

PLANNING COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

Number: 4

Application Number: C24/0323/14/LL

Date Registered: 31/07/2024

Application Type: Full

Community: Caernarfon

Ward: Caernarfon Town Centre

Proposal: Proposed petrol filling station, electric vehicle charging hub, retail building and creation of new access and associated works to include landscaping.

Location: Land By Muriau Park Hotel, Ffordd Bont Saint, Caernarfon, Gwynedd, LL55 2YS

Summary of the Recommendation: TO REFUSE

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1. Description:

- 1.1 This is a full application for the construction of a service station which provides fuel to vehicles and includes an electric car charging hub, a retail building along with the creation of a new entrance and associated works including landscaping.
- 1.2 The proposal includes a new petrol station with conventional fuel pumps, including six pumps providing up to 12 refuelling sites, with an overhead canopy. This is centrally located on the site. To the west, a dedicated refuelling point for heavy goods vehicles (HGVs) is proposed, with provision for two HGVs, along with an AdBlue tank for HGV diesel users.
- 1.3 The development also includes an electric vehicle (EV) charging hub south of the fuel canopy and north of the new access road, providing 11 charging bays under a canopy, along with the associated infrastructure. Four jet-powered car wash bays are proposed, along with car parking, parking spaces for bicycles, and space for two caravan-towing vehicles. The plan also includes landscaping, including a small outdoor seating area. The site will erect a new 510 square metre building comprising toilet facilities along with storage areas and staff facilities and a retail area of approximately 208 square metres. The plan also includes landscaping, including a small outdoor seating area.
- 1.4 The site is located outside the development boundary as set out in the LDP. The site is located 1.9 kilometres south of Caernarfon town centre and is immediately north of a roundabout on the A487, which is designed to bypass the village of Bontnewydd and the town of Caernarfon. The site is not located within any special land designations. However, the site is located within the consultation zone of the Afon Gwyrfa Special Area of Conservation on the basis of Phosphorus impact.
- 1.5 In accordance with the requirements of the Town and Country Planning (Development Control Procedure) (Wales) Order 2012 (as amended), the development that is the subject of this application is defined as a "major development" due to the size of the application site. In line with the appropriate procedure, a Pre-application Consultation Report was received as part of the application. The report shows that the developer advertised the proposal to the public and statutory consultees prior to submitting a formal planning application. The report includes copies of the responses received at the time.
- 1.6 The following documents have been submitted as part of the application:
 - Design and Access and Planning Statement
 - Ecology Impact Assessment
 - Bat Survey
 - Light Impact Report
 - Noise Impact Assessment
 - Air Quality Assessment
 - Transport Impact Assessment

2. Relevant Policies:

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 2.1.2 of Planning Policy Wales emphasise that planning decisions should be in accordance with the Development Plan, unless material considerations indicate otherwise. Planning considerations include National Planning Policy and the Local Development Plan.
- 2.2 The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the 7 well-being goals within the Act. This report has been prepared in consideration of the Council's duty and the 'sustainable development principle', as set out in the 2015 Act. In reaching the recommendation, the Council has sought to

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ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

2.3 **Anglesey and Gwynedd Joint Local Development Plan 2011-26, adopted 31 July 2017**

Strategic Policy PS 1: The Welsh Language and Culture
 Strategic Policy PS 2: Infrastructure and Developer Contributions
 Policy ISA 1: Infrastructure Provision
 Strategic Policy PS 4: Sustainable Transport, Development and Accessibility
 Policy TRA 1: Transport Network Developments
 Policy TRA 2: Parking Standards
 Policy TRA 4: Managing Transport Impacts
 Strategic Policy PS5: Sustainable Development
 Strategic Policy PS 6: Alleviating and Adapting to the Effects of Climate Change
 Policy PCYFF 1: Development Boundaries
 Policy PCYFF 2: Development Criteria
 Policy PCYFF 3: Design and Place Shaping
 Policy PCYFF 4: Design and Landscaping
 Policy PCYFF 5: Carbon Management
 Policy PCYFF 6: Water Conservation
 Strategic Policy PS 15: Town Centre and Retail Developments
 Policy MAN 6: Retailing in the Countryside
 Policy MAN7: Hot food take-away uses
 Strategic Policy PS 19: Conserving and where Appropriate Enhancing the Natural Environment
 Policy AMG 3: Protecting and Improving Features and Qualities that are Unique to the Character of the Local Landscape
 Policy AMG 5: Local Biodiversity Conservation
 Policy AMG 6: Protection sites of Local or Regional Significance

Local Supplementary Planning Guidance

SPG: Planning Obligations (2019)
 SPG: Maintaining and Creating Distinctive and Sustainable Communities (2019)

2.4 **National Policies:**

Future Wales: The National Plan 2040
 Planning Policy Wales (Edition 12 - February 2024)
 Technical Advice Note (TAN) 4: Retail and commercial developments
 Technical Advice Note (TAN) 5: Planning and nature conservation
 Technical Advice Note (TAN) 11: Noise
 Technical Advice Note (TAN) 12: Design
 Technical Advice Note (TAN 15): Development and flood risk
 Technical Advice Note (TAN) 18: Transport
 Technical Advice Note (TAN) 20: Planning and the Welsh Language

3. **Relevant Planning History:**

3.1 No relevant planning history on site

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4. Consultations:

Caernarfon Town/Community Council:

The application area is located entirely within the area of Caernarfon Town Council.

The Council's primary responsibility in planning matters is to ensure maximum benefit for the town's residents and businesses. The amendments to the plan have not met the concerns of Caernarfon Town Council. The development is outside the development boundaries of the town, and is intended to serve bypass travellers rather than serve or benefit the residents of the town of Caernarfon. The Council objects on the following grounds....

