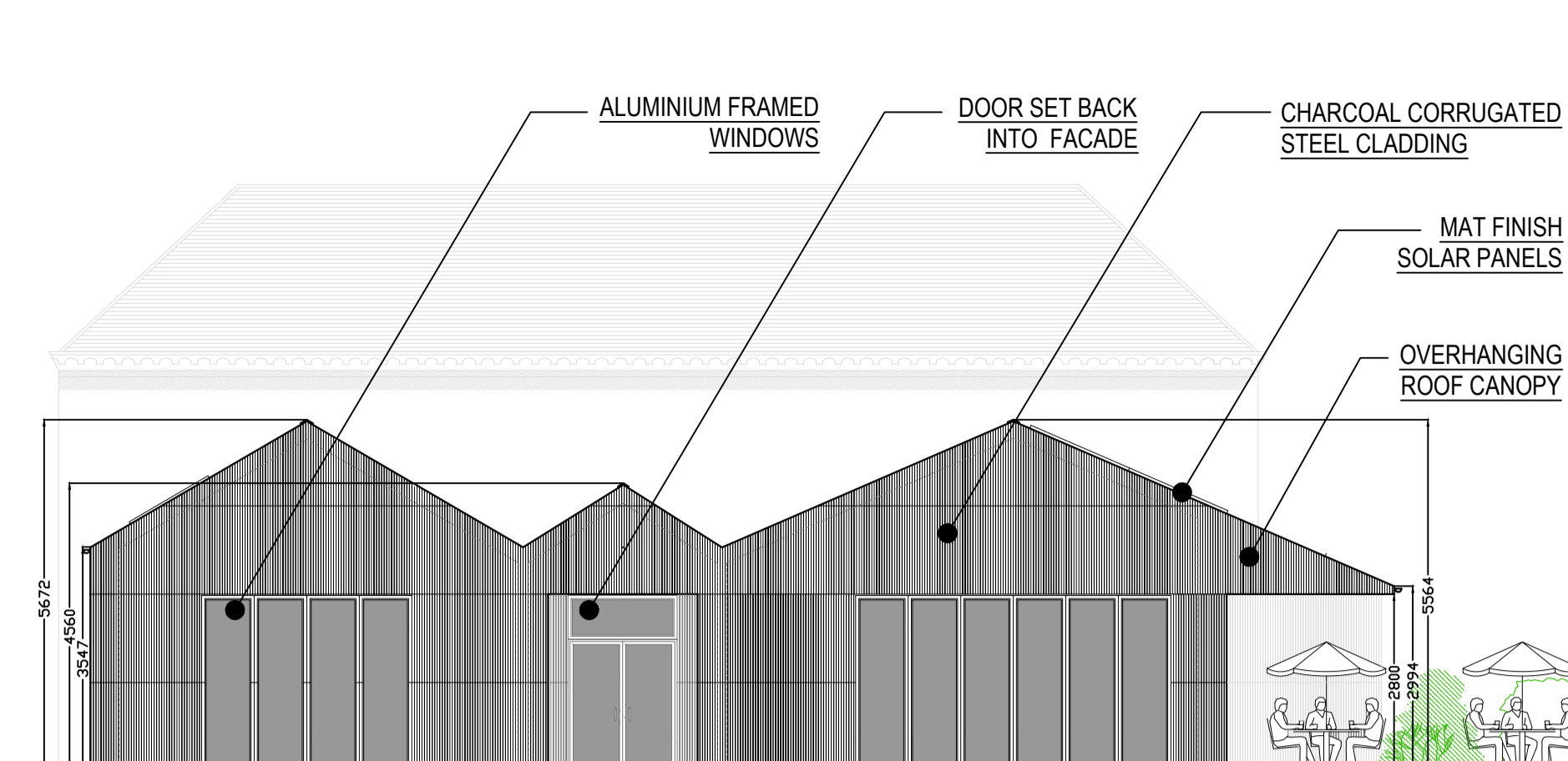
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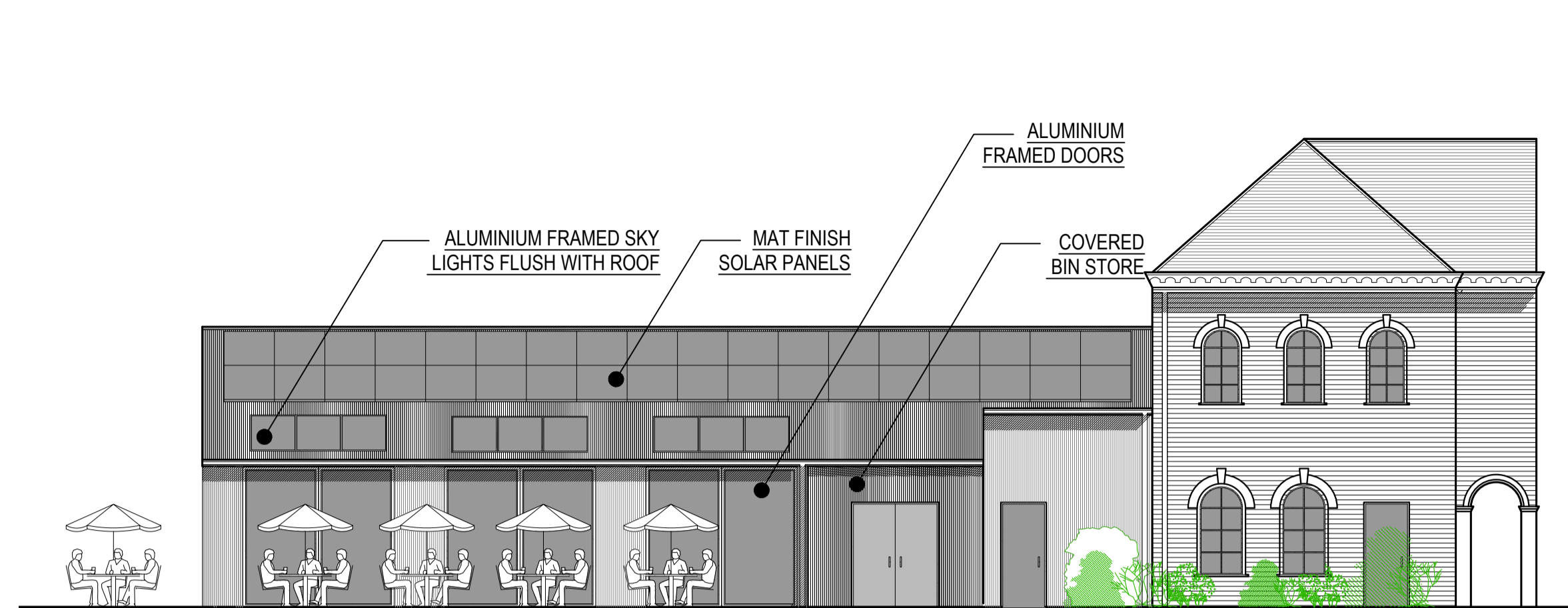
Registered Office: InTec, Parc Menai, Bangor, Gwynedd, LL57 4FG Company Registered No: 06716319



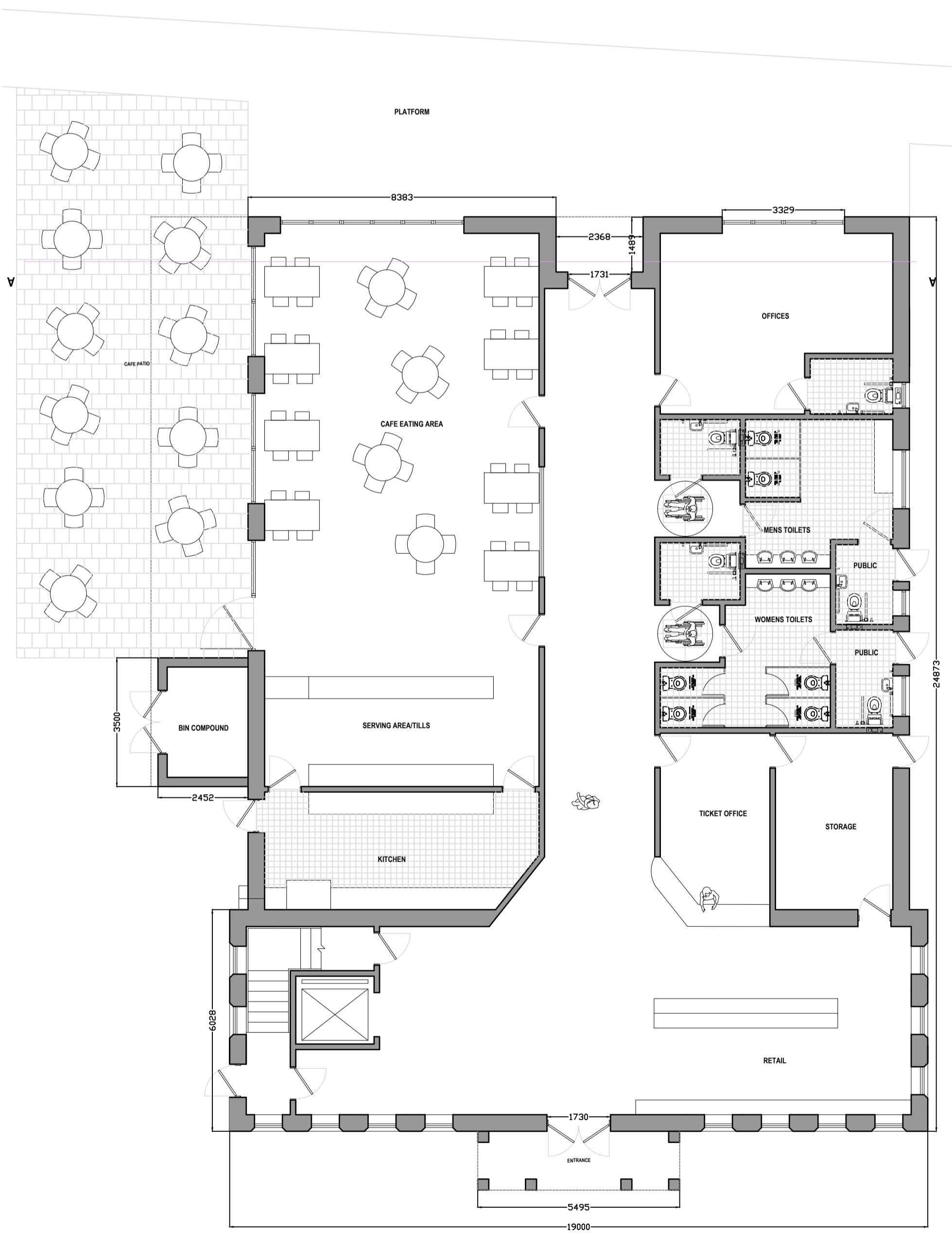
FRONT ELEVATION



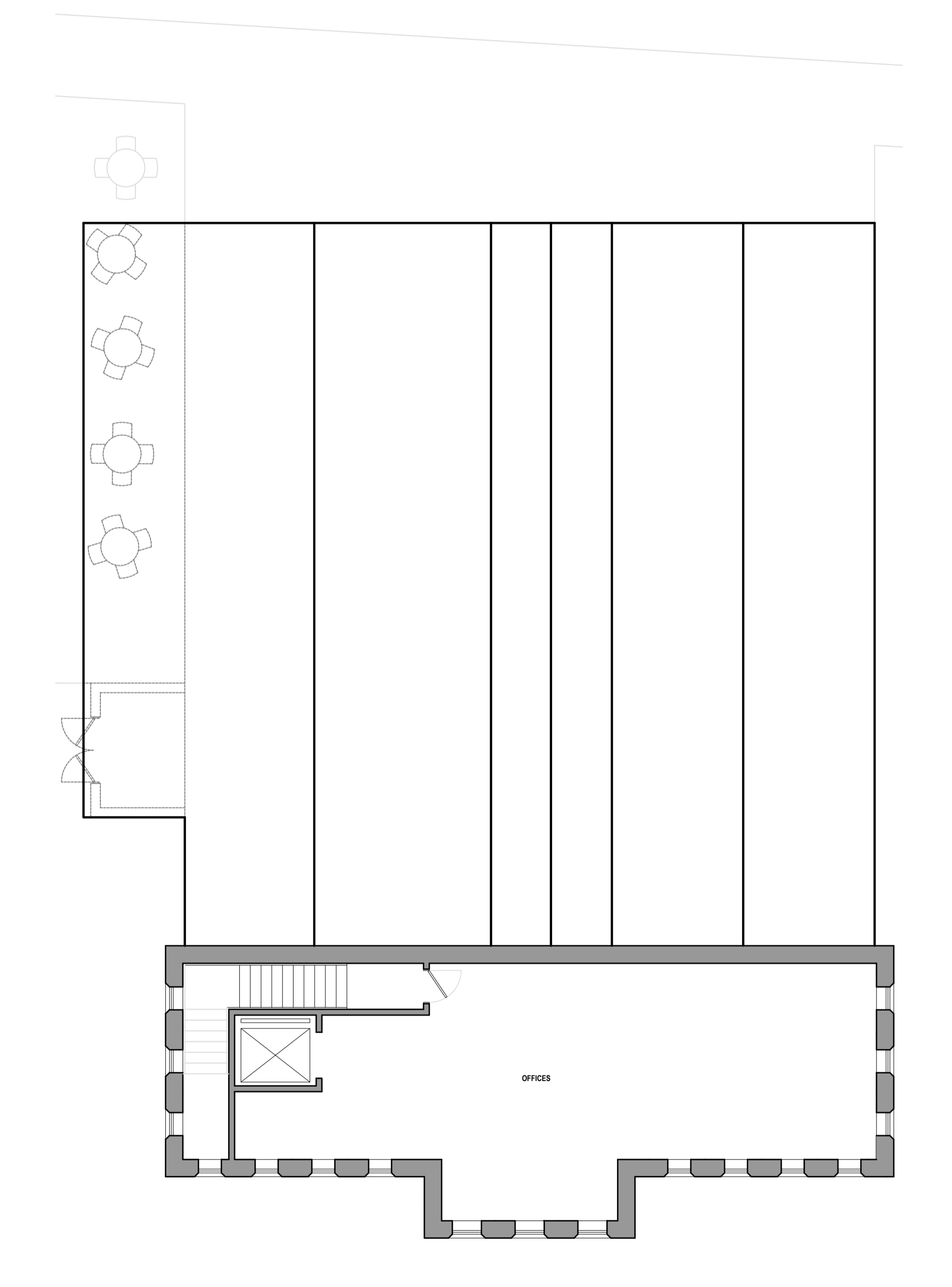
REAR ELEVATION



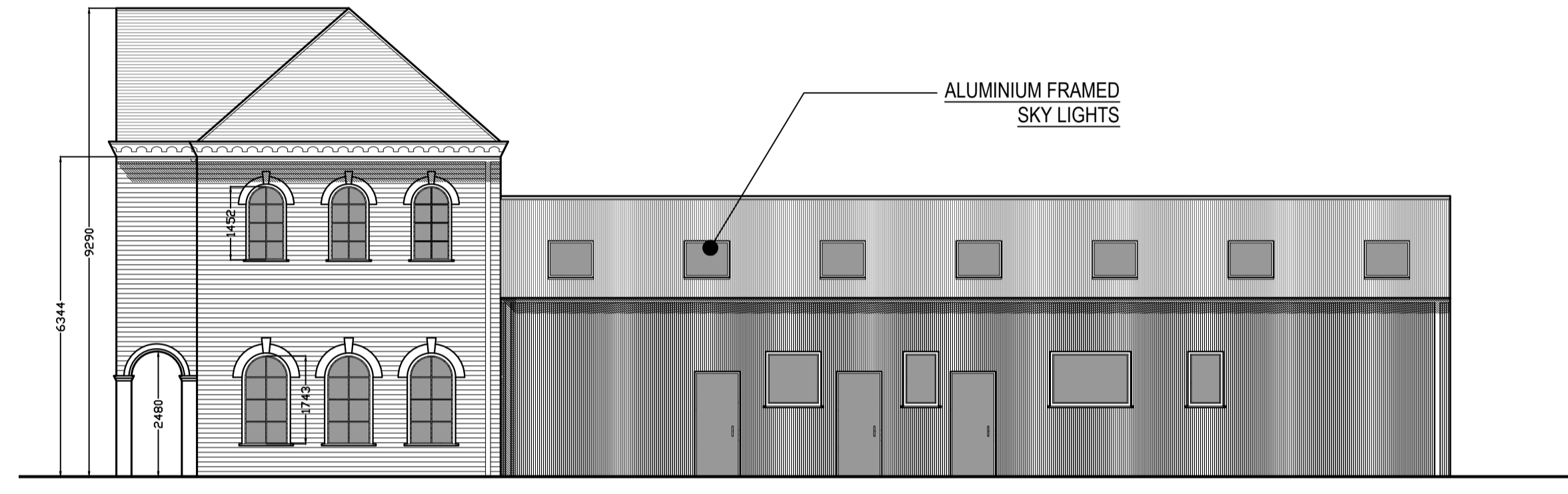
SIDE ELEVATION



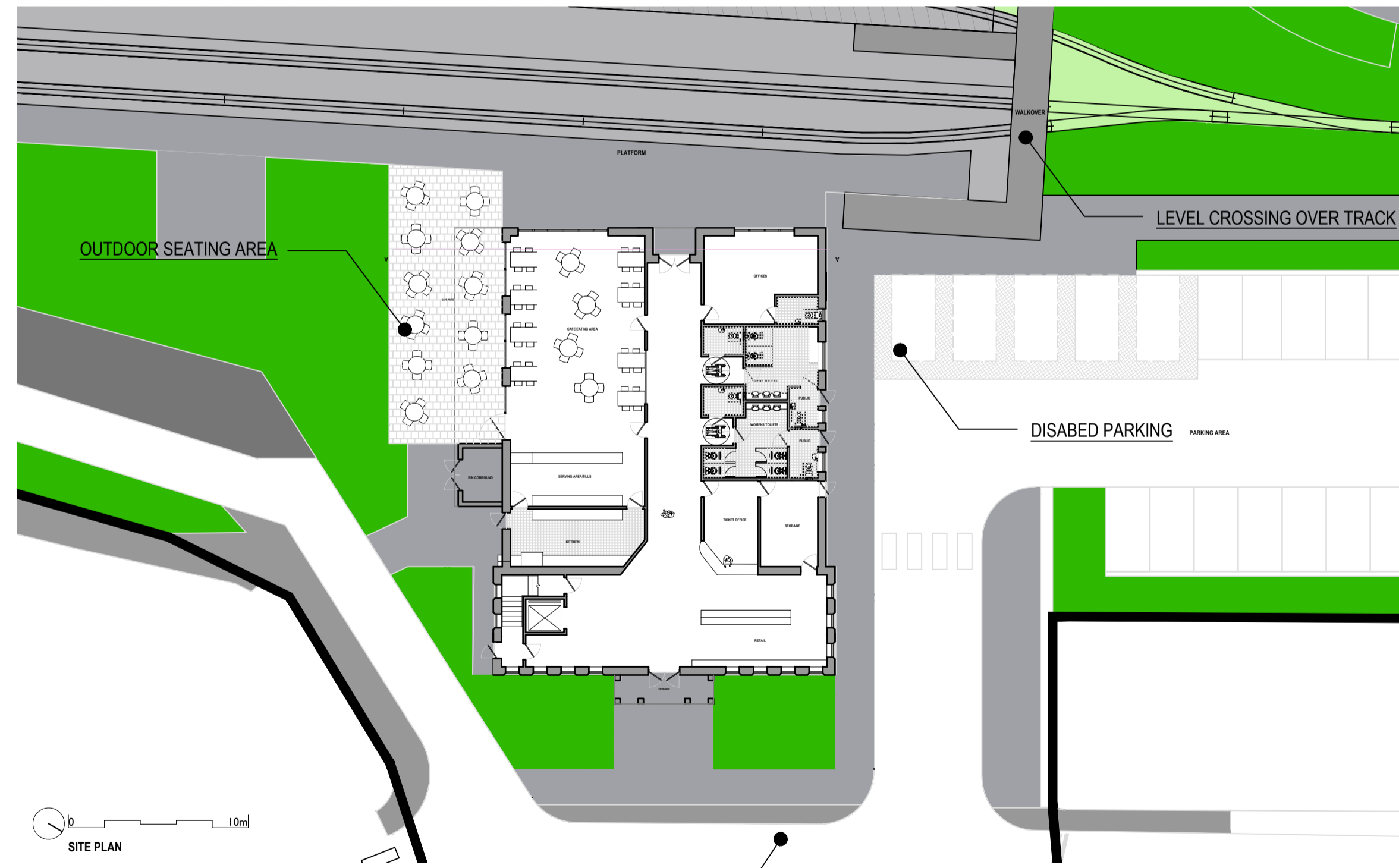
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SIDE ELEVATION



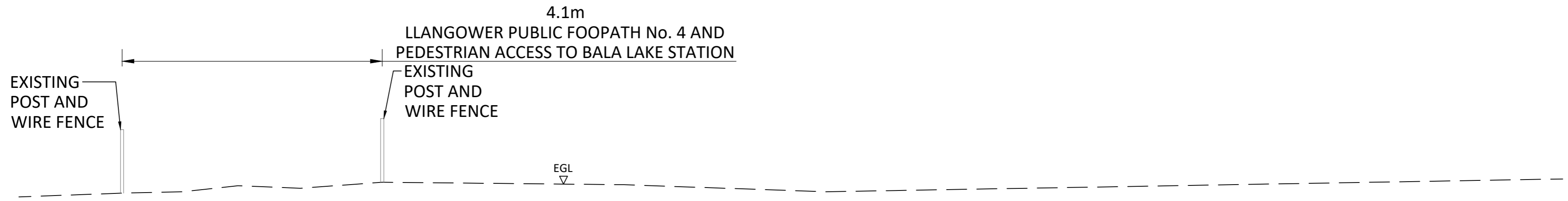
SITE PLAN

GEORGE + TOMOS
PENSEIRI : ARCHITECTS Cyf.
 12 Heol Fferrallt, Machynlleth, Powys, SY20 8AL
 www.georgetomos.co.uk - georgetomos@yahoo.co.uk

