

NOTICE OF MEETING



Snowdonia National Park Authority

Emyr Williams

Chief Executive

Snowdonia National Park Authority

Penrhyndeudraeth

Gwynedd LL48 6LF

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Meeting: Planning & Access Committee

Date: Wednesday 4th September 2024

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, Edgar Wyn Owen, Elfed Powell Roberts,
John Pughe Roberts, Meryl Roberts, Eimir Williams;*

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, Vacancy, 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

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. **Minutes** **3 - 6**
The Chairman shall propose that the minutes of the meeting of this Committee held on the 26 June 2024 be signed as a true record (copy herewith) and to receive matters arising, for information.
4. **Reports by the Director of Planning and Land Management** **7 - 58**
To submit the reports by the Director of Planning and Land Management on applications received. (Copy herewith)
5. **Update Reports** **59 - 64**
To submit update reports, for information. (Copies herewith)
6. **Delegated Decisions** **65 - 79**
To submit the list of applications which have been determined in accordance with delegated authority, for information. (Copy herewith)
7. **Appeal Decisions** **80 - 82**
To submit an oral report by the Director of Planning and Land Management on the Inspector's decision to partly refuse and partly allow the following appeal:
NP4/29/ENF10G – appeal against maintenance of land notice, land at Machno Inn, Penmachno, by Mr Mohamed Shirajudin & Mrs Jackie Shirajudin. (Copy herewith)

**SNOWDONIA NATIONAL PARK PLANNING AND ACCESS COMMITTEE
WEDNESDAY 26th JUNE 2024**

PRESENT:

Members appointed by Gwynedd Council

Councillors Elwyn Edwards, Annwen Hughes, Louise Hughes, June Jones, Edgar Wyn Owen, John Pughe Roberts, Elfed Roberts, Meryl Roberts, Einir Wyn Williams;

Members appointed by Conwy County Borough Council

Councillors Ifor Glyn Lloyd, Jo Nuttall, Dilwyn Owain Roberts;

Members appointed by the Welsh Government

Brian Angell, Tim Jones, Naomi Luhde-Thompson, Delyth Lloyd.

Officers

G. Iwan Jones, Jonathan Cawley, Iona Roberts, Jane Jones, Gavin Roberts, Anwen Gaffey, Sarah Roberts.

The Director of Corporate Services stated that the meeting was being web-broadcast and would also be made available online at a later date.

1. **Chair**
Councillor Elwyn Edwards was elected Chair of the Planning and Access Committee.
The Chair thanked Members for their support.
2. **Vice-Chair**
Councillor June Jones was elected Vice-Chair of the Planning and Access Committee.
The Vice-Chair thanked Members for their support.
3. **Apologies**
Councillor Einir Wyn Williams; Sarah Hattle.
4. **Declaration of Interest**
No declarations of Personal Interests were made in respect of any item.
5. **Minutes**
The minutes of the Planning and Access Committee meeting held on 22nd May 2024 were accepted and the Chair signed them as a true record.
6. **Appointment of Members to serve on the Planning and Access Committee Inspection Panels**
Submitted - A report by the Director of Planning and Land Management to appoint Members onto the Authority's Inspection Panels.

RESOLVED to appoint Members as follows:-

Northern Area Inspection Panel

(9 Members)

- 1) Cllr. June Jones
- 2) Cllr. Ifor Glyn Lloyd
- 3) Cllr. Jo Nuttall
- 4) Cllr. Edgar Wyn Owen
- 5) Cllr. Dilwyn Owain Roberts
- 6) Cllr. Einir Wyn Williams
- 7) Tim Jones
- 8) Naomi Luhde-Thompson
- 9) Vacancy

Southern Area Inspection Panel

(9 Members)

- 1) Cllr. Elwyn Edwards
- 2) Cllr. Annwen Hughes
- 3) Cllr. Louise Hughes
- 4) Cllr. Elfed Powell Roberts
- 5) Cllr. John Pughe Roberts
- 6) Cllr. Meryl Roberts
- 7) Brian Angell
- 8) Sarah Hattle
- 9) Delyth Lloyd

7. **Reports by the Director of Planning and Land Management**

Submitted – Reports by the Director of Planning and Land Management on planning applications.

Please see the Schedule of Planning Decisions attached.

8. **Update Reports**

Submitted – Update reports by the Director of Planning and Land Management on planning applications and Section 106 Agreements.

Please see the Schedule of Planning Decisions attached.

9. **Delegated Decisions**

Submitted and Received – List of applications determined in accordance with delegated authority.

RESOLVED to note the report, for information.

10. **Update on Compliance**

Submitted – An update report by the Principal Planning Officer (Compliance).

Reported – The Principal Planning Officer (Compliance) presented the report and background and reported on the current position regarding resources and case figures.

- Members were advised that the current workload was considerably higher than in previous years and since writing the report, two additional enforcement notices had been served.
- the Principal Planning Officer confirmed that the Public Inquiry (Appeal at Tyn y Pant, Dyffryn Ardudwy) will commence on the 10th September 2024.
- the Principal Planning Officer informed Members that once costings for Nannau Hall were available, an update report would be presented.
- the Welsh Government Performance Indicators were noted and despite what the indicators may suggest, Members were reassured that the team were working very hard to achieve positive outcomes.

RESOLVED to note the report and await a further update in December 2024.

11. **Planning Appeals**

Submitted and Received – copies of the following appeal decisions:-

- (1) Appeal by Dr Lisa Handcock against the Authority's decision to refuse planning permission for the development of land without complying with conditions subject to which a previous planning permission was granted, at Coed Hen Doeth, Pentre Castell, Llanberis. (Appeal dismissed)
- (2) Appeal by Mr. & Mrs. Gareth Pugh against the Authority's decision to refuse planning permission for the change of use for an extension to Bwch-yn-Uchaf Holiday Park to regularise and upgrade 15 existing touring and tenting pitches, into a lower density informal layout with landscaping comprising of 5 touring caravans/motorhomes and 10 tents, at Bwch-yn-Uchaf Campsite, Ty'n Ddôl, Llanuwchllyn. (Appeal dismissed)

The meeting ended at 10.30

SCHEDULE OF PLANNING DECISIONS – 26th JUNE 2024

Item No.

7. **Report by the Director of Planning and Land Management**
- (1) NP5/50/532H – Installation of bi-fold doors in lieu of sliding window and extending A3 use to outdoor area for consumption of food and drink purchased from the property, Unit 2, Wharf Gardens, Sea View Terrace, Aberdyfi. LL35 0EE
Reported – Case Officer presented the report, background and planning assessment and Members were advised that the Community Council had retracted their comments in respect of the application.
RESOLVED to grant permission in accordance with the recommendation.
8. **Update Reports**
- (1) Section 106 Agreements – **For Information**
RESOLVED to note the report.
- (2) Outstanding Applications where more than 13 weeks have elapsed – **For Information**
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>
(1)	NP5/53/576A	Estyniad 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 (Ail-gyflwyniad), Tir yn Y Bala / 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 (Re-submission), Land at Bala.	Dafydd Thomas

Snowdonia National Park Authority **Date: 4th of September 2024**
– Planning & Access Committee

Application Number: NP5/53/576A

Date Application Registered: 09/04/24

Community: Bala, Llangywer

Grid Reference: 293027.7 335035.5

Case Officer: Mr Dafydd Thomas

Location:

Land at Bala.

Applicant:

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

Description:

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 (Re-submission)

Summary of the Recommendation:

To delegate the Authority to the Director of Planning & Land Management to approve the application.

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).

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 (of national significance) 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 and Context:

Rheilffordd Llyn Tegid (Bala Lake Railway) currently operates a 7.2km long heritage railway which runs between the village of Llanuwchllyn and the existing station at Pen y Bont, to the south west of the town of Bala.

The proposed development comprises a 1.2km extension to the existing railway line from Pen y Bont Station to a new terminus (last stop) station within the town of Bala.

The application site begins at the existing Pen-y-bont station which is situated to the south of Bala’s settlement boundary.

From the existing station the proposed railway routes north across the B4403, over the Grade II Listed Pont Mwnwgl-y-llyn (Old Bridge), along the western footway of the B4391 and across the new bridge and linking onto the new embankment up to the Rugby Club.

At this stage it is proposed to cross Public Right of Way (PROW) No. 4 and run 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.

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 proposed development comprises a number of key elements. These are outlined in detail and in turn as follows, beginning at the existing Pen y Bont Station to the south of Bala:-

Sheet 1 and 2 - Existing Pen-y-bont Station and Pont Mwnwgl-y-llyn Bridge

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 a field to the south east of Lake Cottage and onto the B4403 towards on its western side.

The existing stone outbuilding known as Pen-y-bont Cottage, which fronts the road, will be retained – a difference to the previous application whereby the cottage was proposed to 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. Further alterations to road layout and signage at this location are also proposed, such as raising the level of the road and proposed extension to 40mph zone subject to highways agreement.

The track then crosses the B4403 and Pont Mwnwgl-y-llyn bridge. 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 consultation, a revised handrail has been proposed, in Corten Steel estate railing with detailed specifications required by way of a condition should planning permission / listed building consent be granted.

The track continues along the new embankment, with footpath to the east of the proposed railway line followed by the B4391.

A separate Listed Building Consent application is currently being considered under reference NP5/70/LB28B for the proposed works to the old bridge.

Sheet 3 - Pont Mwnwgl-y-Llyn New Bridge

Over the new bridge section, the 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 eastern footway is reinstated along the realigned carriageway, gradually widening as it continues northwards.

Sheet 4 – B4391 and Heol Tegid Junction

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

Sheet 5 – 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 6 – 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 on the northern side of the boundary trees and hedgerow, dividing the playing fields with the agricultural land and PROW to the south.

Sheet 7 – Playing Fields

The track continues northwards 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 8 – Station Building and associated development

After passing through the north western boundary of the playing fields, twin railway tracks lead into the station area and it is at this stage where the first of the new station buildings are proposed.

The twin railway tracks pass to the west of a signal cabin and coal bunker, whilst opposite these buildings will be the locomotive shed.

The signal cabin comprises of a modest building of simple form, with a pitched slate roof, brick elevations with external steps to a raised floor level, and timber windows on the west and side elevation. The coal bunker will be formed of railway sleepers laid on edge to a height of 1.25m. The locomotive building (situated opposite the above buildings) will comprise a portal frame building with a pitched roof, finished in charcoal steel cladding, translucent sky lights and aluminium framed doors on either end. In addition, new native hedgerow is proposed at this location to form a new southern boundary to the site.

The tracks continue north westwards 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 (94m) 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, cast iron drainpipes 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 a new car park with 22 parking spaces, and 5 disabled spaces. The proposed

development seeks to utilise the existing car parks within the local vicinity as well as the new car park outlined above. Electric charging points have also been provided at this location as well as 10 no. cycle racks. A new footpath runs westwards from Platform 1, with a picnic area proposed in the south west corner of the site.

Visitor Numbers

Records kept by the operators show the number of visitors traveling on the existing railway in 2021 to have been 31,531, 2022 to have been 32,845 and 2023 to have been 34,014. The development will undoubtedly result in an increase in passenger numbers and whilst there is no definitive figure of exactly how many passengers may be expected to use the railway following the extension, the submitted documents include an assessment of two scenarios, with those being; Scenario 1 – 40,000 passengers per year and Scenario 2 – 60,000 passengers per year. This is further explored later in this report.

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) -

- Volume 1 – Environmental Statement;
- Volume 2 – Environmental Statement Application;
- Volume 3 – Environmental Statement, Non-Technical Summary;
- Arboricultural Statement - CW/9962-AS-3;
- Construction Environmental Management Plan;
- Community and Linguistic Impact Assessment;
- Design and Access Statement;
- Drainage Strategy;
- Economic Impact Assessment Final Report;
- Flood Consequence Assessment Report+
- Green Infrastructure Statement;
- Habitat Regulation Assessment;
- Heritage Visual Impact Assessment;
- Landscape and Townscape Character Appraisal;
- Non-Motorised Users Review;
- Operational Environmental Management Plan;
- Outline Biodiversity Management Plan;
- Pre-application Consultation Report;
- Pollution Incident Response Plan;
- Pont Mwnwgl y Llyn Old Bridge Acceptable In Principle Plan;
- Supporting Planning Statement;

- Traffic and Parking Impact Report;
- Transport Statement; and
- Trip Generation 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 12) 2024 and Technical Advice Notes (TANs)

Wellbeing of Future Generations (Wales) Act 2015.

Eryri Local Development Plan 2016-2031:

- Strategic Policy A: National Park Purposes and sustainable Development
- Strategic Policy: C Spatial Development Strategy
- Development Policy 1: General Development Principles
- Strategic Policy: Ch: Social and Physical Infrastructure in new developments
- Strategic Policy D: Natural Environment
- Development Policy 2: Development and the Landscape
- Strategic Policy Dd Climate Change
- Development Policy 5 Open Space and Green Wedges
- Strategic Policy Ff: Historic Environment
- Development Policy:6 Sustainable Design and Materials
- Development Policy 7: Listed and Traditional Buildings
- Development Policy 8: Protection of Non-Designated Sites
- Development Policy 18: The Welsh Language and the Social and Cultural Fabric of Communities
- Strategic Policy H: A Sustainable Rural Economy
- Development Policy 19: New Employment and Training Development
- Strategic Policy I: Tourism
- Development Policy 21: Tourism and Recreation
- Development Policy 24: Retail
- Strategic Policy L: Accessibility and Transport
- Development Policy 25: Visitor Car Parking

Supplementary Planning Guidance (SPG):

- SPG 1: Sustainable Design in the National Parks of Wales
- SPG 2: General Development Considerations

- SPG 3: Planning and the Welsh Language
- SPG 5: 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:

Bala Town Council	07/05/24 - Support.
Llangywer Community Council	14/05/24 - No comment to make, however objected to associated listed building consent application NP5/70/LB28B.
Llanuwchllyn Community Council	08/05/24 - Support – However concerns remain relating to the potential increase in transport along the narrow Station Road.
North and Mid Wales Trunk Road Authority	<p>25/04/24 – Directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.</p> <p>29/05/24 - Directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.</p> <p>24/06/24 – Directs that the previously issued holding directions are removed however, planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.</p> <p>10/07/24 - Directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.</p> <p>02/08/24 – Advise that following a review of the updated concept drawings received 1st of August 2024, the Welsh Government as highway authority for the A494 trunk road confirms that the drawings contain a sufficient level of detail to give confidence that a full design can be achieved at this point. As such,</p>

	<p>the Welsh Government withdraws its present holding direction and directs that any permission granted by your shall include the following conditions:</p> <ul style="list-style-type: none"> • A detailed design of the drawings submitted. • A Construction Traffic Management Plan. • A scheme to provide for the remediation of any incidental damage to the highway network which will be utilised during the construction of development. <p>It was also noted that it should be bought to attention of the applicant that they may be required to enter into an agreement with the Welsh Ministers under Section 278 of the Highways Act 1980 / Section 23 of the New Roads and Street Works Act 1991 to enable the applicant to undertake agreed improvement works on the trunk road.</p>
Cyngor Gwynedd - Highways	12/08/24 – Initial holding response received confirming no objection to the proposal with detailed response to be issued in due course – at the time of writing no further response received.
Dwr Cymru	<p>01/05/24 – No objection raised, however requested that conditions and advisory notes included if minded to grant planning consent to ensure no detriment to the existing residents or the environment and to Dwr Cymru’s assets.</p> <p>With regards to Dwr Cymru’s assets, it was noted within their response –</p> <p>‘Having regard to the proposed plans, it would appear parts of the proposed development would be located above and within the protection zones and easements of our assets. Potential solutions and agreements under the Water Industry Act has been discussed. However, we request that further details are controlled by means of the conditions outlined below’.</p>

	<p>With regards to drainage matters, it was noted within their response –</p> <p>‘Turning to the drainage matters, we have considered the impact of domestic foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. We can also advise that Bala WwTW does not have a phosphate permit. However, in line with the environmental regulator’s National Environment Programme we are required to deliver a scheme by 31st March 2025. We can confirm that following the delivery of the scheme which will enable an increase in organic loading, there will be headroom to accept the additional phosphate loading from the proposed development and still meet the 5mg/l backstop permit requirements. This matter will need to be considered further by the local planning authority.’</p>
<p>Natural Resources Wales (NRW)</p>	<p>02/05/24 – No objection raised, however concerns raised. It was noted within their response that they have concerns with the application as proposed because inadequate information has been provided in support of the proposal and in order to overcome these concerns, further consideration is required regarding foul drainage.</p> <p>Regarding foul drainage, NRW have noted the following –</p> <p>‘Consideration is required to determine whether it would be appropriate to grant permission subject to the development becoming operational after the AMP has been completed. This would ensure that the Waste Water Treatment Works (WWTW) are able to appropriately handle the effluent and comply with permit conditions for nutrient loadings. This may be achievable through the imposition of a ‘Grampian condition’.</p>

	<p>Therefore, we recommend that you authority impose a suitably worded and enforceable Grampian condition on the proposals to ensure foul flows would not commence until improvements to the WWTW have been completed.</p> <p>As part of your HRA, your Authority will need to take the above into account in your determination of whether the development is likely to have an adverse effect on the site integrity of the SAC in consultation with Dŵr Cymru.</p> <p>Ultimately, the suitability of foul drainage arrangements for the proposed development is a matter for your Authority to determine.'</p> <p>With regards to construction, landscape and protected species, it was noted by NRW that based on the information to date, conditions regarding Construction Environmental Management Plan, Landscape and Protected Species should be attached to any planning permission granted and the document) identified below should be included in the approved plans and documents condition on the decision notice. Without the inclusion of these conditions and documents we would object to the planning application.</p>
<p>ENPA Ecology – European Designated Sites and Habitats Regulations Assessment.</p>	<p>28/05/24. No Objection. Habitat Regulations Assessment undertaken which resulted in a positive outcome dependant on suitable worded and appropriate condition (i.e. A condition that the proposed development only becomes operational after the improvements outlined by Dŵr Cymru become operational. The HRA is outlined in greater detail later in this report.</p>

ENPA Ecology - Biodiversity	09/05/24 - No objection however insufficient information provided on biodiversity enhancement and mitigation 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.
Gwynedd Public Protection	<p>21/05/24 – No objection, however concerns raised. Latest response following discussions provided 12/08/23.</p> <p>Concerns raised relating to noise levels associated with the construction phase of development. Noise mitigation measures advised as well as a restriction on construction hours.</p> <p>Operational Phase Railway Noise – Concur with noise assessment undertaken <i>and note that given that we have not received complaints about noise from the trains that are already operating between Pen y Bont and Llanuwchllyn, and that the ES shows that the noise on the NSR is going to be "negligible adverse impact as a worst-case", we agree to allow the continuation of the core hours of 10:30 – 18:00. We have no further comment</i></p> <p>Operational phase mechanical plant noise – noise assessment required.</p> <p>Dust, Odour and Emissions – In agreement with the methodology used for this assessment by the applicant.</p> <p>Mitigation measures should be adhered to and recommended that these be imposed as conditions should permission be granted. Concur with comments raised relating to air quality, however recommended conditions highlighted.</p> <p>Drainage – in agreement with proposal that connecting to the main sewerage network is most appropriate option (in comparison to cesspool as well detailed on the previous application).</p>

Cyngor Gwynedd - Planning	No response received to date.
ENPA Trees and woodlands	14/07/24 – No objection, albeit concerns raised relating to the stretch of railway between the rugby club and the new proposed station. Considered that concerns can be overcome with a robust arboricultural method statement and a tree planting / landscape plan.
ENPA Access Officer	No response received to date.
ENPA Dark Skies Officer	25/04/24 – No objection, requested that a lighting plan be submitted. 11/07/24 – Statement prepared by agent sufficient for the interim, however further information requested as a condition.
Gwynedd - Rights of Way Officer	17/05/24 – No objection, comments made in relation to imposing a condition to control any gates proposed and an advisory note stating that any closure to a footpath must be requested to Gwynedd Council.
Cyngor Gwynedd –SAB	07/05/24 – No objection, however noted that due to the size and nature of the development, it will be necessary to provide an application for SAB approval prior to the commencement of the building work.
Cadw	23/04/24 – No objections raised. Concur with the conclusions of the environmental statement that at worst, there will be a moderate impact on some historic landscape characterisation areas during the construction of the railway, but that the scale of these impacts will not be significant and will reduce once the railway is in operation. Similarly, concur with the detailed assessment for the impact of the proposed development on the settings of the listed buildings and on scheduled monument ME067 Castell Gronw Castle Mound that there will not be any significant adverse impacts.