1. There is currently no shortage of traditional fuel facilities in Caernarfon. Petrol and diesel stations are available at Morrisons, as well as another on Ffordd y De and in Caeathro, all within easy reach of residents.
2. Although there is a lack of electric vehicle charging points (EVCP), the proposed location does not appear suitable to meet the needs of residents or visitors to the town. Cyngor Gwynedd has already installed an EVCP in the town, which will soon be connected to electricity supply.
3. The proposed site is outside the development boundary of the town and includes high-quality agricultural land (Grade 2 – "good quality agricultural land"), which is one of the best types of land within the distribution system.
4. At the moment, visitors who come to the town to get fuel are likely to support local businesses as well. The same economic benefit would not likely result from an out-of-town development.
5. Although the proposed development is not on the same scale, examples of developments on the outskirts of Bangor (e.g. on Ffordd Caernarfon) have shown an adverse impact on the city centre.
6. The scale of the development is considered excessive for its location between the relatively small town of Caernarfon and the village of Bontnewydd. The nature of the plan is more similar to motorway services than to a facility serving a rural community.
7. There are significant concerns about road safety. Traffic is already moving at speed on the Muriau/Meifod roundabout, and it is likely that additional vehicles leaving and rejoining the bypass will create further risks. Queues could be anticipated, especially at peak times such as Friday evenings and Sunday afternoons during the summer, which could

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extend up to the A487.

8. The development does not contribute to the promotion of sustainable transport and is likely to encourage greater use of private vehicles.

9. With the intention of operating 24 hours a day, 7 days a week, a significant increase in noise and light pollution is anticipated in a very prominent location. This is of particular concern to the residents of Muriau, particularly parents and children who walk to school in Bontnewydd.

10. There would also be a negative visual and mineral impact on neighbouring businesses, including the Muriau Hotel, where the development could have an oppressive effect.

11. The bat report is extremely interesting in terms of the number and diversity of species. The development would likely have an adverse impact on their long-term future at the site.

To summarise:

The development does not appear to be in the interest of Caernarfon residents. While more EVCP is needed, this proposal does not meet local needs. The site is on high-quality agricultural green land in a prominent location. There is a risk of adverse economic impact on the town's businesses. There are significant concerns about road safety, traffic and pollution. The vast majority of responses to the pre-application consultation are objections, with reasons aligned with the Council's concerns.

Conclusion:

In accordance with the above, Caernarfon Town Council unanimously opposes this application.

Bontnewydd
Community/Town Council:

The site of the application is situated immediately alongside but outside the boundary with the Bontnewydd Community Council area.

Summary of the Community Council's viewpoint

Bontnewydd Community Council is unanimously opposed to the proposed development in the strongest possible terms. We object to the fundamental concept of developing a service site in this area, and the objection is not one that can be overcome with minor design and similar modifications. The proposed development is contrary to several policies including the Local Development Plan and we therefore ask the Planning Authority to act in accordance with their policy and refuse the application. The grounds of our objection are detailed over the page.

Pre-planning consultation

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We participated fully in the pre-planning consultation, received a presentation from the applicants' agents and we provided comprehensive comments in the form of an eight-page letter. The comments have been summarised as part of this letter. We note that our comments received a mere, two-sentence response stating that the coffee shop would no longer be part of the development. Whilst partly disappointed with the response's lack of substance, we are also heartened as we interpret the shortcoming as the applicant acknowledging the futility of challenging our viewpoint, and the accuracy of our references to the shortcomings of the application in relation to the LDP. 1

Grounds for objection;

1. Location The site is located in an area defined as open countryside by the Joint Local Development Plan. The site is outside the development boundary and the location is completely unsuitable and unacceptable.

The desire for financial profit should not outweigh the unsuitability of the site and the adverse impact on the wider local population.

The Community Council supports the assumption within the Development Plan (POLICY PCYFF 1: DEVELOPMENT BOUNDARIES), over refusing development proposals that are outside the development boundary altogether. Therefore, we have a duty to oppose the development as per the policy guidance.

There is no justification for deviating from the policy assumption and locating the development in this rural setting.

In addition, the site is located in a phosphorus-sensitive Special Area of Conservation (SAC), and the site is the best and most versatile agricultural land.

The development would essentially serve populations from outside the SAC's catchment area and thus increase sewer discharge within the SAC. The development would also have an adverse impact on surface water systems while increasing the surface area.

The site is productive agricultural land and the ability to produce food should not be lost;

- Land south of Parc Muriau Hotel – Grade 2 (Very Good Quality Agricultural Land);

Brownfield sites are available in the surrounding area, and the redevelopment of these sites would be more consistent with planning policies and much less detrimental to their impact.

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2. Need/Justification for exemption from assumptions - PCYFF 1: DEVELOPMENT BOUNDARIES

The Joint Local Development Plan (POLICY TRA 1: TRANSPORT NETWORK DEVELOPMENTS) presumes over allowing improvements to the existing transport network to include "roadside service areas" provided they:

- have the least possible impact on the built and natural environment, landscape and properties;
- permanently retain the land taken to the minimum required;
- are consistent with good design and high-quality landscaping;
- border the strategic road network;
- focus on serving the needs of drivers;
- cease to impede the movement of strategic traffic 2;
- cease to undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages (and in accordance with STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS);

The proposed development cannot meet the above criteria and therefore should not deviate from PCYFF 1: DEVELOPMENT BOUNDARIES. Therefore, we have a duty to oppose the development as per the policy guidance.