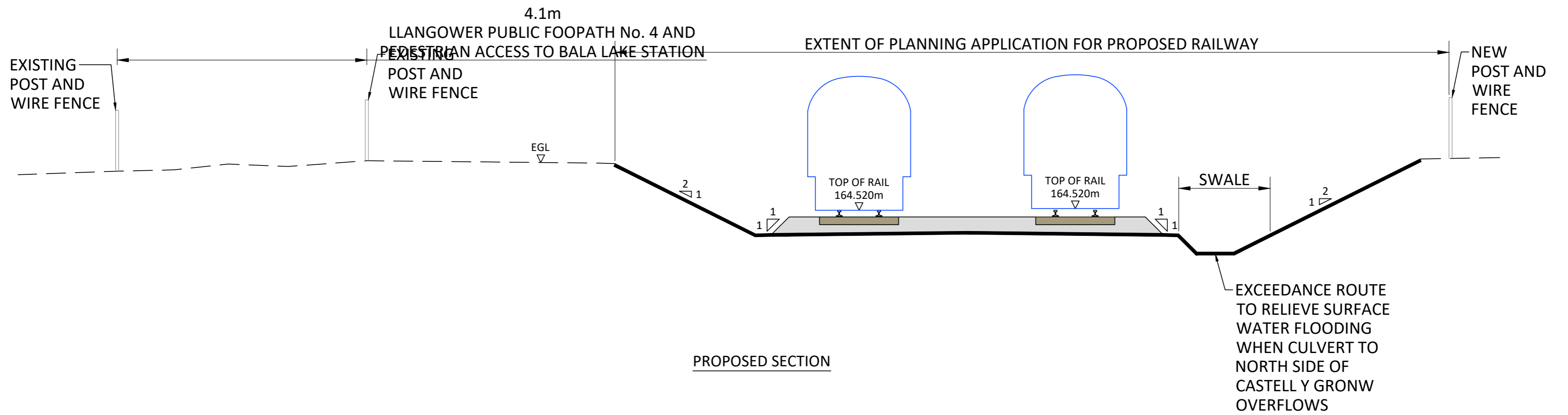
Project
GORSAF RHEILFFORDD NEWYDD @ BALA
NEW RAILWAY STATION @ BALA

Revision B	Client
Job Nr.	Drawing Nr.
19/21	PL 01 B
Graddfa / Scale	Dyddiad / Date
1:100/1:250 @ A1	10/22
1:500/1:1000 @ A2	MH

MATE HAPURFURANT Y DARLUN A'R DYLLWAD HAN YN EIDD O GEORGE+TOMOS CYF A'DDIER EI GORPO NAI ALLDYNHURCHU MERN LARBYWY FFORDD HEB GANATAD YSGORFENEDIG THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN GEORGE+TOMOS CYF AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT





EXISTING SECTION



PROPOSED SECTION

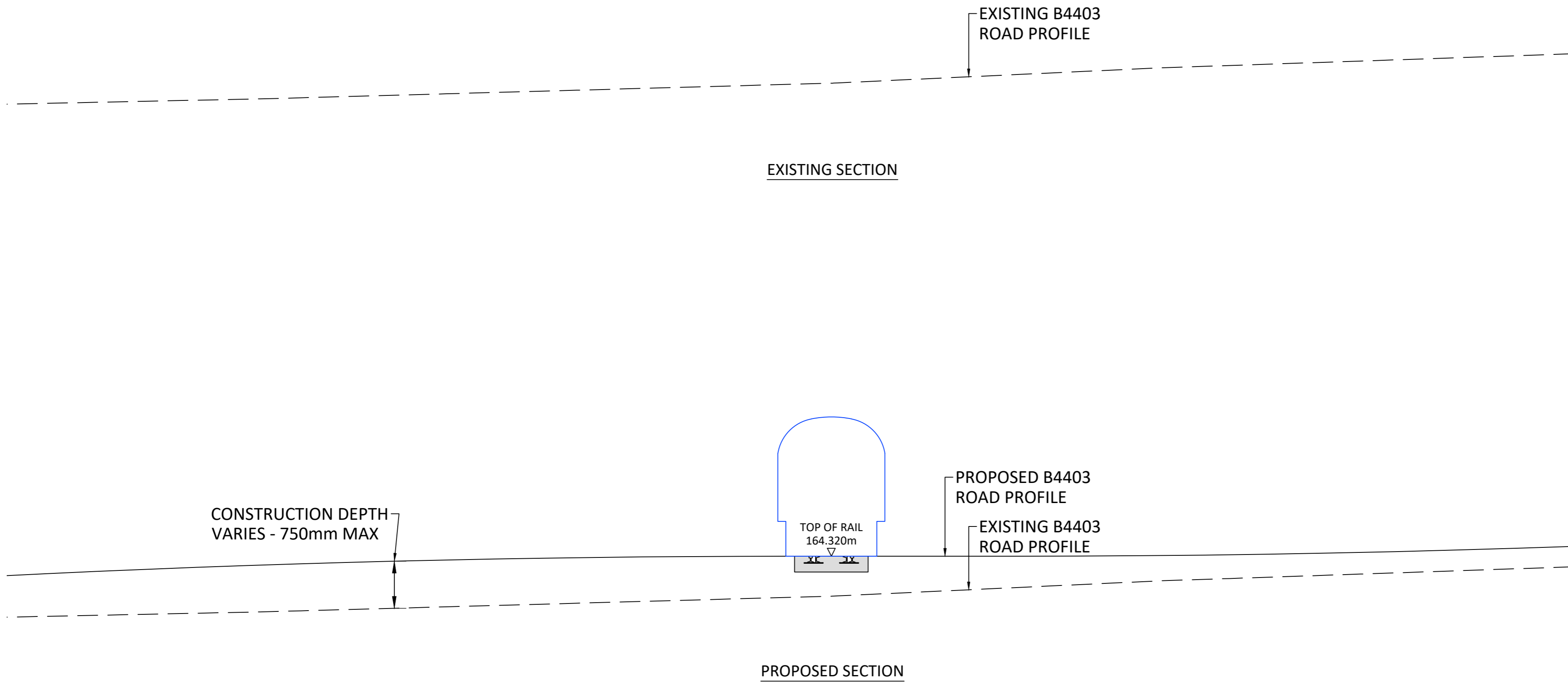
NOTE



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	PO1	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20												
	REV	MODIFICATIONS	BY	RE	AP	DATE												
	DESIGNED BY	CR	DRAWN BY	CR	REVIEWED BY	DH	AUTHORISED BY	DH										
DATE	26.03.20	SCALE @ A2	1:50	JOB REF:	4267	REVISION	P01											
PROJECT:			NEW LINE (PEN Y BONT)				DRAWING NUMBER	4267-CAU-XX-XX-DR-C-3402										
TITLE:			EXISTING & PROPOSED SECTION CHAINAGE 200m															

NOTE

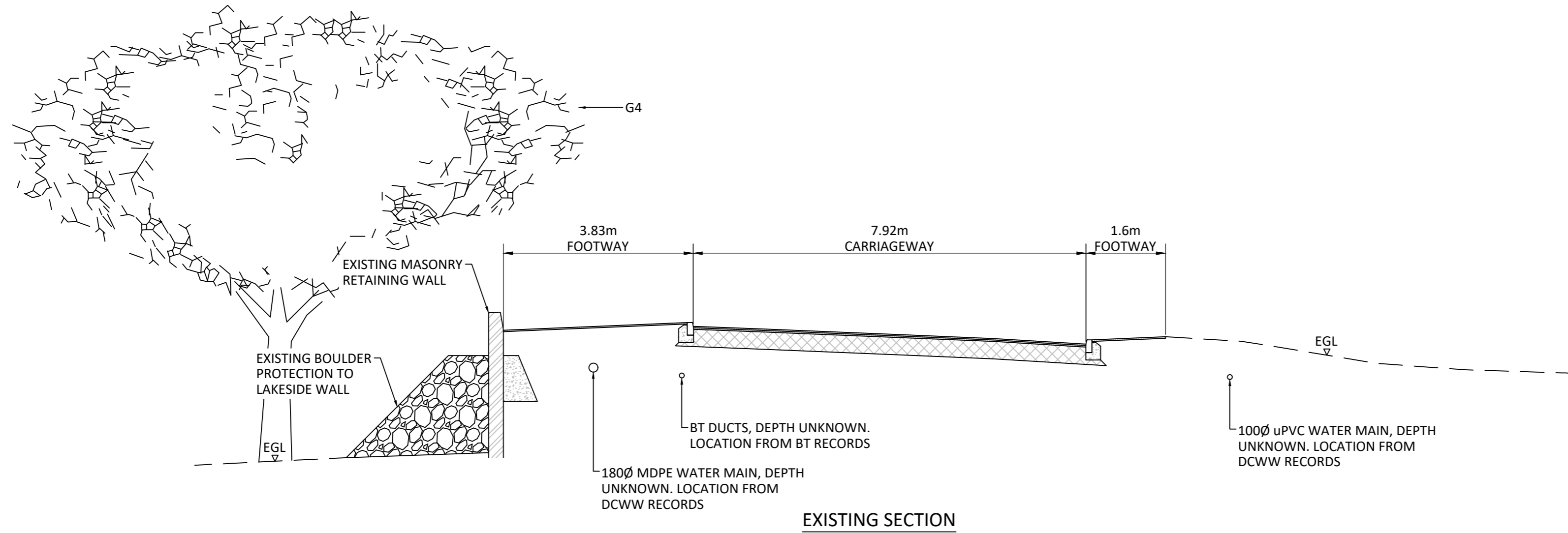
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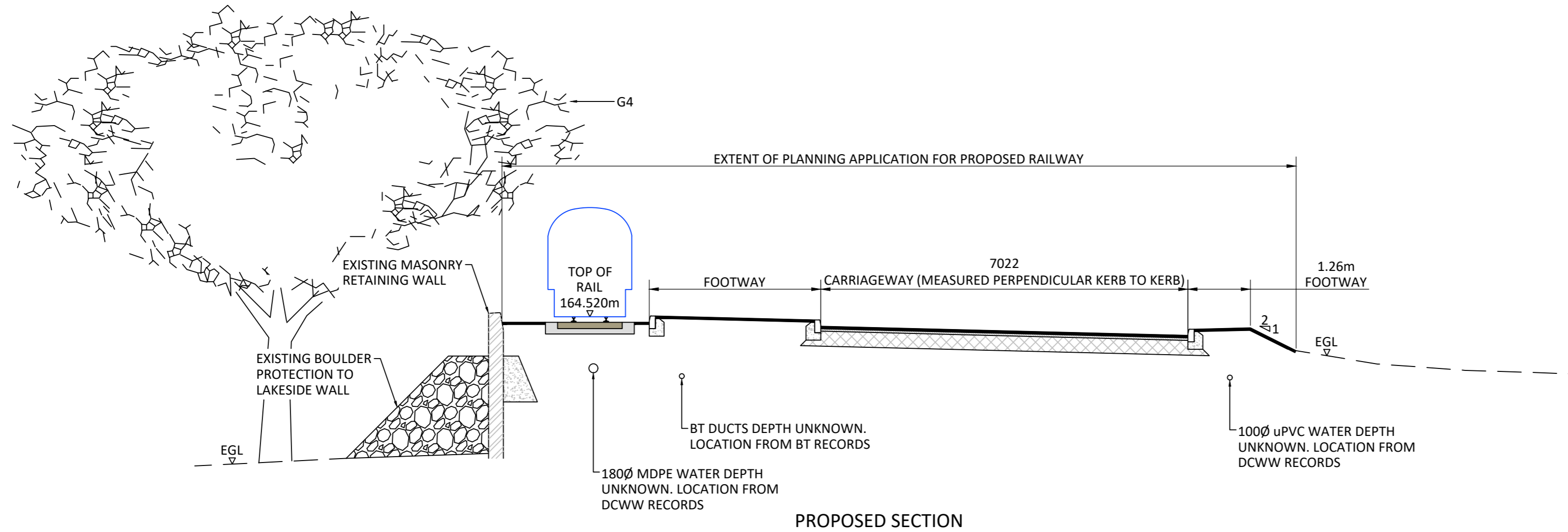
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REV	MODIFICATIONS	BY	RE	AP DATE
PURPOSE OF ISSUE FOR APPROVAL				STATUS S4
CLIENT: 				
PROJECT: NEW LINE (PEN Y BONT)				
TITLE: EXISTING & PROPOSED SECTION CHAINAGE 245m				
DESIGNED BY CR	DRAWN BY CR	REVIEWED BY DH	AUTHORISED BY DH	
DATE 26.03.20	SCALE @ A2 1:50	JOB REF: 4267	REVISION P01	
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-3403				
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NOTE



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EXTENT OF ROOT PROTECTION AREA TAKEN FROM CHESHIRE WOODLAND TREE SURVEY DATED JULY 2020

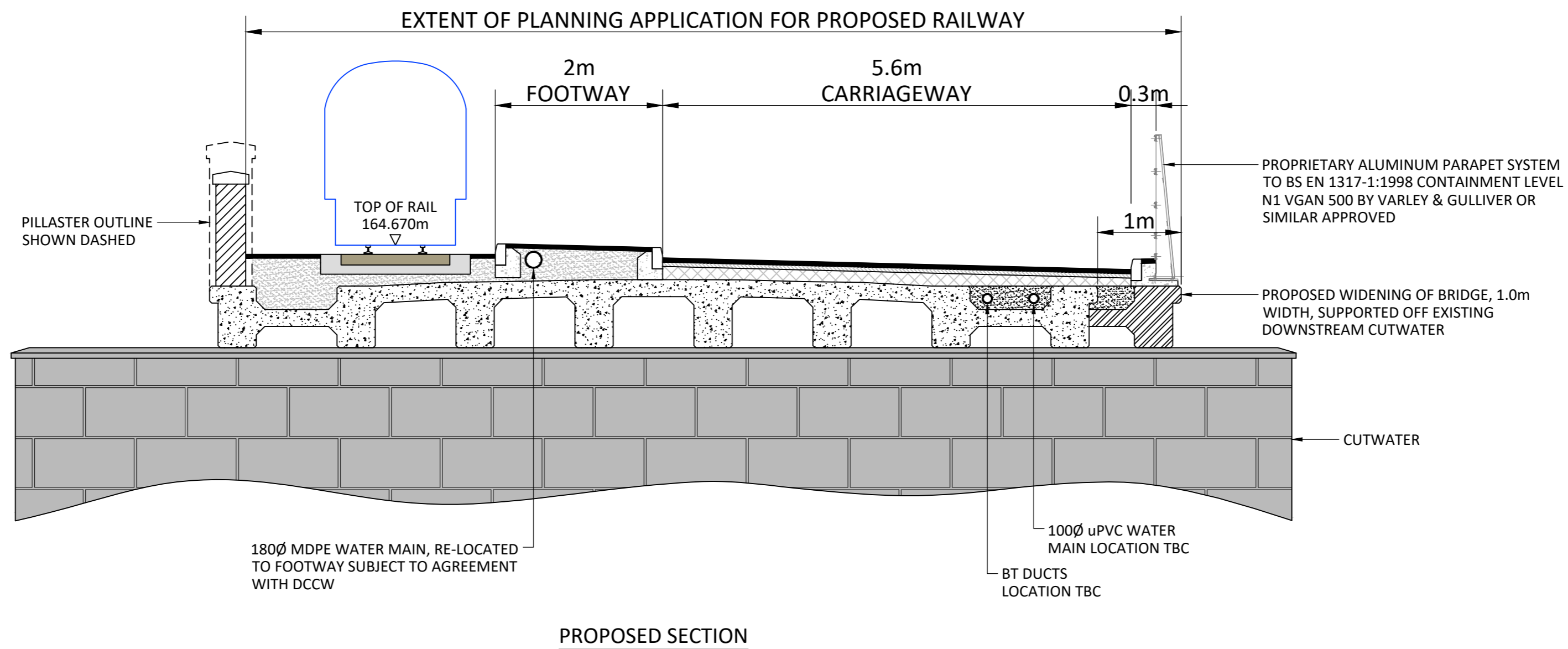
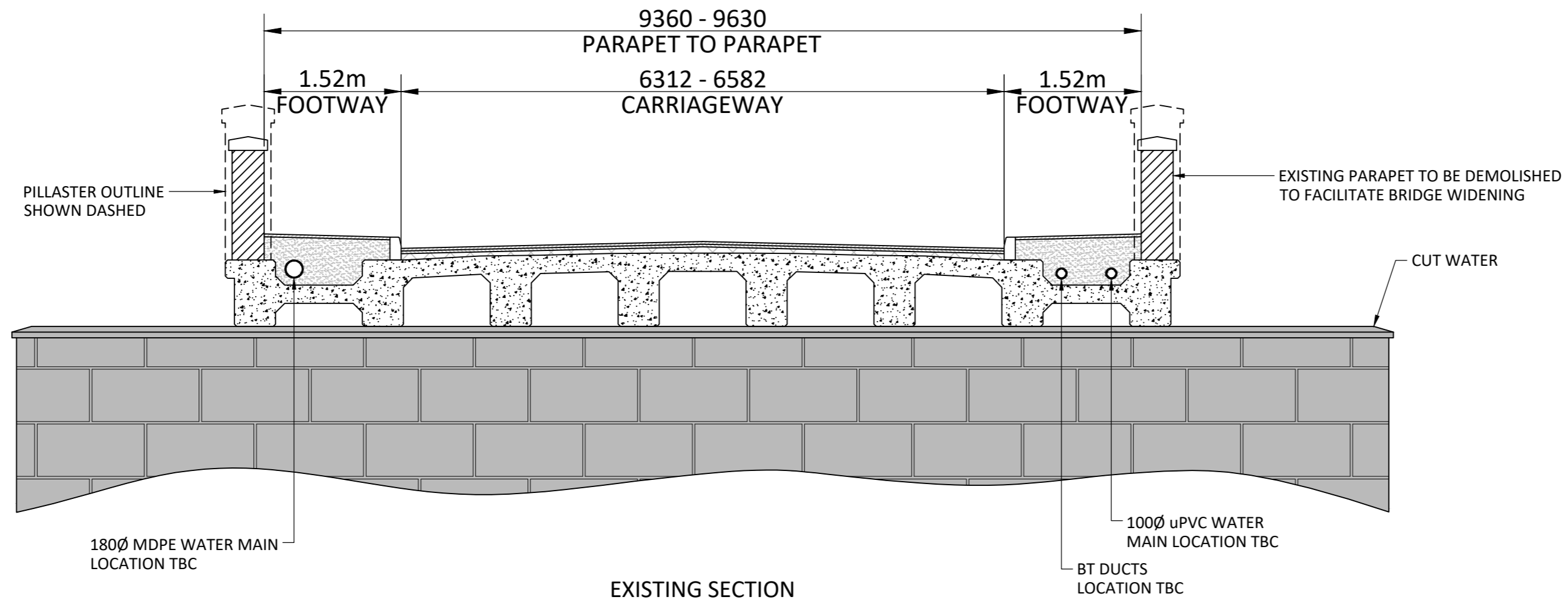




EXTENT OF ROOT PROTECTION AREA TAKEN FROM CHESHIRE WOODLAND TREE SURVEY DATED JULY 2020

ISSUED FOR COMMENT		DA	CR	DH	09.09.20
ISSUED FOR APPROVAL		CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR COMMENT					STATUS S3
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: EXISTING & PROPOSED SECTION CHAINAGE 300m					
DESIGNED BY CR	DRAWN BY CR	REVIEWED BY DH	AUTHORISED BY DH		
DATE 26.03.20	SCALE @ A2 1:75	JOB REF: 4267	REVISION P02		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-3405					
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NOTE