Gwynedd Archaeological Planning Service (GAPS)	No response received to date.
ENPA Historic Environment Planning Officer	<p>15/05/24 – Insufficient information provided to ascertain the impact of the proposed works to the grade 2 listed bridge. Further details required ascertaining to the works to the Pont Mwnwgl y Llyn to look at the impact that the proposed raising of the Eastern parapet as well as the installation of a handrail would have on the setting and character of the listed structure & Details of the proposed works in full to the bridge, including the type of handrail, masonry and mortar to be used in raising the parapet (if this is the intention).</p> <p>25/06/24 - Noted that with the additional information provided, no reason why the application cannot be approved subject to conditions. List of conditions the Authority may wish to add included.</p>

Response to Publicity:

The application has been publicised by way of a Public notice in the Cambrian News on 25th of April 2024, 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.

In response to the consultation, the Authority received 40 representations for the application. Of the 40 received, 38 raised their support for the application whilst 2 raised an objection.

The letters of support received raised the following matters:

- Economic benefit including employment benefit and bring tourists to the area;
- Construction phase of the development will bring employment benefits to the area;
- Development to result in an increase in football in the area and reduce traffic within the town;
- Parking in Bala insufficient, development such as this will enable a P&R to be developed;

- Minimal impact on surrounding environment;
- Provide a quality tourist attraction to the town and local area and provide a railway experience;
- Ensure extra trade to local businesses in Bala and surrounding area;
- Improve current parking situation within the local area;
- Development to contribute to the sense of history, identity and place of the historic town;
- Assure the future of the heritage railway;
- Development is an uplifting and positive plan for the town of Bala;
- Development will ensure a biodiversity and wildlife gain to the area;
- Development will improve accessibility for all;
- Reasons for refusal of previous application resolved.

The letter of objection received raised the following concerns:

- Impact on ground water;
- Impact on air quality;
- Loss of privacy and impact on neighbour amenity;
- Adverse environmental impact.

1 **Assessment:**

Principle of Development

- 1.1 With regards to the Eryri Local Development Plan 2016-2031, the key policies for consideration in this instance comprise Strategic Policy A *National Park Purposes and Sustainable Development*, which promotes opportunities for the understanding and enjoyment of the 'Special Qualities' of the area, Strategic Policy 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, Strategic Policy H *A Sustainable Rural Economy*, which supports new employment development and tourism (where appropriate) and Strategic Policy 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).
- 1.2 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.
- Accessibility, 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 impact on both of the local area and the scheme. 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, dating back into the mid-70s.

2.3 It is noted within the report that there are four key objectives that underpin this aspiration of extending the railway, and these are summarised as follows.

- **Access** – improving accessibility to the town, noting the lack of amenities at the existing station, distance between the town and the existing terminus and parking issues at this location. It is also noted that this part of the town is under used blighted by rundown buildings.

- **Visual amenity** – notes that the current line whilst quaint and perhaps moderately interesting, falls short of expectations in terms of its visual amenity. The extension of the railway could provide spectacular views across the lake.
 - **Economic Benefit** – improving the economic benefits for the rail operator, recipient location and of course patrons of the service as well as significant additional community / business benefits.
 - **Covid 19** – to help the local tourism economy recover from the effects of Covid 19, with direct investment as well as its direct / indirect benefits to the town of Bala and wider region.
- 2.4 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.
- 2.5 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.'

- 2.6 On consideration of the above findings, I find no reason to disagree with the conclusions of this report and as such, it is deemed that the proposal will result in a net benefit to the local tourism and wider economy of Bala. The proposal includes café provision and a retail area within the Station building, which is located outside of the designated Retail Area. 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 accessible 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 24 *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 of which 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 historic former railway route with a terminus station at the Green Car Park. A robust assessment against these alternative routes has been set out within the submitted EIA.
- 2.8 On consideration of the above, I am in agreement with the 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 With regards to the historic route, an assessment of this is also provided within the submitted EIA. This is summarised as follows:
- Place much of the route in the more onerous Flood Zone B.

- Require a new bridge over the River Dee.
- Require the relocation of the highway depot and scrap yard or create a railway route around them without adverse impact on the screening trees.
- Much of the former station site is now an industrial estate or car park and the remaining area is inadequate to accommodate the station (tracks and platform) or station building.
- The Bala Lake Railway is a tourist attraction, with potential views overlooking the lake - this historic route would not be as significant, consisting of a highway depot, scrap yard and industrial estate.

2.10 The assessment also notes that *‘whilst, in some respects re-instating a route along an original railway would appear the easiest solution, the associated physical and financial constraints make this route significantly more difficult and costly to implement and introduce a high degree of uncertainty with regards to timing, land acquisition and potential construction costs’*.

2.11 It is acknowledged that no consideration has been given in relation to its potential environmental harm. However, it is understood that the EIA Regulations impose no obligation to identify, describe and assesses the environmental effects of the unreasonable alternatives. The above option of re-instating the historical line was discounted at an early stage for the reasons outlined above, and an environmental assessment provided as above, for the other reasonable alternatives (green and red route). As such, I am satisfied that the applicant has fully assessed all options in line with Regulation 17 (3) (d) of The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the EIA Regulations).

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, I consider 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. A Shadow Habitat Regulation Assessment was however submitted by the applicant as part of the application submission, dated the 5th of February 2024.
- 2.15 The submitted Shadow Habitat Regulation Assessment identified potential impact pathways for effects on the Bala Lake and River Dee SAC and Llyn Tegid Ramsar site, with those being –
- Direct habitat loss (and take) where the development footprint overlaps the designated site boundaries.
 - Damage to the River Dee embankments during bridge upgrade works (strengthening and widening).
 - Indirect impact from pollution as a result of construction activities.
 - Construction related disturbance of otter *Lutra lutra* including noise, vibration and visual disturbance.
 - Oils from leaks and spills from the railway.
 - Potential impacts from fire from the engine igniting lake side vegetation.
 - Weed killer application to track bed and line side.
 - Recreational pressure from an anticipated increase in visitor numbers to Bala, from circa 30,000 to circa 60,000.
 - Increase phosphate discharge from additional sewerage outputs.
 - Introduction and/or spread of Invasive Non-Native Species (NNS).
- 2.16 As mitigation measures were required to overcome the above, an appropriate assessment was required. In this case, the Shadow HRA further assessed the potential like significant effects (listed above) and proposed mitigation measures, where appropriate, to prevent adverse effect from the above list, which are embedded within the submitted CEMP, OEMP and PIRP. Following mitigation, the Shadow HRA concluded that *'any adverse effects on the SAC / Ramsar Site and their designated interest features, alone or in combination with other projects, are considered to be de-minimis such that no adverse effect on the integrity of these sites is anticipated.'*
- 2.17 With specific regard to the current issue of phosphates within the area, the shadow HRA noted that it had been confirmed by Dwr Cymru that an upgrade to the WwTW will be completed in 2025, which will provide sufficient capacity

to deal with the anticipated increase in phosphate discharges associated with the proposed scheme. It is noted that the WwTW will have the capacity to process the additional phosphate whilst remaining compliant with their NRW permit.

- 2.18 Dwr Cymru were consulted on the application and with regards to foul drainage confirmed the above, noting that following the consideration of the impact of domestic foul flows generated by the proposed development, the flows could be accommodated within the public sewerage system. It was also confirmed that in line with the environmental regulator's National Environment Programme Dwr Cymru are required to deliver a scheme by 31st March 2025.
- 2.19 Regarding protected sites and in particular the issue of foul drainage, in response to the application, Natural Resources Wales noted that consideration is required to determine whether it would be appropriate to grant permission subject to the development becoming operational after the AMP has been completed as this would ensure that the WwTW are able to appropriately handle the effluent and comply with permit conditions for nutrient loadings. NRW suggested the Authority impose a Grampian condition on the proposed to ensure foul flows would not commence until improvements to the WwTW are completed. Similarly to the above, in their response Dwr Cymru also suggested a condition be imposed which ensures that no buildings on the application site is brought into use earlier than 31st of March 2025 (unless the upgrading of the public sewerage system, into which the development shall drain has been completed and written confirmation of this has been issued to the Local Planning Authority by Dwr Cymru Welsh Water).
- 2.20 As already outlined, the ENPA is the statutory 'Competent Authority' and as such 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 Authority therefore undertook its own HRA which concluded

'Following the appropriate assessment, the Authority was able to ascertain, beyond reasonable scientific doubt, that an adverse effect on the integrity of the SAC and Ramsar site could be mitigated.'

However, this positive outcome is dependent on the inclusion of conditions and documents outlined below which mitigate any potential LSEs and, in the case of foul drainage, the statement from Dŵr Cymru that:

'...we have considered the impact of domestic foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. We can also advise that Bala WwTW1 does not have a phosphate permit. However, in line with the environmental regulator's National Environment Programme we are required to deliver a scheme by 31st March 2025. We can confirm that following the delivery of the scheme which will enable an increase in organic loading, there will be headroom to accept the additional phosphate loading from the proposed development and still meet the 5mg/l backstop permit requirements.'

- 2.21 The advice to the Authority, on the specific merits of this case and at this point in time, therefore is that permission may be granted, however, all mitigation measures raised by the shadow HRA and noted by Natural Resources Wales and Dwr Cymru must be secured by condition and importantly, the site is not to become operational until such as the work to the WwTW has been completed. On the basis of the above therefore, and with a suitably imposed and enforceable condition, the Authority under Regulation 63(5) of the Habitats Assessment Regulations, with this positive outcome of the HRA, may approve the application.
- 2.22 Accordingly, the proposal is considered to be compliant 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*.

Impact upon other Ecology and Biodiversity interests

- 2.23 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
- 2.24 As set out within the supporting documentation, an extended phase 1 habitat survey has been undertaken at the site. A survey was originally undertaken by Russell Grey of Etive Ecology Ltd in June 2020, however a repeat of the survey effort was also undertaken in January 2024. The assessment considered the potential presence of an impacts upon amphibians, reptiles, otters, water voles, bats, birds, badgers and invasive plant species.
- 2.25 A suite of bat surveys were undertaken in July and August 2020 to inform the proposed development. This comprises of 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 Mwngwl-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.

2.26 It should be noted that the above bat surveys have been partially updated since 2020, comprising inspections of the various trees and structures originally identified with bat roost potential, undertaken in January 2024. This is included as a bat survey addendum with the submitted documentation pack. It is noted within the EIA that further bat surveys will be undertaken prior to the commencement of construction works, to inform bat license applications. The updated bat detector surveys identified bat roosting activity in the following:

- *Tree 2 opposite the existing platform at Pen y Bont Station considered to be a likely roost for a small number of soprano pipistrelle bats (2 x bats, summer roost).*
- *Existing Bala Railway corridor is a key bat foraging / commuting route at the local scale.*
- *Woodland to the east of Pen y Bont Station is a key bat foraging habitat at a local scale.*
- *Pen y Bont Cottage confirmed as a roost for a single brown long eared bat (1 x bat, summer roost).*
- *Pont Mwnwgl y Llyn Bridge confirmed as a roost for a small number of soprano pipistrelle bats (10x bats, summer roost).*
- *Existing tree lined embankment is a key bat commuting route at a local scale.*
- *Field boundaries that connect into the main tree lined embankment are also potentially important bat commuting routes at a local scale.*

The effort was largely undertaken outside of the core nesting bird season, thus no active nests or nesting activity was identified during the bat surveys. However, a tawny owl was observed roosting in the trees adjacent to the east of Pont Mwnwgl y Llyn Bridge and a large number of swifts and house martins were observed over the open fields at the Rugby Club. (para 4.1).

2.27 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.

2.28 This ES chapter concludes:

'In summary the anticipated ecological impacts arising from the proposed extension of the Bala Lake Railway line are primarily associated with designated sites and bats. These include construction related noise and disturbance, pollution, roost loss and operational disturbance. The current ecological value of the site is moderate at the local scale and the proposed development is anticipated to pose no long term residual negative impacts.' (para 5.8.9).

2.29 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 (landscaping scheme, biodiversity management plan).

2.30 The Authority's Ecologist has also been consulted, however finds the level of detail for the proposed mitigation and enhancement 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.

2.31 On balance I am in agreement 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 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

2.32 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 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, locomotive shed 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.

2.33 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.’

2.34 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.

2.35 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 to ensure an appropriate height and visual appearance.

- 2.36 The above also relates to the proposed carriage shed and its associated development situated to the rear of the Station Building. It is considered that whilst this building would undoubtedly create a more noticeable level of physical development within the Green Wedge and as such, a greater visual impact upon its openness, this element can also be considered to be subsidiary to the Station Building and visually connected.
- 2.37 Following the refusal of the previous planning application, the location of the proposed locomotive shed has been amended, with the building and its associated tracks now sited significantly closer to the station building, immediately opposite and in proximity to the to the proposed coal bunker and signal box. It is noted within the supporting planning statement that from an operational perspective, it is essential that all the elements above are located close to the Station Building, as this will be the focus for the administration and operation of the railway once complete. This is considered to be fair and reasonable and as above subject to a planning condition requiring further elevational and landscaping details to ensure an appropriate height and visual appearance may be considered acceptable.
- 2.38 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. It is considered that the physical and visual impact of the track itself is considered to cause an acceptable impact upon the Green Wedge.

Impact upon the Historic Environment and Cultural Heritage

- 2.39 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 Mwngrwl-y-llyn
 - 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

- 2.40 Section 6.1.14 to section 6.1.17 of PPW12 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.'

- 2.41 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.

- 2.42 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).

- 2.43 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)

- 2.44 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 draft Conservation Area Appraisal. 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.

2.45 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 7.6.18).

2.46 In conclusion the report notes *'In conclusion, it can be stated that the combined effects of the increased visitor footfall within the historic town of Bala and the economic consequences of this; the potential for improvements to the character of Bala Conservation Area; and the potential for the increased understanding, appreciation and enjoyment of the heritage assets within Bala and its hinterland would together contribute a significant net benefit to the overall cultural heritage resource'*.

2.47 On consideration, I do not disagree with the view that an appropriately scaled development 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. No contradicting advice stating otherwise has been received on the matter. It should be noted that in response to consultation, the Authority's Historic Environment Officer did not raise any concerns regarding the potential impact to the Conservation Area and CADW noted that they concur with the conclusion of the Environmental Statement.

2.48 As such, on consideration of the information submitted, the proposal is deemed to have an acceptable impact upon the existing character of the Conservation Area and as such is in compliance 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 Mwnwgl-y-llyn and Pen y Bont Cottage

2.49 Following crossing the B4403, the railway will cross the Grade II Listed Pont y Mwnwgl y Llyn (Old Bridge). In order to achieve this, it is required that the bridge's existing tarmac surface be removed, a new waterproof layer installed, and surfaces reinstated thereafter. A conventional ballasted track will form the railway, with kerbs to delineate between the track and footpath. Corten steel handrails and stanchions are proposed.

- 2.50 The previous application was refused for 7 noted reasons, one of these was regarding the potential impact upon the Pont Mwnwgl y Llyn and the loss of Pen y Bont Cottage.
- 2.51 In contrast to the previous application, the proposals now seek to retain Pen y Bont Cottage and to construct a new low retaining wall. As a result, the elevations will be slightly obscured, however the architectural features will still be visible and the aesthetic value will not be affected.
- 2.52 A Supporting Planning Statement has been prepared by Caulmert in March 2024 and notes the following regarding the potential impact of the development upon the Grade II Pont Mwnwgl y Llyn.

‘Further information has now been submitted to confirm an acceptable impact upon the historic and architectural interest of the Grade II Listed Pont y Mwnwgl y Llyn. A realignment of the proposed route of the railway line to the northeast of Pen y Bont Station now allows for the retention of Pen y Bont Cottage. A geophysical survey of the land to the northeast of Pen y Bont Station, which forms part of the setting of the Castell Gronw Castle Mound Scheduled Ancient Monument, has been undertaken and did not identify any probable or potential archaeological anomalies’.

- 2.53 In addition to the above, two Heritage Impact Assessments are included as part of the application, which are contained within the revised Environmental Impact Assessment. In considering the application, the Authority’s Historic Environment Officer noted the following

‘An environmental Impact Assessment has been forwarded as further information. Within this document entitled Volume 2 – Environmental Statement Reve C4 there are two Heritage Impact Assessments together with a revised opinion from Gwynedd Archaeological Trust. The HIAs are thoroughly prepared and make an argument that the works to the bridge which entail the surfacing and laying of the track to the neutral, my opinion concurs with these findings.’

- 2.54 With regards to the proposed handrail for the bridge, following advice from the Authority’s Historic Environment Officer, the applicant has reviewed the design of the handrails to be more in-keeping with the period of remainder of the railway. The Historic Environment Officer noted:

‘The additional information received on the 31st May included correspondence with Elgan Jones from Donald Insall Associates dated 6th of June 2022 with regards to the proposed handrail. In this correspondence Elgan agrees that

the revised style of handrail would be more in keeping with the character of the old bridge. Elgan includes an attachment photograph to his email of a Corten steel estate railing. This style of railing in my opinion would be more appropriate and the slim section dimensions would mean it would be less noticeable against the backdrop and address the concerns raised by the applicant's heritage advisor within the ASIDOHL.'

'As it stands, with the additional information provided, I see no reason why the applicant cannot be approved subject to conditions'.

- 2.55 As such, on consideration of the information submitted, the scheme is deemed to have an acceptable impact upon the existing character of the Grade II Pont y mwnwgl y Llyn bridge and is in compliance 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 Scheduled Ancient Monument's (SAM) Setting and Archaeological Interest – Castell Gronw Castle Mound

- 2.56 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)

- 2.57 No objections have been received from CADW, Gwynedd Archaeological Planning Service (GAPS) or the Authority's Historic Environment officer in this respect, finding the methodology employed within the ES to be acceptable. With regards to the above, in their response CADW noted the following:

‘The assessment of the impacts of the proposed development on the designated historic assets follows appropriate methodologies. In regard to the ASIDOHL assessment of the impact on the registered historic landscape, this work concludes that, at worst, there will be a moderate impact on some historic landscape characterisation areas during the construction of the railway, but that the scale of these impacts will not be significant and will reduce once the railway is in operation. It also considers that the increased access to the historic landscape may provide some additional benefits to it. We concur with this conclusion’.