With respect to the criteria, we note;

- The impact on the natural environment and landscape would be enormous in these cases as detailed in "1. Location" above.
- Possible alternative locations are available in the surrounding area where the impact would be significantly lower.
- There is no need for this development at all and therefore taking any land is excessive.
- The design of the site is of low quality and appears reckless.
- Design considerations are outweighed by the fact that countryside settings are inherently unsuitable and that inherent weakness cannot be mitigated by design.
- The development is larger than it needs to be to serve drivers and rather to maximise profits for the developers at the expense of everything else.

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- The development is not aimed at serving drivers of heavy goods vehicles, which is a sign that the effort to provide services is lacking.
- The development is located a short distance off a high-speed roundabout. Service users would undoubtedly cause congestion as vehicles slow down to turn in with the traffic leading back into the roundabout and undermining the entire purpose of the bypass.
- This development would significantly undermine local retail provision. The concept of offering provision on the road and 'out-of-town', with a high probability of capturing expenditure and economic benefit before it reaches our local towns, villages and businesses is completely unacceptable and completely contrary to local and national policies (STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS) to support town centre viability.

The local community's need for petroleum, restaurants, coffee shops and fast-food outlets is met by the current provision. Any new provision would replace the existing provision rather than meet any new need. By doing so, people's consumerism and presence would be diverted from the urban and rural areas that are at the heart of communities to a remote green field.

The proposed development would undermine the viability of neighbouring villages and the town of Caernarfon and complement the negative impacts of bypasses on town centre businesses. Llys-y-Gwynt (Llandegai) Services is less than 9 miles from the roundabout and directly off the A55 to the roundabout.

There are 5 petrol stations less than 5 miles away, and an additional 9 within 15 miles of the roundabout. There are 4 charging locations within 5 miles of the roundabout (according to ZapMap). There are 65 cafes/restaurants/take-aways within less than 2 miles. See a summary of the current provision in Appendix 1.

It is recognised that more electric charging points will be needed in the future, but provision is already starting to develop including those that bring direct financial benefit to communities such as at Canolfan Y Fron and Tŷ'n Llan in Llandwrog. It would be much better for travellers to delay charging their cars, to do so in the town of Caernarfon, where there are cafes, restaurants and shops where the time can be spent contributing to the local economy.

3. Out-of-town development - POLICY MAN 6: RETAILING IN THE COUNTRYSIDE.

The Joint Local Development Plan (POLICY MAN 6: RETAILING IN THE COUNTRYSIDE) presumes against allowing "small-scale shops or extensions to existing shops outside

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the development boundary" if they cannot comply with all of the following criteria:

- that the shop serves an existing business on the premises;
- the shop will not significantly affect nearby village shops;
- priority has been given to the use of an appropriate existing building;
- the new use will not have a significant impact on the amenities of neighbouring residents or the character of the area;
- the development is accessible through sustainable modes of travel;
- parking and access arrangements are acceptable;
- the development will not adversely affect highway safety.

The proposed development cannot meet the above criteria and therefore a presumption against permitting should be made. Therefore, we have a duty to oppose the development in line with the policy guidance.

There are no existing businesses on the site, nor any link with local businesses or producers. Any 'farm shop' or offering of local produce would offer a secondary tokenistic element.

Due to the location, the shop will have a significant impact on neighbouring village shops and shops in the town of Caernarfon. There are plenty of empty commercial buildings available in the town of Caernarfon that are entirely appropriate for use as shops, and their use should be prioritised. Ensuring town and village centres are vibrant and enjoyable places where people can meet others, hold and hear conversations and see everyday life happening around them is vital in terms of health and well-being and the Welsh language. The development will be at the heart of green countryside and will have a negative impact on the amenities of neighbouring residents and on the character of the area. The development has been designed for the benefit of private vehicle users and is essentially unsuitable for sustainable public transport users. The development is located a short distance off a high-speed roundabout; no doubt service users would cause congestion by slowing vehicles to turn in with traffic leading back into the roundabout.

4. Out-of-town development - POLICY MAN 7: HOT TAKE-AWAY FOOD USES

The Joint Local Development Plan (POLICY MAN 7: HOT TAKE-AWAY FOOD USES) presumes against allowing "hot

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take-away food developments" if they cannot comply with all of the following criteria:

- The development will not generate excessive noise, odour or litter that will have an unacceptable impact on the amenities and character of the area;
- The development will not lead to an over concentration of this type of use in the immediate locality, and be detrimental to the vitality, attractiveness and viability of the area;
- The use is in-keeping with adjacent land uses;
- The premises is easily accessible by foot, cycle and public transport;
- The development will not result in significant congestion or parking problems to the detriment of highway safety;
- A waste storage method must be provided that is sufficient and appropriate within the curtilage of the site;
- Extraction and ventilation systems must be designed so that they do not have an unacceptable impact on visual and residential amenities.

The proposed development cannot meet the above criteria and therefore a presumption against permitting should be made. Therefore, we have a duty to oppose the development in line with the policy guidance. We understand that the drive-through coffee shop is no longer part of the plan. However, the proposed development has a relatively large shop as part of the plan. Such shops usually offer a service where coffee and various other food and beverages can be purchased for off-site consumption. Therefore, despite the removal of the coffee shop from the plan, there is a likelihood that excessive noise, odour and litter will be generated anyway, and so the unacceptable impact on the amenities and character of the area will continue.

Introducing any noise, odour and litter into this countryside area would be excessive and have an unacceptable impact on the amenities and character of the area. Not an addition to this pollution as a similar development would have in an urban area, within the development boundary that is here but introduced into the open countryside as a new development.