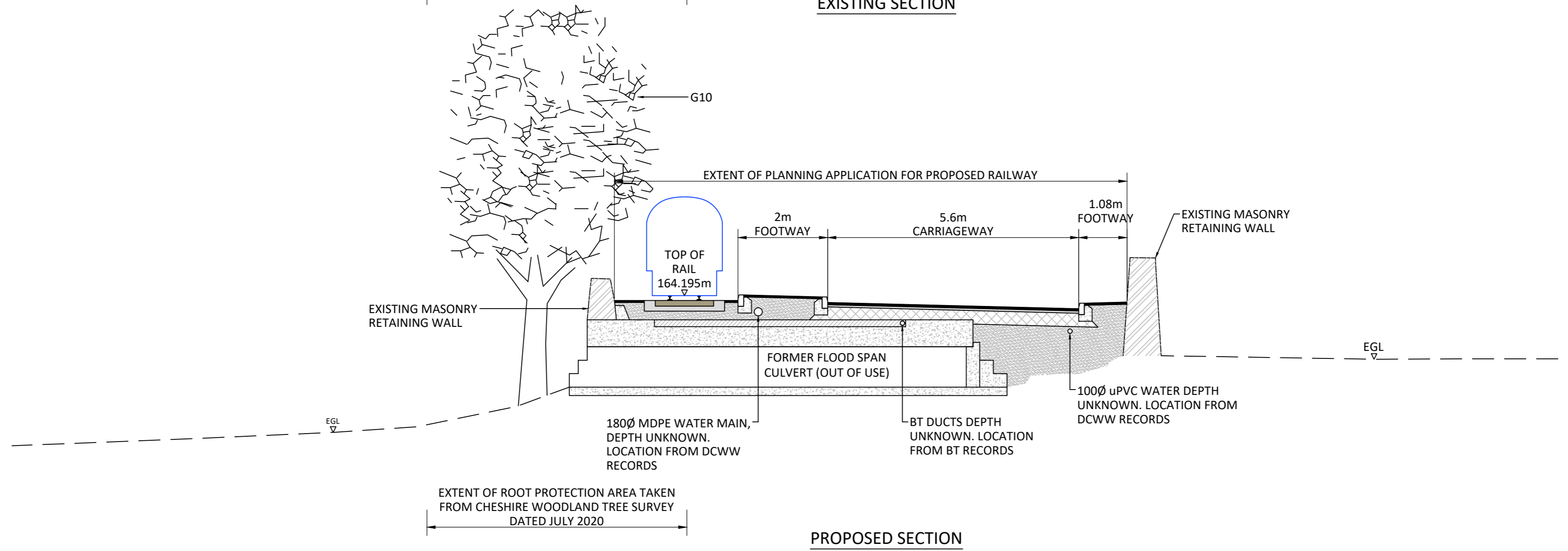
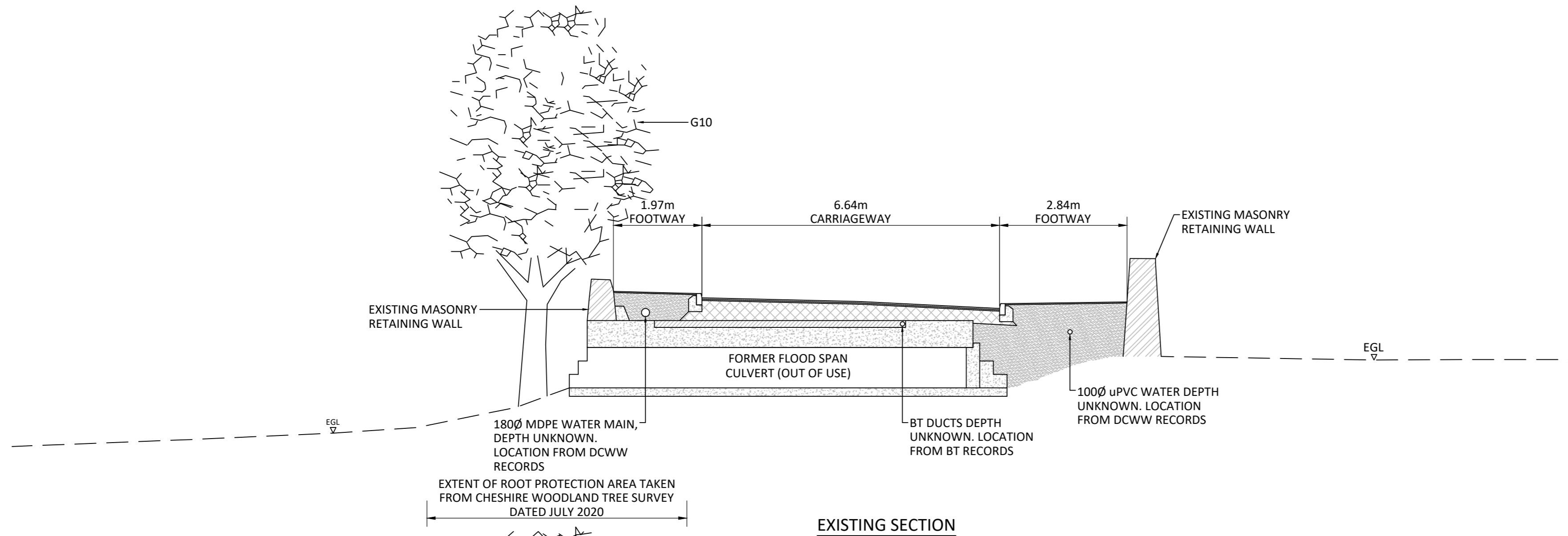
1. DO NOT SCALE FROM THIS DRAWING, WORK FROM FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE IN METRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM U.N.O.
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P01	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS
FOR APPROVAL					S4
CLIENT:					
					
PROJECT:					
NEW LINE (PEN Y BONT)					
TITLE:					
EXISTING & PROPOSED SECTION CHAINAGE 350m (NEW BRIDGE)					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
CR	CR	DH	DH		
DATE	SCALE @ A2	JOB REF:	REVISION		
26.03.20	1:50	4267	P01		
DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-3406					
					
<small>engineering environmental planning</small>					

NOTE

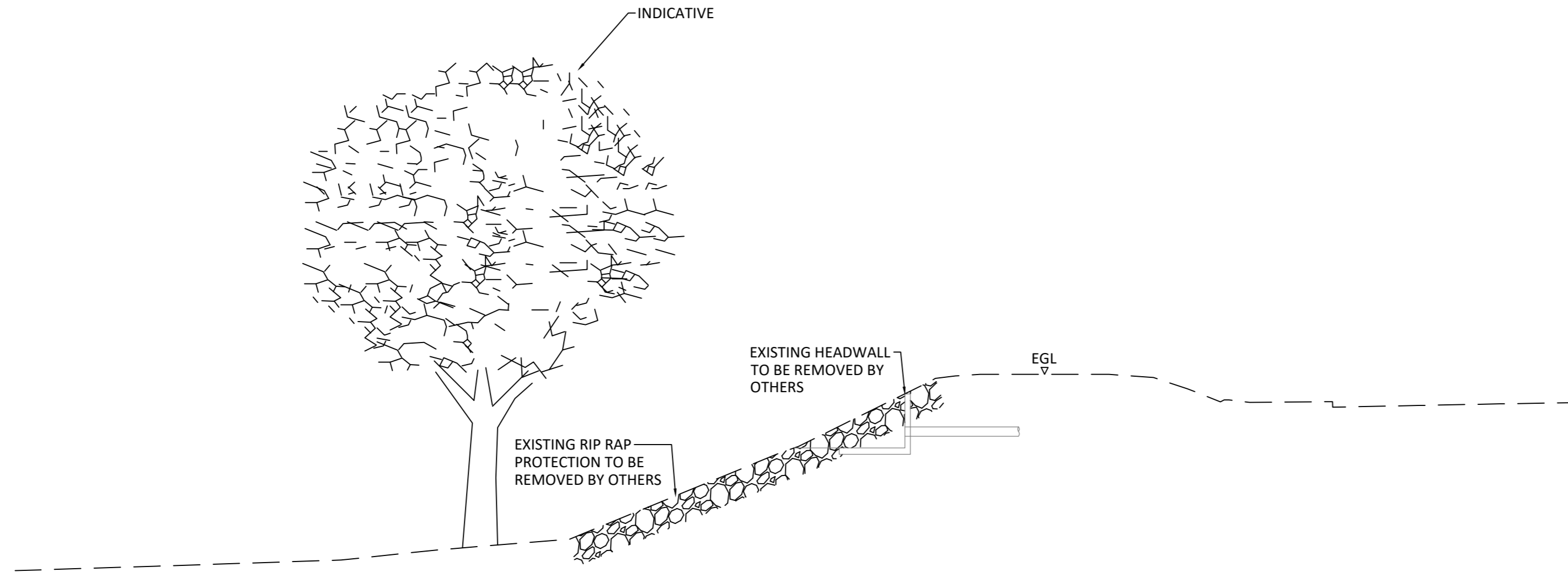
1. DO NOT SCALE FROM THIS DRAWING, WORK FROM FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE IN METRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM U.N.O.
2. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING WILL BE ALLOWED WITHOUT THE PRIOR PERMISSION IN WRITING.
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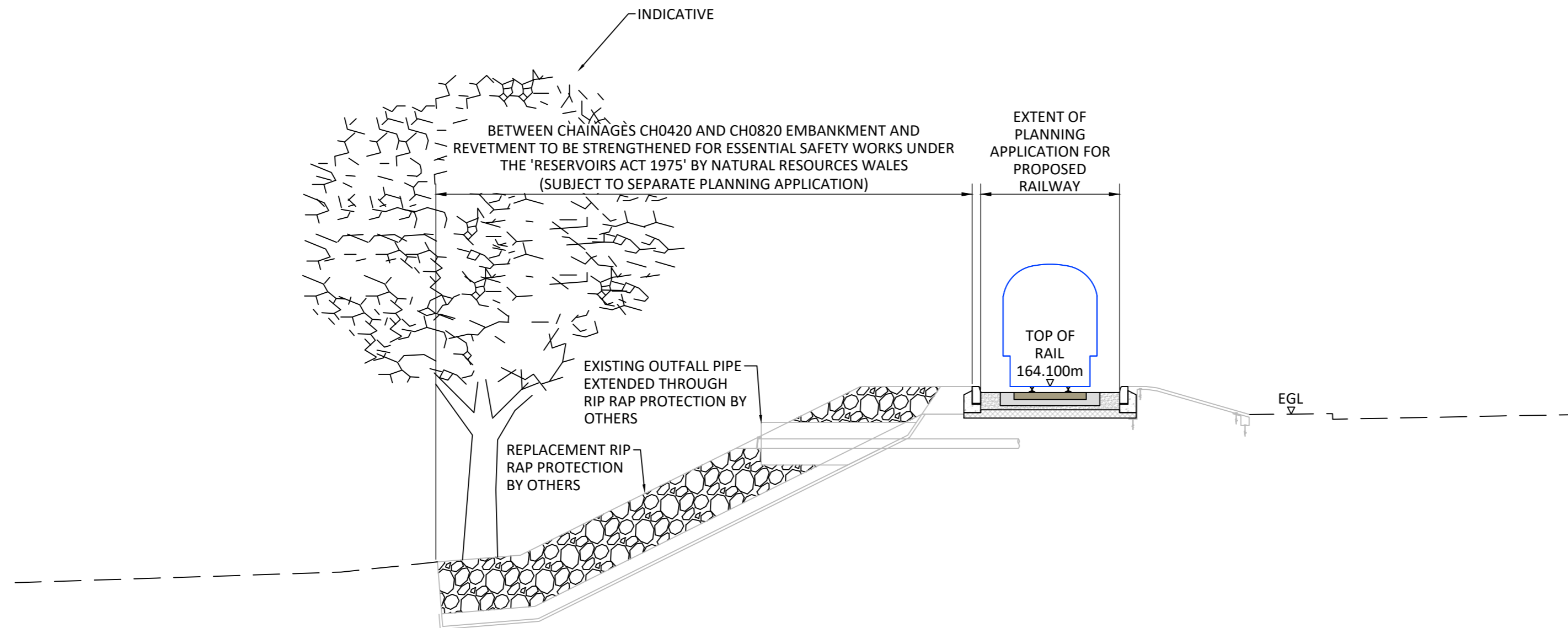
P02	ISSUED FOR COMMENT	DA	CR	DH	09.09.20
P01	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR COMMENT					STATUS S3
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: EXISTING & PROPOSED SECTION CHAINAGE 410m					
DESIGNED BY CR	DRAWN BY CR	REVIEWED BY DH	AUTHORISED BY DH		
DATE 26.03.20	SCALE @ A2 1:75	JOB REF: 4267	REVISION P02		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-3408					
 engineering environmental planning					

NOTE



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EXISTING SECTION

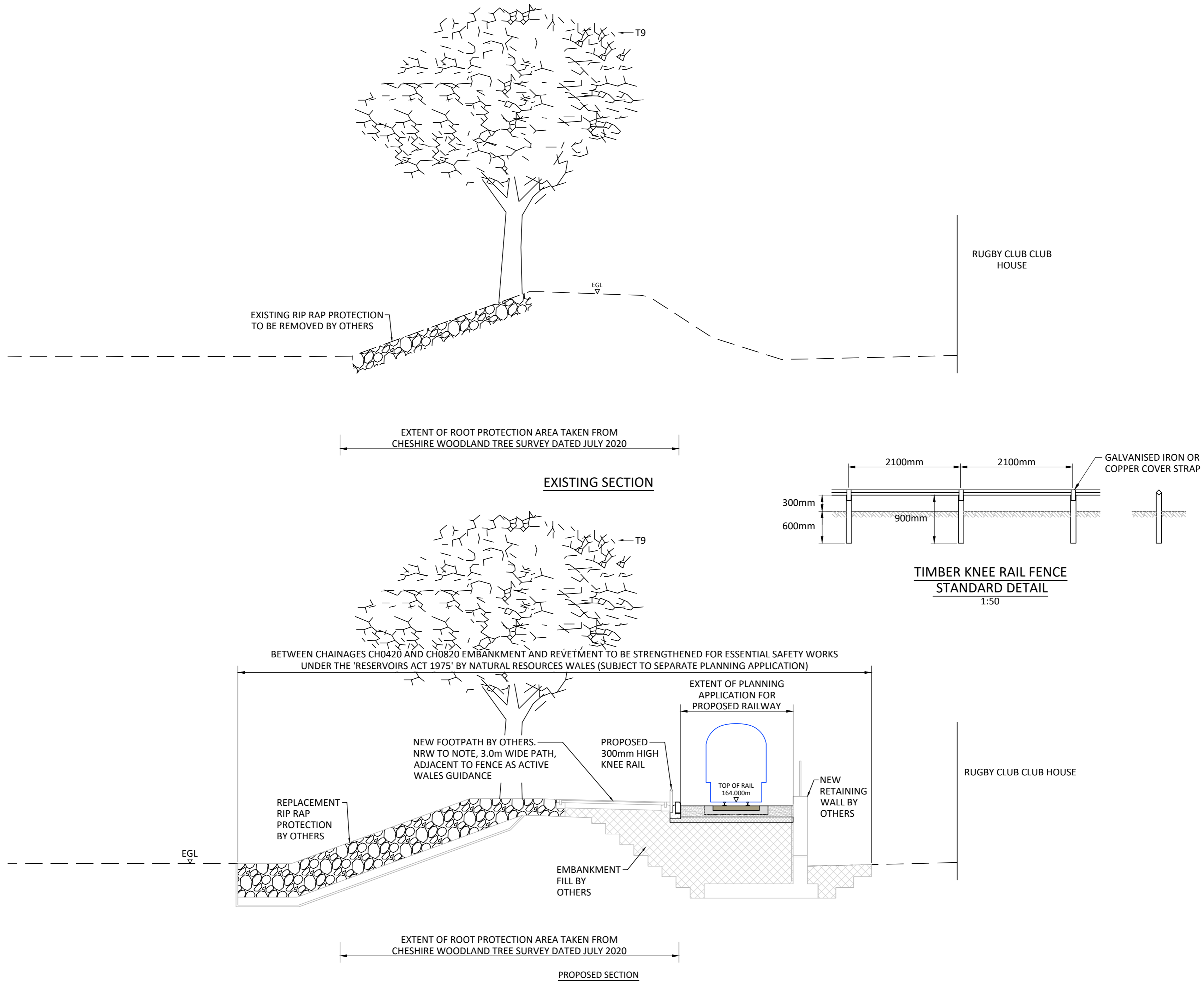




PROPOSED SECTION

P02		ISSUED FOR COMMENT	DA	CR	DH	09.09.20
P01		ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS		BY	RE	AP	DATE
PURPOSE OF ISSUE					STATUS	
FOR COMMENT					S3	
CLIENT:						
						
PROJECT:						
NEW LINE (PEN Y BONT)						
TITLE:						
EXISTING & PROPOSED SECTION CHAINAGE 550m						
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY			
CR	CR	DH	DH			
DATE	SCALE @ A2	JOB REF:	REVISION			
26.03.20	1:75	4267	P02			
DRAWING NUMBER						
4267-CAU-XX-XX-DR-C-3412						
						
<small>engineering environmental planning</small> <small>WWW.CAULMERT.COM</small>						

NOTE

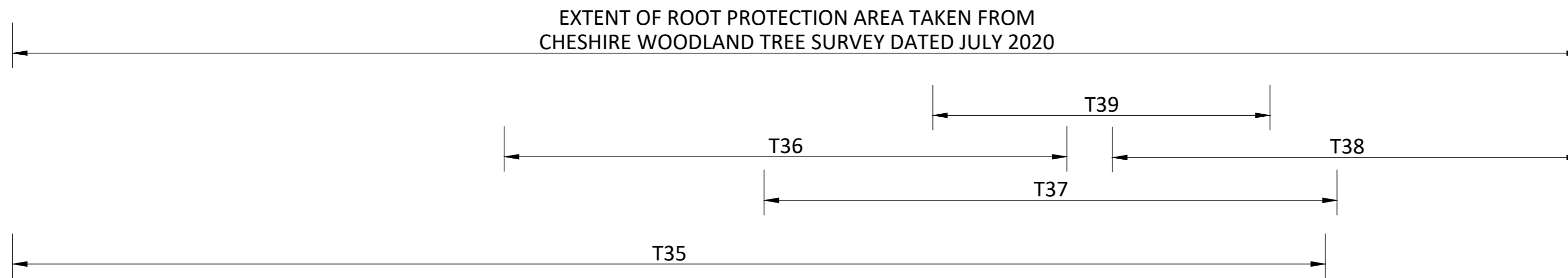
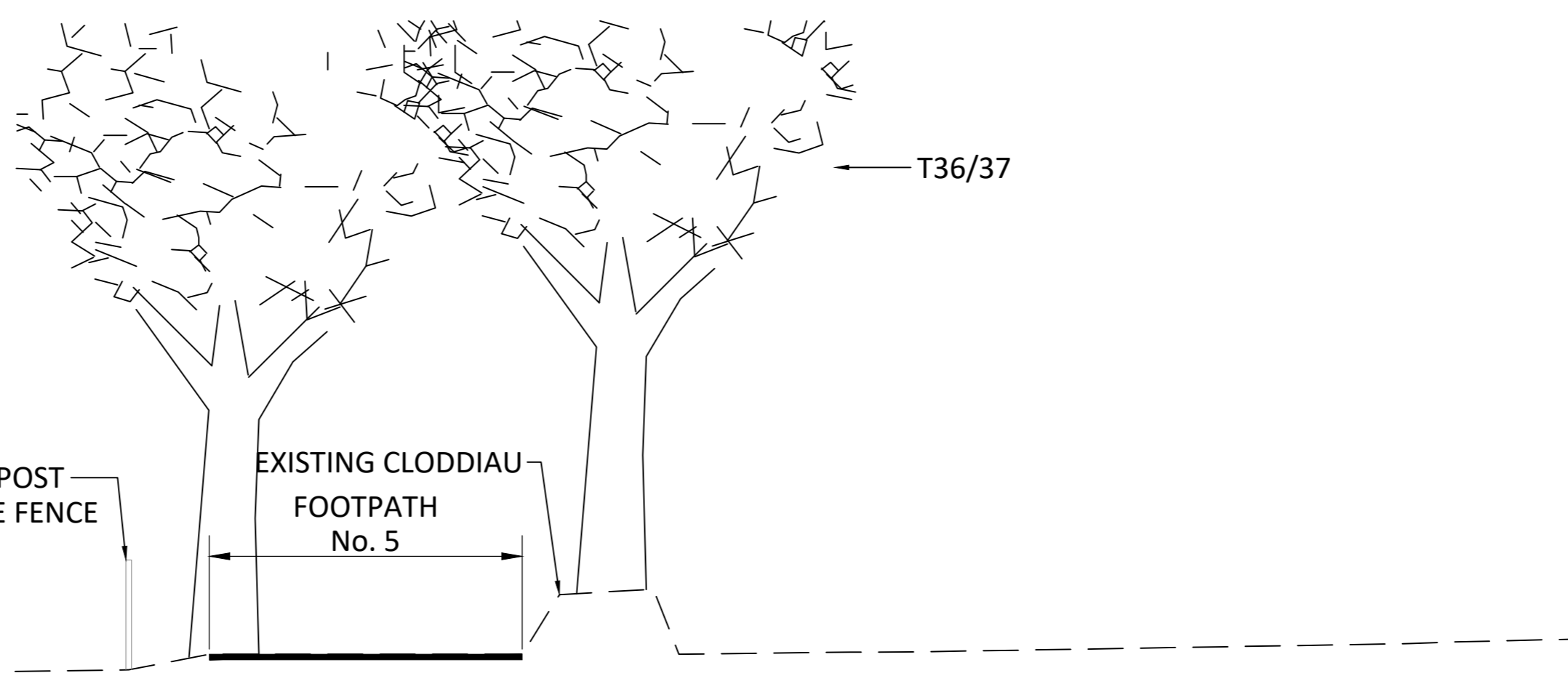
1. DO NOT SCALE FROM THIS DRAWING, WORK FROM FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE IN METRES AND ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM U.N.O.
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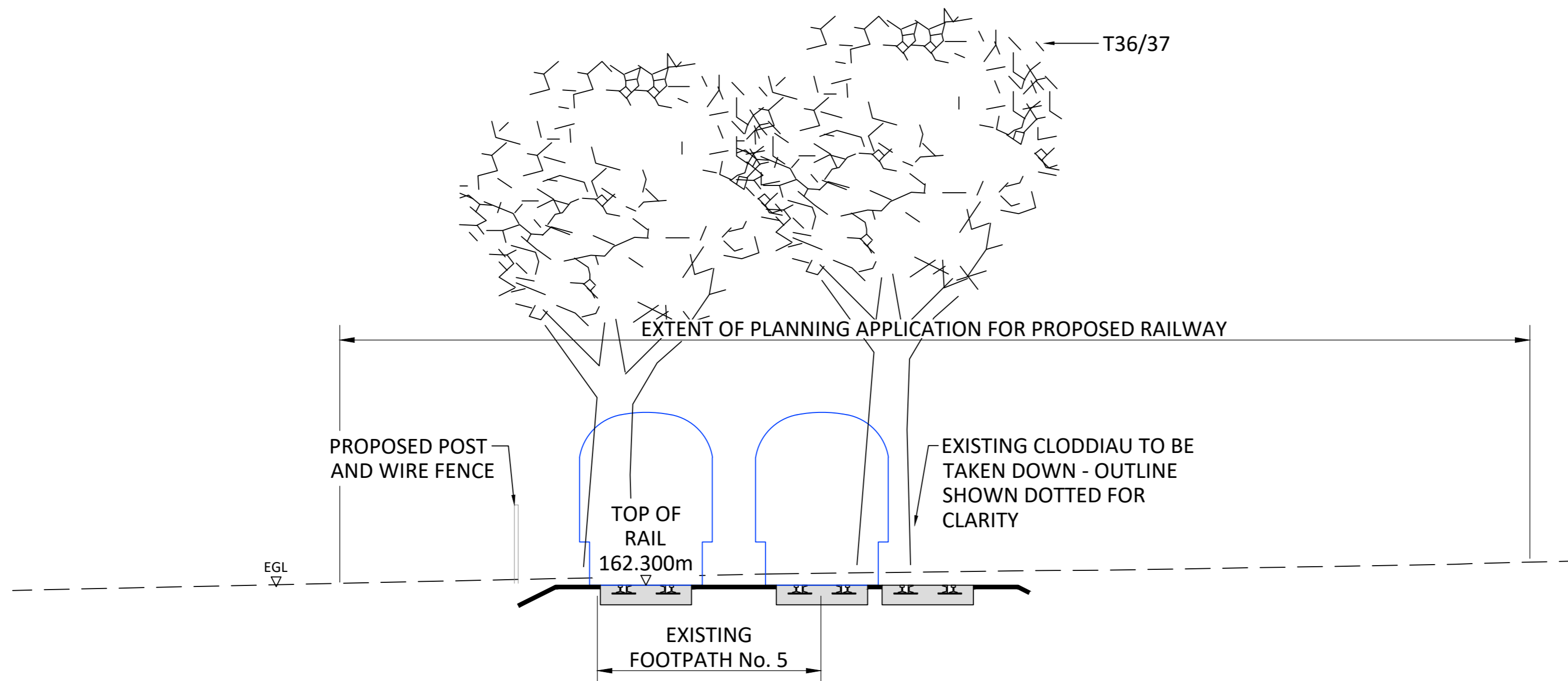
P03	PROPOSED KNEE RAIL FENCE ADDED	LJ	DH	DH	04.06.21
P02	ISSUED FOR COMMENT	DA	CR	DH	09.09.20
P01	ISSUED FOR APPROVAL	CR	DH	DH	18.05.20
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR COMMENT					STATUS S3
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: EXISTING & PROPOSED SECTION CHAINAGE 750m					
DESIGNED BY CR	DRAWN BY CR	REVIEWED BY DH	AUTHORISED BY DH		
DATE 26.03.20	SCALE @ A2 1:75	JOB REF: 4267	REVISION P03		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-3414					
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EXISTING SECTION