‘We also agree with the detailed assessment of the impact of the proposed development on the settings of the listed buildings and on scheduled monument ME067 Castell Gronw Castle Mound that there will not be any significant adverse impacts.’

Impact upon the other archaeological interest of the area

- 2.58 The submitted Written Scheme of Investigation (WSI) outlined a programme of trial trenching within the proposed Station site area, which was carried out January 2023. The results of this survey work are documented within an Archaeological Evaluation Report. Nothing of significance was discovered within the six trial trenches.
- 2.59 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

- 2.60 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 the following:

‘The assessment concluded that the overall significance of the impact of the development would be of moderate magnitude at five HLCAs and slight magnitude at five HLCAs, whilst at one HLCAs this would be moderate during the construction phase of the scheme, reducing to slight once the railway was operational. Notwithstanding this, it is noteworthy that the reduction of value of historic landscape areas on the register would be of low magnitude at five HLCAs (‘slight reduction in the overall value of the historic landscape on the Register’) and very low magnitude at six HLCAs (‘the value of the historic landscape area on the Register remains essentially unchanged’)’

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 7.7.6).

- 2.61 CADW agrees with the scope and findings of this assessment and no objection has been received by the Authority's Historic Environment Planning Officer in this respect.

Landscape and Visual Impact

- 2.62 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.
- 2.63 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.
- 2.64 It is noted that the building will form the backdrop of the new Station area and indeed, the setting of the Conservation Area and as such would be a visually important building. However, with respect to its function, it would have a simple and understated visual appearance, that does not compete with the public Station building itself, and as such the building would not be considered wholly inappropriate in this respect. It would 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 considered 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.

- 2.65 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.
- 2.66 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.
- 2.67 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)
- 2.68 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.

- 2.69 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.
- 2.70 Notwithstanding this, the LVIA sets out mitigation measures, and notes that primary and secondary mitigation should focus on the retention of existing trees and characteristic landscape features. In addition, it notes that the design of the proposed station building, and infrastructure building should respond closely to the surrounding built form of Bala.
- 2.71 In response to consultation, with regards to landscape, NRW noted that they are in general agreement with the findings of the LVIA and consider that the effects on the National Park's Landscape Character Area 16 Llyn Tegid / Dyffryn Dyfrdwy to likely be moderate / slight adverse during construction due to the loss of some mature trees, stone walls and hedges and Slight adverse during operation due to the effect of movement and noise of trains on tranquillity. NRW note that they consider that adverse cumulative effects in combination with the NRW Llyn Tegid Reservoir Embankment Strengthening Scheme are likely to be minor, as a result of tree losses and the increase in developed character of the lake shore. NRW do not raise any objection to this aspect, however advise that further information on ecology / landscaping matters be sought by way an appropriate worded condition.
- 2.72 On balance of the above therefore, I am in general agreement with the LVIA. 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

- 2.73 The proposal involves the crossing and minor diversion of existing Public Right of Ways (PROWs) and footpaths along its route.
- 2.74 Gwynedd Council's Access Team has provided comments in response to consultation. No formal objection has 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.

- 2.75 With respect to the operational impact of the proposal upon this footpath route, from a recreational value perspective, of 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.
- 2.76 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 2023 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			10
March	6	1	2	9
April	20	4		24
May	15	5	5	25
June	17	5		22
July	11	20		31
August	2	26	3	31
September	23			23
October	16			16
November	2			2
<i>Total</i>	<i>122</i>	<i>61</i>	<i>10</i>	<i>193</i>

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

- 2.77 An assessment of future passenger numbers is considered within the Trip Generation Report. It is noted that it is anticipated that the number of days that the railway operates will increase as a result of the development (to cater for the anticipated increase in visitor numbers) and that additional services will be provided on some of the days that the railway is operational – with the full extent of the increases happening over time (as the market develops).
- 2.78 Based on the above timetable however, 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.
- 2.79 On balance and based on the information to hand, 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

- 2.80 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. As noted, a number of the comments received by members of the public also relate to this aspect.
- 2.81 In this respect, the application is supported by Environmental Statement (ES) Chapters which assess the potential impact of noise, vibration, dust and odour, updated following the previous application refusal.
- 2.82 Dealing firstly with noise, it is considered that the key elements will be 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.

- 2.83 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. No further assessment is provided on these elements within the ES.
- 2.84 The assessment concludes a 'short term, local minor to moderate adverse impact' during construction of the track and Station, at the closest properties which are approximately 30m from the proposed track. It is noted that this a worst case assessment of continuous operation, whereby in reality there would be breaks at intervals during the day. For all other track construction works, the impact is expected to be short term, local, negligible to minor adverse.
- 2.85 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.
- 2.86 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.
- 2.87 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.
- 2.88 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.
- 2.89 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.

- 2.90 Gwynedd Council's Pollution Control and Licensing Department provided an initial consultation response dated the 21st of May 2024 with the most recent response being on the 09/08/24 which followed discussions between the applicant and Gwynedd Council.
- 2.91 With regards to dust, odour and emissions, Gwynedd Council notes that an assessment has been undertaken regarding dust, which demonstrates that there will be negligible effect on residents. It is noted that Gwynedd Council agree with the methodology used for this assessment and it is recommended that the operational implementation strategy outlined within the submitted Operational Environmental Management Plan be conditioned as well as the mitigation measures for dust and air quality outlined within the Construction Environmental Management Plan. Within their response, a condition is recommended to ensure that any operational emissions from this development does not cause exceedances of specific Air Quality objectives relating to Sulphur Dioxide and Dust (specific readings/measurements are provided).
- 2.92 Regarding construction phase noise and vibration, it is noted by Gwynedd Council that a restriction should be put in place regarding construction and piling hours, noise mitigation measures should be implemented such as acoustic barriers and best practices adhered to.
- 2.93 No concerns were raised regarding the operational phase mechanical plant noise of the development, such as ventilation systems, refrigeration, extraction units etc. This is however, subject to a condition requiring a detailed noise assessment prior to the site becoming operational. This should include all proposed locations, details of the various units, measurements of the units as well as design.
- 2.94 In their response however, concerns were initially raised with regards to the operational phase railway noise, whereby it was recommended that the Authority impose a time restriction for the operation of the movements between Llanuwchllyn Station and the proposed Bala town station.
- 2.95 In response to the above comments, with regards to operational phase railway noise the agent notes:

'The submitted Environmental Statement (Vol 1) indicates that additional train noise at the nearest residential receptors to the proposed railway extension would only marginally increase the daytime ambient sound level and would be of long-term, local, negligible adverse significance, at worst.

We are of the opinion that, in view of the limited scale of railway operations and their predicted negligible adverse noise significance (worst case), the operating hours restrictions suggested by the Pollution Control Team Leader are unnecessary, unreasonable and unduly onerous and should not be

imposed, in the event that planning permission is granted for the proposed development.'

- 2.96 Following further dialogue between Gwynedd Council and the applicant, with regard to operational phase railway noise, Gwynedd Council noted '*Given that we have not received complaints about noise from the trains that are already operating between Pen y Bont and Llanuwchllyn, and that the ES shows that the noise on the NSR is going to be "negligible adverse impact as a worst-case", we agree to allow the continuation of the core hours of 10:30 – 18:00. We have no further comments.'*
- 2.97 Therefore following due consideration, with the mitigation measures proposed and secured by condition,, it is my view that an acceptable impact upon the existing amenity levels of neighbouring residential property can be achieved. As such, the proposal is considered to comply with ELDP Policies SP A *National Park Purposes and Sustainable Development*, DP 1 *General Development Principles*.

Accessibility, Highway Safety and Capacity

- 2.98 The previous application was refused for 7 reasons, one of which being insufficient information associated with highways impact. The reason for refusal was as follows:
- '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.'*
- 2.99 As described, the application proposes alterations to both the local highway and Trunk Road network and will generate additional vehicular traffic into the area. The application is supported by an updated Transport Statement, Traffic and Parking Impact Report, Non-Motorised User Report and Trip Generation Report.
- 2.100 With regards to the anticipated congestion as a result of the proposed development, a detailed modal split trip generation assessment has been undertaken by the applicant as well as a highway capacity analysis of nearby A494 / Aran Street junction. The traffic modelling undertaken through use of PICADY software, is based on existing traffic flows and development traffic in a scenario of an increase in yearly passenger numbers to 40,000 and 60,000 for peak periods (from the current 31,500 yearly passengers). The modelling undertaken concludes that the junction will be able to operate with high levels

of spare capacity and as such will not have a detrimental impact on the operation of the junction.

- 2.101 With regards to parking, an assessment of parking in the area has been undertaken by the applicant which includes parking accumulation surveys of the adjacent Plasey Street car park. The assessment considers that the maximum level of car park occupancy predicted based on an increase of circa 60,000 passengers per year is to be 63.1% during the busiest weekend in August (an increase from an estimated existing situation of 31.1%). Therefore, it is concluded that the Plasey Street car park has significant capacity at present that it accommodates the addition demand for parking that is likely to be generated by the proposed development. As set out in the submitted transport statement, a small landscaped car park is also proposed, providing a total of 27 spaces, including 5 disabled spaces. It is noted that railway operations will require 15 of these spaces however, the remaining 12 including 2 disabled spaces could be made available for use by residents of Heol Aran subject to agreement with the relevant highway authority. It is also noted that the provision of a station at Bala will reduce the number of passengers that join trains at Pen y Bont and therefore reduce the potential for parking to occur on the B4403.
- 2.102 Both Gwynedd Council's Highways Authority and Welsh Government's North and Mid Wales Development Control Department have been consulted.
- 2.103 In an initial response to the consultation, Welsh Government directed that planning permission is not granted due to the insufficient information. However, following additional rounds of consultation responses, a meeting was held between the agent and Welsh Government on the 31st of July 2024 and further additional information has been submitted to respond to the objections of Welsh Government (received 1st of August 2024).
- 2.104 A revised response from Welsh Government has been received dated the 2nd of August 2024 where they withdraw their holding direction and directs that any permission granted includes conditions to maintain the safety and free flow of trunk road traffic.
- 2.105 In contrast to the previous application therefore, it is considered that a sufficient level of detail and information has been provided by the applicant to demonstrate that the proposed development will not be of detriment to the trunk road network.
- 2.106 Gwynedd Council Highways have been consulted, and at the time of writing, no detailed comments have been received. As the Highways Authority their views will be critical in determining the acceptability of some important

highways and parking issues – including safety, highways and car parking congestion in areas beyond those already assessed by the Trunk Roads Agency. A holding response was received on the 12th of August 2024, stating that a more detailed response would follow. The holding response stated there would be no overall objection to the development and that from the original comments associated with the previous application, a number of points raised have been addressed, particularly relating to the impact of the development on traffic within the town. However, at the time of writing no detailed commentary has been received and as such, the Authority at this stage is unable to fully conclude on the acceptability of the development on transport grounds on the local highway network. Given the insufficient information received from the Highways Authority at this stage, officers will request that the Committee delegate their Authority to the Director of Planning & Land Management to determine the application in order to allow time for the full response from the Highways Authority to be received and fully assessed.

Flood Risk

- 2.107 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*.
- 2.108 The application is supported by a Flood Consequence Assessment (FCA) dated March 2024. 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. The FCA established that the proposed development can be undertaken in a manner whereby the implications of surface water flooding can be managed, and it would not increase flood risk elsewhere.
- 2.109 Natural Resources Wales (NRW) has been consulted and (in a response dated 2nd of May) 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. Any changes to existing ground levels have the potential to divert flood flows to new areas and potentially impact third party interests.'

'We agree with para 5.7.7 of the FCA in that "...It is extremely difficult to quantify the extent to which the proposed embankment will affect the flood zone...". The ballast used to create the rail base will provide 30% voids which will be permeable and allow for the passage of flood water. However, as 70% is infill, the passage of water is likely to be subject to some level of impediment due to its physical presence.

We note reference in para 5.7.6 of the FCA to a gap in root protection zones which may allow alternative construction method (which should allow full conveyance of flows for this small section) and the removal of clawdd/ embankment at ch1020, but we are unclear as to the true impact these two features would have on flows across this length of track. This leaves uncertainty as to potential impacts of flooding elsewhere due the project as proposed on flood flows.'

We also note that para 5.7.9 of the FCA states: "Between Ch837 and Ch1020 the root protection areas of the trees overlap to form a continuous 'no-dig' strip, with the exception of a 1m length between Ch950 and Ch960. At this location it is proposed to provide a flood relief culvert below the level of the proposed railway". "This structure will be constructed of concrete, with the waterways being formed of six 300mm pipes." We note that routine maintenance will be required for these structures and advise that your Authority should be satisfied with the arrangements in this regard.'

2.110 Regarding the uncertainty raised by NRW, the implications of this was queried by the Authority to which NRW noted:

'The FCA (para. 5.7.9) suggests that the use of 6 number 0.3m dia pipes is proposed rather than a large, shallow box culvert construction. The authors reasoning for this is that pipes are easier to maintain (remove any accumulated debris) by use of rodding/jetting. Obviously, regardless of the type of construction, the functioning of any opening beneath the railway to assist with flood relief and surface water drainage will rely on it being unobstructed. As such the inlet/outlets will require regular inspection and maintaining to remove any accumulation of vegetation growth/debris/silt.

Whilst the flood relief form fluvial flows would only occur during the low risk event i.e. 1 in 1000 (or 0.1%) and would remain flood free for the 1 in 100 (1%) when allowances for the impact of climate change, the relief culverts would operate during the 1% + cc event.

As such and on the basis that the applicant accepts that regular inspection and maintenance of the culverts will be required (as indicated in the FCA) and are constructed as the approved drawings, then we would not request any condition in this regard.'

- 2.111 As such, with the support of NRW I find 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 therefore, the proposal is considered acceptable on flood risk grounds.

Drainage Infrastructure

- 2.112 With respect to asset management, Dwr Cymru does not object to the proposal, however maintained (with their response to the previous application) that Dwr Cymru requires access to at all times under the Water Industry Act 1991 for maintenance and repairs. Within their consultation response, it was noted by Dwr Cymru:

'Having regard to the proposed plans, it would appear parts of the proposed development would be located above and within the protection zones and easements of our assets. Potential solutions and agreements under the Water Industry Act has been discussed. However, we request that further details are controlled by means of the conditions outlined below'.

- 2.113 As Dwr Cymru does not object to the application, the proposal is considered to be in general conformity 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, subject to appropriate conditions being imposed should permission be granted.

The Welsh Language

- 2.114 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.
- 2.115 The application is supported by a CLIA (dated 12/03/24). This was amended on the 25/01/24 to include 2021 census data and to address previous IAITH

comments (IAITH being the Welsh centre for language planning). The report was updated once more in March 2024 following the publication of Planning Policy Wales Edition 12.

2.116 The CLIA identifies a number of ways in which Rheilffordd Llyn Tegid Ltd. will take steps to ensure that its proposed development ‘contributes in a positive way towards the efforts to safeguard and strengthen the position of the Welsh language in our communities’, which are summarised as follows:

- *Strengthening the commitment to sourcing construction jobs locally by prioritising Welsh language skills in the construction work sourcing/tendering process;*
- *A commitment to recruiting new staff with Welsh language skills and training new and existing staff to increase their knowledge and use of Welsh where considered necessary;*
- *Adopting good practice in developing Welsh and bilingual/multilingual workplace practices;*
- *Ensuring that all workplace and public facing signage is bilingual;*
- *Developing opportunities for volunteers to increase their Welsh language skills and increase the use of Welsh in volunteering roles;*
- *A commitment to proactive promotion of Welsh in a way that is inclusive of people of all identities and backgrounds.*

2.117 The CLIA also notes the following commitments from Rheilffordd Llyn Tegid.

Commitment 1: *All Rheilffordd Llyn Tegid Ltd. management, trustees and staff to undertake Welsh language awareness training.*

Commitment 2: *Rheilffordd Llyn Tegid Ltd. to have specialist language policy and planning support to develop a Welsh Language Promotion Strategy to promote opportunities for its workforce, volunteers and customers to increase their Welsh language skills and/or increase their opportunities to use Welsh in workplace and social contexts.*

Commitment 3: *Rheilffordd Llyn Tegid Ltd.’s Welsh Language Promotion Strategy should be agreed by the Welsh Language Commissioner and include an action plan for delivering the strategy that is monitored on a six-monthly basis.*

2.118 It should be noted that previously IAITH concluded the updated CLIA to be 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. As there has been no changes since these amendments, I consider the submitted CLIA to be acceptable and in line with DP 18.

3 Conclusion

- 3.1 Rheilffordd Llyn Tegid (Bala Lake Railway) currently operates a 7.2km long heritage railway which runs between the village of Llanuwchllyn and the existing station at Pen y Bont, to the south west of the town of Bala. The proposed development comprises a 1.2km extension to the existing railway line from Pen y Bont Station to a new terminus (last stop) station within the town of Bala.
- 3.2 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.
- 3.3 Having carefully considered the proposal, the principle of development and impacts upon the local economy are considered to be acceptable with the application demonstrating that the proposed development would bring a new tourist attraction to the area that would be of benefit to the surrounding area and to the town of Bala.
- 3.4 It has been demonstrated that the impact of the proposed development Afon Dyfrdwy a Llyn Tegid Special Area of Conservation (SAC) and Llyn Tegid Ramsar Site, ecology and biodiversity is acceptable and can be mitigated through appropriately worded conditions. Similarly, it has been demonstrated that the impact of the development upon the Green Wedge is acceptable.
- 3.5 It is considered that matters of drainage, public rights of way, flooding and the Welsh Language have been adequately addressed at this stage and that the impact of the proposed development upon the cultural heritage has been thoroughly considered.
- 3.6 The previous application (NP5/53/576) was refused on 7 grounds and it is considered that, through discussions with the Authority and various consultees, an amended scheme and additional information, the agent has been able to overcome these reasons for refusal. As discussed however, it is evident that there are outstanding matters which require greater detail prior to any commencement or occupation on-site, with some slight concern still raised regarding these matters. It is considered that the majority of which are resolvable by appropriately worded planning conditions.
- 3.7 The Development Strategy of the Eryri Local Development Plan 2016-2031 notes that *'due to the special status of the Park, the impact that development will have on the area's natural beauty, wildlife and cultural heritage and*

opportunities for the understanding and enjoyment of the area's 'Special Qualities' will be of paramount importance in deciding future change'.