Allowing these developments would be contrary to several policies and set a dangerous precedent that could lead to further developments of this kind in the immediate vicinity. The impact of Ffordd Pwllheli on the town of Caernarfon would soon amount to the devastating impact of out-of-town developments on Bangor

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City centre.

Llanwnda community/town council:

I am writing on behalf of Llanwnda Community Council to further oppose this application, based on the reasons set out below:

The application area is located approximately 1.7km away from the Llanwnda Community Council area boundary.

1. General - The size of the development is too large, and unnecessary. In light of the fact that there is total local opposition to this application from Town and Community Councils, as well as the local population, does that not mean that the Well-being of Future Generations Act is being completely ignored, if developments like this are allowed?

The development would destroy agricultural land and destroy a rural site. Unequivocal demand for such a development is required according to the planning policies before agricultural land of this kind is developed. We do not believe that there is an unequivocal demand for the development when there is a choice of similar provision to be found locally anyway. The development would be much more suitable if it had been located on a brownfield site, or a more industrial site, e.g. around the Cbyn Industrial Estate.

We are also concerned that it will change the character and sense of the rural area between Bontnewydd and Caernarfon, and lead to the creation of a built environment.

In addition, it may attract more traffic along the old A4871 through Bontnewydd, Dinas and Llanwnda, as they will have come off the Bontnewydd bypass to visit the development.

2. The Community - We object to the development because it is a large development, outside the development boundary, which will offer very little, if any, benefit to the local community. Indeed, there is a likelihood that it will have a negative impact on the local community, as it will affect indigenous businesses, not only petrol sales businesses, but also shops, cafés and food places.

It would be a catastrophic outcome if allowing this development would lead to undermining similar local businesses, including the Bontnewydd village shop and Caeathro shop and petrol station. The result of closing a village shop could have a disproportionate impact on the area's older population, increasing difficulties travelling to a shop, and increasing levels of loneliness from not having an accessible place to socialise.

3. Climate Emergency – It is good that electric car charging points are part of this application – however, it is ironic that green land and nature are being destroyed as a result, where a more radical and greener strategy could be pursued by the County Council in growing electric vehicle charging provision in partnership with existing local providers.

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While there is a need for more electric car charging points in the future, Cyngor Gwynedd has a strategy in place to provide more charging points, and this has been included in the Council's Climate and Nature Emergency Plan 2022-2030.

4. Trade - It is presumed against allowing small-scale shops or extensions to existing shops that are outside the development boundary, unless they can comply with certain criteria. In addition, the retail elements, namely the petrol garage and the shop will most likely be run by national commercial companies, with no effort to sell goods of a local nature or feel.

Local businesses will lose out at the expense of large national traders. There will be no convincing Welsh or local vibe to the development in terms of what is sold, or the services provided.

This application is made jointly between the site owner and Euro Garages on the Move Ltd, an international company that works with major British brands, Asda, Spar, Greggs, Krispy Kreme, Sbarro, Starbucks, Subway etc. This is an application from a company outside the area, so despite the fact that there will be business taxes paid by the Council, the profits will go elsewhere outside the area. Any economic strategy should aim to support and sustain local businesses.

5. Noise, light and litter pollution - We are concerned about the amount of litter that will be scattered along local countryside lanes. As a community council, we have discussed the many causes of the problem of litter being thrown out of cars on the countryside lanes of the area, following visits to take-away businesses. Despite our efforts, such litter is a growing problem and from our experience, such businesses have little interest to get to the root of the problem. The development will be open 24 hours and therefore cause light and noise pollution on a permanent basis and in addition, there is provision for HGV's which will increase the noise level and traffic to the site.

5.Traffic - The roundabout is considered locally as one that has dangerous aspects. Traffic flows in and out of the roundabout at speed. Any major developments around the roundabout will only add to the traffic flow.

There is a realistic probability that traffic will queue back to the bypass and cause a problem there. We call on you to carry out a further and comprehensive traffic impact assessment. There is already a build-up of traffic on the Meifod roundabout during peak times. Having vehicles waiting their turn to come in and out of the proposed site in this application can create congestion on the roundabout itself. The time to travel to Caernarfon will go back to what it was BEFORE the bypass was built, with the possible outcome that people will choose to travel through Dinas to join the

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bypass from the Llanwnda side to reach Caernarfon sooner without delays at the Meifod roundabout.

Relevant Planning Policies

We believe that these planning policies are particularly relevant to this development, and we would be grateful if you would consider them when assessing the application.

PCYFF 1: DEVELOPMENT BOUNDARIES

STRATEGIC POLICY PS 15: TOWN CENTRE AND RETAIL DEVELOPMENTS

POLICY MAN 6: RETAILING IN THE COUNTRYSIDE

Specifically, this policy states that small shops outside the boundary may be allowed to develop, provided the shop is sub-standard to another business on the site, and the shop will not significantly disrupt any other shops nearby.

Not far from the site is the Bontnewydd village shop. It is believed that there is a significant risk that this shop will suffer a significant disruption to their business, and the same is true of the shop and petrol station in Dolydd, the Gwalia shop and petrol station in Caeathro, and the petrol service and Texaco shop in Caernarfon.

In addition, priority should be given to using an existing building. A new building is proposed here and it is therefore believed to be contrary to policy MAN 6.

POLICY MAN 7: HOT TAKE-AWAY FOOD USES

Conclusion

Llanwnda Community Council is opposed to this proposed unnecessary, unsuitable and alien development.

We are also aware of the strong feelings locally against the development. There will be a negative impact on the community, and the only people who will benefit from the development will be those travelling to Pen Llŷn and Abersoch.