PROPOSED SECTION



P02	ISSUED FOR COMMENT	DA	CR	DH	09.09.20
P01	ISSUED FOR APPROVAL	CR	DH	DH	-
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR COMMENT					STATUS S3
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: EXISTING & PROPOSED SECTION CHAINAGE 1020m					
DESIGNED BY CR	DRAWN BY CR	REVIEWED BY DH	AUTHORISED BY DH		
DATE 26.03.20	SCALE @ A2 1:50	JOB REF: 4267	REVISION P02		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-3418					
					

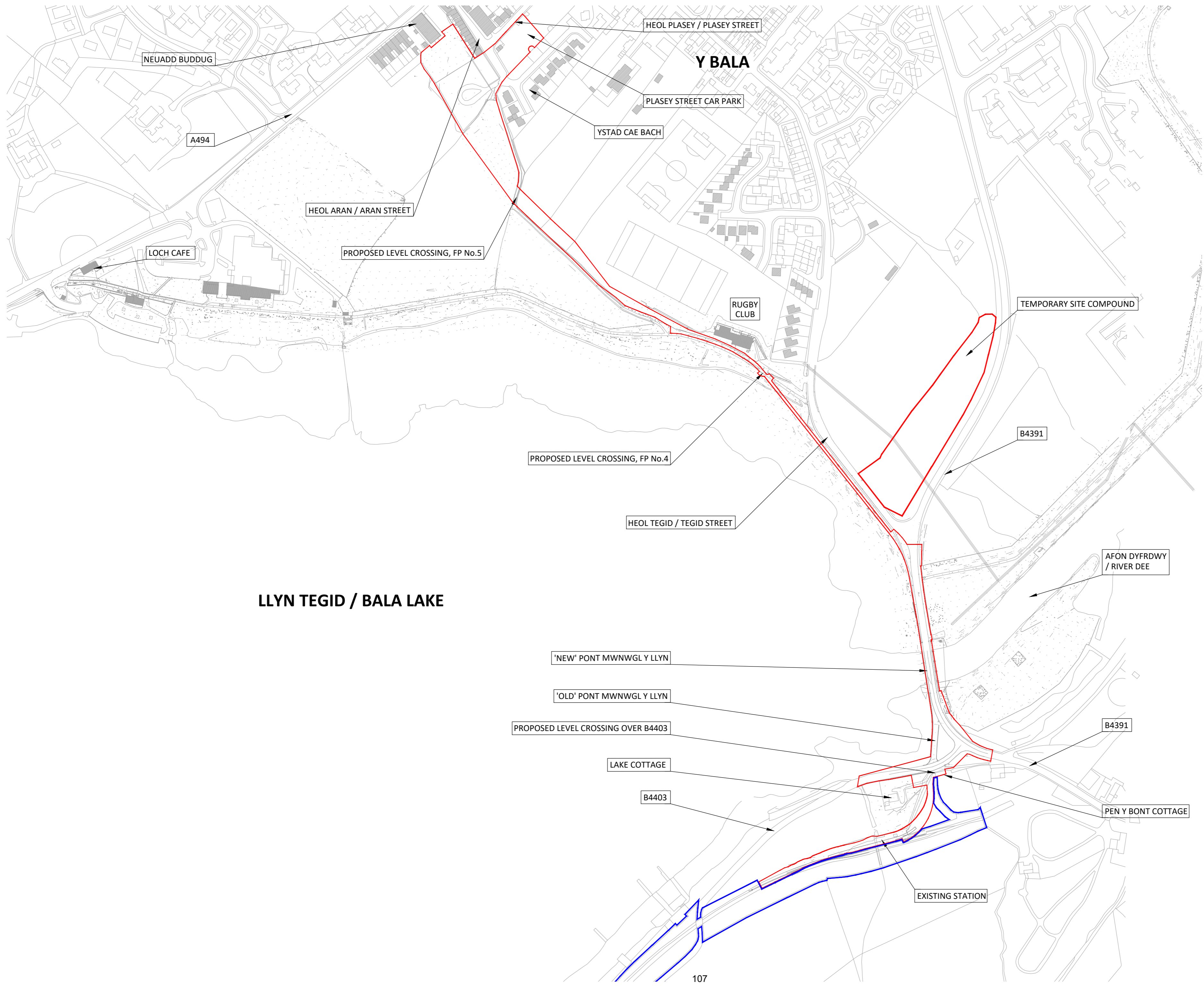
Registered Office: Intec, Parc Menai, Bangor, Gwynedd, LL57 4FG Company Registered No: 06716319



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P02	RAILWAY ALIGNMENT UPDATED	LI	DA	JS	12.01.20
P01	ISSUED FOR INFORMATION	DRM	DA	JS	18.12.19
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE FOR INFORMATION				STATUS S2	
CLIENT: 					
PROJECT: NEW LINE (PEN Y BONT)					
TITLE: ROUTE CHAINAGE					
DESIGNED BY DA	DRAWN BY DRM	REVIEWED BY DA	AUTHORISED BY JS		
DATE 18.12.2019	SCALE @ A2 1:2500	JOB REF: 4267	REVISION P02		
DRAWING NUMBER 4267-CAU-XX-XX-DR-C-1801					
 Caulmert engineering environmental planning WWW.CAULMERT.COM					



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LEGEND

- EXTENT OF PLANNING APPLICATION
- OTHER LAND UNDER CONTROL OF THE APPLICANT

LLYN TEGID / BALA LAKE

Y BALA

P04	BLUE BOUNDARY AMENDED	DA	DH	DH	19.11.21
P04	BLUE BOUNDARY AMENDED	DA	DH	DH	02.07.21
P03	RED BOUNDARY AMENDED	LJ	DH	DH	08.12.19
P02	RED/BLUE BOUNDARYS AMENDED	EJD	DH	DH	02.12.19
P01	ISSUED FOR DISCUSSION	DA	CR	DH	02.12.19
REV	MODIFICATIONS	BY	RE	AP	DATE
PURPOSE OF ISSUE				STATUS	
FOR INFORMATION				S2	
CLIENT:					
PROJECT:					
NEW LINE (PEN Y BONT)					
TITLE:					
LOCATION PLAN					
DESIGNED BY	DRAWN BY	REVIEWED BY	AUTHORISED BY		
DH	DA	CR	DH		
DATE	SCALE @ A2	JOB REF:	REVISION		
02.12.19	1:2500	4267	P05		
DRAWING NUMBER					
4267-CAU-XX-XX-DR-C-1800					

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Next page: 'Technical' view.

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This page: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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VIEWPOINT 1: LLANDEINIOLEN I39 FP PUBLIC RIGHT OF WAY

Date taken: 3rd August 2020

Time taken: 10:27 (BST)

Height of camera: 1.6m

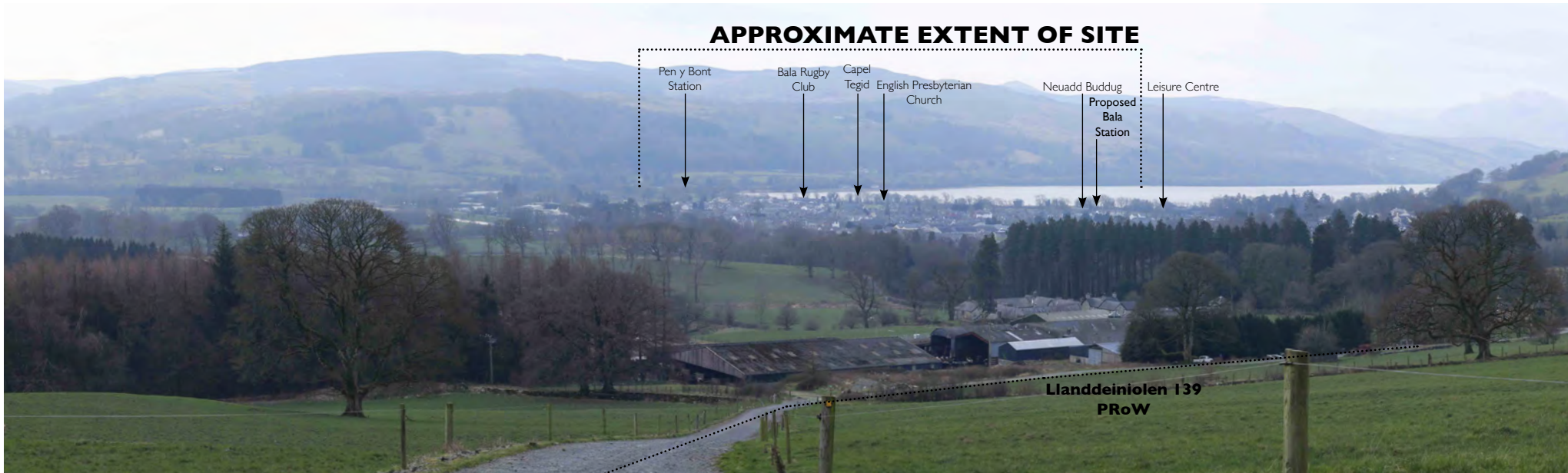
202 OS Grid Ref: SH 9274 3769
108

Direction of View: South

Distance to Site: 1770m



VIEWPOINT 1: LLANDEINIOLEN 139 FP PUBLIC RIGHT OF WAY



VIEWPOINT 1: LLANDEINIOLEN 139 FP PUBLIC RIGHT OF WAY

Previous page: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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VIEWPOINT 1: LLANDEINIOLEN I39 FP PUBLIC RIGHT OF WAY

Date taken: 12th February 2021 Time taken: 09:13 (GMT)

Height of camera: 1.6m

2045 Grid Ref: SH 9274 3769
110

Direction of View: South

Distance to Site: 1770m

Next page: 'Technical' view.

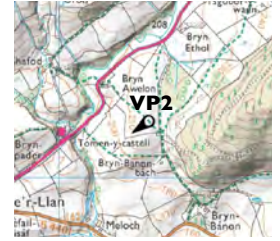
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
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VIEWPOINT 2: LLANDERFEL 144 FP PUBLIC RIGHT OF WAY

Date taken: 3rd August 2020

Time taken: 11:31 (BST)

Height of camera: 1.6m

205 OS Grid Ref: SH 9541 3727
111

Direction of View: South West

Distance to Site: 3290m



APPROXIMATE EXTENT OF SITE

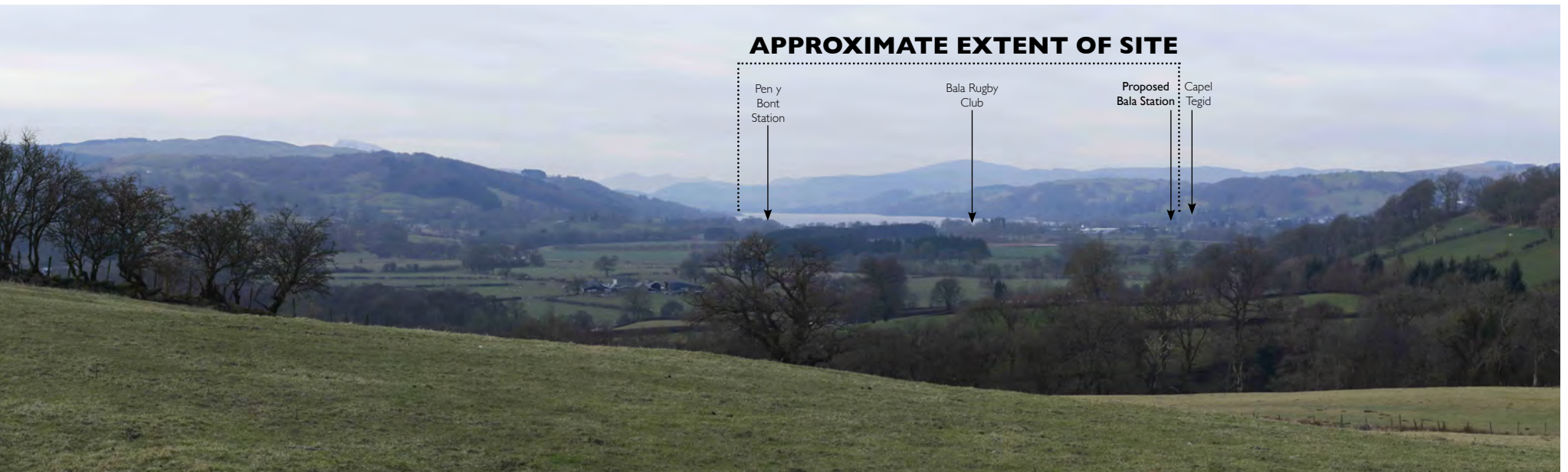
Pen y Bont Station

Bala Rugby Club

Proposed Bala Station

Capel Tegid

VIEWPOINT 2: LLANDERFEL 144 FP PUBLIC RIGHT OF WAY



APPROXIMATE EXTENT OF SITE

Pen y Bont Station

Bala Rugby Club

Proposed Bala Station

Capel Tegid

VIEWPOINT 2: LLANDERFEL 144 FP PUBLIC RIGHT OF WAY

Previous page: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
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DSA drawing I 173 806.



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VIEWPOINT 2: LLANDERFEL 144 FP PUBLIC RIGHT OF WAY

Date taken: 12th February 2021 Time taken: 09:53 (GMT)

Height of camera: 1.6m

2025 Grid Ref: SH 9541 3727
113

Direction of View: South West

Distance to Site: 3290m

VP3 (SUMMER)

Next page: 'Technical' view.

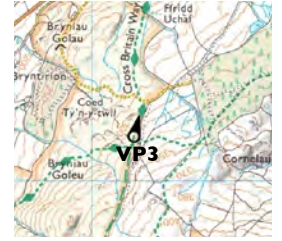
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
For more detail please refer to
DSA drawing I173 806.

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VIEWPOINT 3: LLANGYWER 6 BW PUBLIC RIGHT OF WAY (CROSS BRITAIN WAY)

Date taken: 3rd August 2020

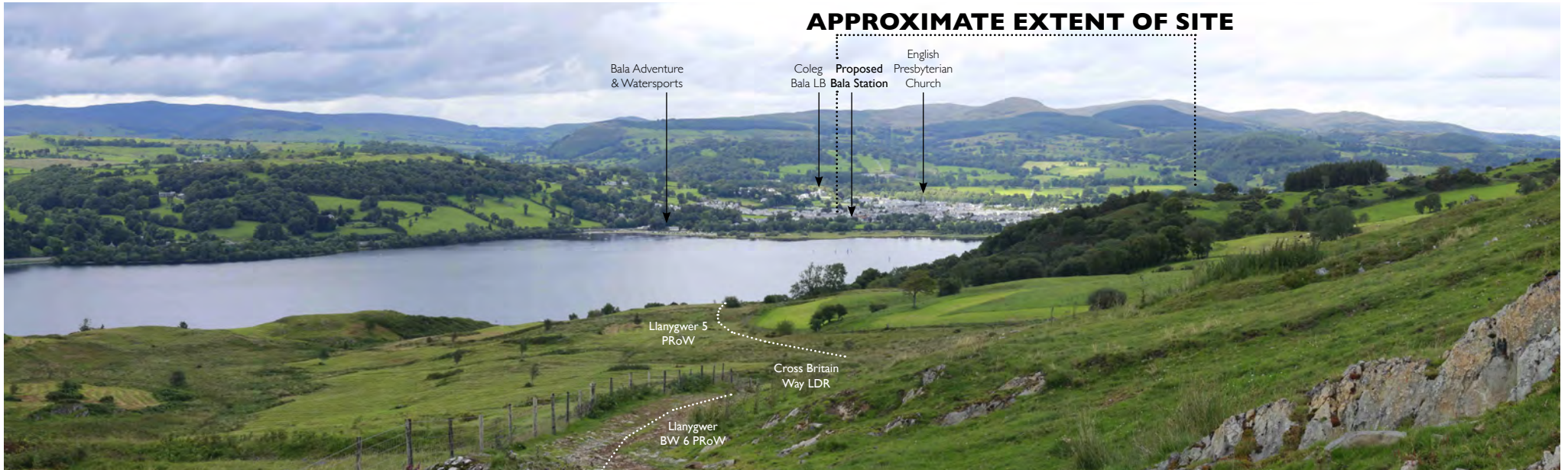
Time taken: 15:30 (BST)

Height of camera: 1.6m

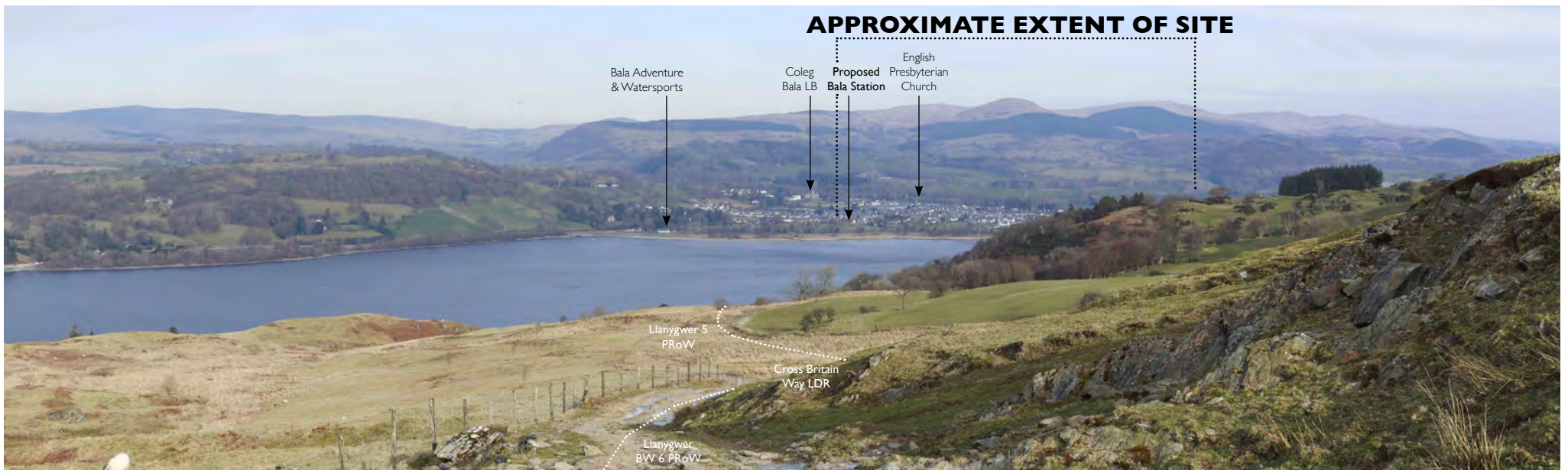
²⁰⁸OS Grid Ref: SH 9221 3323
114

Direction of View: North

Distance to Site: 1930m



VIEWPOINT 3: LLANGYWYR 6 BW PUBLIC RIGHT OF WAY (CROSS BRITAIN WAY)



VIEWPOINT 3: LLANGYWYR 6 BW PUBLIC RIGHT OF WAY (CROSS BRITAIN WAY)

VP3 (WINTER)

Previous page: 'Technical' view.