- 3.8 In general, the proposed development has been shown to be in conformity with the policies of the Eryri Local Development Plan 2016-2031 as well as the primary spatial vision and objectives of National Park.
- 3.9 Notwithstanding the above however, there remains a matter that is unresolved and requires further assessment, which is the impact of the development upon the local highway network. As outlined, whilst the applicant has provided significant detail on this matter, at the time of writing, no detailed assessment has been received on that submitted from Gwynedd Council as the Highway's Authority. Officers are therefore unable to fully determine whether the proposals are acceptable and compliant with local policy on transport grounds.
- 3.10 Gwynedd Highways Authority have however provided an interim 'holding' response which as outlined previously within this report does not raise any objection at this stage.
- 3.11 Therefore, it is recommended that the application be approved under delegated powers once the Authority have received the above additional information and any matters raised are adequately addressed. Should any issues be raised which mean the proposal cannot be approved under delegated Authority, officers will revert the application back to next possible Planning & Access Committee.

Background Papers in Document Bundle No.1: No

RECOMMENDATION: For the Planning Committee to delegate the Authority to approve the application to the Director of Planning & Land Management.

For information, at this stage these are the planning conditions that officer's would apply should planning permission be granted:

- Development to commence within a period of FIVE years.
- No development to commence until the planned improvements to the Bala Waste Water Treatment Works (WWTW) scheduled for the 31st of March 2025 have been completed.
- Accordance with approved plans and documents.
- Scheme to be submitted to either protect the structural condition or divert the public watermains crossing the site.
- Scheme to be submitted to either protect the structural condition or divert the public sewers crossing the site.
- Foul Water Drainage Scheme for the site to be submitted.
- Submission of a Construction Environment Management Plan / Method Statement.

- Submission of a Landscaping Scheme.
- Biodiversity Management Plan to be submitted.
- Detailed design of highways drawings requested by Welsh Government.
- Construction Traffic Management Plan requested by Welsh Government.
- A scheme to provide for the remediation of any incidental damage directly attributable to the development to the parts of the highway network requested by Welsh Government.
- Recommendations of bat survey addendum to be followed and implemented in full.
- Restriction on external lighting and submission of a detailed lighting plan.
- Detailed specifications or samples.
- A written scheme of investigation for archaeological work to be submitted a detailed analytic report on the archaeological work.
- Restriction on construction / piling hours.
- Submission of a noise assessment, and further details on extraction.
- Submission of a Arboricultural Method Statement.
- Mitigation measures of the Construction Environmental Management Plan and Environmental Statement to be implemented adhered to all times.
- Restriction on operational emissions from the development.
- Action Plan and commitments set out within the submitted Community and Linguistic Impact Assessment to be implemented in full and adhered to at all times.

Advisory Notes relating to:

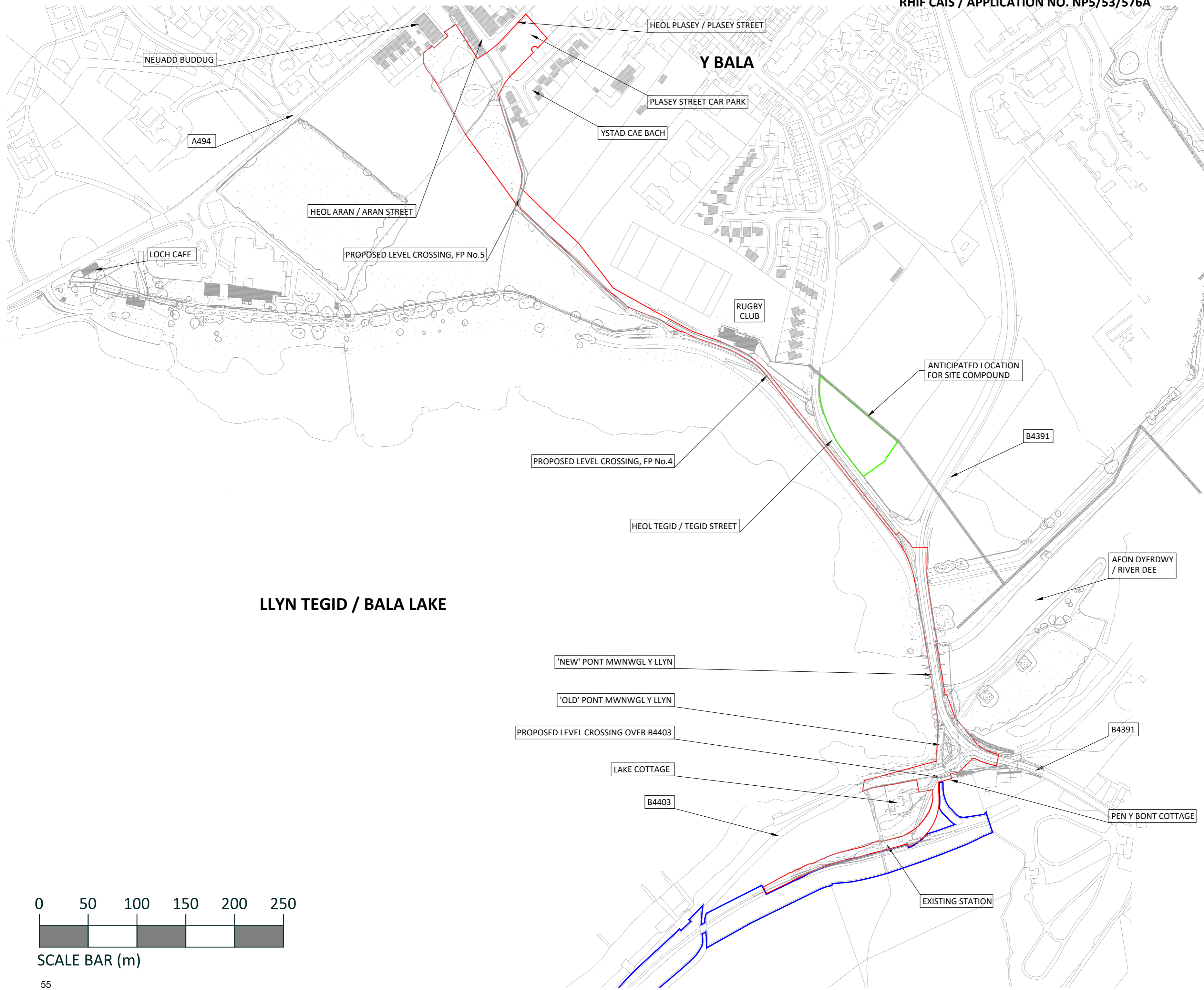
- Dwr Cymru
- Highways
- Footpaths
- Ecology

NOTES

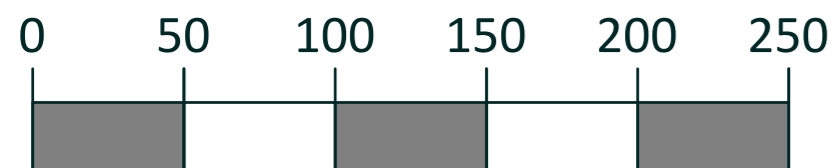
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- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS.

LEGEND

- EXTENT OF PLANNING APPLICATION
- OTHER LAND UNDER CONTROL OF THE APPLICANT
- SITE COMPOUND LOCATION



LLYN TEGID / BALA LAKE

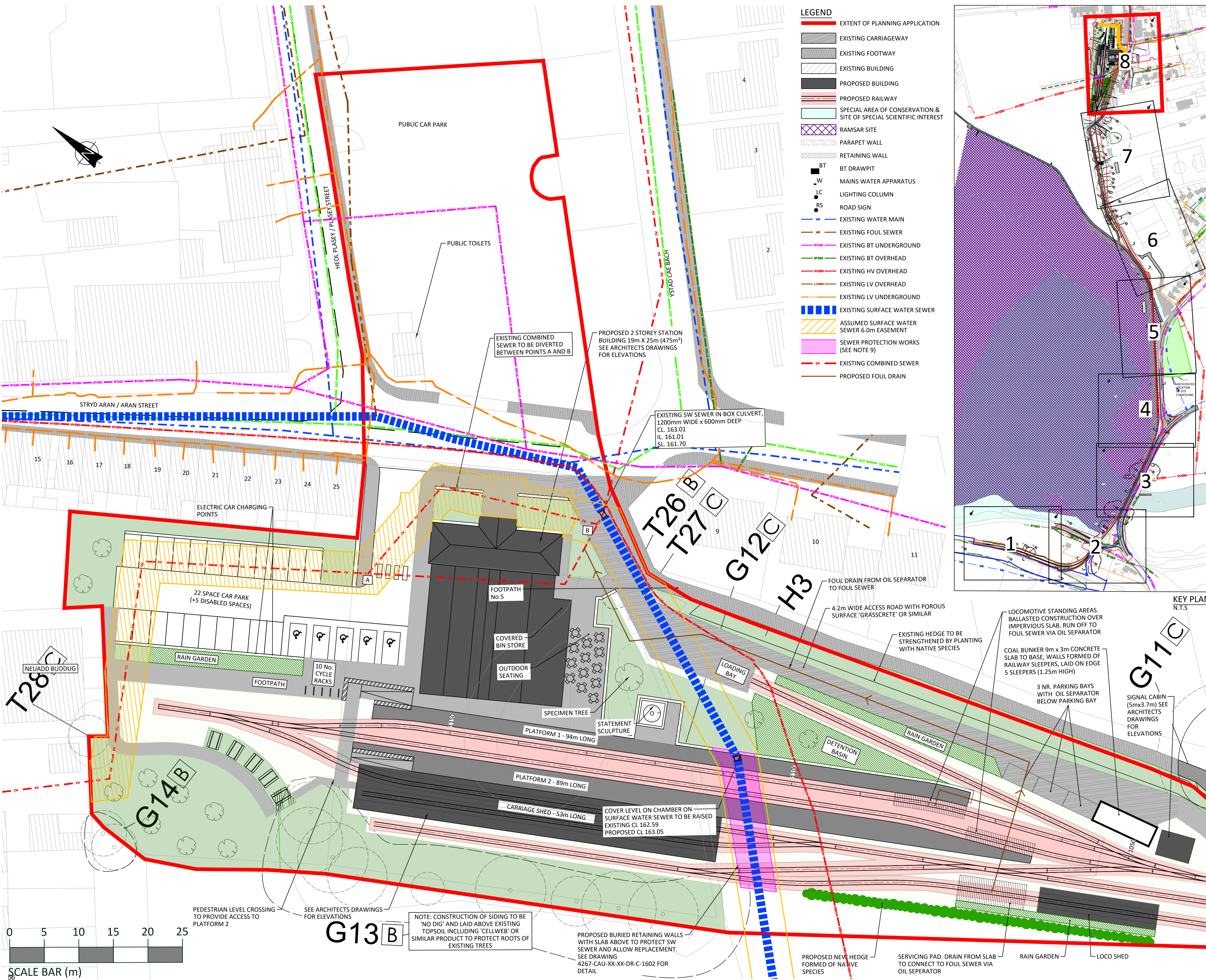


SCALE BAR (m)

P07	ADDED SCALE BAR	DAE	DH	DH	-
P06	SITE COMPOUND LOCATION REVISED	LJ	DH	DH	14.12.23
P05	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	P07		
DRAWING NUMBER					
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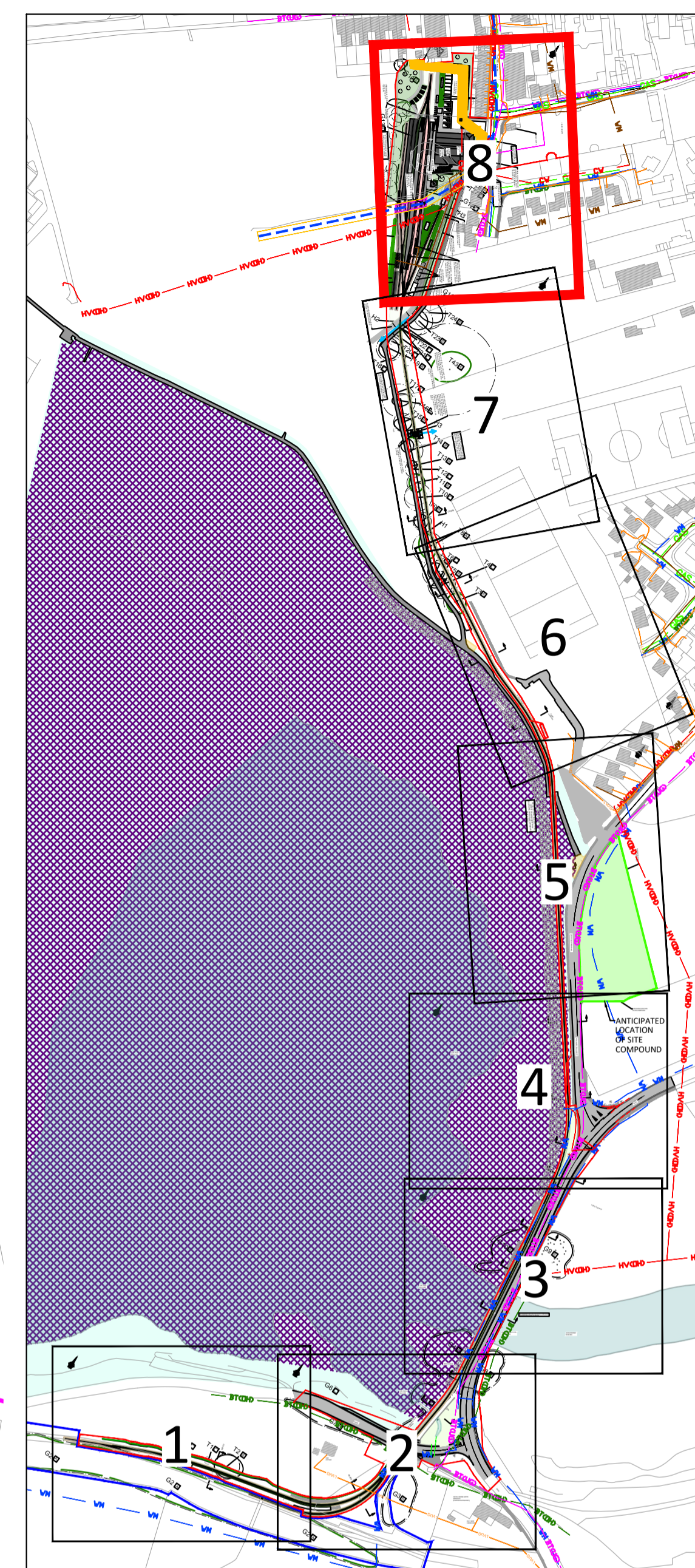
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- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS.
- LOCATION OF SERVICES TAKEN FROM UTILITY RECORDS.
- BOUNDARIES OF SAC, SSSI AND RAMSAR TAKEN FROM ONLINE MAPPING ON SNPA WEB SITE WWW.SNOWDONIA.GOV.WALES
- SEE DRAWING 4267-CAU-XX-XX-DR-C-3414 TO 3416 FOR CROSS SECTIONS.
- POTENTIAL NEED FOR ADDITIONAL PROTECTION WORKS TO COMBINED AND SURFACE WATER SEWERS. ALL WORK TO BE CARRIED OUT IN CONJUNCTION WITH DCWW.
- 5.2 x 5.2 x 1.25 = 33.8 cu m COAL DENSITY 75kg/cu m FULL BUNKER HOLDS 2.5 TONNE.
- DIVERSION OF COMBINED SEWER BETWEEN A AND B TO BE SUBJECT TO S185 AGREEMENT UNDER WATER INDUSTRIES ACT.
- PROTECTION WORKS TO SURFACE WATER SEWER TO BE AGREED WITH DWR CYMRU WELSH WATER.

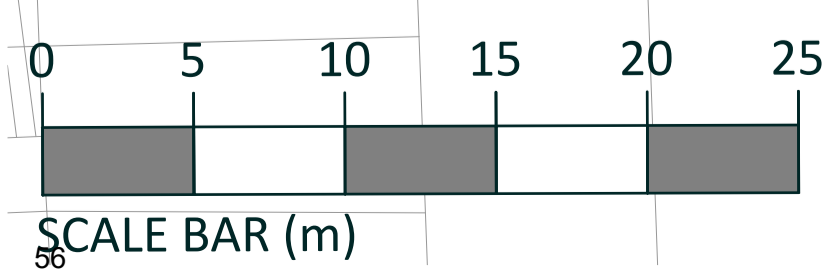


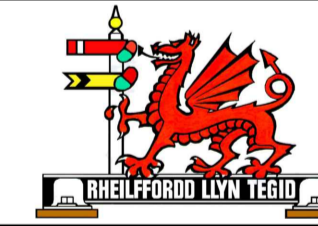
LEGEND

- EXTENT OF PLANNING APPLICATION
- EXISTING CARRIAGEWAY
- EXISTING FOOTWAY
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED RAILWAY
- SPECIAL AREA OF CONSERVATION & SITE OF SPECIAL SCIENTIFIC INTEREST
- RAMSAR SITE
- PARAPET WALL
- RETAINING WALL
- BT DRAWPIT
- W MAINS WATER APPARATUS
- LC LIGHTING COLUMN
- RS 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
- SEWER PROTECTION WORKS (SEE NOTE 9)
- EXISTING COMBINED SEWER
- PROPOSED FOUL DRAIN



NO.	DESCRIPTION	BY	RE	AP	DATE
P20	FOUL DRAIN ADDED	CR	DH	DH	25.03.24
P19	ARBOCULTURAL SURVEY UPDATED	EB	DH	DH	04.03.24
P18	AMENDED SHEET NUMBERING TITLES	DAE	DH	DH	-
P17	BOUNDARY AMENDED	EJD	DH	DH	12.01.24
P16	TRACK LAYOUT AMENDED. SEWER DIVERSION RELOCATED	CR	DH	DH	07.12.23
P15	PARKING BAYS REMOVED / PROPOSED CAR PARK REMOVED / RETAINING WALL SLAB ADDED	DA	DH	DH	05.06.23
P14	MINOR UPDATES	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 REALIGNED TO MITIGATE IMPACT ON TREE RPAS	CR	DH	DH	04.11.20
P01	ISSUED FOR COMMENT	DA	CR	DH	09.09.20
REV	MODIFICATIONS	BY	RE	AP	DATE
FOR COMMENT					S3