We would appreciate it if you would consider the comments in this letter, and our concern of the potential harm and destruction to the community.

Transportation Unit:

I would like to take this opportunity to provide observations on application C24/0323/14/LL, Caernarfon. The following application refers to a proposed petrol station, electric car charging hub, retail building, creation of a new entrance and associated works including

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landscaping.

Concerns have been raised in relation to the width of the junction on the proposed site and the implications from a pedestrian safety perspective. According to the plans put forward, pedestrians would be required to cross a significant distance across the entrance, sharing the space with vehicles entering and exiting the site. As a result, we believe that the standard of the current crossing provision is insufficient to support a safe and effective walking network.

We kindly ask the applicant to undertake a detailed assessment of the need for a three-lane provision at the junction, including its impact on the overall width of the junction and pedestrian crossing distances. In addition, we ask the applicant to consider providing an appropriate pedestrian crossing facility at the site entrance.

In addition, we ask the applicant to consider the provision of public transport for residents travelling towards Bontnewydd from the site. This request is made as the nearest bus stop to this direction is relatively less accessible on foot compared to the bus stop near the Parc Muriau Hotel, which serves journeys towards Caernarfon.

Given the above concerns, I regret to confirm that the Transportation Service objects to the application as it currently stands.

Natural Resources Wales:

Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales about the above, which we received on 8th April 2026.

We have concerns with the application as submitted because inadequate information has been provided in support of the proposal. To overcome these concerns, you should seek further information from the applicant regarding groundwater quality and flood risk. If this information is not provided, we would object to this planning application. Further details are provided below.

We also advise that based on the information submitted to date, conditions regarding protected sites, protected species and groundwater quality should be attached to any planning permission granted.

Without the inclusion of these conditions we would object to this planning application.

Groundwater Quality

Petrol filling stations have the potential to cause pollution of controlled waters. We have concerns with the application at present because inadequate information has been provided in support of the proposal to understand the potential risk to groundwater. This advice

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is in line with the Environment Agency's approach to groundwater protection (and adopted by NRW) Section D Pollutant storage and transmission. The degree of risk is dependent on many factors and each proposal must be considered on a site-specific basis.

The following information should be submitted to address our concerns:

- a) Location of the storage tanks: Annotated site plan showing the location of the new tanks and pipelines to pumps.
- b) Determine the depth to the water table: The seasonal variation of the water table should be considered, and any seasonal highs should be compared with the tank invert level. If the water table is shown to be above the invert level of the storage tanks, we advise a risk assessment should be produced with respect to the groundwater and mitigation measures to reduce any risks.
- c) Design of the tanks and infrastructure: Details of the tanks and infrastructure design and cross sections of the geology and tanks with depths below the ground. If the tanks and infrastructure are below the water table, a risk assessment should be completed, and mitigation measures proposed. The design must be in line with the APEA 'Blue Book'.

The site has been subject to significant earthworks and material storage associated with the construction of the adjacent Caernarfon Bypass. Further details of the former uses of the site and potential for contamination should also be provided to determine any risks from the proposal.

We would advise for the tank details (a-c above) to be provided prior to determination of the application, but if you are minded to determine the application prior to receiving this information we would recommend that you should only grant planning permission for this scheme if the conditions listed below are attached to the planning permission.

Condition 1

No development shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways

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and receptors

- potentially unacceptable risks arising from contamination at the site
1. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 2. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Justification:

To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

Condition 2

Prior to the operation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include:

- results of sampling and monitoring carried out in accordance with the approved verification plan
- demonstration that the site remediation criteria have been met
- a long-term monitoring and maintenance plan

The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Justification:

To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the

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contamination at the site has been remedied prior to occupation or operation.

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved.

Justification:

To ensure risks associated with previously unsuspected contamination are addressed.

Condition 4

No infiltration of surface water drainage into the ground is permitted other than with express written consent of the local planning authority.

Justification:

To prevent unacceptable water pollution.

Flood Risk

The site contains a designated main river (Afon Rhosdican) and we have concerns regarding this development and future flood risk to the proposal and to third parties.

Whilst paragraph 5.5 of the Design, Access and Planning Statement suggests that the site lies outside any flood risk zone, we advise that there is always an inherent risk of flooding associated with development proposals adjacent to watercourses.

The Proposed Site Redevelopment Option 4 plan suggests that the development platform would be raised and as such the batter/slope may compromise access to the Afon Rhosdican.

We advise that:

- a minimum of 3m unobstructed (level) machine access should be provided
- a clear unobstructed access is shown in a revised drawing

This work would also be subject to a Flood Risk Activity Permit.

Protected Sites

Afon Gwyrfaï a Llyn Cwellyn Special Area of Conservation (SAC)

Foul Drainage

We are satisfied that there is unlikely to be a source of additional

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nutrients and/or a pathway for impacts.

Pollution Prevention

We have concerns that harm from the proposed development on the SAC cannot be ruled out.

To secure mitigation:

Condition 5

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted.

The CEMP should include:

- Construction methods
- General site management
- Biodiversity management
- Soil management
- Resource management
- Traffic management
- Pollution prevention

The proposed development will require:

- appropriate drainage
- vehicle washing area to mains foul sewer
- oil and petrol interceptors

Further groundwater assessment is required.

Condition 6

No development shall commence until a drainage scheme has been approved covering:

- foul drainage
- surface water drainage
- oil and petrol separators
- trapped gullies
- roof drainage

Glynllifon Special Area of Conservation (SAC)

The development is within an important area for Lesser Horseshoe

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bats.

Your authority must undertake an appropriate assessment under the Habitats Regulations.