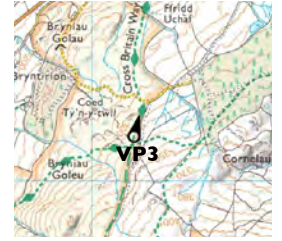
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
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VIEWPOINT 3: LLANGYWER 6 BW PUBLIC RIGHT OF WAY (CROSS BRITAIN WAY)

Date taken: 12th February 2021 Time taken: 10:22 (GMT)

Height of camera: 1.6m

OS Grid Ref: SH 9221 3323
116

Direction of View: North

Distance to Site: 1930m

VP4 (SUMMER)

Next page: 'Technical' view.

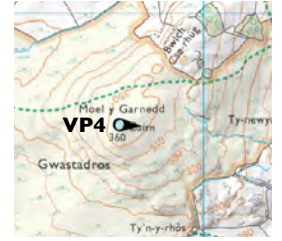
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
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DSA drawing I173 806.

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VIEWPOINT 4: GWASTADROS TRIGPOINT, ADJACENT TO LLANYCIL 23 FP PUBLIC RIGHT OF WAY

Date taken: 3rd August 2020

Time taken: 16:51 (BST)

Height of camera: 1.6m

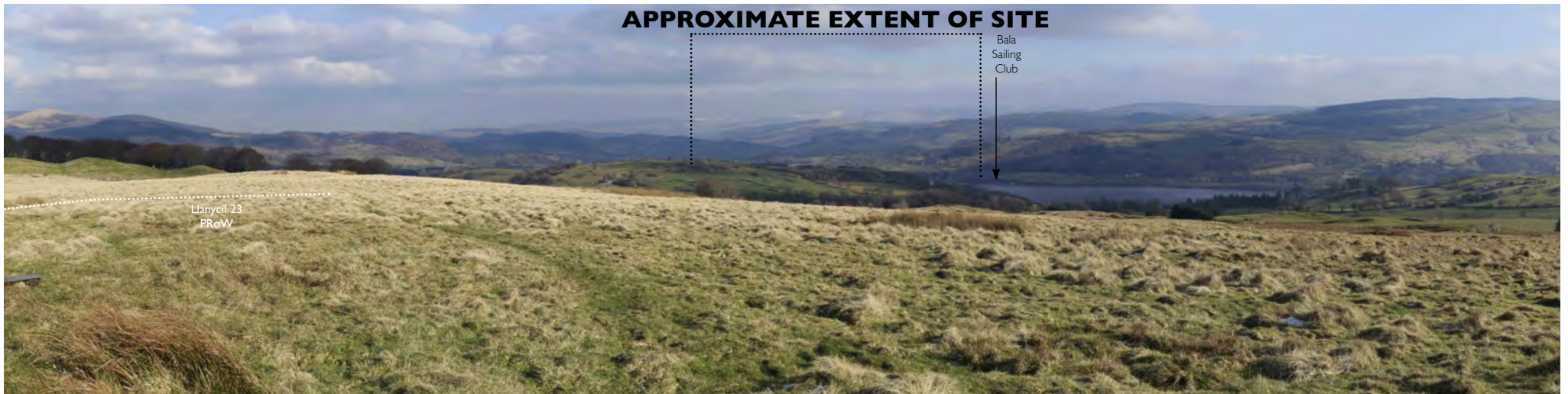
²¹¹OS Grid Ref: SH 8974 3557

Direction of View: East

Distance to Site: 2800m



VIEWPOINT 4: GWASTADROS TRIGPOINT, ADJACENT TO LLANYCIL 23 FP PUBLIC RIGHT OF WAY



VIEWPOINT 4: GWASTADROS TRIGPOINT, ADJACENT TO LLANYCIL 23 FP PUBLIC RIGHT OF WAY

VP4 (WINTER)

Previous page: 'Technical' view.

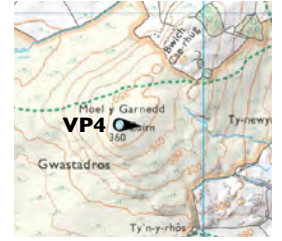
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

This page: 'Non-technical' view.

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Viewpoint Location:
For more detail please refer to
DSA drawing I173 806.

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VIEWPOINT 4: GWASTADROS TRIGPOINT, ADJACENT TO LLANYCIL 23 FP PUBLIC RIGHT OF WAY

Date taken: 12th February 2021 Time taken: 14:11 (GMT)

Height of camera: 1.6m

2130S Grid Ref: SH 8974 3557

Direction of View: East

Distance to Site: 2800m

VP5 (SUMMER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 5: LLANGYWER 4 FP (CROSS BRITAIN WAY)

Date taken: 3rd August 2020

Time taken: 12:21 (BST)

Height of camera: 1.6m

²¹⁴OS Grid Ref: SH 9289 3484
120

Direction of View: North

Distance to Site: 160m

VP5 (WINTER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 5: LLANGYWER 4 FP (CROSS BRITAIN WAY)

Date taken: 12th February 2021 Time taken: 11:03 (GMT)

Height of camera: 1.6m

215S Grid Ref: SH 9289 3484
121

Direction of View: North

Distance to Site: 160m

VP6 (SUMMER)

Top: 'Technical' view.

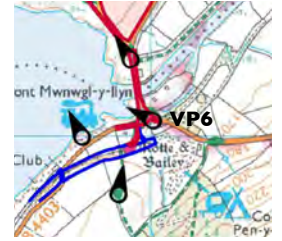
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

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Viewpoint Location:
For more detail please refer to DSA drawing I173 806.

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'Old' Pont
Mwnwgl y Llyn.
Grade II listed
building.

'New Pont
Mwnwgl y Llyn
(bridge).

APPROXIMATE EXTENT OF SITE



Llangywer 4
PRoW and Cross
Britain Way LDR



VIEWPOINT 6: B439I ADJACENT TO PEN Y BONT COTTAGES (CROSS BRITAIN WAY)

Date taken: 3rd August 2020

Time taken: 12:08 (BST)

Height of camera: 1.6m

216 OS Grid Ref: SH 9304 3504
122

Direction of View: North West

Distance to Site: 15m

VP6 (WINTER)

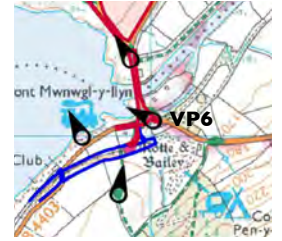
Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.



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'Old' Pont
Mwnwg y Llyn.
Grade II listed
building.

'New Pont
Mwnwg y Llyn
(bridge).

APPROXIMATE EXTENT OF SITE



Llangywer 4
PRoW and Cross
Britain Way LDR



VIEWPOINT 6: B439I ADJACENT TO PEN Y BONT COTTAGES (CROSS BRITAIN WAY)

Date taken: 12th February 2021 Time taken: 11:13 (GMT)

Height of camera: 1.6m

2105 Grid Ref: SH 9304 3504
123

Direction of View: North West

Distance to Site: 15m

VP7 (SUMMER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 7: B4403, OPPOSITE PEN Y BONT STATION

Date taken: 3rd August 2020

Time taken: 12:34 (BST)

Height of camera: 1.6m

²¹⁸OS Grid Ref: SH 9285 3501
124

Direction of View: North

Distance to Site: 400m

VP7 (WINTER)

Top: 'Technical' view.

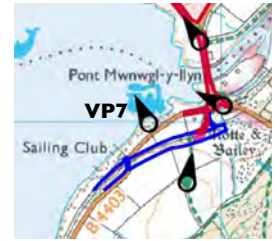
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

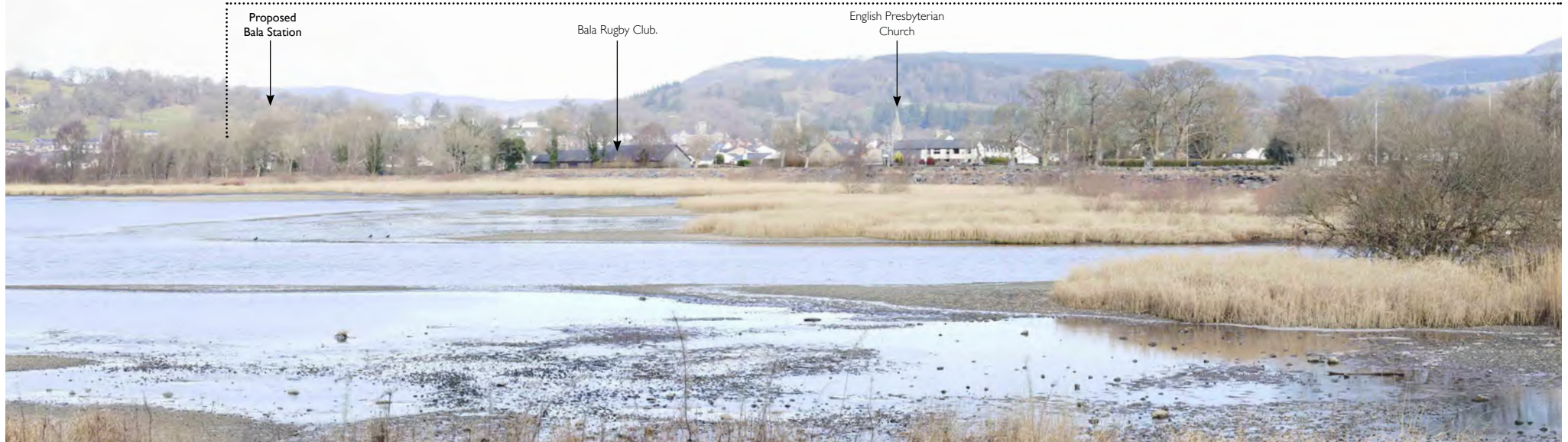
Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 7: B4403, OPPOSITE PEN Y BONT STATION

Date taken: 12th February 2021 Time taken: 10:54 (GMT)

Height of camera: 1.6m

2190S Grid Ref: SH 9285 3501
125

Direction of View: North

Distance to Site: 400m

VP8 (SUMMER)

Top: 'Technical' view.

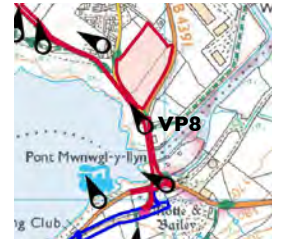
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 8: FOOTPATH ON CROSS BRITAIN WAY, ADJACENT TO JUNCTION OF B4391 AND TEGID STREET

Date taken: 3rd August 2020

Time taken: 13:20 (BST)

Height of camera: 1.6m

220 OS Grid Ref: SH 9294 3522
126

Direction of View: North

Distance to Site: On Site

VP8 (WINTER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 8: FOOTPATH ON CROSS BRITAIN WAY, ADJACENT TO JUNCTION OF B4391 AND TEGID STREET

Date taken: 12th February 2021 Time taken: 11:31 (GMT)

Height of camera: 1.6m

OS Grid Ref: SH 9294 3522
127

Direction of View: North

Distance to Site: On Site

VP9 (SUMMER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 9: BALA RUGBY CLUB, ADJACENT TO PROPERTIES OFF TEGID STREET

Date taken: 3rd August 2020

Time taken: 13:34 (BST)

Height of camera: 1.6m

222 OS Grid Ref: SH 9279 3549
128

Direction of View: North West

Distance to Site: 100m

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 9: BALA RUGBY CLUB, ADJACENT TO PROPERTIES OFF TEGID STREET

Date taken: 12th February 2021 Time taken: 11:45 (GMT)

Height of camera: 1.6m

2230S Grid Ref: SH 9279 3549
129

Direction of View: North West

Distance to Site: 100m

VP10 (SUMMER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I173 806.

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Proposed
Bala Station

APPROXIMATE EXTENT OF SITE



**Y Bala 4
PRow**



VIEWPOINT 10: Y BALA 4 FP PUBLIC RIGHT OF WAY

Date taken: 3rd August 2020

Time taken: 13:59 (BST)

Height of camera: 1.6m

224 OS Grid Ref: SH 9259 3550
130

Direction of View: North

Distance to Site: 70m

VP10 (WINTER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I173 806.

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VIEWPOINT 10: Y BALA 4 FP PUBLIC RIGHT OF WAY

Date taken: 12th February 2021 Time taken: 11:54 (GMT)

Height of camera: 1.6m

2250 S Grid Ref: SH 9259 3550
131

Direction of View: North

Distance to Site: 70m

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

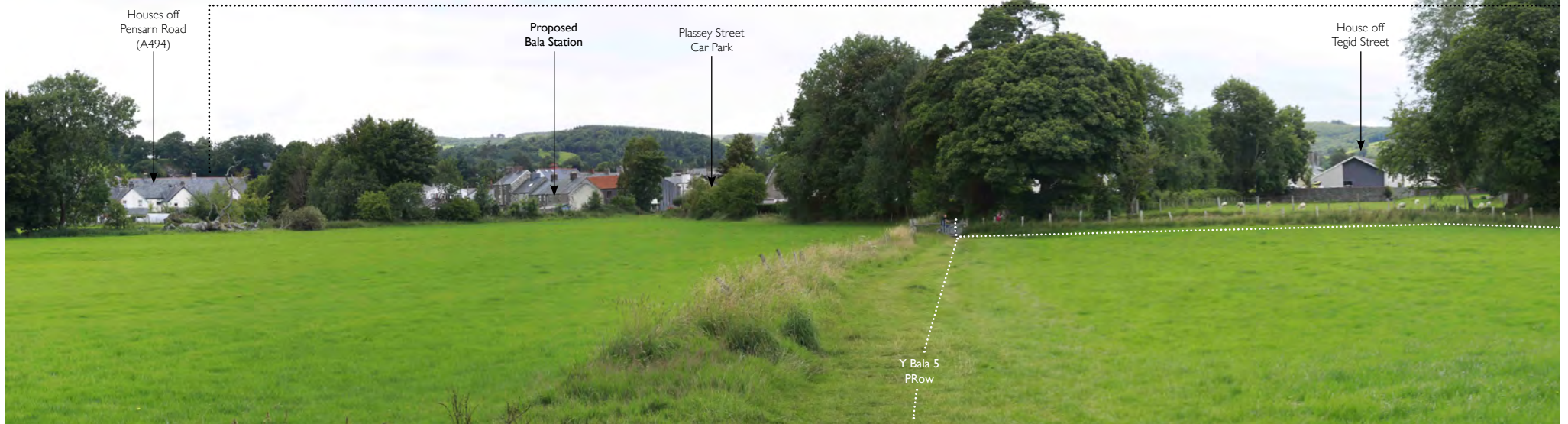
Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I 173 806.



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APPROXIMATE EXTENT OF SITE



VIEWPOINT I I: Y BALA 5 FP PUBLIC RIGHT OF WAY

Date taken: 3rd August 2020

Time taken: 14:02 (BST)

Height of camera: 1.6m

226 OS Grid Ref: SH 9251 3554
132

Direction of View: North

Distance to Site: 80m

Top: 'Technical' view.

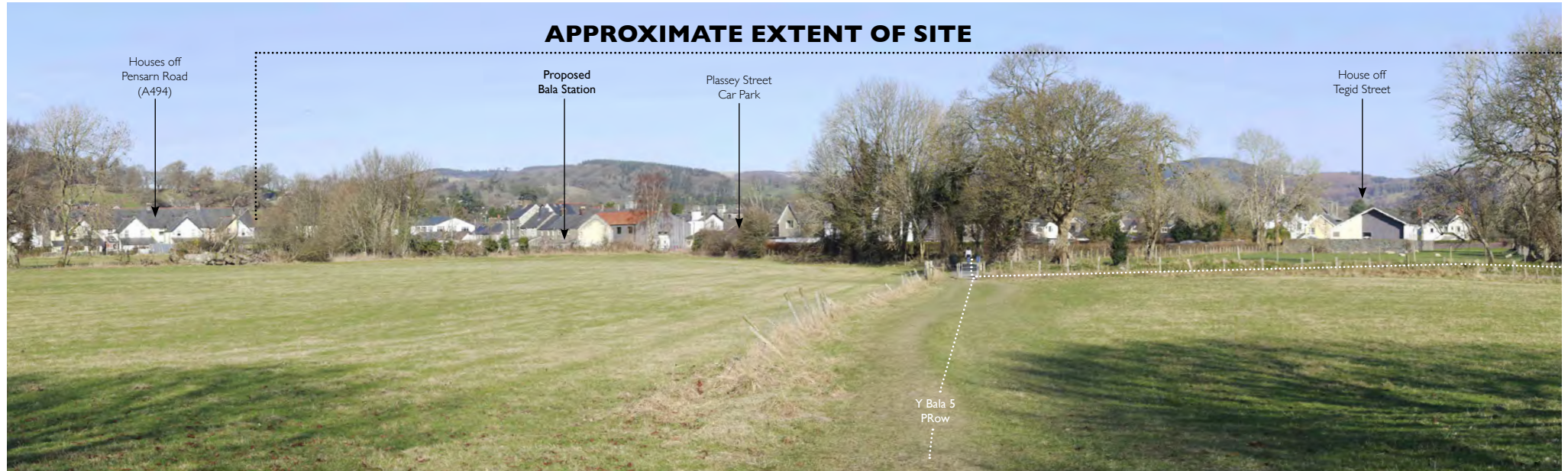
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I 173 806.

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VIEWPOINT II: Y BALA 5 FP PUBLIC RIGHT OF WAY

Date taken: 12th February 2021 Time taken: 12:00 (GMT)

Height of camera: 1.6m

2270S Grid Ref: SH 9251 3554
133

Direction of View: North

Distance to Site: 80m

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I173 806.

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APPROXIMATE EXTENT OF SITE



Y Bala 4
PRow

**Bala Adventure &
Watersports Centre
- adjacent car park**



VIEWPOINT 12: BALA ADVENTURE AND WATERSPORTS CAR PARK, ADJACENT TO Y BALA 4 FP PUBLIC RIGHT OF WAY

Date taken: 3rd August 2020

Time taken: 14:12 (BST)

Height of camera: 1.6m

228 OS Grid Ref: SH 9226 3546
134

Direction of View: North East

Distance to Site: 320m

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I173 806.

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VIEWPOINT 12: BALA ADVENTURE AND WATERSPORTS CAR PARK, ADJACENT TO Y BALA 4 FP PUBLIC RIGHT OF WAY

Date taken: 12th February 2021 Time taken: 12:19 (GMT)

Height of camera: 1.6m

2290S Grid Ref: SH 9226 3546
135

Direction of View: North East

Distance to Site: 320m

VPI3 (SUMMER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I 173 806.

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VIEWPOINT 13: A494 PENSARN ROAD ADJACENT TO JUNCTION WITH ENCIL PERNSARN

Date taken: 3rd August 2020

Time taken: 14:27 (BST)

Height of camera: 1.6m

²³⁰OS Grid Ref: SH 9232 3573
136

Direction of View: East

Distance to Site: 125m

VPI3 (WINTER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
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DSA drawing I 173 806.

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Proposed
Bala Station

APPROXIMATE EXTENT OF SITE

Pensarn Road
(A494)



VIEWPOINT 13: A494 PENSARN ROAD ADJACENT TO JUNCTION WITH ENCIL PERNSARN

Date taken: 12th February 2021 Time taken: 12:25 (GMT)

Height of camera: 1.6m

OS Grid Ref: SH 9232 3573
137

Direction of View: East

Distance to Site: 125m

VPI4 (SUMMER)

Top: 'Technical' view.

Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.

Below: 'Non-technical' view.

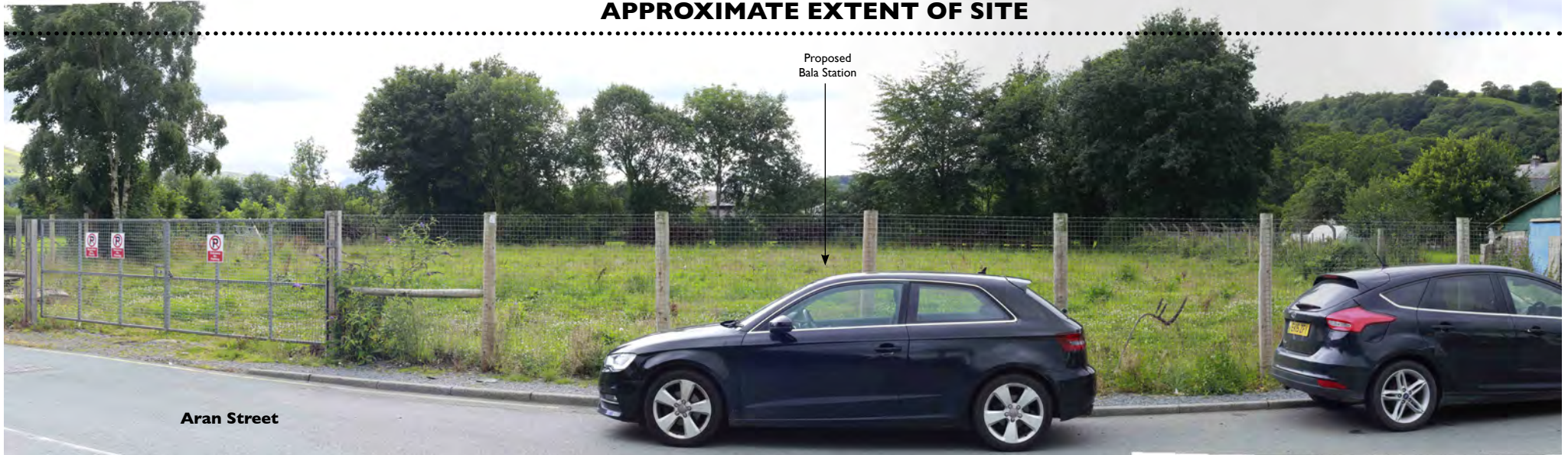
Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to
DSA drawing I173 806.