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

TITLE: **PROPOSED PLAN SHEET 8 OF 8**

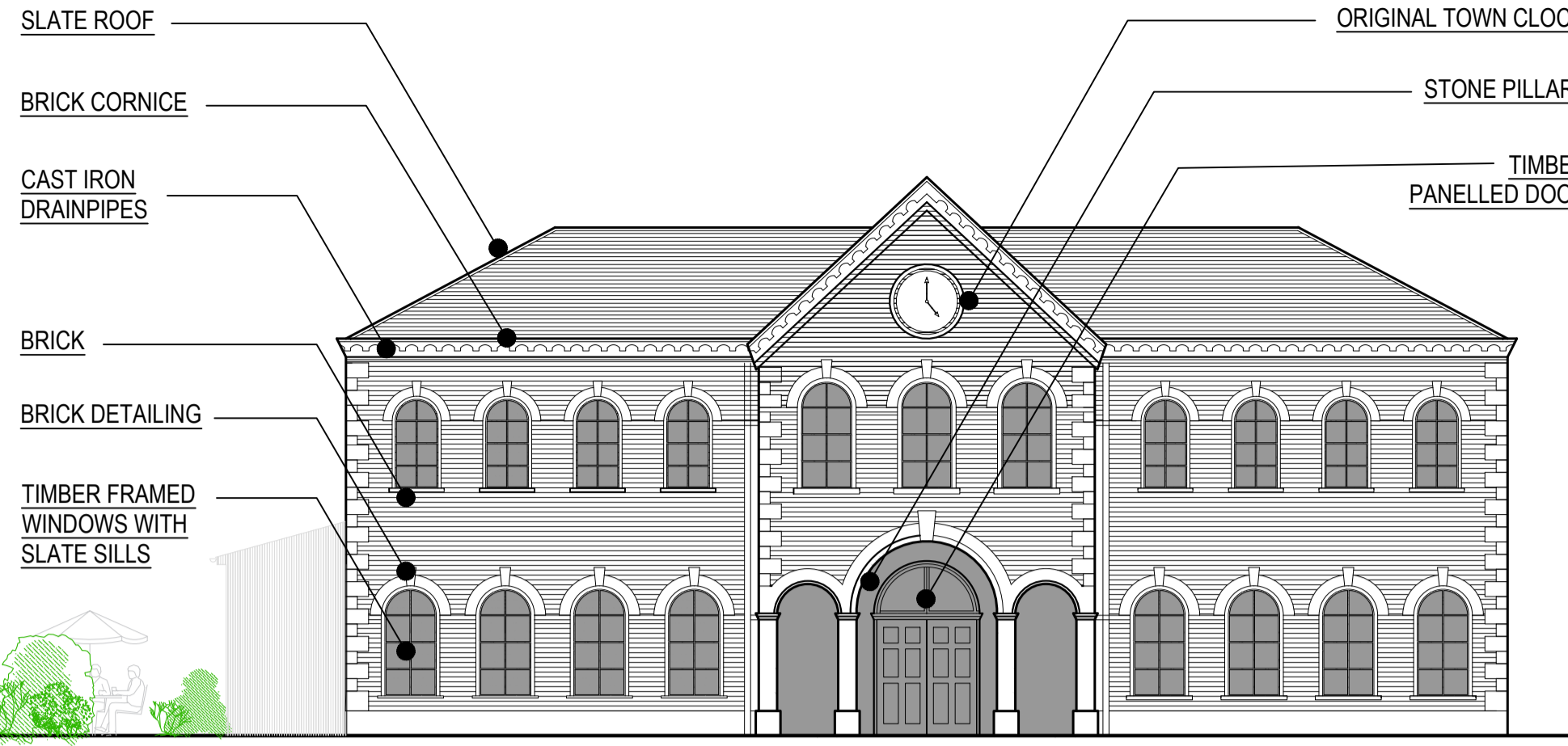
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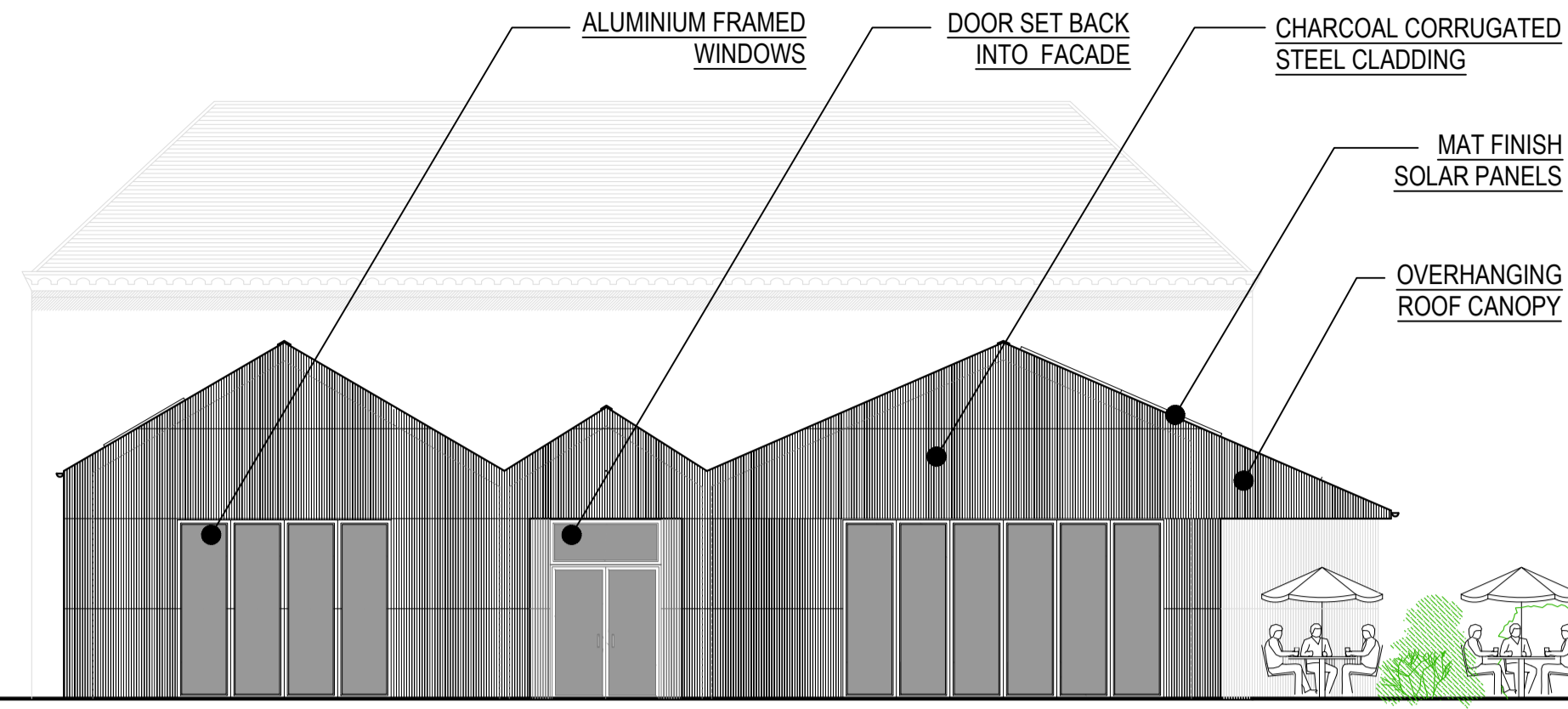
Caulmert
engineering environmental planning

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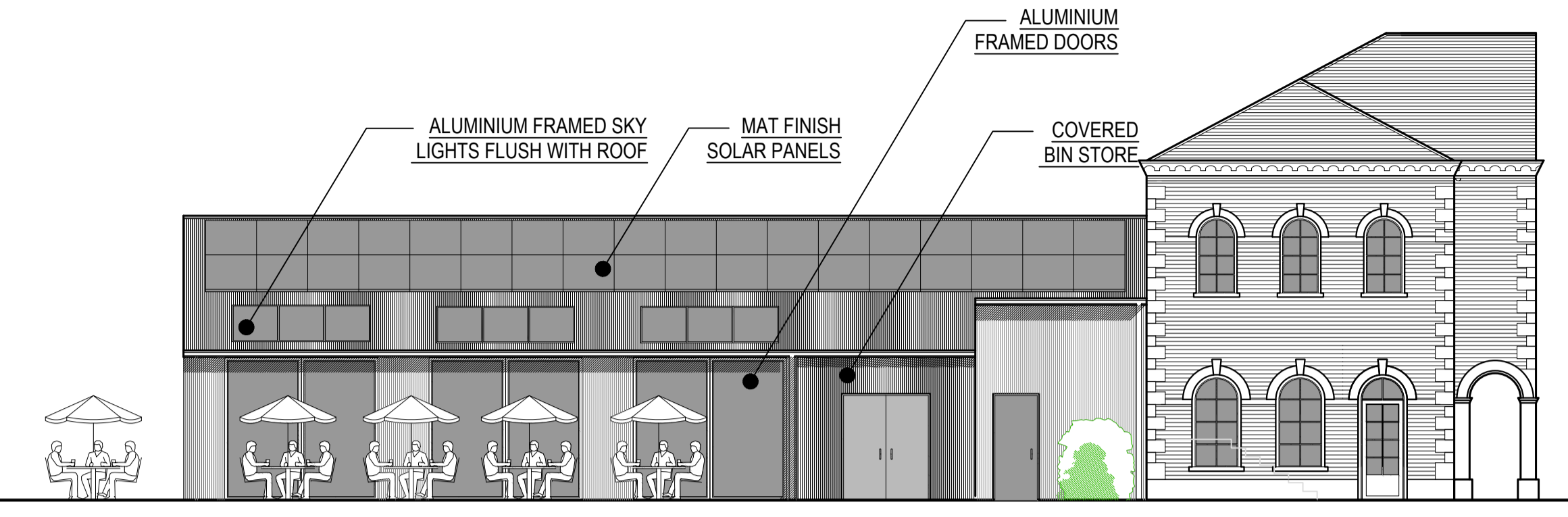
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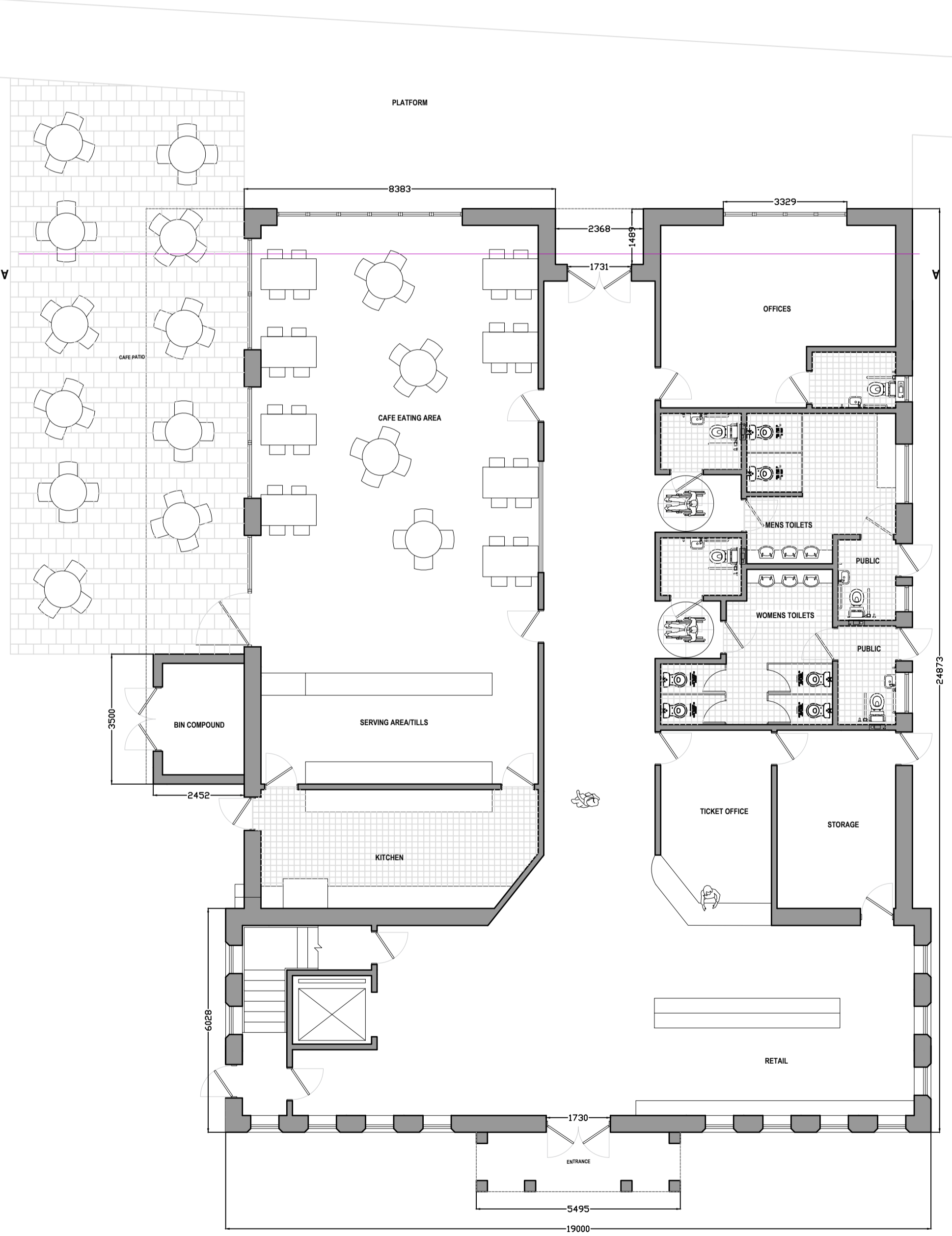
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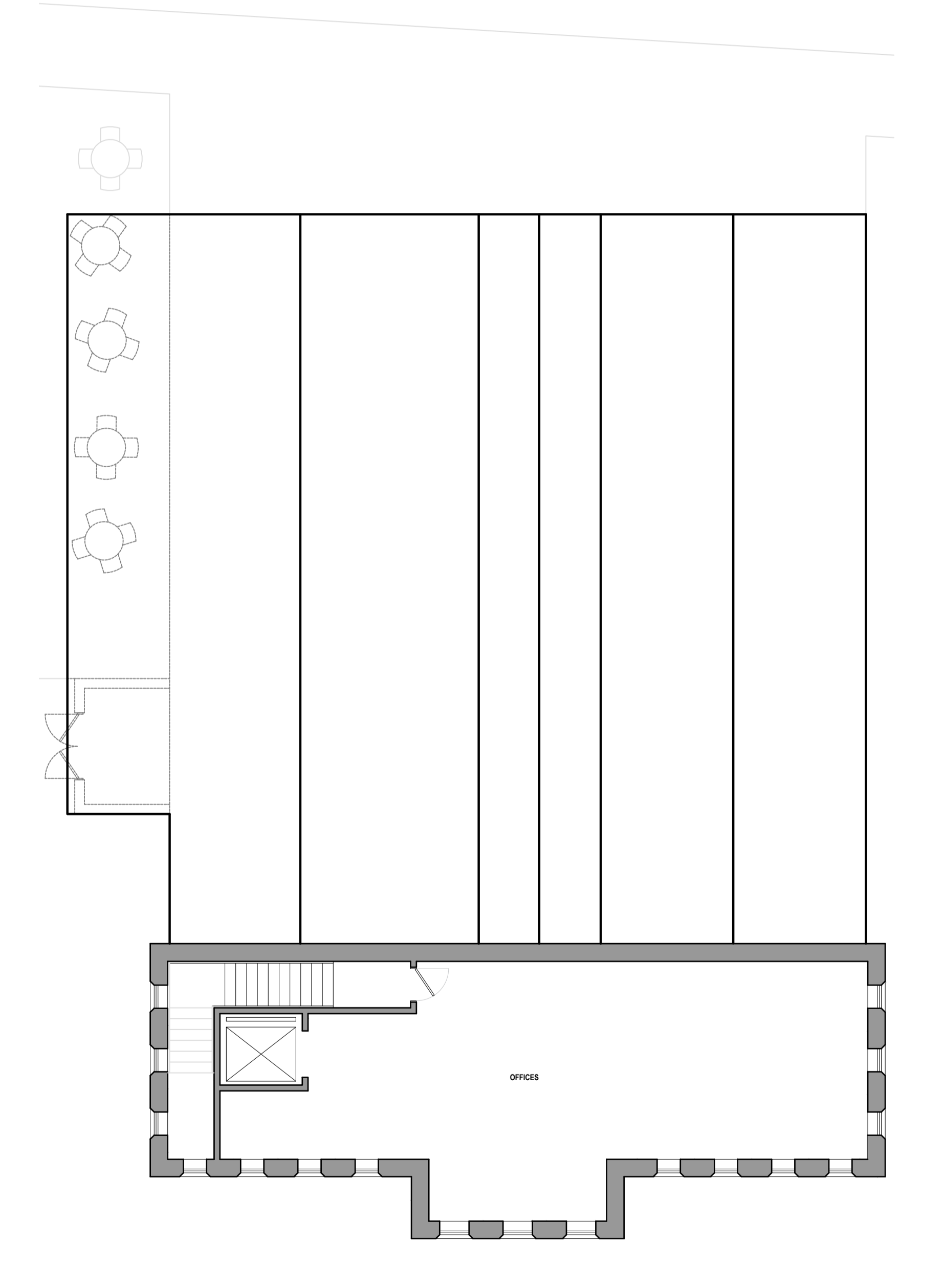
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REAR ELEVATION



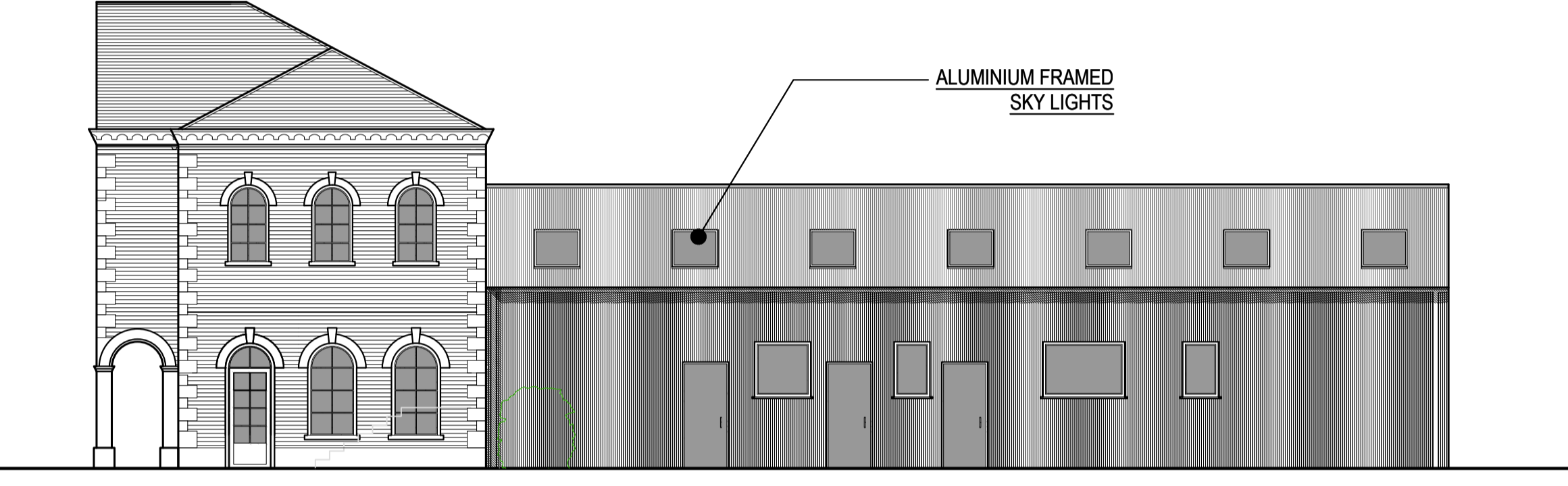
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SIDE ELEVATION