Protected Species

Bats

This area supports Lesser Horseshoe bats.

Otters and water voles

Concerns have been addressed.

Welsh Water:

We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.

Having reviewed the proposal, we note it is proposed to dispose of foul flows via the public sewerage system and discharge surface water run-off into a sustainable drainage system.

FOUL WATER

There is no public sewerage system in this immediate locality.

We advise that the flows should be connected to the combined sewer at or downstream of manhole SH48613301 located approximately 400m to the north in Pwllheli Road, Caernarfon.

If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dŵr Cymru / Welsh Water.

Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted.

In light of the above and given the omission of a detailed drainage plan/layout, we would kindly request that if you are minded to grant Planning Consent for the above development that the following **Condition and Advisory Notes** are included within the consent to ensure no detriment to existing residents or the environment and to Dŵr Cymru Welsh Water's assets.

Condition

No development shall commence until a foul water drainage scheme for the site has been submitted to and approved in writing by the local

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planning authority.

The scheme shall provide for the disposal of foul water flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.

Reason

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Public Protection Unit:

Noise

The application has submitted a noise assessment which has concluded that there is a low noise impact from the development. The Noise Impact Assessment shows that predicted cumulative score levels are significantly lower than representative background sound levels during the day and night. The report concludes that the development will not cause a perceptible change in ambient noise levels so it is considered to have a low impact on nearby noise-sensitive properties during the day and night. The Service has highlighted that the anticipated noise level during the night is only 1dB lower than the current background noise level, and not 5dB lower than what the Service would suggest.

The assessment shows that there is no adverse noise impact on other properties, subject to the implementation of the recommended mitigation measures. The noise-sensitive property is located north of the site, approximatelym away. The property is located just above the proposed location.

A 4m acoustic barrier on the northern boundary is an integral part of the assessment and significantly reduces propagation towards residential properties to the north. Supplies must be operated only during the day and adhered to the noise limits of machinery for the undefined compound. It is advised that these are conditioned should the application be granted.

The Noise Impact Assessment does not specifically assess impulsive noise from slamming vehicle doors. Such events are temporary and have not been modelled separately from general vehicle movements. However, given that the predicted cumulative noise levels remain well below background sound levels, the assessment suggests a low probability of an unacceptable impact. Despite this, impulsive noise events can still be detectable during quieter periods during the night. Therefore, the Service would like to draw the attention of the planning authority, these noise incidents can cause complaints during the night,

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and the Authority may consider limiting the operating hours of the service station so as not to run on a 24-hour basis. The predicted noise levels at night were only 1dB lower than the background noise level.

The Service would recommend the following conditions:

- The development will be fully achieved and implemented in accordance with the recommendations and mitigation measures set out in the Noise Impact Assessment prepared by Sound Solution Consultants Limited (Ref: 40646 R4, dated 17/06/2024), unless otherwise agreed in writing by the Local Planning Authority.
- The noise particle noise level from all stationary machinery, equipment and associated commercial activities on the premises must not exceed the current background noise level (LA90) in the nearest noise-sensitive receiver, when assessed in accordance with BS 4142:2014+A1:2019.

The relevant background noise levels will be: 55 dB(A) LA90 during the day (07:00–23:00) 35 dB(A) LA90 at night (23:00–07:00). The noise level will include any character contributions for tonality, impulsivity, intermittency or any other distinguishing acoustic characteristics.

- Boundary Acoustic Barrier – North Boundary Prior to commencement of use, a solid acoustic barrier must be installed at least 4.0 metres high along the northern boundary of the site, as shown in Figure C6 of the approved Noise Impact Assessment. The barrier must: Be of solid, imperforate construction. Have a minimum surface density of 10 kg / m². Be installed without gaps at ground level. After that, the barrier will be maintained for the lifespan of the development.
- The jet wash bays may not operate outside the hours of 07:00–23:00 on any day; and be fitted with the approved side and rear acoustic screens and canopy construction as described in the Noise Impact Assessment. No changes should be made to the jet wash equipment or screening without prior written approval from the Local Planning Authority.
- All delivery, servicing, loading and unloading activities associated with the development will be limited to the hours of 07:00–23:00 only. No deliveries or services will take place during the night period (23:00–07:00).
- Before installing or operating any equipment or mechanical equipment within the service building complex (including but not limited to air conditioning, refrigeration, extraction or ventilation works), full details including procedural specifications, acoustic data and anticipated noise levels will be sub-

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mitted to and approved in writing by the Local Planning Authority.

The chronic noise level of all such units must not exceed the following:

55 dB LA(r,Tr) during the day (07:00–23:00); and 35 dB LA(r,Tr) at night (23:00–07:00) as measured or predicted in the nearest noise-sensitive receiver.

In addition any noise emitted by plant and machinery used in connection with the Development will not exceed Noise Rating Curve NR25 between the hours of 2300 – 0700 and NR 30 at all other times when measured within the nearest noise sensitive dwelling (windows can be open for ventilation). The noise emanating from any plant and machinery used on the premises should not contain any discernible tonal component. Tonality shall be determined with reference to BS 7445-2.

- The EV charging units and electrical substation must be installed and maintained in accordance with the specifications and assumptions noted in the approved Noise Impact Assessment, including enclosure design and acoustic mitigation. No new equipment should be installed where noise emissions exceed those assessed, unless a further noise assessment has been submitted to and approved by the Local Planning Authority.
- If any noise has been produced, a noise assessment will be carried out by an appropriately qualified acoustic consultant to demonstrate compliance with the approved noise limits. Where invasions are identified, mitigation measures will be implemented within a time-frame agreed with the Local Planning Authority.
- The operating hours of the service station will be during day-time hours, 07:00–23:00.