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APPROXIMATE EXTENT OF SITE



VIEWPOINT 14: ARAN STREET

Date taken: 3rd August 2020

Time taken: 14:44 (BST)

Height of camera: 1.6m

2320S Grid Ref: SH 9251 3576
138

Direction of View: South West

Distance to Site: On site

VPI4A (WINTER)

Top: 'Technical' view.
Scaled (90° x 27° angle of view) and labelled in accordance with Landscape Institute Technical Guidance Note "06/19 Visual Representation of Development Proposals." To be printed at A1 size and viewed at arms length for estimated physical representation of the existing view.
Below: 'Non-technical' view.
Supplied to provide additional context or detail to illustrate and better inform the reader about the view.

Viewpoint Location:
For more detail please refer to DSA drawing I173 806.

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Viewpoint located approximately 15m to the south east to take account of parked camper van considerably altering previous viewpoint location.

APPROXIMATE EXTENT OF SITE



VIEWPOINT 14A: ARAN STREET

Date taken: 12th February 2021 Time taken: 12:36 (GMT)

Height of camera: 1.6m

2330S Grid Ref: SH 9252 3575
139

Direction of View: South West

Distance to Site: On site



PLANNING AND ACCESS COMMITTEE

19 APRIL 2023

ENFORCEMENT NOTICES, LISTED BUILDING ENFORCEMENT NOTICES SERVED UNDER DELEGATED POWERS AND LIST OF COMPLIANCE CASES

SNOWDONIA NATIONAL PARK AUTHORITY

PLANNING AND ACCESS COMMITTEE, 19th of April 2023

ENFORCEMENT NOTICES & LISTED BUILDING ENFORCEMENT NOTICES SERVED UNDER DELEGATED POWERS

Reference	Date Served	Location of Site	Details of Planning Breach	Date Notice Takes effect	Period of Compliance
NP5/62/ENF426	27 th March 2023	Land near Plas Gwynfryn, Llanbedr	<p>Without planning permission, the use of land for the stationing of a static caravan for residential use with associated residential paraphernalia.</p> <p>Required to:</p> <p>Permanently cease the residential use of the land.</p> <p>Permanently cease the use of the land for the siting of a static caravan.</p> <p>Permanently remove the static caravan from the land, including all fixtures and fittings.</p> <p>Remove all electrical, drainage and water equipment used in connection with the static caravan from the land.</p> <p>Permanently remove all other domestic fixtures and fittings from the land including plant pots, satellite dishes, television aerials, gas bottles, domestic refuse bins.</p>	28 th April 2023	Three months

SNOWDONIA NATIONAL PARK AUTHORITY
PLANNING AND ACCESS COMMITTEE, 19th of April 2023
LIST OF COMPLIANCE CASES

New cases

	Reference	Date of initial complaint or Date observed by Compliance Officer	Location of Site	Details of Alleged Planning Breach	Position at time of drafting this report
1	NP3/21/ENF46G	March 2023	Ty'n y Mynydd, Tai'r Cae, Carneddi, Bethesda LL57 3UF	Extension of existing roof to allow for installation of cladding	Letter sent to owner/occupier. No response received
2	NP3/22/ENF22J	February 2023	Ty Coch Farm, Nantlle LL54 6BB	Unauthorised extension and residential use of agricultural building	Site visit carried out.

3	NP4/29/ENFL353	March 2023	3 Machno Terrace, Cwm Penmachno LL24 0SA	Untidy condition of property	Site visit carried out
4	NP5/50/ENF153C	March 2023	The Exchange, 4 Terrace Road, Aberdyfi LL35 0LP	Unauthorised works commenced on site including replacement windows	No planning breach. Works are permitted development. Close file.
5	NP5/50/ENF322E	March 2023	Britannia Inn, 13 Sea View Terrace, Aberdyfi LL35 0EF	Construction of 1st floor canopy without permission	Contact made with the owner and the matter is being discussed.
6	NP5/57/ENF423A	January 2023	Tan Rhiw, Meyrick Street, Dolgellau LL40 0RW	New windows installed without Listed Building Consent	Site visit carried out and contact made with the owner. Matter is being discussed.
7	NP5/57/ENFLB424A	February 2023	Tawelfa, Meyrick Street, Dolgellau LL40 1LR	Unauthorised works carried out to listed building	Contact made with the owner and the matter is being discussed.

8	NP5/69/ENF420	March 2023	The Dingle, Llwyngwrl LL37 2JE	Unauthorised building works in front garden	Contact made with the onwer and the matter is being discussed.
9	NP5/73/ENFLB319A	January 2023	2 Pen Trwyn Garnedd, Maentwrog LL41 3YY	Works being carried out to listed building without planning permission	Letter sent to the owner to arrange a site visit.
10	NP5/76/ENF323S	February 2023	Land at Blaen Cefn, Penrhyndeudraeth LL48 6NA	Construction works being carried out withut planning permission	Site visit carried out. No planning breach identified. Close file.

Awaiting Retrospective Application/Listed Building Consent Application/CLEUD Application

	Reference	Date of initial complaint or Date observed by Compliance Officers	Location of Site	Details of Alleged Planning Breach	Position at time of last committee meeting	Updates since last committee meeting
11	NP4/13/ENF247	February 2020	Land Near Deunant, Capel Curig	Engineering Works, Retaining Walls and Possible Encampment	Discussions on-going with owner. Owner advised on intention to submit retrospective application.	In dialogue with owner/agent. Awaiting submission of an application.

12	NP4/19/ENF62A	November 2022	Land near Tyrau Duon, Sychnant, Conwy. LL32 8BZ	Construction of barn-like structure without planning permission	Contact made with the owner and a site visit carried out.	Expecting an application to be submitted by the end of February.
13	NP5/50/ENFLB59B	20-Jan-2022	14 Glandyfi Terrace, Aberdyfi. LL35 0EB.	Replacement windows to front dormer	Contact made with the owner and currently advising them of their options to resolve this matter.	No further update to report for this committee.
14	NP5/50/ENF635A	January 2023	17 Mynydd Isaf, Aberdyfi, LL35 0PH	Front extension and garage conversion	Letter sent to the owner. No response received as of yet.	Application is being prepared.
15	NP5/65/ENF355B	October 2022	Tyddyn Du, Bontddu, LL40 2UA	Breach of condition 4 of planning permission NP5/65/355B	Contact made with the owner. Matter being discussed.	Application is being prepared.

Retrospective Applications Received

	Reference	Date of initial complaint or Date observed by Compliance Officers	Location of Site	Details of Alleged Planning Breach	Position at time of last committee meeting	Updates since last committee meeting
16	NP2/16/ENF2E	14-Jan-2022	Bryn Awelon, Garndolbenmaen, LL51 9UJ.	Unauthorised engineering works including new track/access road. Untidy nature of land/works.	Correspondence issued to owner to rectify outstanding matters. Awaiting response.	Response received. Next steps being discussed.
17	NP3/15/ENFT202B	14-Sep-2022	Blaen-y-Nant, Nant Peris. LL55 4UL	Unauthorised development of an outbuilding adjacent to existing property	Application submitted. Currently being validated.	Application currently under consideration.
18	NP4/11/ENF100F	March 2021	Tan y Bryn, Pentre Felin, Betws y Coed	Development not built in accordance with approved plans (NP4/11/100F)	Remedial works currently being undertaken to accord with the original approved plans. Site visit required.	Remedial works ongoing to accord with original approved plans. Site to be monitored.
19	NP4/11/ENF396	October 2022	Oakdale, Betws y Coed, LL24 0AR	Extensions not built in accordance with approved plans	Contact made with the owner and a site visit carried out. Awaiting submission of planning application.	Application being assessed.

20	NP4/12/ENF231A	15-Sep-2022	Cae Tacnal, Llanbedr y Cennin, Conwy, LL32 8UR	Extension and possible change of use	Application submitted to cover unauthorised work undertaken. Application currently being validated.	Application under consideration.
21	NP4/26/ENF195C	April 2021	Llwynau, Capel Garmon	Siting of Pod	Further information received. Application currently being validated.	Application under consideration.
22	NP4/26/ENF266W	January 2020	Zip World Fforest, Betws y Coed	Erection of building & creation of footpaths	Site meeting undertaken between Zip World, Planning agent and SNP in March 2022. Awaiting submission of an application following discussions.	Application under consideration.
23	NP5/50ENF597B	Tachwedd 2022	The Cottages, Rhowniar, Tywyn Road, Aberdyfi LL36 9HS	Development not built in accordance with approved plans (NP5/50/597)	Contact made with the owner and the changes are being discussed	Application under consideration.
24	NP5/61/ENF329B	10-Jan-2022	Hafod Wen, Harlech. LL46 2RA.	Unauthorised engineering works	Application received and currently being validated.	Application under consideration.
25	NP5/61/ENF637B	November 2022	Beaumont, Old Llanfair Road, Harlech. LL46 2SS	Engineering works being carried out without planning permission	Contact made with the owner. Awaiting submission of planning application.	Application under consideration.
26	NP5/62/ENF422	June 2021	Ty'r Graig, Llanbedr	New dormer window and erection of outbuilding.	Owner advised that outbuilding is being relocated. Site visit to be undertaken to confirm.	Outbuilding remains in situ. Considering next steps.

27	NP5/64/ENF92F	November 2022	Llain y Pistyll, Llanegryn. LL36 9LN	Static caravan located on site without permission	Application under consideration.	Application approved. Close file
28	NP5/67/ENF335	September 2020	Tarren Y Gesail, Pantperthog	New mountain bike tracks	Application submitted. Currently being validated.	Application invalid.

Awaiting further information or awaiting replies to a Planning Contravention Notice or a Section 330 Notice

	Reference	Date of initial complaint or Date observed by Compliance Officers	Location of Site	Details of Alleged Planning Breach	Position at time of last committee meeting	Updates since last committee meeting
29	NP3/12/ENF191	June 2021	Castell Cidwm, Betws Garmon	Untidy condition of land.	In dialogue with owner / agent. Awaiting submission and further details.	No further update for this committee.
30	NP3/15/ENF4J	November 2022	2, Mur Mawr, Llanberis, Caernarfon, LL554TG	Use of outbuildings as holiday let without planning permission	Contact made with the owner. Case being discussed.	No further update for this meeting.

31	NP4/11/ENF397	April 2021	Land to West of A470(T) junction with A5 near Waterloo Cottage, Betws y Coed	Use of land for camping with associated structures	Owner of the land has advised that the structures are to be removed from the site. Site visit required and further correspondence to owner following visit.	Further site visit undertaken. Further correspondence issued to owner following site visit. Awaiting response. No further update for this committee.
32	NP4/16/ENF405	March 2018	Land Opposite Tan y Castell, Dolwyddelan	Dumping of Building Material and Waste	Case being referred to the Authority's solicitor.	No further update for this committee.
33	NP4/19/ENF4E	July 2022	Gwern Borter Cottage, Rowen	Breach of planning condition of planning consent NP4/19/4E	Correspondence issued to owner and response received. In dialogue with owner to arrange site meeting. Awaiting response.	No response received to recent communication. Further correspondence issued in April 2023.
34	NP4/26/ENF97J	December 2020	Maes Madog, Capel Garmon	Erection of hot tub structure, outbuilding and alterations to drive entrance.	In dialogue with owner. Discussions on-going.	No further update for this committee.
35	NP4/26/ENF338B	January 2023	Bron Heulog, Capel Garmon. LL26 0RW	Untidy condition of property	Looking into possibility of issuing s215 notice.	S215 being considered.

36	NP4/26/ENF343A	October 2022	Hafodty Gwyn, Pentrefoelas, Betws y Coed	Use of Static Caravan on Site	No further update for this committee	PCN has been sent and returned. Assessing the responses.
37	NP4/29/ENF10G	07-Jan-2022	The Machno Inn, Penmachno. LL24 0UU	Untidy nature of land and unauthorised development of out-building	Community council have advised of correspondence with owner on the matter. Owner advised of intention to improve condition of the land. Site to be monitored.	Site visit to be undertaken to ascertain any improvement at the site. Owner has been in contact with the Authority outlining potential improvement works to the building. Next steps to be discussed.
38	NP4/29/ENF191A	09-May-2022	Swch, Cwm Penmachno. LL24 0RS	Stationing of caravan to the rear of property	Correspondence issued and in dialogue with owner. Discussions on-going.	Conwy Council have advised of the serving of an Emergency Prohibition Order on the caravan in November 2022 – to prohibit the use of the caravan for human habitation.
39	NP4/29/ENF514	October 2021	Llys Meddyg, Penmachno	Creation of New Access	Height of the access/gate reduced in line with the Authority's request. Discussions on-going.	Considering the expediency of case.

40	NP4/32/ENF97B	22-Mar-2022	Land adjoining Dyffryn, Crafnant Road, Trefriw. LL27 0JY	Use of land as campsite	It is evident engineering works have taken place to widen an access to the land and to create an access track into the field. A further visit is scheduled to take place to ascertain the extent of the works currently being undertaken.	Requisition for Information under Section 330 served July 2022. Response received and under consideration. Discussions on-going.
41	NP4/32/ENFL229A	February 2023	4 Rhiwlas Villas, Trefriw, LL27 0TX	Untidy condition of site.	Letter sent to owner. No response received as of yet.	
42	NP5/50/ENF144C	09-Dec-2021	Crychnant, Aberdyfi, LL35 0SG	Work not in accordance with approved plans NP5/50/144C	Further correspondence issued to owner. Awaiting response.	Response received from owner. Discussions on-going.
43	NP5/50/ENF152A	August 2021	Bryn Awelon, Aberdyfi	Two Sheds being used as Holiday Accommodation	Further contact made with the owner in relation to the submission of an application in February 2022. Awaiting response.	No further update to this committee.
44	NP5/54/ENFL246	06-Apr-2022	Capel Siloh, Bryn Coed Ifor, Rhydymain. LL40 2AN	Breach of Condition 5 attached to Planning Permission NP5/54/L246.	Correspondence issued to owner beginning of October 2022.	Correspondence issued to owner January 2023. Awaiting response. No further update to this committee.

45	NP5/54/ENF445B	January 2023	Former Public Toilets, Rhydymain, LL40 2DE	Unauthorised change of use from public toilet to holiday let	Site meeting carried out. Matter being discussed.	No further update to report at the moment.
46	NP5/56/ENF165	October 2020	Land to west of A487, Pantperthog, SY20 9AT	Engineering works	No further contact has been made with the owner and further enquiries continue. Site is monitored and no further works have taken place.	Site continues to be monitored.
47	NP5/57/ENF1071E	March 2021	Bryn y Gwin Farm, Dolgellau	Engineering works	Further contact made with the owner in January 2022.	No further update to report for this committee.
48	NP5/57/ENFLB158D	09-May-2022	Stag Inn, Bridge Street, Dolgellau. LL40 1AU	External flue	Deadline for response by owner passed. Next steps to be discussed.	Enforcement notice currently being drafted for the removal of the external flue.
49	NP5/58/ENF19L	April 2021	Sarnfaen Farm Campsite, Talybont	Stationing of pods without planning permission	Response to correspondence received. Owner advised on intent to co-operate and remove pods from site. Site to be monitored.	Site visit to be undertaken in April 2023 to confirm that pods have been removed from the site.
50	NP5/58/ENF58G	November 2019	Bryn y Bwyd, Talybont	Engineering Works and Possible Siting of Caravan/Chalet	Response received from owners and discussions are ongoing	Correspondence issued to agent. Awaiting response. Next steps being discussed.

51	NP5/58/ENF434D	February 2021	Ty'n y Pant, Dyffryn Arduwy	Stationing of touring caravans and untidy condition of land	<p>Planning Contravention Notice served March 2022. An agent has been appointed and replies to the Notice expected by the 9th May 2022.</p> <p>Replies to the Planning Contravention Notice have been received and reviewed. Correspondence continues with the owner. A further site visit was undertaken at the beginning of November to assess the current situation on the land and further discussions are scheduled to take place with the Authority's Solicitor.</p>	An Enforcement Notice is currently being drafted.
52	NP5/58/ENF600C	January 2023	Ferndale, Dyffryn Arduwy. LL44 2BH	Development not built in accordance with approved plans under permission NP5/58/600C (ridge height higher)	Contact made with the owner. Matter being discussed.	Site visit carried out. Matter being discussed further with the agent.
53	NP5/58/ENF616	December 2018	Land adjacent Coed y Bachau, Dyffryn Arduwy	Siting of Static Caravan used for Residential Purposes	Requisition for Information under Section 330 served May 2022. Awaiting replies.	Correspondence has been received and currently being assessed.
54	NP5/61/ENF52F	February 2023	Land off Pencerrig Estate, Old Llanfair Road, Harlech.	Earth works being carried out without planning permission	Contact made with the owner. Matter being discussed.	No planning breach here. Close file.

55	NP5/61/ENF151D	December 2022	Land at rear of Morfa Garage, Harlech. LL46 2UW	Untidy condition of land being used as scrapyard	Letter sent to the owner. Awaiting response.	No further update for this committee
56	NP5/63/ENF281	October 2022	Gorseddau, Cwmtirmynach, Y Bala	Building and Engineering Works being carried out	Letter sent to owner/occupier. No response received as yet.	No further update for this committee.
57	NP5/65/ENF115A	October 2019	Land at Hengwrt, Llanelltyd	Dumping/Storage of Mattresses and Carpets	A Planning Contravention Notice has been served. Replies received and currently being considered. NRW have initiated prosecution proceedings and a trial was due to take place in Cardiff on the 6 th June 2022.	NRW prosecution proceedings heard in February 2023. A guilty plea was given by the defendant to the charges relating to the deposit of waste. Sentencing has been deferred until 1 st September 2023 to provide time for the defendant to raise funds to clear the site.
58	NP5/68/ENF195B	October 2022	13 Garreg Frech, Llanfrothen, LL48 6BZ	Untidy condition of the property	Letter sent to the owner. Awaiting response.	S215 notice being considered.

59	NP5/70/ENF81H	19-Apr-2022	Cefn-y-Meirch, Rhosygwaliau. LL23 7EY	Agricultural shed being converted into habitable accommodation and static caravan being used as residential accommodation.	Correspondence issued to owner in January 2023. Awaiting response.	Site meeting undertaken in February 2023. Currently assessing the information and details from the site visit to determine whether there is a breach of planning control.
60	NP5/77/ENF356	February 2023	Bryn yr Aur, Talsarnau. LL47 6UH	Installation of ground mounted solar panels without planning permission	Contact made with the owner who has been asked to remove the solar panels. Alternative options being discussed.	Solar panels removed from site therefore no planning breach here. Close file.

Cases where formal action is being considered/has been taken.

	Reference	Date of initial complaint or Date observed by Compliance Officers	Location of Site	Details of Alleged Planning Breach	Position at time of last committee meeting	Updates since last committee meeting

61	NP5/50/ENF562P	July 2020	62 Plas Panteidal, Aberdyfi	Extension to decking Area	A retrospective planning application has been received on the 30th of June 2021 and currently being considered.	Application refused. Site visit to be undertaken to determine if unauthorised decking has been removed. Next steps to be discussed following visit.
62	NP5/55/ENFL142A	June 2017	3 Glandwr, Brynchrug	Untidy Condition of Property	<p>Section 215 Notice served on the 18th February 2019. No appeal has been forthcoming, therefore the Notice has taken effect. The Notice must be fully complied with by the 22nd January 2020.</p> <p>A recent site visit has taken place where it was noted the Notice had not been complied with.</p> <p>A letter has been written to the owner advising that to avoid further proceedings they must comply with the requirements of the Notice imminently.</p> <p>A further site visit has taken place where it was noted the requirements of the Section 215 Notice have not been complied with.</p> <p>Prosecution proceedings to be initiated and instructions sent to the Authority's Solicitor.</p>	<p>Following further investigations, a possible contact address has been found.</p> <p>A letter has been hand delivered to this address and although no one was present at delivery, it was confirmed the owner of 3 Glandwr does reside at the address provided.</p> <p>No response has been received. Therefore a further letter has been hand delivered to the address in question, with a response required within 21 days.</p> <p>3 Glandwr has been placed on Gwynedd Council's Empty Property Management group priority list.</p>

63	NP5/57/ENF205K	May 2021	Fronolau Hotel, Dolgellau	External Alterations and Creation of Six Self-Contained Residential Units	<p>Retrospective planning application submitted for the external alterations to the hotel which has been refused.</p> <p>It has become apparent the hotel building has been sub-divided into 6 separate units. Contact made with the owner and their agent and a Planning Contravention Notice has been served and responses received.</p> <p>An Enforcement Notice was served on the 26th January 2022 for the material change in use of the land from a C1 use as a hotel to a C3 use, and operational development consisting of external alterations to create six individual self-contained residential units comprising two 3 bedroom cottages and four 3 bedroom flats. The requirements to comply with the Notice state to revert the use of the Land to C1 – hotel use.</p>	<p>An Enforcement Notice Appeal has been lodged and the process has commenced with PEDW (Planning and Environment Decisions Wales). The Authority's statement of case has been submitted and final comments received.</p> <p>Awaiting a formal decision from PEDW.</p>
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64	NP5/58/ENF144K	December 2018	Land at Tan y Coed, Talybont	Siting of Static Caravan used for Residential Purposes	Contact made with the owner of the land. Site meeting taken place where the siting and use of the caravan was discussed. Owner currently considering their options to regularise the situation. A Planning Contravention Notice has been served to ascertain further details about the use of the caravan. Replies have been received and currently being assessed.	A CLEUD application has been submitted March 2023 and currently under consideration.
65	NP5/62/ENF426	April 2021	Land near Plas Gwynfryn, Llanbedr	Stationing of static caravan	Appeal being validated by PEDW – awaiting further information.	Appeal dismissed – Enforcement Notice served on the 27 th March 2023.