0 5m
GROUND FLOOR PLAN



0 5m
FIRST FLOOR PLAN



0 5m
SIDE ELEVATION

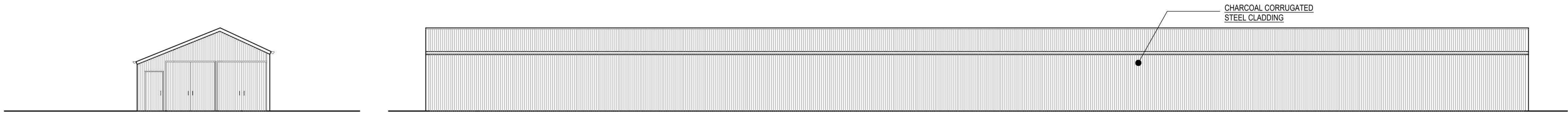
Revision F Feb 24 - Elevations amended following comments from Caullert
 Revision E Feb 24 - Elevations amended following comments from Conservation Architects
 Revision D Jan 24 - Elevations amended following comments from Conservation Architects
 Revision C Nov 23 - Site plan omitted - refer to Caullert Drawings for Block/Site Plan and Landscaping

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

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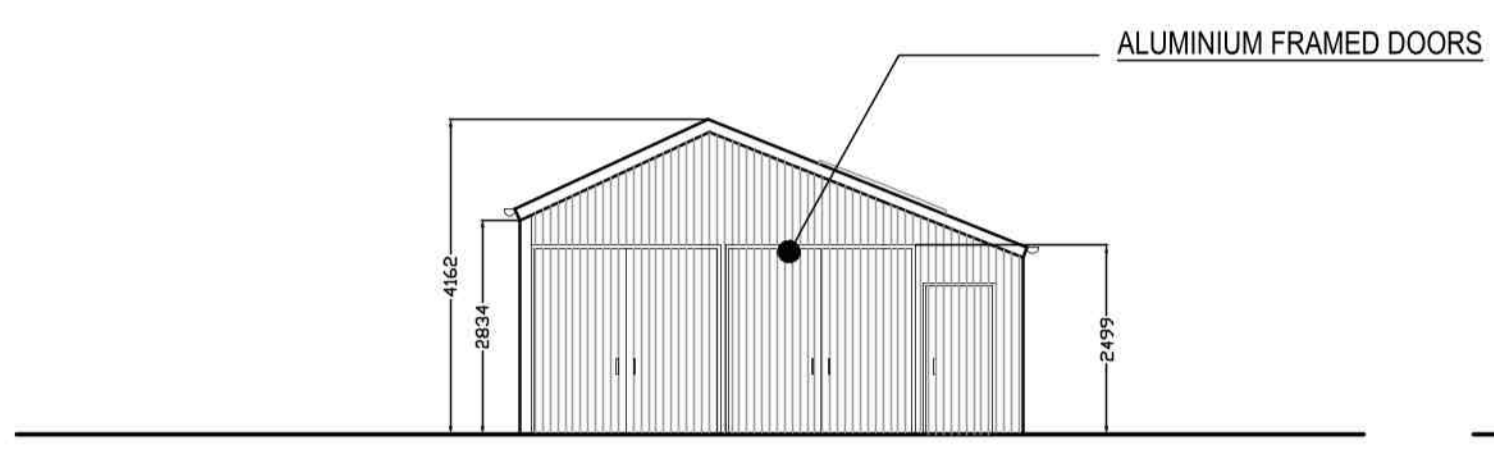
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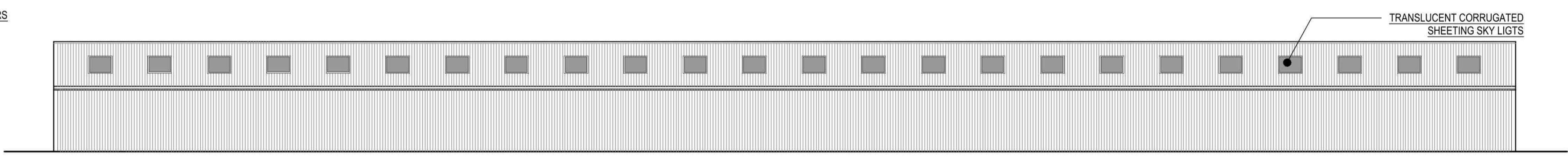
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EDRYCHIAD OCHR
SIDE ELEVATION

CHARCOAL CORRUGATED
STEEL CLADDING

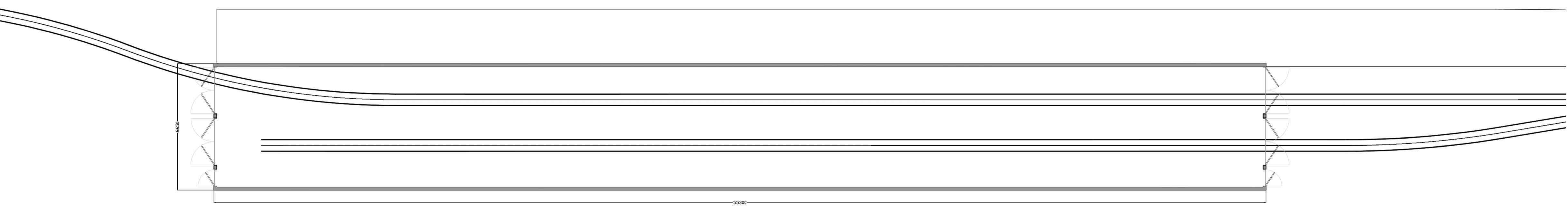


EDRYCHIAD CEFN
REAR ELEVATION



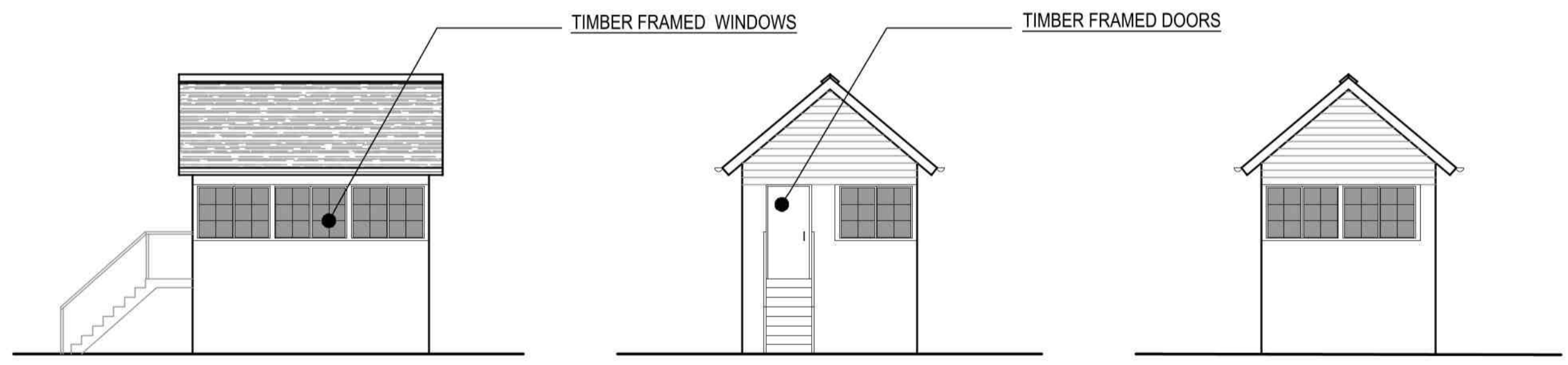
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SIDE ELEVATION

TRANSLUCENT CORRUGATED
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GROUND FLOOR PLAN

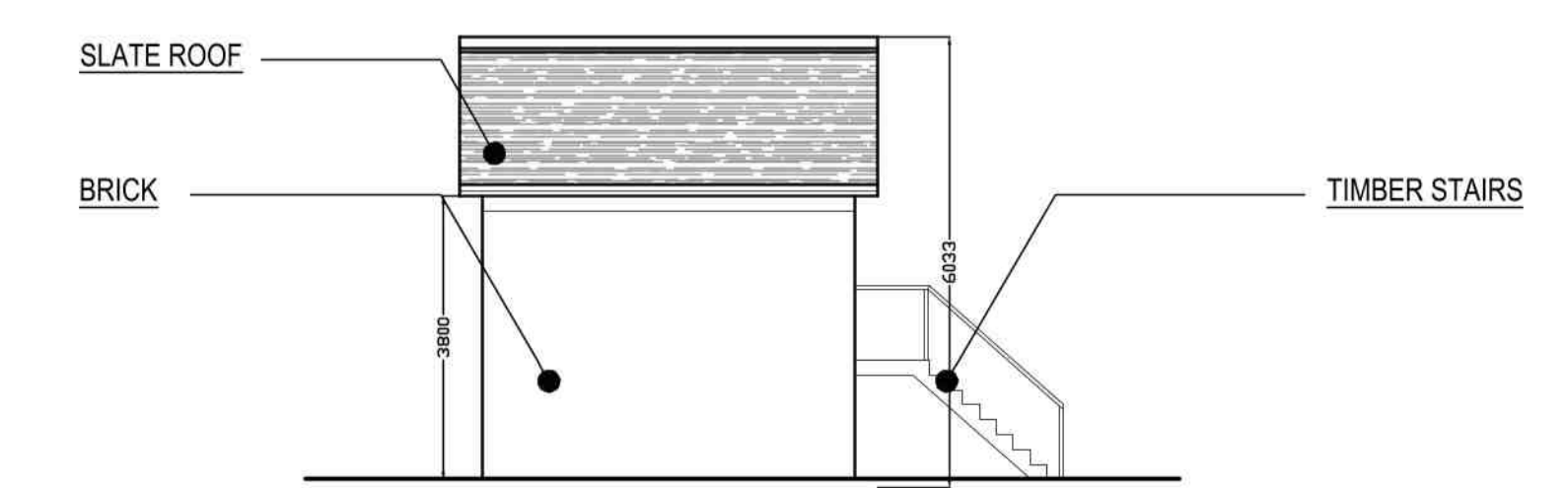
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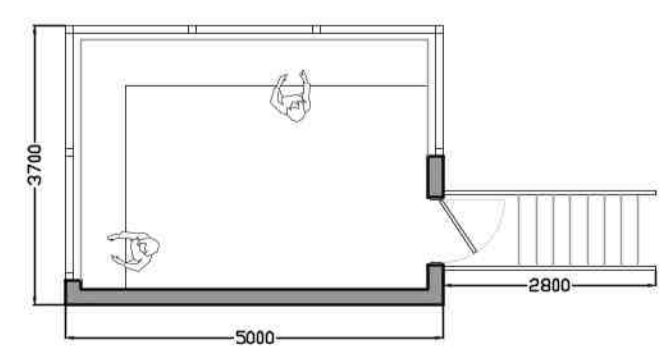
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FRONT ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION

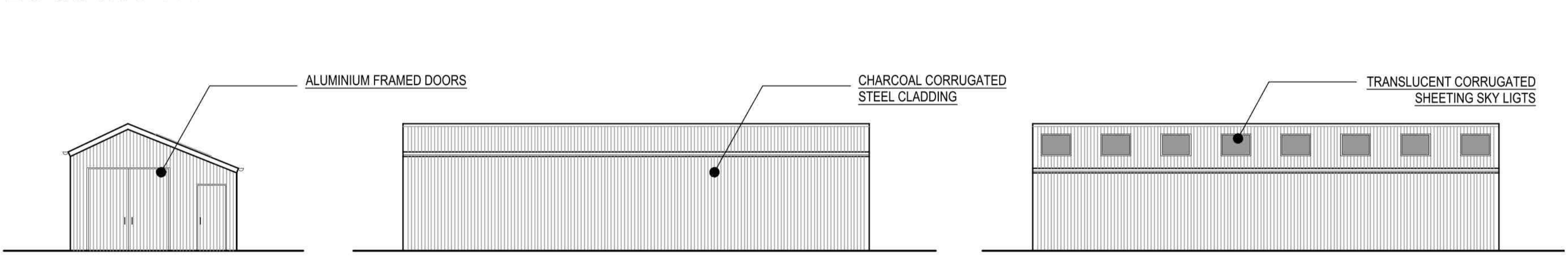


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REAR ELEVATION



GROUND FLOOR PLAN

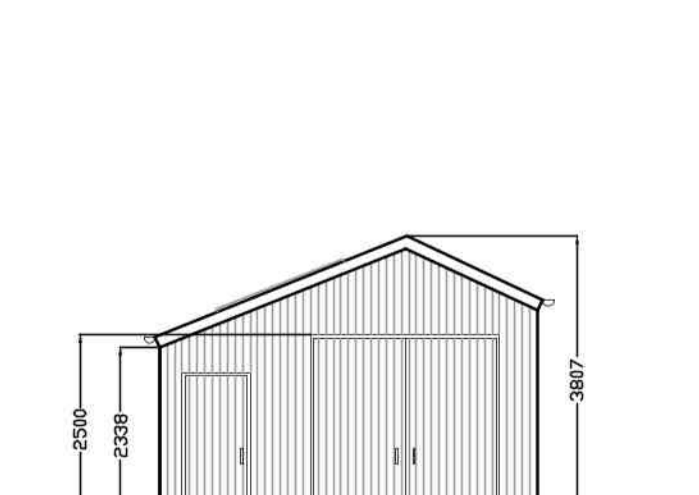
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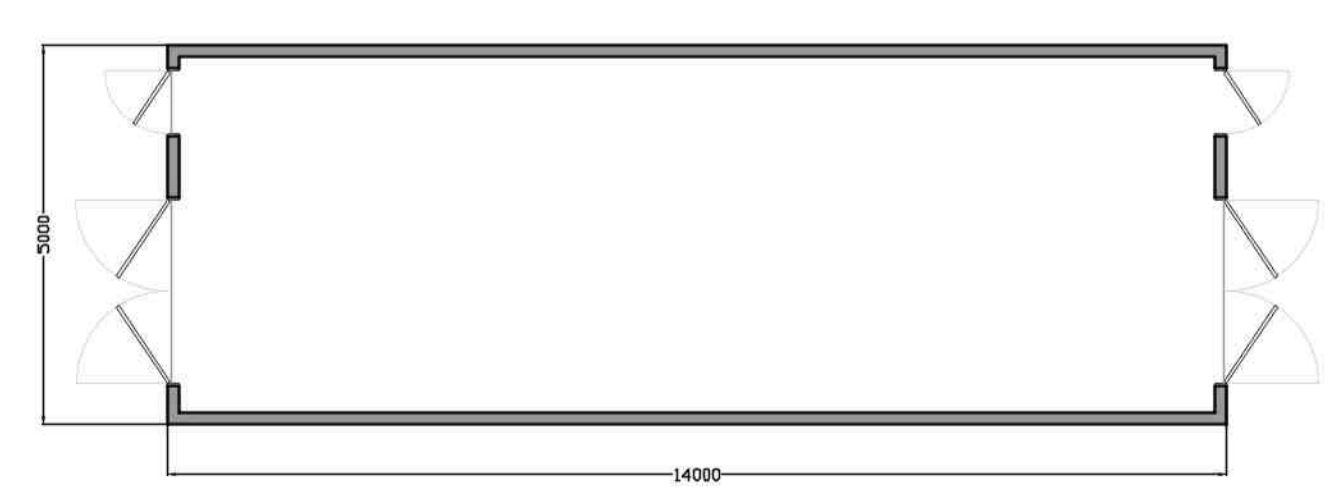
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FRONT ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION

EDRYCHIAD OCHR
SIDE ELEVATION



EDRYCHIAD CEFN
REAR ELEVATION



GROUND FLOOR PLAN

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Project
GORSAF RHEILFFORDD NEWYDD @ BALA
NEW RAILWAY STATION @ BALA

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

MAE ANHLYFRYNT Y DARLUN A'R DYLLIARAD HIRN YN Eiddo GEORGE+TOMOS CYF A'R CHERI EI GORPO NAU ALLYDARPHACHAL NEIRN UNRWY FFRIDD HELB GANLAOY YGORFFENEDIG 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



PLANNING AND ACCESS COMMITTEE
04 SEPTEMBER 2024

SECTION 106 AGREEMENTS

**SNOWDONIA NATIONAL PARK AUTHORITY
PLANNING AND ACCESS COMMITTEE, 04 SEPTEMBER 2024.**

SECTION 106 AGREEMENTS

Rhif	Application No.	Date application was received	Location	Development	Present Position
1.	NP5/55/46G	12/07/2023	Geufron Farm, Brynchrug, LL36 9RW	Conversion of barn and stable to short-term holiday let accommodation.	Instructions sent to Solicitor 05/08/2024
2.	NP5/55/L140E	03/06/2021	Capel Bethlehem, Brynchrug. LL36 9PW	Change of use of chapel to form one 1 bedroomed and one 5 bedroomed dwelling	Draft sent to applicant.
3.	NP5/58/363H	05/06/2023	Nant Eos, Dyffryn Ardudwy. LL44 2HX	Conversion to Open Market Dwelling unit and installation of sewage treatment plant (Repeat application)	Awaiting instructions from the applicant's solicitor
4.	NP5/58/629	29/01/2020	Land between Plas Meini & Swyn y Mor, Dyffryn Ardudwy.	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	Draft sent to the applicant's solicitor on 31/01/2024
5.	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	Draft agreement sent to applicant
6.	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

Number of applications on committee list 26 June 2024 = 9

**APPLICATIONS SUBJECT TO A SECTION 106 AGREEMENT AND WHICH HAVE BEEN COMPLETED SINCE
PLANNING & ACCESS COMMITTEE
26 JUNE 2024**

Application No.	Location	Development
NP4/13/262	Garth Farm, Capel Curig. LL24 0ES	Conversion and extension of bunkhouse to form a rural enterprise dwelling
NP5/57/49H	Trem Hyfryd, Dolgellau, LL402SP	Conversion of guest house accommodation to form two separate dwellings and creation of new parking area
NP5/57/1174	Land adjoining Penmaen Ucha, Penmaenpool. LL40 1YD	Construction of rural enterprise dwelling, garage, new driveway and vehicle access.
NP5/69/L113P	Llanfendigaid, Rhoslefain. LL36 9LS	Conversion of laundry and workshop to form 2 holiday units and installation of rooflights on front and rear roof

**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 26 JUNE 2024**

Application No.	Location	Development



PLANNING AND ACCESS COMMITTEE

04 SEPTEMBER 2024

OUTSTANDING APPLICATIONS WHERE MORE THAN 13 WEEKS HAVE ELAPSED

SNOWDONIA NATIONAL PARK AUTHORITY

PLANNING AND ACCESS COMMITTEE 04 SEPTEMBER 2024 OUTSTANDING APPLICATIONS WHERE MORE THAN 13 WEEKS HAVE ELAPSED

Awaiting Ecology Information

NP4/16/78K	29/02/24	Tanaeldroch, Dolwyddelan. LL25 0L	Change of use and extension of an outbuilding for use as an ancillary annex to the primary dwellinghouse (Tanaeldroch
NP5/72/254	22/01/24	Ddol Hir, Fron Goch, Bala, LL237NT	Construction of a rural enterprise dwelling and installation of a package treatment plant.
NP5/73/439	23/11/23	Land near Llech-y-Cwm, Gellilydan. LL41 4EU	Erection of rural enterprise dwelling, formation of new vehicular access, and installation of septic tank

Awaiting Details from Agent / Applicant

NP2/16/442	10/05/24	Coed Hendre Ddu, Cwm Pennant, Garndolbenmaen. LL51 9AX	Creation of footpath link through woodland to include raised boardwalks, bridges, waymarkers, benches, interpretation panels, shelter and 'Portaloo'.
NP5/50/647B	01/12/23	Existing highway verge adjoining A943 between Aberdyfi & Tywyn.	Formation of a footpath (Active Travel route) between the communities of Tywyn and Aberdyfi adjacent to the A493.
NP5/57/205L	29/04/24	Fronoleu, Tabor, Dolgellau. LL40 2PS	Discharge Condition No.3 (Bat roost barn) attached to Planning Consent NP5/57/205J dated 18/01/2024
NP5/57/1008C	26/03/24	Land at Coed Penmaenuchaf, Penmaenpool. LL40 1YB	Erection of One Planet dwelling and classroom building,
NP5/58/646	17/03/23	Land near Pentre Uchaf, Dyffryn Ardudwy.	Erection of a special adapted bungalow and a two-storey dwelling.
NP5/58/660	19/04/24	Llwyneinion Fechan, Dyffryn Ardudwy. LL44 2HX	Conversion of redundant farms buildings to form 2 short term holiday letting units together with the installation of a package treatment plant.
NP5/65/256A	30/10/23	Bontddu Hall, Bontddu. LL40 2UF	Demolition of part of former Bontddu Hall Hotel and the erection of 8 open market dwellings and 5 affordable dwellings to be accommodated within a new terrace of 3 on the site of the holiday chalets, 1 within the lower ground floor and 1 within the former manager's dwelling.
NP5/68/100G	28/02/24	Creua, Llanfrothen. LL48 6SH	Change of use of building and erection of single storey extension to existing building for use in association with existing pottery business.
NP5/78/421A	17/11/23	Land opposite Ty Llwyd Terrace, Trawsfynydd. LL41 4TH	Conversion of existing garage into dwelling (Affordable & Local Occupancy) together with installation of 2 new rooflights

Awaiting Comments from Consultee

NP5/78/581A 63	25/04/24	Glan Llafar, Cwm Prysor, Trawsfynydd. LL41 4TP	Erection of implement and storage building for agricultural purposes
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Awaiting HRA Appropriate Assessment

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.
NP5/53/598C	16/05/23	Land near Ffynnon Beuno, Bala.	Outline application with all details reserved for construction of a single dwelling (Re-submission following refusal of planning application NP5/53/598B)
NP5/54/18C	10/05/24	Gornant, 4 Tai Baldwin, Llanfachreth. LL40 2EA	Change of use from residential land to incorporate business use and the siting of a marquee for the purposes of running ceramics workshops.