Reason: to protect the amenity of adjacent residential properties.

Construction

To protect the residents of the area:

- any demolition and construction work should take place between 08:00–18:00 Monday to Friday, 08:00–13:00 on Saturday, and work should not be permitted on Sundays and Bank Holidays. During demolition and construction, quieter methods should be used to reduce noise and vibration from the works and the recommendations of BS5228: Noise and Vibration Control on Building and Open Sites should be considered.

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Reason: to protect the amenity of adjacent residential properties.

Lighting

The lighting report follows recognised guidelines, including the Institute of Lighting Professionals (ILP) PLG04. After reviewing the report, there is more emphasis on protecting ecology than neighbouring residential properties. The report concludes that lighting has been changed to ensure that Olux was on the hedge to the north of the site. The nearest property is located to the north and therefore levels reach Olux. The plan did not indicate what the levels will be in the property, and the report should have included the projected vertical lux levels in the nearest residential property, including outside the windows.

- The applicant is required to provide the anticipated lighting levels (vertical lighting levels in the adjacent residential windows) and demonstrate compliance with ILP limits.

Dust

- A Construction Environmental Management Plan (CEMP) will be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved CEMP will be fully implemented as per the approved details and during the entire construction phase. The AQMP Plans on Dust Control and Emissions from Building and Demolition must be kept during all demolition activities, site preparation and on-site construction.

Reason: to protect the amenity of adjacent residential properties.

Air Quality

The assessment has concluded that the proposed development will have a negligible impact on neighbouring residential properties and has recommended mitigation measures, and that the developer implements the methods highlighted as outlined in section 4 of the report.

The assessment has also noted that the development complies with the Local Air Pollution Prevention and Control (LAPPC) Regulations and that certain activities, e.g. (after petrol vaporization), can be carried out. The site would be required to obtain a permit from the Authority prior to its operation if a plan application was granted.

Welsh Government Transport
Unit:

I refer to your consultation of 13/08/2024 regarding the above planning application and advise that the Welsh Government as highway authority for the A487 trunk road does not issue a direction in respect of this application.

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Welsh Government Transport
Ecological Unit:

I also expressed concern about the concurrent applications for 2 very similar developments for new fuel/service stations in the same area, namely this one (C24/0755/19/LL) south of the roundabout and C24/0323/14/LL - A487 which also for a new fuel station on the north side of the roundabout. I'm afraid I missed seeing the opportunity to make comments on C24/0323/14/LL - A487 as I was off on leave at the end of August but they would have been very similar (if not too late I can make comments on this one too?). I still think having 2 developments in this area is a major concern. The in-combination effects of both developments need to be considered as if both were to be granted permission the impacts would be even worse. The rural nature of the area would be changed due to the gradual in-fill of built environment on either side of the new roundabout and bypass. This and then possible future planning applications are gradually resulting in the loss of farmland and semi-natural habitats and are merging areas of built-up land (with associated noise and lights etc) from Caernarfon town to the north and Bontnewydd to the south, squeezing the area left for wildlife and severing connectivity with impacts on sensitive and protected species such as bats, otters, badgers, reptiles, amphibians as well as general habitat loss. It should also be questioned why there is a need to provide new fossil fuel service stations at a time when we have WG declaring a Climate Emergency. It is accepted that the applications also include some charging infrastructure for electric vehicles but for future-proofing this aspect could be expanded (make more chargers available) and the fossil fuel filling option should even be taken out. Climate Change is the biggest threat to the environment and biodiversity. There is also added risk of pollution or air and waterways from fossil fuels from spillage etc and increased emissions from exhausts will increase air pollution with effects on the health of vegetation and the general environment. I have the following issues about the application.

- The overall impact of lights and light pollution. It looks like some attempts have been made to reduce light impact by the proposals to fit baffles/shrouds to rear to minimise impact on wildlife, which is good, but this only reduces lighting slightly. The light levels will still be much higher than existing and there is still a high likelihood of impact on sensitive species such as bats and otters commuting etc. The additional light will come from lights for the shop, petrol/diesel Canopy, HGV Islands, EV charging bays, associated parking and access roads, buildings and advertising signs, as well as vehicle lights within the service station and coming in and out onto Pwllheli Road. Also the proposed lighting spectrum of up to 5700K has higher impact on wildlife than warmer colours which are preferable.
- Loss of habitat. The Preliminary Ecological Assessment report (November 2023) underplays the importance of the existing habitats and links to adjacent habitats. Also the loss of seminatural habitats such as grassland, hedges and the associated soils to tarmac and concrete