Listed Building Cases

	Reference	Date of initial complaint or Date observed by Compliance Officers	Location of Site	Details of Alleged Planning Breach	Position at time of last committee meeting	Updates since last committee meeting
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66	NP5/54/ENFLB33M	January 2020	Nannau Hall, Llanfachreth	Poor Condition of Building	<p>It has been brought to the Authority's attention that the lead from the roof of the building has been removed and that the overall condition of the building is deteriorating rapidly.</p> <p>Despite contacting the owner about the deteriorating condition, no repair works have been undertaken and the condition of the building continues to deteriorate.</p> <p>External and internal inspections have now been undertaken. Currently in discussion with conservation consultants/roofing specialists in relation to the type of works required which will safeguard the integrity of the building.</p> <p>Plas Nannau has been placed on Gwynedd Council's Empty Property Management group priority list.</p>	<p>In December 2022 a site meeting took place with a conservation roofing contractor to provide an assessment of what immediate works are required to prevent further water ingress into the building and to provide guidance in respect to how much this work may cost.</p> <p>In the Autumn CADW announced an Historic Buildings Grant for urgent works to listed buildings at risk, with the grant being available to LPAs to assist with:</p> <ul style="list-style-type: none"> • Costs associated with preparing relevant Urgent Works Notices. • Works carried out in default. • Possible funding to meet the costs of serving other statutory notices such as Section 215 Notices
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					<p>Whilst there are other listed buildings at risk within the National Park, given Nannau's grade II* status and that its within a Registered Historic Park & Garden, its prominence in the landscape and the significant and rapid decline due to the loss of the lead from the roof, the Authority have made an expression of Interest application to CADW in relation to this grant. The deadline to submit any interest was on the 23rd December 2022 and the Authority currently await a response to this.</p> <p>If the Authority are successful in the initial assessment, then further details will need to be submitted to CADW before any decision on whether funding will be provided is announced.</p>
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67	NP5/54/ENFLB210D	December 2022	Caerynwch, Brithdir, Dolgellau LL40 2RF	Unauthorised works to curtilage buildings of a Listed Building	Contact made with the owner and a site meeting has been arranged.	Site meeting carried out and currently reviewing the unauthorised works which appear to have been carried out.
68	NP5/57/ENFLB341A	December 2022	Bryn House, Cader Road, Dolgellau LL40 1RS	Alterations to windows of listed building	Contact made with the owner and a site meeting has been arranged.	Site meeting carried out and discussions held. Owner to submit an LBC application.
69	NP5/57/ENFLB470C	January 2021	4 Maes Caled, Dolgellau, LL40 1UF	Unauthorised external and internal works to building	Site visit carried out where it was confirmed unauthorised works had taken place.	Discussions ongoing with the owner and agent to rectify matters. Awaiting response.
70	NP5/66/ENFLB32D	November 2020	Ty Mawr, Llanfair	Internal works being undertaken.	Letter sent to the property. Response received and works discussed with the owner. Site visit to be carried out. Site visit carried out. Application submitted but invalid.	In dialogue with agent/applicant with regards to submitted invalid application.
71	NP5/69/ENFLB326A	September 2018	Ty Gwyn, Llwyngwrlil	External and internal Alterations to a Listed Building	Contact being made with the agent to ascertain whether a listed building consent application will be forthcoming.	No further update to this committee.
72	NP5/73/ENFLB280A	April 2022	Ysgubor Hen, Tan y Bwlch, Maentwrog	External works to dormers of the listed building	In dialogue with owner on the submission of a Listed Building Consent application.	Awaiting submission of an LBC application.

73	NP5/77/ENFLB60H	October 2022	Maes y Neuadd Hotel, Talsarnau	Works being carried out	Site visit carried out and discussions had with the owner.	Awaiting submission of a Listed Building consent application.
74	NP5/78/ENFLB55	February 2023	Tyddyn Mawr, Bronaber	Significant works undertaken to the gable end.	Site visit undertaken.	In dialogue with the owner and CADW about the way forward to remedy the situation.



PLANNING AND ACCESS COMMITTEE
19 APRIL 2023

SECTION 106 AGREEMENTS

**SNOWDONIA NATIONAL PARK AUTHORITY
PLANNING AND ACCESS COMMITTEE, 19 APRIL 2023**

SECTION 106 AGREEMENTS

Rhif	Application No.	Date application was received	Location	Development	Present Position
1.	NP2/16/451B	18/12/2022	Land adjacent to Pen-y-Bryn, Penmorfa. LL49 9SB	Construction of a single two storey affordable, local occupancy dwelling, formation of new vehicular access and associated landscaping	Draft with applicant for consideration
2.	NP3/12/12G	04/04/2022	Plas-y-Nant, Betws Garmon. LL54 7YR	Change of use from hotel (Use Class C1) to residential (Use Class C3) and erection of two storey side extension	With SNPA solicitors drawing up draft
3.	NP4/11/337D	23/07/2022	Hendre Farm, Betws y Coed, LL24 0BN	Construction of new affordable dwelling and installation of associated foul water disposal	Awaiting relevant details from applicant to commence drafting.
4.	NP4/11/398	07/07/2021	Land to rear of Medical Surgery, Betws-y-Coed.	Erection of 5 two storey affordable dwellings with associated landscaping, access and carparking	With Solicitors for signing
5.	NP5/55/L140E	03/06/2021	Capel Bethlehem, Bryncreug. LL36 9PW	Change of use of chapel to form one 1 bed roomed and one 5 bed roomed dwelling	Draft sent to applicant.
6.	NP5/61/632	12/03/2021	Merthyr Isaf, Hwylfa'r Nant, Harlech. LL46 2UE.	Residential development of seven units, 2 affordable and 5 open market dwellings comprising three pairs of semi-detached dwelling and one detached dwelling, formation of new vehicular access and associated landscaping	Agreement being signed
7.	NP5/65/2B	04/03/2021	Beudy Uchaf Hirgwm, Maes y Clawdd, Bontddu. LL40 2UR	Conversion of barn to dwelling and associated works including installation of septic tank and diversion of public footpath	Details sent to solicitor to draft agreement. Requested update 11.01.2023

8.	NP5/65/L302D	25/08/2020	Wern y Pistyll, Bontddu. LL40 2UP	Conversion and extension of barn to dwelling including installation of septic tank, retrospective consent for access track to building and engineering works to create hardstanding / parking area around the building, temporary siting of static caravan and construction of compensatory bat roost.	Awaiting solicitor details from the applicant. Reminder sent 11.01.2023
9.	NP5/72/25H	22/02/22	Gwern-y-Genau, Arenig, Bala.	Conversion of outdoor pursuits centre into dwelling	Waiting Land Registry details from applicant

Number of applications on committee list 08 March 2023 = 8

**APPLICATIONS SUBJECT TO A SECTION 106 AGREEMENT AND WHICH HAVE BEEN COMPLETED SINCE
PLANNING & ACCESS COMMITTEE
08 MARCH 2023**

Application No.	Location	Development
NP5/70/146A	Moel-y-Ddinas, Rhosygwaliau.	Conversion and rebuilding of former dwelling to affordable local needs dwelling together with formalising vehicular access

**APPLICATIONS SUBJECT TO A SECTION 106 AGREEMENT WHICH HAVE BEEN REFUSED, WITHDRAWN, OR
DISPOSED, OR WHERE AN AGREEMENT IS NO LONGER NECESSARY SINCE PLANNING & ACCESS
COMMITTEE 08 MARCH 2023**

Application No.	Location	Development



PLANNING AND ACCESS COMMITTEE

19 APRIL 2023

OUTSTANDING APPLICATIONS WHERE MORE THAN 13 WEEKS HAVE ELAPSED

SNOWDONIA NATIONAL PARK AUTHORITY

PLANNING AND ACCESS COMMITTEE 19 APRIL 2023 OUTSTANDING APPLICATIONS WHERE MORE THAN 13 WEEKS HAVE ELAPSED

In Discussion with Agent / Applicant

NP5/58/363H	04/10/22	Nant Eos, Dyffryn Ardudwy. LL44 2HX	Conversion to Open Market Dwelling unit and installation of sewage treatment plant (Repeat application),
NP5/61/T558D	19/04/21	Former Tabernacl Chapel, High Street, Harlech. LL46 2YB	Conversion of former car showroom & basement car parts shop to convenience store on ground and basement, creation of 2 flats on first floor (Open market) together with the removal of existing unauthorised UPVC windows and replace with timber slimline double-glazed windows.
NP5/78/91B	04/01/22	Wern Gron, Trawsfynydd. LL41 4UN	Conversion and change of use of barn to form an affordable dwelling and a short term holiday letting unit including installation of septic tank and associated works.

Awaiting Amended Plans

NP3/12/126C	20/09/22	Bron Fedw Uchaf, Rhyd Ddu. LL54 7YS	Conversion and change of use of rural outbuildings to 3 holiday letting units, erection of bat barn, alterations to existing vehicular access and associated works.
NP5/73/424A	28/09/20	Cilderi, Tan y Bwlch. Maentwrog. LL41 3YU	Erection of double garage, retrospective application for extension to curtilage, retention of stone terracing and engineering works.
NP5/75/68B	15/09/21	Land opposite Maesteg, Pennal. SY20 9DL	Erection of five affordable dwellings together with associated access, parking and landscaping,

Awaiting Bat Survey

NP5/65/372	31/10/22	4 Cysgod y Celyn, Llanelltyd. LL40 2TA	Single storey front extension including construction of short length of boundary stone wall with gate access
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Awaiting Ecology Information

NP5/68/235	03/11/22	Land adjoining Garreg Frech, Llanfrothen. LL48 6BZ	Erection of 8 dwellings and formation of new vehicular and pedestrian access
NP5/78/572	06/07/22	Land at Mynydd Bach, Trawsfynydd. LL41 4TR	Installation of 30m high lattice tower supporting 9 no. antennas, 6 no. transmission dishes, 6 no. equipment cabinets, 1 no. meter cabinet, together the siting of a generator and associated fuel tank, formation of a hardstanding area, construction of a gabion wall, and formation of a fenced compound

Awaiting Details from Agent / Applicant

NP3/21/T78	20/10/22	Old Barn, Ty'n-y-Maes, Nant Ffrancon, Bethesda. LL57 3LX	Use of semi-derelict outbuilding to house biomass store and boiler.
NP4/26/266Y	12/07/22	Zip World Fforest, Llanrwst Road, Betws y Coed. LL24 0HX	Creation of hardstanding for the siting of seasonal containers, proposed siting of tepee for group activities, and retrospective application to retain forest coaster pathway, forest coaster bridge, tree hopper shelter, camera kiosk, booking kiosk, snack shack, tree safari kit-up store and shelter, tree top nets-tree houses, water tank shed, staff rest shelter, forest slide, forest nets kit-up building, plummet kit-up building.
NP5/54/585	21/12/22	Land at Ty Newydd-y-Mynydd, Rhydymain.	Installation of a 50m high lattice tower supporting 6 antennas, 4 transmission dishes, and installation of 2 ground based equipment cabinets, 1 meter cabinet, and ancillary development including the siting of a generator and associated fuel tank, formation of a hardstanding area, formation of new access track, and construction of a 1.1m high fenced compound.
NP5/58/629	29/01/20	Land between Plas Meini & Swyn y Mor, Dyffryn Ardudwy. LL42 2BH	Outline permission for the erection of 2 open market and 2 affordable dwellings. integral garages and formation of new vehicular access on to the A496.
NP5/61/329B	29/06/22	Hafod Wen, Harlech. LL46 2RA	Erection of new single storey garden room on existing concrete slab and associated landscape works
NP5/62/T143B	05/10/22	Tanws Wern Gron, Llanbedr. LL45 2PH	Restore, extend and convert old mill into dwelling, formation of curtilage, and installation of underground septic tank.
NP5/70/166	25/02/22	Ysgubor Esgeiriau, Rhosygwaliau. LL23 7ET	Conversion and change of use of redundant farm building, access track and installation of package treatment plant for use as short term holiday accommodation as part of farm diversification project,
NP5/71/117F	06/06/22	Land at Pant-y-Ceubren, Llanuwchllyn. LL23 7DD	Erection of two storey detached dwelling for agricultural worker, construction of detached garage, and installation of septic tank,
NP5/72/65H	01/07/22	Plas Moel y Garnedd Caravan Park, Llanycil. LL23 7YG	Change of use of improvement grassland and redundant buildings to extend area of existing caravan park, relocation of nine pitches including associated roads, paths and landscaping,
NP5/73/26C	06/10/22	Utica, Gellilydan. LL41 4DU	Change of use of land to external storage yard (Resubmission)
NP5/74/181A	05/10/22	Barn at Bryn Cleifion Hall, Mallwyd, SY20 9HW	Conversion of barn to residential and installation of septic tank
NP5/77/336G	12/08/22	Land at Cilfor, Llandecwyn.	Discharge Condition Nos. 4 (Construction Traffic Management Plan) & 11 (Foul Water Drainage Scheme) and part of Condition No.5 (Construction Traffic Management Plan & Peat Management Plan) attached to Planning Consent NP5/77/336B dated 24/09/2021.

Re-Consultation

NP2/11/427A	21/12/22	Bwthyn Gwyn, Beddgelert. LL55 4NB	Removal of existing conservatory and construction of single storey side extension, alterations to front porch and construction of two dormers to rear elevation,
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NP2/16/416C	15/12/22	Argoed, Garages Site, Garndolbenmaen. LL51 9RX	Construction of two storey detached dwelling,
NP4/11/405	05/12/22	Swallow Falls Hotel, Betws y Coed. LL24 0DW	Refurbishment works including external alterations, retention of 3 glamping pods, 4 replacement static caravans, installation of electric vehicle charging points, 6 caravan/motorhome parking bays, replacement sewage treatment plant, creation of new bat roost and other service infrastructure.
NP5/50/743	06/04/22	Braich Gwyn, Aberdyfi. LL35 0RD	Conversion of barn to dwelling including construction of a extension, and installation of package treatment plant
NP5/51/456B	11/11/22	Cae Mur Hywel, Caerdeon, Barmouth, LL42 1DZ	Re-building old agricultural buildings for uses ancillary to Cae Mur Hywel
NP5/64/190	12/10/22	Land at Ffridd Bryn Coch, Llanegryn. LL36 9UG	Installation of a 20m high lattice tower supporting 6 no. antennas, 4 no. transmission dishes, 2 no. equipment cabinets, 1 no. meter cabinet and ancillary development thereto including a generator and associated fuel tank, a hardstanding area, a new access track and a 2.4m high fenced compound with gabion wall

Awaiting Ecology Information / Response

NP5/57/1174	27/10/21	Land adjoining Penmaen Ucha, Penmaenpool. LL40 1YD	Construction of rural enterprise dwelling, garage, new driveway and vehicle access.
NP5/75/264	20/10/22	Layby on A493 to east of Pennal.	Layby on A493 to east of Pennal Widen, resurface and extend existing access ramp from roadside layby to forest block. Construct track of approximately 100m in length including turnaround at end of track.

Further details from applicant under consideration

NP5/73/423B	29/04/22	Y Felin Lifio, Tan y Bwlch, Maentwrog. LL41 3YU	Conversion of outbuilding into annex accommodation
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Awaiting HRA Appropriate Assessment

NP3/15/202C	05/12/22	Blaen y Nant, Nant Peris. LL55 4UL	Retrospective planning application for the erection of an outbuilding that includes a workshop, storage and office space
NP5/57/558D	07/07/22	Frongoch Old Power House, Plas y Brithdir, Dolgellau. LL40 2PW	Amendment to NP5/57/558B to include alterations to roof including minor increase in height, installation of 4 rooflights and bat house (mitigation).,
NP5/57/1167A	08/03/22	Ty'n-y-Bryn, Dolgellau. LL40 1TD	Construction of two storey extension, retention of alterations to existing access, and retention of outbuilding
NP5/62/423	13/07/22	Coed Hafod y Bryn, Llanbedr	Alterations to existing access to Coed Hafyd y Bryn to include widening the access from 3.3m to 4.2m,
NP5/62/434	14/11/22	Ty Capel Moriah, Llanbedr, LL45 2LE	Alterations to existing chapel house including construction of new link to associated vestry, installation of rooflights to vestry roof, and change of use of vestry and garden area to residential,
NP5/65/274H	24/03/22	Maes Hyfryd, Llanelltyd. LL40 2HF	Construction of a steel framed building on existing hardstanding for the purpose of housing agricultural machinery, animal feed and fertiliser

NP5/65/330C	24/06/22	Hafod Fach, Llanelltyd. LL40 2HB	Demolish existing dwelling and construction of new dwelling, and replace septic tank with new package treatment plant.
NP5/65/367A	22/03/22	Dolfawr, Llanelltyd. LL40 2HD	Construction of single storey building for use as commercial cattery.
NP5/69/113N	07/11/22	Llanfendigaid, Rhoslefain. LL36 9LS	Change of use of old mill into office and storage space
NP5/72/248	05/04/22	Land near Boch y Rhaidr, Arenig, Bala. LL23 7PB	Two holiday units and installation of package treatment plant
NP5/78/19E	07/12/22	Hendre, Cwm Prysor, Trawsfynydd, LL41 4TR	Construction of agricultural building for indoor manure storage on the site of an existing slurry pit
NP5/78/482B	27/06/22	Y Goppa, Trawsfynydd. LL41 4TN.	Erection of steel framed shed for agricultural storage purposes,

Awaiting Flood Consequences Assessment

NP5/61/580M	10/11/22	Land to rear of Nant-y-Mynydd, Hwylfa'r Nant, Harlech.	Erection of an affordable detached dormer bungalow,
NP5/61/647	05/12/22	Ty'n y Gwater, Harlech. LL46 2UW	Demolition of existing buildings and construction of a new detached two storey rural enterprise dwelling,

Total applications on list = 44

Total applications on list Committee 08 March 2023 = 40



PLANNING AND ACCESS COMMITTEE
19 APRIL 2023

DELEGATED DECISIONS

SNOWDONIA NATIONAL PARK AUTHORITY

PLANNING AND ACCESS COMMITTEE 19 APRIL 2023

DELEGATED DECISIONS

Applications Approved

	Application No.	Proposed	Location	Decision Date	Case Officer
1.	NP2/16/447A	Installation of 20m high monopole mast with 3 antennas, 3 equipment cabinets and ancillary development	Land forming part of Pen y Gaer Farm, Mynydd Glas, Garndolbenmaen. LL51 9UQ	14/03/23	Mr Richard Thomas
2.	NP4/11/58H	Change of use from domestic outbuildings into a café (Use class A3) and associated children's soft play area	Royal Oak Farmhouse, Betws-y-Coed. LL24 0AH	28/02/23	Mr Richard Thomas
3.	NP4/11/76U	Removal of Condition No.4 attached to Planning Consent NP4/11/76T dated 09/04/2021 to allow for the permanent use of a building as an outdoor catering outlet and the permanent siting and use of 4 outdoor catering pods	Glan Aber Hotel, Holyhead Road, Betws-y-Coed. LL24 0AB	15/02/23	Mr Richard Thomas
4.	NP4/13/257	Construction of three single storey timber framed open sided outdoor classrooms	Plas-y-Brenin, Capel Curig. LL24 0ET	16/03/23	Mr Richard Thomas
5.	NP4/16/341F	Non-material amendment to Planning Approval NP4/16/341E dated 15/03/2022 to allow painted render in place of stone to external elevations	Bodegroes, Dolwyddelan. LL25 0JD	14/03/23	Mr Richard Thomas
6.	NP4/26/71A	Construction of single storey storage shed	Ty'n y Bwlch, Capel Garmon. LL26 0RP	22/02/23	Mr Richard Thomas
7.	NP4/32/295A	Installation of 3500 litre oil tank for domestic heating and external domestic heating boiler	Cysgod Y Mynydd, Jubilee Road, Trefriw, LL27 0SQ	21/02/23	Mr Richard Thomas
8.	NP4/32/329G	Installation of 20 panel ground 8KW mounted photovoltaic array and associated infrastructure	Gelli Newydd, Trefriw, LL27 0QA	21/02/23	Mr Richard Thomas

9.	NP5/50/744	Formation of 12m x 12m hardstanding with power and water supply	The Compound near the Boat Yard, Penrhos, Aberdyfi.	21/03/23	Ms. Sophie Berry
10.	NP5/55/21E	Retrospective application to retain extension to agricultural building	Tynllwyn Hen, Brynchrug. LL36 9RE	28/02/23	Mrs. Iona Roberts
11.	NP5/57/LB176C	Listed Building Consent for external works including code 4 leadwork to North chimney, restore 'cerrig diddos' details, from steep slate flaunching capping detail refix pots, replace slate vent with 'Klober' East slope, replace 3 no upvc windows with vertical sliding traditional sash windows W8, W5, W3, plaster area identifying past extension removed and re-pointed with hot mix lime West elevation. Alterations to shopfront with 2 panel traditional details, restore timber pilasters on slate plinths, alterations to steps removal of concrete include architectural slate slab steps to entrance, restore doors and rectangular glazed metal framed lattice pattern fanlight to match existing and removal of satellite, wire and cable and associated security alarm system	5 Eldon Row, Eldon Square, Dolgellau. LL40 1PY	24/02/23	Ms Eleanor Carpenter
12.	NP5/57/LULB425M	Application for Certificate of Lawful Use (Existing Use) to establish the lawful use for part of the first floor and the second floor (residential use (C3) comprising two flats in total).	Mervinian House, Meyrick Street, Dolgellau. LL40 1LN	09/03/23	Ms Eleanor Carpenter
13.	NP5/58/18Z	Erection of a flood defence wall to a height of 1.1 metres extending along the North/North-Eastern boundary of Barmouth Bay Holiday Park adjacent to the River Ysgethin	Barmouth Bay Holiday Park, Ffordd Glan-Mor, Talybont. LL43 2BJ	22/02/23	Mr Aled Lloyd