Total applications on list = 16

Total applications on list Committee 26 June 2024 = 24



PLANNING AND ACCESS COMMITTEE
04 SEPTEMBER 2024

DELEGATED DECISIONS

SNOWDONIA NATIONAL PARK AUTHORITY

PLANNING AND ACCESS COMMITTEE 04 SEPTEMBER 2024

DELEGATED DECISIONS

Applications Approved

	Application No.	Proposed	Location	Decision Date	Case Officer
1.	NP2/11/18M	Change of use of retail/showroom unit (Use Class A1) to indoor climbing wall and gym facility (Use Class D2) and construction of roof over existing external staircase.	Y Warws, Caernarfon Road, Beddgelert, LL55 4UY	28/06/24	Mr Richard Thomas
2.	NP2/11/1K	Installation of replacement windows and doors, roof mounted photovoltaic array and air source heat pump	Glandwr Cafe, Beddgelert. LL55 4YB	28/05/24	Mr. Dafydd Thomas
3.	NP2/16/389F	Construction of agricultural storage and implement building	Beudy Parc, Golan, Garndolbenmaen. LL51 9AQ	12/06/24	Mr Richard Thomas
4.	NP2/16/79Z	Discharge Conditions No. 3 (Construction Environmental Management Plan) & 4 (Site Maintenance and Management Plan) attached to Planning Consent NP2/16/79Y dated 12/02/2024	Aberdunant Hall Caravan Park, Prenteg. LL49 9SR	13/06/24	Mr Richard Thomas
5.	NP2/16/T171A	Installation of external air source heat pump to rear elevation	3 London Road, Garndolbenmaen. LL51 9NZ	18/06/24	Mr Richard Thomas
6.	NP3/12/187C	Extension of existing telecoms mast to increase height from approved 17.5m to proposed 21.6m, relocation of existing antennas to top of proposed extended mast, installation of 3 new antennas, 3 new ground mounted equipment cabinets and associated apparatus and ancillary works	Land to East of station, Rhyd-Ddu. LL54 6TN	21/06/24	Mr Richard Thomas
7.	NP3/12/LB105B	Listed Building Consent to convert barn to equipment store including internal and external alterations & alterations to attached car port/store to include replacement cladding and doors	Cowhouse, Ffridd Isaf, Rhyd Ddu. LL54 6TN	20/05/24	Swyddog Cadwraeth

8.	NP3/15/70B	Erection of garage to house campervan and bike store	Land adjacent to Vaynol Cottages, Llanberis.	18/06/24	Mr Richard Thomas
9.	NP3/16/28C	Increase height of existing 15.5m telecoms tower to 17.9m to accommodate additional antennas and installation of additional ground based equipment in extended compound	Land adjacent to Ogwen Car Park, Nant Ffrancon, Bethesda.	15/07/24	Mr Richard Thomas
10.	NP4/11/110F	Non-material amendment to planning approval NP4/11/110E dated 19/11/2021 to exclude managers accommodation extension and create window from existing door opening	Fron Heulog, Betws y Coed. LL24 0BL	13/06/24	Mr Richard Thomas
11.	NP4/11/223C	Two storey rear linked extension	Glyndwr, Pentre Du, Betws y Coed. LL24 0BY	11/07/24	Mr Richard Thomas
12.	NP4/11/405A	Discharge Condition Nos 6 (disposal of foul effluent) and 8 (photographic survey) attached to Planning NP4/11/405 dated 02/05/2023	Swallow Falls Hotel, Betws y Coed, LL24 0DW	25/06/24	Mr Richard Thomas
13.	NP4/11/405B	Variation of Condition No.2 (Approved Plans) attached to Planning Consent NP4/11/405 dated 02/05/2023	Swallow Falls Hotel, Betws y Coed. LL24 0DW	26/06/24	Mr Richard Thomas
14.	NP4/11/55K	Change of use from Guest House (Use Class C1) to Hostel (Sui Generis) and external alterations	Bryn Llewelyn Guest House, Holyhead Road, Betws-y-Coed. LL24 0BN	18/06/24	Mr Richard Thomas
15.	NP4/13/262	Conversion and extension of bunkhouse to form a rural enterprise dwelling	Garth Farm, Capel Curig. LL24 0ES	28/06/24	Mr Richard Thomas
16.	NP4/13/39J	Retrospective application for erection of workshop	Bryn Tyrch Chalet, Capel Curig. LL24 0EH	08/07/24	Mr. Gavin Roberts
17.	NP4/13/AD2K	Advertisement Consent to display fascia signs and hanging signs with external lighting	Ty'n-y-Coed Hotel, Capel Curig. LL24 0EE	11/07/24	Mr Richard Thomas
18.	NP4/13/LB98B	Listed Building Consent for replacement floor	St. Julitta's Church, Capel Curig. LL24 0ET	11/06/24	Mr Richard Thomas
19.	NP4/16/82F	Construction of a agricultural building to keep animals, and to store feed and agricultural equipment	Llys-y-Gwynt, Dolwyddelan. LL25 0JD	11/06/24	Mr Richard Thomas
20.	NP4/19/47Q	Retrospective application for change of use of store to form part of dwelling	Hay Cottage, Gwern Borter Manor, Rowen. LL32 8YL	18/06/24	Mr. Gavin Roberts

21.	NP4/23/40B	Single storey extension to front elevation, insert three roof windows to rear elevation, alterations to roof pitch of existing side addition, alterations to existing vehicular access and outbuilding	Nant-y-Coed, Valley Road, Llanfairfechan. LL33 0ER	30/07/24	Mr Richard Thomas
22.	NP4/26/120G	Erection of ancillary facilities/office building	Ty'n y Fron, Lon Muriau, Betws-y-Coed. LL24 0HD	25/07/24	Mr Richard Thomas
23.	NP4/29/295A	Retrospective application for the erection of a detached side garage	Llys Owain, Llewelyn Street, Penmachno. LL24 0YG	11/07/24	Mr. Gavin Roberts
24.	NP4/29/518	Removal of corrugated asbestos cement roof and re-roof with natural mineral slate roof	Bwlch y Maen, Dolwyddelan. LL25 0HX	11/06/24	Mr Richard Thomas
25.	NP4/29/L339	Installation of free-standing Air Source Heat Pump	Llys Curig, Cwm Penmachno. LL24 0RS	11/06/24	Mr Richard Thomas
26.	NP4/29/LU143B	Certificate of Lawful Use (Existing Use) for use as dwellinghouse (Use Class C3) and workshop	Cae Fedwen, Penmachno. LL24 0YP	28/06/24	Mr Richard Thomas
27.	NP4/32/136A	Retrospective application for external landscaping works, external finishes to the existing dwelling, replacement of chimney and erection of pergola	Isallt, Trefriw. LL27 0JJ	18/07/24	Mr. Gavin Roberts
28.	NP4/32/370A	Demolition of existing single storey garage and erection of replacement two storey garage with garden/store room over	Melin Blwm, Llanrwst. LL26 0PW	12/06/24	Mr Richard Thomas
29.	NP4/32/380A	Demolition of existing gable offshoots and removal of chimney, erection of two gable end extensions, change of use of storage outbuilding to home office and storage facility, change of use of outbuilding to bat roost and erection of freestanding swallow roost and installation of ground mounted 12kW photovoltaic array	Blaen-y-Wern, Trefriw. LL27 0QA	28/06/24	Mr Richard Thomas
30.	NP4/32/L268B	Erection of a garage	Arosfa, Trefriw. LL27 0JP	25/06/24	Mr Richard Thomas
31.	NP5/50/439B	Non material amendment to Planning Consent NP5/50/439A dated 24/01/2023 to install 1 window to east elevation and 1 window to north elevation of previously approved extension	Ty Carreg, Aberdyfi. LL35 0LE	17/05/24	Mr David Jones
32.	NP5/50/760	Extension to dwelling including a balcony and the demolition of existing building	Ty Nain, Balkan Hill, Aberdyfi. LL35 0LB	09/07/24	Mr David Jones

33.	NP5/50/L253	Installation of dark grey composite decking and stainless-steel posts with glass infill panels in lieu of existing timber decking, posts and balustrade	11 Church Street, Aberdyfi. LL35 0ES	23/05/24	Mr David Jones
34.	NP5/50/L89B	Retrospective application to relocate existing condensing unit to its former location at side of property	Cigydd Aberdyfi Butchers, 3, Copperhill Street, Aberdovey, LL350EU	09/07/24	Mr. Dafydd Thomas
35.	NP5/50/LB65D	Listed Building Consent for replacement bridge	Bryn Awel, 26 Sea View Terrace, Aberdyfi. LL35 0LL	31/07/24	Mr David Jones
36.	NP5/50/T452D	Non-Material Amendment to Planning Consent NP5/50/T452C dated 05/10/2022 comprising amendments to the design, increase width of the extension and omission of the single storey extension	Haulfryn, Hopeland Road, Aberdyfi. LL35 0NH	25/04/24	Mr David Jones
37.	NP5/52/117F	Installation of 28 domestic ground mounted solar panels (12.04KW), external inverter, battery and car charger and associated cable connections	Erw Goed, Arthog. LL39 1YR	21/06/24	Mr David Jones
38.	NP5/52/T280A	Installation of air source heat pump within the residential curtilage	Capel Horeb, Arthog. LL39 1AX	19/07/24	Mr David Jones
39.	NP5/53/345A	Re-modelling Flats 1, 2 & 3 to create a 2 bedroom property and 3 bedroom property, removal of existing chimney, construction of rear extension and installation of new rooflight and solar panels	2 Frydan Road, Bala. LL23 7RT	18/07/24	Mr. Dafydd Thomas
40.	NP5/53/LB129F	Vary Condition No.5 attached to Listed Building Consent NP5/53/LB129F dated 31/05/2024	Coleg Y Bala, Frydan Road, Bala. LL23 7RY	31/05/24	Mr. Dafydd Thomas
41.	NP5/54/136H	Variation of Condition 2 (Approved plans and documents) attached to Planning Permission NP5/54/136G dated 05/01/2024	Gwel-y-Garn, Llanfachreth. LL40 2EH	09/07/24	Mr. Dafydd Thomas
42.	NP5/54/255C	Demolish existing wood and zinc sheets agricultural building (size 13.5m x 5.5m) and construct new steel framed agricultural building (size 18.3m x 12.2m) with cladding and metal roof sheets (Re-submission)	Llwyn-y-Sarn, Rhydymain. LL40 2BU	25/06/24	Mr. Dafydd Thomas
43.	NP5/54/459A	Hydro-electric scheme (34kw) including construction of power house, intake weir and 3 girder bridges	Cefn Ceunant Isaf Forest, Brithdir.	10/06/24	Mr. Dafydd Thomas

44.	NP5/54/585B	Discharge Condition No.3 (Finished colour of the mast, antennas, dishes and associated works) attached to Planning Consent NP5/54/585A dated 12/04/2024	Land at Ty Newydd-y-Mynydd, Rhydymain. LL40 2BS	18/06/24	Mr. Dafydd Thomas
45.	NP5/57/1174	Construction of rural enterprise dwelling, garage, new driveway and vehicle access	Land adjoining Penmaen Ucha, Penmaenpool. LL40 1YD	19/06/24	Mr Aled Lloyd
46.	NP5/57/189G	Non material amendment to Planning Consent NP5/57/189F for steel balustrading in lieu of glass.	Glan yr Arran, Dolgellau. LL40 1NR	25/04/24	Mr David Jones
47.	NP5/57/226D	Erection of gazebo for use in connection with children's nursery	Canolfan Deulu Dolgellau, Drill Hall, Dolgellau. LL40 1DE	23/05/24	Mr David Jones
48.	NP5/57/LB167S	Listed Building Consent for internal works to combine flats 9 & 10 on the first floor into a single dwelling	Flats 9 & 10, Golden Lion, Dolgellau. LL40 1DN	23/07/24	Mr David Jones
49.	NP5/57/LB393J	Listed Building Consent to display business name on the shop fascia and window	Ty Llew, Lion Street, Dolgellau. LL40 1DG	09/07/24	Mr David Jones
50.	NP5/58/114C	Installation of dormer and rooflights on front elevation	Coastal View, Bro Enddwyn, Dyffryn Ardudwy. LL44 2BF	15/07/24	Mr Aled Lloyd
51.	NP5/58/340F	Erection of single storey rear extension	Fox's of Dyffryn, High Street, Dyffryn Ardudwy. LL44 2EL	01/05/24	Mr Aled Lloyd
52.	NP5/58/345C	Erection of new garage and office/workshop on site of former building (amendments to previously approved scheme NP5/58/345B for erection of garage and first floor office attic room on site of former building)	Land adjoining Ty'n Llan Cottages, Dyffryn Ardudwy.	04/07/24	Mr Aled Lloyd
53.	NP5/58/427D	Erection of first floor balcony and replacement of first floor window with french door	2 Tyn Llidiart, High Street, Dyffryn Ardudwy. LL44 2EF	11/06/24	Mr Aled Lloyd
54.	NP5/58/497B	Removal of Condition 4 (No hot food for consumption off the premises) attached to Planning Consent NP5/58/497A dated 30/06/2010	Former public toilets, Ffordd Glan Môr, Talybont. LL43 2AR	18/06/24	Mr Aled Lloyd
55.	NP5/58/615B	Erection of two-storey and single storey extension (Revised Application to one previously approved under reference NP5/58/615)	Ty Bennar, Ffordd Benar, Dyffryn Ardudwy. LL44 2RX	04/07/24	Mr Aled Lloyd

56.	NP5/58/618C	Discharge Condition No.8 (Photographic survey of the buildings) attached to Planning Consent NP5/58/618B dated 11/03/2024	Meifod Uchaf, Dyffryn Ardudwy. LL44 2RJ	18/06/24	Mr Aled Lloyd
57.	NP5/58/LB459C	Discharge Conditions 10 (External doors, windows and shutters), 13 (Vents, ventilation ducting, waste pipes, flues), 14 (External pipe work) & 18 (Landscaping plan) attached to Planning Permission NP5/58/LB459A dated 06/12/2023	Taltreuddyn Fawr, Dyffryn Ardudwy. LL44 2RQ	15/07/24	Mr Aled Lloyd
58.	NP5/58/LB459D	Discharge Conditions 9 (external doors, windows and shutters), 12, (vents, ventilation ducting, waste pipes or flues), 13 (repair or replacement of the external rainwater goods and other pipework) & 18 (landscaping plan) attached to Planning Permission NP5/58/LB459B dated 06/12/2023 attached to Listed Building Consent NP5/58/LB459B dated 14/12/2023	Taltreuddyn Fawr, Dyffryn Ardudwy. LL44 2RQ	15/07/24	Mr Aled Lloyd
59.	NP5/58/LB459F	Removal of Condition 3 (Barns to be protected by a roofed and sheeted scaffold) attached to Listed Building Consent NP5/58/LB459B dated 14/12/2023	Taltreuddyn Fawr, Dyffryn Ardudwy. LL44 2RQ	16/05/24	Mr Aled Lloyd
60.	NP5/58/LU144L	Certificate of Lawful Use (Existing Use) for siting of static caravan for residential use together with the establishment of domestic curtilage area	Tan y Coed Lodge, Dyffryn Ardudwy. LL44 2RJ	17/06/24	Mrs Jane Jones
61.	NP5/59/LB475G	Discharge Conditions Nos. 7 (specification for a programme of archaeological work) & 10 foul water drainage scheme of Planning Consent NP5/59/LB475E	Ty'r Wern (former St. Michael's Church), Llan Ffestiniog.	13/05/24	Mr Aled Lloyd
62.	NP5/59/LB475H	Discharge Condition No.9 (specification for a programme of archaeological work) of Listed Building Consent NP5/59/LB475F	Ty'r Wern (former St. Michael's Church), Llan Ffestiniog.	13/05/24	Mr Aled Lloyd
63.	NP5/61/657E	Vary Condition No.2 (approved plans) attached to Planning Consent NP5/61/657A dated 01/08/2023 for changes to parking bay and change rear window to french doors	Aelfor, Ffordd Isaf, Harlech. LL46 2PR	14/05/24	Mr Aled Lloyd