14.	NP5/58/647A	Erection of single storey side and two storey rear extension & new front porch and associated external works	Ty Isaf, Talybont. LL43 2AS	15/03/23	Mr Aled Lloyd
15.	NP5/61/548B	Demolition of conservatory and erection of single storey side extension (Revised application)	Ynys y Niwl (Buckland), Old Llanfair Road, Harlech. LL46 2SS	15/03/23	Mr Aled Lloyd
16.	NP5/61/649	Construction of split-level dwelling (open market)	Land to rear of Dol Aur, Old Llanfair Road, Harlech. LL46 2SS	09/03/23	Mr Aled Lloyd
17.	NP5/61/659	Alterations to widen existing vehicular access by 1.3metres	Eryl Y Mor, Heol Y Bryn, Harlech, LL46 2TU	22/03/23	Mr Aled Lloyd
18.	NP5/61/68H	Discharge Condition 4 attached to Planning Permission NP5/61/68G dated 30/06/2022 for the submission of compensatory / biodiversity enhancement measures	Plas Amherst, Harlech. LL46 2RA	22/02/23	Mr Aled Lloyd
19.	NP5/62/6D	Replacement of existing timber windows with Upvc windows (8 on front, 4 on side and 6 on rear elevation)	Ty Mawr Hotel, Llanbedr. LL45 2NH	15/03/23	Mr Aled Lloyd
20.	NP5/63/LU282	Certificate of Lawful Use (Proposed Use) for replacement concrete primary settlement tank (9.4m x 4.5m), two adjacent dark green steel and GRP submerged aerated filter units (3.6m, x 5.5m x 11.0m, dark green coated steel sludge tank (5.5m x 5.5m), dark green GRP motor control centre (3.0m x 4.0m x 12.0m), below ground concrete primary settlement tank de-sludge pumps (1.0m x 2.0m, x 2.5m), and concrete distribution chamber (2.3m x 2.4m x 3.4m)	Bala Wastewater Treatment Works Site, Bala	13/03/23	Mr. Dafydd Thomas

21.	NP5/64/92F	Retrospective permission for the siting of caravan for the storage of belongings for a temporary period whilst house granted planning consent under reference NP5/64/92D dated 15/12/2020 is constructed	Llain Y Pistyll, Llanegryn, LL36 9LL	21/03/23	Mrs. Alys Tatum
22.	NP5/65/250A	Installation of rooflights to front and rear of dwelling, installation of solar panels on roof of garage and demolition of part of existing garage to be replaced by bat mitigation lean-to store.	Ael-y-Bryn, Taicynhaeaf, Bontddu. LL40 2TU	21/03/23	Mrs. Iona Roberts
23.	NP5/66/272	Alterations to existing outbuilding and erection of lean-to extension to farmhouse	Tyddyn y Gwynt, Llanfair. LL46 2TH	20/03/23	Mr Aled Lloyd
24.	NP5/66/8K	Discharge Condition No.5 (planting scheme) attached to Planning Consent NP5/66/8H dated 22/09/2022	Pensarn Wharf, Llanbedr. LL45 2HP	15/02/23	Mr. Dafydd Thomas
25.	NP5/66/LB12H	Variation of Condition No.2 of Planning Permission NP5/66/LB12G for internal alterations & reinstatement of 3 No rooflights on front elevation	Ty'n Llan, Llanfair, Harlech, LL46 2SA	16/02/23	Ms Eleanor Carpenter
26.	NP5/66/T278A	Erection of a new single storey side extension with the existing side extension incorporated into the new extension	Hen Gaerffynon, Harlech, LL46 2RA	09/03/23	Mr Aled Lloyd
27.	NP5/69/407A	Variation of Condition 2 on Planning Consent NP5/69/407 dated 25/02/2021 to amend the design of the dwelling and omit the garage	Land at Brynllwyn, Rhoslefain. LL36 9NH	28/02/23	Mr Richard James
28.	NP5/69/409B	Non-material amendment to Planning Consent NP5/69/409 dated 19/04/2021 to amend design of extension	Heddwch, Llwyngwriil, LL37 2JD	21/02/23	Mrs. Iona Roberts
29.	NP5/70/146A	Conversion and rebuilding of former dwelling to affordable local needs dwelling together with formalising vehicular access	Moel-y-Ddinas, Rhosygwaliau. LL23 7EY	21/03/23	Mrs Jane Jones

30.	NP5/70/169A	Creation of loading bay for forestry purposes	Coed Dol Risgl, Rhosygwaliau. LL23 7ET	22/03/23	Mr. Dafydd Thomas
31.	NP5/70/L4B	Alterations to existing 'games room' to include demolition of extensions, removal of hipped roof and lantern rooflight with replacement pitched roof and glazed gables	Bryniau Goleu, Llangywer. LL23 7BT	23/03/23	Mr. Dafydd Thomas
32.	NP5/71/135C	Retrospective application to retain roof over existing manure store	Coed Talog, Parc, LL23 7YN	21/03/23	Mr. Dafydd Thomas
33.	NP5/73/PIAW197M	Application for approval of reserved matters for the erection of a two-storey detached building to provide 15 guest rooms as serviced holiday accommodation in relation to Bryn Arms	Bryn Arms, Gellilydan. LL41 4EN	09/03/23	Mr Aled Lloyd
34.	NP5/74/482B	Construction of detached two storey rural enterprise dwelling	Land by The Cemetery, Dinas Mawddwy.	14/03/23	Mr. Dafydd Thomas
35.	NP5/77/31L	Retrospective application for a single storey extension consisting of a glazed walkway and canopy within rear courtyard	Caerffynnon Hall, Talsarnau. LL47 6TA	06/03/23	Mrs. Alys Tatum

Applications Refused

	App No.	Proposed	Location	Reason for Refusal	Case Officer
1.	NP4/11/393A	Conversion and extension of outbuilding to form short term self-catering holiday unit, creation of access track, alterations to vehicular access and associated works (Re-Submission)	Outbuilding at Craig Glanconwy, Betws y Coed.	<p>28/02/23</p> <p>By reason of this rural outbuilding being of a ruinous state lacking any roof structure or covering and requiring the establishing of a new vehicular access track, car parking and turning area this application is in conflict with ELDP Policies DP1 and DP9.</p> <p>By reason of the applicant failing to show the ability to secure vehicular visibility splays in either direction at the point where the proposed access track enters the county highway which would reach the minimum standards required and identified by the Highways Authority this application if approved would be a danger to other road users and is therefore in conflict with ELDP policy 1 and TAN 18.</p> <p>By reason of the applicant presenting an application that would potentially harm matters of an ecological and arboricultural nature this application is in conflict with ELDP policy 1 and D and PPW.</p> <p>By reason of this proposal failing to show suitable biodiversity enhancement within the development boundary or within an area within the ownership or control of the applicant this application is in conflict with ELDP policy D and PPW.</p>	Mr Richard Thomas

2.	NP4/13/155F	Conversion and change of use of outbuilding, bunkhouse and toilet/shower block into 6 short term self-contained holiday accommodation units together with formation of parking area and associated outdoor facilities	Bryn Tyrch, Capel Curig. LL24 0EL	14/03/23 By reason of the application failing to provide sufficient necessary information of ecological and transport matters upon which a fully informed decision can be made this application is in conflict with ELDP policies 1 and D.	Mr Richard Thomas
3.	NP5/50/L68B	Extensions and alterations to owner's flat above existing shop	Nandoras, 19 Glandyfi Terrace, Aberdyfi. LL35 0ED	08/03/23 The proposal, by virtue of its proposed height, form and materials, is considered to cause an unacceptable visual impact upon the existing character of the site, Aberdyfi Conservation Area and neighbouring settings of the Grade II Listed Building (No. 18 Medical Hall) and Traditional Building (Capel yr Annibynwyr). The proposal conflicts with ELDP SP A, DP 1, SP Ff, DP 6 DP 7 and DP 15. The proposal, by virtue of the proposed height in combination with the rear terrace and lack of information to fully assess the potential loss of light, is considered to cause an unacceptable detrimental impact upon the existing amenity of the neighbouring property to the west. The proposal conflicts with ELDP SP A, DP 1 and DP 15. The proposal, by virtue of directing all surface water to the mains sewer is considered unacceptable on sustainable drainage grounds and conflicts with ELDP SP A DP 1 and DP 15.	Mr Richard James

4.	NP5/52/29B	Siting of 2 shepherds hut for use holiday accommodation	Ty Nant, Islaw'r Dref, Dolgellau. LL40 1TL	22/02/23 The proposal would not be linked to an agricultural diversification scheme or ancillary to an existing visitor attraction. The shepherd huts would be the sole attraction at Ty Nant and as such the proposal is contrary to Policy DP29. The submitted information lacks sufficient clarity to rule out an adverse effect on the integrity of features of acknowledged ecological importance namely the floating vegetation and old sessile oak woods of the Meirionnydd Oakwoods and Bat Sites SAC. The proposal is therefore contrary to policies SPD and DP1(v and xii).	Ms. Sophie Berry
5.	NP5/54/583	Renovation and extension of existing dwelling	Ty'r Orsaf, Drws-y-Nant, Rhydymain. LL40 2BE	23/03/23 By reason of the size of the proposal, the proposed extension fails to comply with the criteria outlined in Development Policy 15 of the ELDP and by reason of the proposed design and use of materials would have a detrimental effect on the character and setting of the original dwelling as well as on its wider surroundings. The application is therefore in conflict with ELDP policies Ff, 1, 6, 7 and 15.	Mr. Dafydd Thomas
6.	NP5/55/11M	Extension to existing barn conversion and extension of domestic curtilage	Cynfal Farm, Brynchrug, LL36 9RB	21/03/23 The proposed extension owing to its size, form, design and use of materials would detract from the main dwelling to the detriment of its character and appearance and therefore conflicts with Development Policies 1 (i, ii and	Ms. Sophie Berry

				<p>iv), 6 and 15 of the Eryri local Development Plan.</p> <p>Insufficient information has been submitted to assess the impact of the proposal on features of acknowledged importance, namely biodiversity, and no form of ecological enhancement has been proposed as part of the application and it therefore conflicts with Strategic Policy D and the obligation to incorporate biodiversity enhancement as required by paragraph 6.4.5 of Planning Policy Wales (Edition 11, February 2021).</p>	
7.	NP5/59/511L	Non-material amendment to Planning Consent NP5/59/511F dated 11/06/2018 to remove garage to plot 15, amend garage space within plots 5 to 16 to form additional fourth bedroom, and change all dwellings from 3 bedroom to a mix of 2, 3, and 4 bedroom dwellings	Land at rear of Penrhiw, Ffestiniog.	<p>23/02/23</p> <p>In the opinion of the Snowdonia National Park Authority the amendments proposed are considered to be 'material' amendments in nature as they will result in a material form of change to the original planning permission. As such the changes proposed cannot be deemed a 'non-material' change and will require the benefit of a new planning permission.</p>	Mr Aled Lloyd
8.	NP5/74/L167H	Conversion of chapel to dwelling and installation of rooflights to rear elevation, and installation of package treatment plant	Capel Tarsus, Cwm Cywarch, Dinas Mawddwy. SY20 9JG	<p>13/03/23</p> <p>By reason of its design proposals (including a flat roof extension), its form and the character of these proposals, the proposed development would have a detrimental effect on the character and setting of the traditional chapel building as well as its wider setting within the landscape. The proposal is therefore contrary to Development Policy 1, 6, 9 and 15 of the Eryri Local Development Plan which seeks to</p>	Mr. Dafydd Thomas

				ensure that any conversion and change of use of rural buildings does not adversely affect the character and appearance of the building or that of the wider landscape and any extension does not have an adverse effect on local amenity and is in-keeping with the character of the existing building.	
9.	NP5/77/328D	Conversion of church to a dwelling, erection of side extension and installation of 6 rooflights (3 on South East elevation and 3 on North West elevation)	Christ Church, Talsarnau. LL47 6UB	22/03/23 By reason of the applicants being unwilling or unable to enter into a section 106 agreement and agreeing to the payment of a commuted sum to provide affordable local occupancy housing elsewhere this application is in conflict with ELDP policies C, 9, G and 30 and Supplementary Planning Guidance 4.	Mr Aled Lloyd

Appeal Decision

by Iwan Lloyd BA BTP MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 20/03/2023

Appeal reference: CAS-01888-Y0N7K9

Site address: Former Canolfan Gweithgareddau Awyr Agored Nant y Rhiw, Nant y Rhiw, Llanrwst LL26 0TN

- The appeal is made under Section 106B of the Town and Country Planning Act 1990 against a refusal to discharge a planning obligation.
 - The appeal is made by Sean Taylor against the decision of Snowdonia National Park Authority.
 - The development to which the planning obligation relates is permission to convert a former outdoor pursuits centre to a dwelling.
 - The planning obligation, dated 27 February 2008, was made between Snowdonia National Park Authority and Conwy County Borough Council.
 - The application Ref NP4/26/22F, dated 15 January 2020, was refused by notice dated 22 October 2021.
 - The application sought to have the planning obligation discharged.
 - A site visit was made on 14 November 2022.
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Decision

1. The appeal is allowed. The planning obligation, dated 27 February 2008, made between Snowdonia National Park Authority and Conwy County Borough Council, no longer serves a useful purpose, and is discharged.

Procedural Matters

2. The date on the application is 15 January 2020, however, the date inputted on the appeal form and the Authority's decision is in 2021, and I have taken the later date 15 January 2021 as accurate. The applicant is the owner of the property and has converted and extended the building to a dwelling. The applicant was not a signatory of the obligation, which were between two local authorities, but the obligation is a land charge and ties the land and buildings to it.

Main Issue

3. The main issue is whether the obligation continues to serve a useful purpose.

Reasons

4. The former centre for outdoor pursuits was granted planning permission to a dwelling in 2008, tied to a planning obligation which controls its occupancy to a local person. Its location is in the countryside some 2.3 miles south of Llanrwst along a single-track road at Nant y Rhiw. The converted detached property has been extended and incorporates an outbuilding to its rear to form part of the accommodation which comprises four bedrooms, living rooms and kitchen. A garage has been erected next to the gated entrance. The Authority indicates that the permission for these works were approved in 2011.
5. The obligation limits the occupancy of the dwelling to a person employed or last employed in a regular trade, business, or profession at a location within a radius of two miles to the site, to include the dependants of such a person living with him or her or the spouse or widow or widower of such a person. For those persons unemployed the occupancy of the dwelling is limited to a person residing within a two-mile radius of the site throughout the preceding period of three years including his or her dependants or the widow or widower of such a person.
6. The obligation states, failing that a person satisfies the above qualifying conditions either purchases, rents or occupies the property following a period of six months of offering the property for sale or rent at an appropriate market price reflecting the agreement on the local open housing market, the qualifying distance in each case will be increased to 5 miles. Following a further six months of marketing the qualifying distance can be increased to 30 miles.
7. The location of the property is in open countryside. The Eryri Local Development Plan (LDP) 2016-2031 Strategic Policy G: Housing (G) sets the housing requirement for the plan period. Strategic Policy C sets out the spatial development strategy and refers to open countryside and conversions of rural buildings for affordable housing and local needs as part of the spatial development hierarchy.
8. LDP Policy 30: Affordable housing sets out the affordable housing target of 375 units and the affordable housing contribution for the category of settlement. For conversions anywhere in the Park's area it is fifty percent contribution or a commuted sum contribution or alternatively the conversion can be 100% affordable with local occupancy conditions. Policy 9 permits the conversion of rural buildings outside any housing development boundary for affordable housing to meet local need and employment use, or an open market dwelling with the payment of a commuted sum provided certain criteria are met in relation to structural condition and other normal planning considerations.
9. The Snowdonia National Park Authority Supplementary Planning Guidance Affordable Housing 4 (SPG 4), January 2020, indicates that new affordable dwellings delivered through the conversion of buildings to residential use will apply the 50% housing contribution or commuted sum payment through LDP Policy 30 and Policy 9. Section 10 of the SPG 4, page 34, deals with obligations and the removal of a local housing restriction.
10. The SPG indicates that the Authority may consider either replacing the existing local occupancy restriction with a revised affordable housing Section 106 agreement with a % discount (based on the difference between the open market value and the affordable value in the area) or consider the option of a variation to the original Section 106 agreement subject to the payment of a commuted sum towards the future provision of affordable housing.

11. It indicates that the commuted sum sought will be the difference between the open market value and the affordable value for the area. The open market value of the property would be provided by the applicant from two appropriately qualified chartered surveyors in line with the red book valuation and agreed with the local planning authority. In cases where dispute remain over the open market valuation, the services of the District Valuer Service will be sought.
12. Where there is a substantial difference in value between the open market value and the affordable value, the Authority will consider accepting a lower commuted sum. The sum will be based on the latest Welsh Government Acceptable Cost Guidance levels for a four-person, two-bedroom house for the area. The financial contribution is calculated based on 58% of this figure.
13. The Authority indicates that it has invited the appellant to enter into a new style Section 106 agreement or to pay a suitable commuted sum in line with LDP policies and SPG 4 guidance. The Authority asserts that the obligation still serves a useful purpose in pursuing the aims and objectives of the housing policies of the LDP and the removal or non-payment of a commuted sum would be contrary to policy and the SPG.
14. The obligation limits the occupancy to persons employed or last employed in a trade or business or profession at a location within a radius of two miles to the site. This narrow geographical search radius would result in having a qualifying person be available and willing to purchase the property and be employed in the immediate area. Only part of the nearby settlement of Llanrwst would be in reach of this geographical restriction. Betws y Coed would be some 4 miles away and outside the terms of the obligation unless the cascading criteria is instigated. The cascading criteria would allow the search area to increase by a further 5 miles in the first six months and then 30 miles in another six months should it be the case that no qualifying persons are found.
15. The local person obligation is very restricted in this case whereby other obligations start with a larger geographical area. However, in any event, the obligation does not restrict the occupation of the dwelling to those people in need of affordable housing. However, it does serve to reduce the value of the property. Whether or not the value would reflect an affordable dwelling is important in the context of the area, and whether the obligation continues to serve a useful purpose. If an obligation would continue to serve a useful purpose it must be necessary, relevant, directly related to the development, fairly and reasonably related in scale and kind to the development and reasonable in all other respects.
16. The appeal property has been valued at between £300,000 to £350,000. The appellant indicates that this is with the S106 obligation restriction in place. The median household income for Uwch Conwy is £28,850 (CACI, pay-check, 2021). The SPG refers to a 3.5 times income multiple to calculate mortgage eligibility for an affordable dwelling. Taking the median household income figure and multiplying this with 3.5 would equate to a maximum mortgage eligibility of £100,975, or if a multiple of 4 is used equating to £115,400. Considering the deposit which the SPG refers to 20% (£60,000 for £300,000 valuation), the maximum mortgage eligibility for a qualifying person using the median household income in the area (at 3.5 times income levels and a deposit) would be £160,975. There is a significant shortfall between the lower valuation figure considering the restriction and the maximum mortgage eligibility of a qualifying person in the area.
17. I do not consider that this dwelling would be in reach of those local persons in need of an affordable dwelling or those which could be regarded as falling within the intermediate housing category. The appellant refers to a property search within three miles of the appeal site that show equivalent properties on the open market for less than the appeal property with the restricted valuation in place. A household would be able to purchase an

unfettered open market property dwelling for a similar amount or for less than the appeal property, thereby indicating that the obligation serves little purpose in terms of necessity and reasonableness.

18. The SPG and policy would initially seek to replace the existing local occupancy restriction with a revised affordable housing Section 106 agreement with a % discount based on the difference between the open market value and the affordable value in the area. However, it does not seem probable that the appeal property would qualify as an affordable house having regard to the valuation figures given and the difference between it and the maximum mortgage eligibility in terms of affordability. The appeal property is significantly larger than the maximum size of affordable units permitted for a two-storey 4 bed roomed dwelling set at 110m². I consider that the dwelling being much larger than this threshold would fail to be in accord with any revised affordable housing section 106.
19. As indicated the difference between the valuation (which is the restricted valuation) and the affordable value is considerable. If the appeal property had been constructed and converted as this property from the outset it would likely to have been refused because it would have exceeded the maximum allowable size, which indicates that the obligation does not continue to serve a useful purpose.
20. The SPG/policy alternative would be to pay a suitable commuted sum. This would be calculated by the difference between the open market value and the affordable value for the area. Where there is a considerable difference, the sum will be based on the latest Welsh Government Acceptable Cost Guidance levels for a four-person, two-bedroom house for the area. However, the SPG does not appear to calculate the Acceptable Cost Guidance level difference between a 4 bedroomed house and the open market value in this appeal scenario.
21. The policy explanation for meeting the affordable housing target in paragraph 5.16 explains that the local occupancy of affordable dwellings and their future values will be controlled by a legally binding Section 106 agreement, and it is likely that some conversions will be too costly to remain affordable. The requirement for a commuted sum payment is across all conversions and the policy explanation that some conversions will be too costly is not applied in practice, because some element of commuted sum contribution would be expected whatever the difference in values are considered.
22. The open market value is usually calculated as a third above the restricted valuation of £300,000 to £350,000. There would be a considerable margin between the open market value and the affordable value for the area. The commuted sum payment is applied in all circumstances relating to large conversions to secure affordable housing elsewhere. Whilst the policy requirement accords with the relevant test for lifting the obligation, in my view, it does not fairly and reasonably relate in scale and kind to the development and is not reasonable in all other respects.
23. For the reasons I have set out above, the obligation does not continue to serve a useful purpose. Whilst not in accord with development plan policies and SPG, I consider that the obligation fails the tests of the Community Infrastructure Levy Regulations (2010) and the tests set out in Circular 13/97 on Planning Obligations.
24. I note the concerns of the Community Council in lifting this obligation, however, as indicated the obligation fails to meet most of the tests for imposing an obligation which are set out in more detail above.

Conclusions

25. I have considered all matters raised, I conclude that the appeal should be allowed, and the planning obligation be discharged.

Ref: CAS-01888-Y0N7K9

26. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

Iwan Lloyd

INSPECTOR