64.	NP5/63/283	Installation of a 30m lattice tower supporting 6 antennas, 4 transmission dishes, 4 equipment cabinets, 1 electric meter cabinet, construction of a 2.1m high weld mesh fence, and ancillary development thereto, including Remote Radio Units (RRUS) and formation of a hardstanding area	Land at Coed Cae Celyn, Capel Celyn.	18/06/24	Mr. Dafydd Thomas
65.	NP5/65/13B	Retrospective application for erection of summerhouse	Crud-y-Gwynt, Llanelltyd. LL40 2TD	13/06/24	Mr Aled Lloyd
66.	NP5/65/14R	Siting of camping pod for short term holiday accommodation	Bryn Du, Llanelltyd. LL40 2TA	01/05/24	Mr Aled Lloyd
67.	NP5/65/274J	Erection of a steel framed building on existing hardstanding for the purpose of housing agricultural machinery, animal feed and fertiliser (Revised application)	Maes Hyfryd, Llanelltyd. LL40 2HF	19/07/24	Mr Aled Lloyd
68.	NP5/65/330G	Variation of Condition 2 attached to Planning Permission NP5/65/330C dated 01/06/2023 for changes to external cladding	Hafod Fach, Llanelltyd. LL40 2HB	04/07/24	Mr Aled Lloyd
69.	NP5/66/269A	Installation of 8 ground mounted solar panels (370w)	Uwchlan, Llanfair. LL46 2RW	04/07/24	Mr Aled Lloyd
70.	NP5/68/238	Erection of new bus shelter and associated paving	Land adjacent to Kyffin House, Llanfrothen. LL48 6AQ	08/07/24	Mr Aled Lloyd
71.	NP5/69/113U	Retrospective application for retention of works to steps & ground sourced heating and hot water scheme to serve Llanfendigaid Estate	Llanfendigaid, Rhoslefain. LL36 9LS	25/04/24	Ms. Sophie Berry
72.	NP5/69/113V	Variation of Condition 2 (Approved plans), 5 (Scheme of parking), 7 (landscaping scheme), 8 (landscaping implementation programme) & 9 (biodiversity enhancement) attached to Planning Permission NP5/69/113H dated 02/12/2020	Llanfendigaid, Rhoslefain. LL36 9LS	07/05/24	Mr David Jones
73.	NP5/69/304B	Construction of a two storey extension and detached garage	Y Berth, Llwyngwriil. LL37 2JJ	16/05/24	Mr David Jones
74.	NP5/69/348G	Variation of Condition 2 (Approved Plans) and deletion Conditions 06 (Balcony Screens) & 07 (Obscure Glazing) attached to Planning Permission NP5/69/348A dated 01/09/2020	Land adjacent to Machlyd Haul, Llwyngwriil. LL37 2JQ	25/06/24	Mr David Jones

75.	NP5/69/50L	Change of use of the existing agricultural building and land to an incidental use to the existing holiday lets	Rola, Llwyngwriol. LL37 2QJ	11/06/24	Mr David Jones
76.	NP5/69/84J	Construction of rear extension, front porch, canopy roof to side door and a detached car port	Yr Hen Efail, Llwyngwriol. LL37 2JD	30/05/24	Mr David Jones
77.	NP5/69/L113P	Conversion of laundry and workshop to form 2 holiday units and installation of rooflights on front and rear roof	Llanfendigaid, Rhoslefain. LL36 9LS	19/06/24	Mr David Jones
78.	NP5/69/LB157H	Listed Building Consent for the conversion of laundry and workshop to form 2 holiday units and the installation of roof windows	Llanfendigaid, Rhoslefain. LL36 9LS	10/06/24	Mr David Jones
79.	NP5/71/21L	Construction of a agricultural worker's dwelling and installation of a septic tank	Land at Dolhendre Isa, Llanuwchllyn. LL23 7TD	18/07/24	Mr. Dafydd Thomas
80.	NP5/71/338A	Construction of a workshop / plant room together with associated external works	Cae Llwyd, Rhydymain. LL40 2AY	25/06/24	Mr. Dafydd Thomas
81.	NP5/71/476C	Vary Condition No.2 (amended plans) of Planning Consent NP5/71/476B dated 06/07/2023	Lloches Don, Llanuwchllyn. LL23 7UE	24/07/24	Mr. Dafydd Thomas
82.	NP5/71/L296B	Vary Condition No.2 (Approved plans) of Planning Consent NP5/71/L296A from a front elevation rooflight to a dormer window	1 Coed y Lon, Llanuwchllyn. LL23 7ST	03/06/24	Mr. Dafydd Thomas
83.	NP5/72/248A	Construction of one new underground self-catering holiday unit and installation of a septic tank	Land near Boch y Rhaidr, Arenig, Bala.	18/06/24	Mr. Dafydd Thomas
84.	NP5/72/253	Erection of single storey extension	Fedw'r Gog, Frongoch. LL23 7NU	25/06/24	Mr. Dafydd Thomas
85.	NP5/73/197P	Discharge Conditions No. 2 (Slates) & 9 (Foul drainage scheme) attached to Reserved Matters Consent NP5/73/PIAW197M dated 09/03/2023	Bryn Arms, Gellilydan. LL41 4EN	14/05/24	Mr Aled Lloyd
86.	NP5/73/248D	Erection of a new detached double garage and workshop	Cefn Faes, Gellilydan. LL41 4EY	04/07/24	Mr Aled Lloyd
87.	NP5/73/451A	Retrospective application to retain garden shed	4 Bron Gelli, Gellilydan. LL41 4EF	31/07/24	Mrs Jane Jones
88.	NP5/74/482E	Vary Condition Nos. 2 (Approved plans) & 3 (External timber cladding) attached to Planning Consent NP5/74/482B dated 14/03/2023	Land by The Cemetery, Dinas Mawddwy.	14/06/24	Mr. Dafydd Thomas

89.	NP5/74/L171G	Discharge Conditions 1 (Commencement of works) & 4 (Stone wall panel) attached to Planning Consent NP5/74/L171B dated 25/05/2021	Penrhyn, Cwm Cywarch, Dinas Mawddwy. SY20 9JG	11/07/24	Mr. Dafydd Thomas
90.	NP5/75/179D	Erection of agricultural building over existing manure store	Cefn Crib, Pennal. SY20 9LB	25/07/24	Mr David Jones
91.	NP5/78/15D	Erection of agricultural building over existing dung storage area	Bryn Celynog, Cwm Prysor, Trawsfynydd. LL41 4TR	09/07/24	Mr. Dafydd Thomas
92.	NP5/78/55F	Extension to existing agricultural building	Tyddyn Mawr, Bronaber, Trawsfynydd. LL41 4YE	10/06/24	Mr. Dafydd Thomas
93.	NP5/78/L170C	Change of Use from storage to chemist	Llys Ednowain, Trawsfynydd. LL41 4UB	20/05/24	Mr. Dafydd Thomas
94.	NP5/78/L170E	Change of use from Museum (D1) to shop & Post Office (A1)	Llys Ednowain, Trawsfynydd. LL41 4UB	20/05/24	Mr. Dafydd Thomas
95.	NP5/78/LB55D	Listed Building Consent for internal and external works, construction of a rear extension, and demolition of an outbuilding	Tyddyn Mawr, Bronaber. LL41 4YE	21/05/24	Mr. Dafydd Thomas
96.	NP5/78/LB55E	Construction of an extension	Tyddyn Mawr, Bronaber. LL41 4YE	21/05/24	Mr. Dafydd Thomas

Applications Refused

	App No.	Proposed	Location	Reason for Refusal	Case Officer
1.	NP2/11/634K	Construction of railway station building to include ticket office, café, indoor and outdoor seating, toilets, office and covered waiting area, and other associated infrastructure (Re-submission)	Railway Station, Beddgelert.	<p>15/07/24</p> <p>By reason of inappropriate design and use of materials the proposed building, if permitted, would have a harmful and overbearing effect on nearby residential properties, within the settlement of Beddgelert, its Conservation Area and its surroundings in conflict with the policy aims of the ELDP policy SPA, DP1 and SPFf and PPW edition 11 in particular section 2 and 3.</p> <p>By reason of the proposed use of the building as a café and retail outlet at a location detached from the central area of Beddgelert this proposal would, if permitted, be harmful to the vitality and viability of the established retail area of the settlement and in conflict with ELDP policy SPA, SPH and DP24</p> <p>By reason of the orientation and proposed uses this development, if permitted, would have a detrimental effect on the residential amenities of nearby properties through excessive smells and noise, thereby placing this proposal in conflict with ELDP policies SPA and DP1</p> <p>By reason of excessive glazing and the requirement for external lighting this proposal would, if permitted, have a detrimental effect on the National Park's designation as a Dark Skies Reserve and thereby in conflict with ELDP policies SPA, and DP1.</p>	Mr Richard Thomas

				By reason of increased traffic movements to service the proposed use of this building this building would, if permitted, be in conflict with ELDP policy DP1.	
2.	NP3/21/102B	Non-material amendment to Planning Consent NP3/21/102A dated 09/01/2024 to include porch and parking area	Fferm Y Bryn, Llanllechid. LL57 3LG	23/07/24 In the opinion of the Snowdonia National Park Authority the amendments proposed are considered to be 'material' in that the amendment require the demolition of significant areas of the existing building and enlargement of the proposed which were not envisaged in the original permission.	Mr Richard Thomas
3.	NP5/50/130D	Construction of rural enterprise dwelling (re-submission)	Bwlch Gwyn Farm, Aberdyfi. LL35 0SG	07/06/24 The information submitted is insufficiently robust and fails to demonstrate a functional or labour requirement, or that the rural enterprise is financially sustainable and that the cost of the additional labour and proposed dwelling can be sustained, and also whether alternative accommodation is available for occupation or conversion. The size of the rural enterprise dwelling is also excessive relative to local affordable housing needs. Accordingly, the application fails the financial and other dwellings tests set out in TAN 6 and as such conflicts with Planning Policy Wales (Edition 12), Technical Advice Note 6: Planning for Sustainable Rural Communities and Strategic Policy C (xxi) of the adopted Eryri Local Development Plan 2016-2031.	Mr David Jones

				<p>The siting of the proposed development away from existing buildings and in an elevated and open location adjacent to a Public Right of Way would result in a development that would appear discordant within the open rural setting and would detract from the appearance and character of the surrounding area and nearby dwelling. As such it is contrary to Strategic Policy A and Development Policies 1 and 2 of the Eryri local Development Plan 2016-2031.</p>	
4.	NP5/50/400F	Construction of 2 detached sheds to store equipment and machinery to main adjacent land	Land to rear of Greenhill Bungalow, Copperhill Street, Aberdyfi. LL35 0HF	<p>30/05/24</p> <p>The proposed development would erode the character and the appearance of an undeveloped area identified in the Conservation Area Appraisal and Management Plan for Aberdyfi through the introduction of permanent structures. It is considered that this would have a detrimental impact on the character and the appearance of this part of the Aberdyfi Conservations Area. This would contravene the provisions of policies SP A, SP Ff and DP 6 of the Eryri Local Plan 2016 – 2031, Planning Policy Wales (Edition 12) and Technical Advice Note 24 The Historic Environment, which seeks to preserve and enhance conservation areas.</p> <p>The submission does not include sufficient information to demonstrate that the development would provide a net benefit for biodiversity through the application of the step-wise approach and whether any protected species are present. In the absence of this information, the proposal would contravene the provisions of policies SP A, SP D and DP 1 of the Eryri Local Plan 2016 – 2031, Planning Policy Wales Edition 12, and Technical Advice Note 5 Nature Conservation and Planning, which seeks to safeguard protected species and biodiversity.</p>	Mr David Jones

5.	NP5/53/L33H	Retrospective application for the installation of UPVC windows to front elevation	Plas Coch Hotel, 52 High Street, Bala. LL23 7AB	<p>17/07/24</p> <p>By reason of their form and materials the PVC-U windows cause significant harm to the appearance and special historic and architectural character of the traditional building; and are unsympathetic to their surroundings, the proposal is considered contrary to policies SP A, DP 1, SP Ff, DP 6 and DP 7 of the Eryri Local Development Plan.</p> <p>By reason of their form and materials the PVC-U windows fail to protect or enhance the character or appearance of the conservation area and the settings of nearby listed buildings, which is contrary to policies SP A, DP 1, SP Ff, DP 6 and DP 7 of the Eryri Local Development Plan.</p>	Mr. Gavin Roberts
6.	NP5/54/472	Removal of Condition No.6 (local occupancy) attached to Planning Consent NP5/25/64 dated 21/11/1980	Tyn Y Coed, Bontnewydd, Dolgellau, LL402DF	<p>09/05/24</p> <p>By reason that that the condition continues to serve a useful purpose and lifting the condition would be contrary to the Eryri Local Development Plan's overall aim and objective to ensure that new homes in Eryri National Park are used as main/primary residencies, to support the sustainability of local communities and to protect communities from developments that are insensitive to impact on the Welsh Language. The removal of the condition would therefore be in clear conflict with Strategic Policies A, Strategic Policy C, Strategic Policy G and Development Policy 30 of the Eryri Local Development Plan 2016-2031.</p>	Mr. Dafydd Thomas

7.	NP5/58/263B	Retrospective application for installation of plastic cladding to gable end	Arosfa, Ffordd Capel, Dyffryn Ardudwy. LL44 2DN	22/05/24 The use of PVC external cladding would constitute an unwarranted intrusion detrimental to the traditional character of the area and introduce materials which are alien to the locality. The proposal is therefore contrary to Development Policies 1 and 6, and Strategic Policy A of the adopted Eryri Local Development Plan.	Mr. Gavin Roberts
8.	NP5/65/330E	Non-Material Amendment to Planning Consent NP5/65/330C dated 01/06/2023 (External cladding types)	Hafod Fach, Llanelltyd. LL40 2HB	29/04/24 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	Mr Aled Lloyd
9.	NP5/74/510	Installation of a 30 metre high lattice tower supporting 3 no. antennas and 2 no. 0.6m dishes, 2 no. equipment cabinets, 1 no. meter cabinet and ancillary development thereto including a generator within a compound enclosed by 1.1m high fencing	Land near Pentrewern, Dinas Mawddwy. SY20 9JG	24/05/24 By reason this application proposing a telecommunication mast of a size and at a location which is considered to be unduly prominent in the landscape and would therefore adversely harm the 'special qualities' of the National Park and be to the detriment of the landscape character and visual qualities of this part of the National Park and thereby place it in conflict with Eryri Local Development Plan policies Strategic Policy A, Strategic Policy D, Development Policy 1, Development Policy 2, Development Policy 26, Supplementary Planning Guidance 7, Supplementary Planning Guidance 13, Supplementary Planning Guidance 15 and Planning Policy Wales (Edition 12, February 2024).	Mr. Dafydd Thomas



Appeal Decision

by Iwan Lloyd BA BTP MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 31/07/2024

Appeal reference: CAS-02872-J4T3L1

Site address: Land at the Machno Inn, Penmachno, Betws y Coed LL24 0UU

- The appeal is made under section 217 of the Town and Country Planning Act 1990, as amended.
 - The appeal is made by Mr Mohamed Shirajudin and Mrs Jackie Shirajudin against a maintenance of land notice issued by Eryri National Park Authority.
 - The maintenance of land notice, numbered NP4/29/ENF109, was issued on 15 June 2023.
 - The requirements of the notice are:
 1. Removal of all motor vehicles, touring caravans, camper vans and Luton vans stored on the land, including any motor bodies and parts.
 2. Removal of all trailer beds and cherry pickers from the land.
 3. Removal of all boats from the land.
 4. Removal of all other rubbish and material waste from the land.
 5. The land to be kept in good order.
 - The period for compliance with the requirements of the notice is three months.
 - The appeal is proceeding on the grounds set out in section 217(1) (c) and (d) of the Town and Country Planning Act 1990, as amended.
 - A site visit was made on 6 March 2024.
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Decision

1. The appeal is allowed in part in relation to ground (c) and it is directed that the maintenance of land notice be varied by:
 - Deleting paragraph 4 of the Schedule of the notice and substituting: Remove all waste material from the land.
 - Deleting paragraph 5 of the Schedule of the notice
2. Subject to these variations the maintenance of land notice is upheld.

The ground (c) appeal

3. An appeal on ground (c) is that the requirements of the maintenance of land notice (MLN) exceed what is necessary to prevent the condition of the land from adversely affecting the amenity of the area.
4. The appellants assert their intention to comply with the MLN. They have taken steps to remedy the listed requirements of the notice and have disposed of 7 vehicles. The appellants have bought a storage facility to facilitate the storage of items from this site.
5. However, the appellants consider it excessive to require the removal of all items from the site. The cherry picker is required on site to carry out maintenance and works to the property roof and to cut back trees, the Luton van is needed for tool storage and were advised that was acceptable if it was painted green, and the large boat is kept on the site for ongoing renovation. The boat is being repaired as a hobby and is sited around the back of the property and is out of sight. The Chevrolet Blazer is a classic car and is being renovated. The appellants seek to retain this vehicle on the site. The appellants assert that there has not been a caravan stationed on this site. The only cars on the site are vehicles in current use by the appellants or cars used by visitors. Any items listed as waste in the schedule are building materials such as bricks and aggregate used for repairs and maintenance of the building.
6. From what I saw on the site visit the site had been cleared of several items listed in the notice. There were at the time two boats, four cars, one van and a container (which is not cited in the MLN). Most of what has been described as requiring removal in the MLN has as a matter of fact been addressed. Those remaining items would require to be removed for the notice to be complied with, and these by themselves are not in my view excessive requirements. If the requirements of the notice are deemed to have been complied with then it would be a matter of future discussion with the Authority whether that item if returned to the site would be justified, particularly having regard to what is normally permitted as incidental or ancillary to the use of the property.
7. However, I do find some of the requirements of the notice excessive or too vague for the recipients to understand whether they have complied with the notice or not. This is regarding step 4 and 5. It is sufficient to refer to step 4 as the 'removal of all waste material from the land' and to delete step 5. Step 5 does not provide any objective meaning or measure for the recipient of the notice to know whether the condition of the land is being kept in good order or not. Therefore, the recipient cannot be sure there is compliance with the notice or not. This should be evident from the wording of the notice, and not from obtaining a view on a matter which would be subjectively assessed whether this step is met. I shall therefore delete this requirement from the MLN.
8. To this limited extent, I intend to allow the ground (c) appeal and vary the MLN. All other steps are considered necessary and proportionate. No other lesser step would achieve the aim of restoring the condition of the land so that it avoids adversely affecting the amenity of the area.

The ground (d) appeal

9. An appeal on ground (d) is that the period within which any steps required by the notice are to be taken falls short of what should reasonably be allowed.
10. The appellants' contention is that 9 months would be more suitable to achieve compliance with the MLN. They dispute the chronology of events, the efforts to discuss and negotiate the matter and the availability of officers in meeting with them to discuss and or negotiate an amicable solution. The Authority claims otherwise that several meetings and letters have explained its stance but improvements to the condition of the land has not been

resolved in a timely manner. The appellants have appealed the notice which the Authority notes has provided them with more time to comply.

11. I note these points, but the appellants having appealed can assume their appeal would be successful before they are required to act in response to the notice. Therefore, the time taken for the appeal to be considered should not count against them in seeking to remedy the notice.
12. In the context of the above, I find the compliance period of the notice to be reasonable and proportionate when accounting for the condition of the land. A few items were still in place and the extent of the outstanding items could be reasonably removed within the three months period of compliance of the notice.
13. I conclude that ground (d) appeal therefore fails.

Conclusions

14. For these reasons, and having considered all matters raised, I conclude that the ground (c) appeal succeeds to a limited extent, but the appeal otherwise fails, and the MLN is upheld.
15. In coming to this conclusion, 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 the decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of making our towns even better places to live and work.

Iwan Lloyd

INSPECTOR