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has a large environmental and ecological impact in itself as well a loss of natural carbon storage. • In the report it states that the grassland is all improved and that ‘This grassland habitat is species-poor and of no ecological significance’. From the descriptions and species listed (dominated by common bent and with other species such as crested dog’s-tail and red fescue) with wetter areas containing frequent greater bird’s-foot trefoil and occasional cuckoo flower, the grassland appears to be more semi-improved not improved and of more significance than suggested. • Impact on bats. The work associated with the Caernarfon bypass showed this area to be of importance to a number of species of bat including lesser horseshoe bats and a number of culverts (including one ‘NRW2’ just west of the roundabout) were put in under the A487 to maintain connectivity for bat commuting routes. The report state ‘The grassland is unlikely to be of significance to foraging bats but the hedgerows may provide feeding and commuting corridors. No bat survey was carried out.’ . The use of the area by bats and impacts of lighting and development requires further investigation. • Impact of otters and badgers. The report states ‘No badger setts, latrines or signs of foraging were found on the site. The development will not affect badgers.’ And ‘The ditches were lacking significant water even after an extended period of wet weather; they have little potential to be used by commuting otters. I think the surveyor has underestimated the use of this area for both these species. • During a site visit to look at the new bypass in this area (Feb 23 by NMWTRA and NRW) fresh otter and badger tracks were noted in muddy ground near and in NRW2 culvert and towards the access track near Meifod roundabout and the balancing pond on south side. There were concerns that a gravel access track lead up from this culvert to wide open gate at roundabout and another track led up towards Bontnewydd just opposite to the entrance of the proposed development. There was no wildlife mesh on gate or fencing to prevent wildlife from getting onto carriageway of A487 (Caernarfon by-pass) and A4087 (Pwllheli Road). There is a high risk of both otters and badgers using the tracks and pathways from the culvert under the bypass and then getting killed in the vicinity of the roundabout and on Pwllheli Road as approach from Bontnewydd direction. • Also some concern that the proposed creation of ‘marshy grassland’/swale or ditch along frontage parallel to Pwllheli road might attract otters to cross the road to the development (and to the adjacent balancing pond) so further risk of otter mortality. • Impact on other species such as amphibians and reptiles. The report states ‘the field is generally unsuitable for reptiles and amphibians; there are no standing water features for the latter, but there could conceivably be common lizards in association with the *clawdd* wall on the northern boundary. Provided this is not impacted during works, no further survey should be required.’. The adjacent field with the balancing pond

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has amphibians using it and there is a likelihood that the walls, cloddiau and hedgerows provide hibernation habitat for reptiles and amphibians so survey is required if any of these habitats are to be destroyed. • Any drainage and gullypots needs to be ‘amphibian friendly’ and avoid issue of wildlife entrapment. • Hedgerows and trees: The report states ‘The hedges are of some minor or local ecological significance’. The proposed planting of further native species hedges is welcomed but not enough proposed and it does not mitigate for loss of hedgerows from the proposed development. Also there is a large gap in hedge continuity at the field access to south. Also should aim to reinstate and put new traditional cloddiau along with hedges as these are the traditional boundary features. As well as providing hedge habitat these are also good for lizards and hibernating amphibians etc. • Biodiversity and Section 6 Duty to provide a net benefit for biodiversity. Whilst this is mentioned in the report and some proposed suggestions have been made to manage and enhance the field to the south of the site for wildflowers it is not clear if this is within the application boundary as it is outside of the red line boundary and there seems to be no commitment to carry this out and also not develop any of the adjacent field in the future. Proposed landscaping plans do not sufficiently mitigate for the loss of habitat or the impacts on wildlife and do not achieve required enhancement. • The impacts on wildlife and the environment have not been sufficiently mitigated. If the proposal does go ahead then request that the movement of otters and bats is properly surveyed and impacts properly mitigated including the provision of a culvert to provide a safe crossing point under Pwllheli road (designed by an otter ecologist) and associated fencing. Also further planting and screening to prevent disturbance of wildlife from lighting as vehicles (in increased numbers) coming out from the development.

Biodiversity Unit:

Dear Elan,

The applicant has submitted the following additional and amended documents:

- Ecological Impact Assessment by BL Ecology Ltd. Dated 30th March 2026
- A site layout plan
- A landscape planting plan
- Bat Survey Report by BL Ecology Ltd. Dated 30th March 2026
- Lighting Pollution Review January 2026 by Design Me Consultants

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Ecological Impact Assessment Report

This report is acceptable, although the site was mapped using UK Habs instead of Phase 1, and the biodiversity value of the ecological features has been assessed using a method only relevant in England (Statutory Biodiversity Metric Condition Assessment Sheets, Natural England, 2023) not in Wales.

Habitats present on the site include : agriculturally improved grassland, native hedgerows, privet hedgerow, ditch, bramble, scrub.

The EcIA assesses the hedgerows on the site are classed as a Habitat of Principle Importance (section 7 habitat) and to be of regional biodiversity value. I agree with this assessment.

Bat Report

Bat survey has been undertaken in 2025, and followed the Bat Survey Good Practice Guidelines (2023) and comprised of :

- Three night-time bat walkover (NBW) surveys, 23rd April 2025, the summer survey was conducted on 9th July 2025 and the autumn survey was conducted on 13th October 2025.
- Static bat detector surveys at 3 location on the site, monthly from April – September.

The bat survey results from the night-time bat walkovers and static detector surveys indicate that the site is used by several species of bats for commuting and foraging; including common pipistrelle, soprano pipistrelle, noctule, lesser horseshoe, brown long-eared, myotis, Leisler's and serotine. Nathusius' pipistrelle (*Pipistrellus nathusii*) was also recorded on one occasion in April.

The surveys recorded Lesser Horseshoe Bats along the hedges (T4 on H5 recorded 25 LHS Bat calls in April, T1 on H4 recorded 7 LHS Bat calls in May; T3 on H2 recorded 9 LHS Bat calls in May). This shows that LHS Bats fly long the hedges at the site occasionally. The proposed development site more or less a culvert that passes under the by-pass and this is used by bats.

The proposed development site is located 4.5km from Glynllifon Special Area of Conservation (SAC) designated for its population of Lesser Horseshoe Bats. There are known LHS roosts within 0.6km.

The loss of hedgerows (H2 & H5) is likely to impact LHS Bats. The mitigation is to plant whips along the boundary of the site along the road (where H5 is located), however I recommend the creation of a more substantial wooded corridor along this boundary. Ideally this boundary should be retained and enhanced

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to maintain the bat flight corridor habitat.

The lighting is likely to impact on Lesser Horseshoe Bat flight lines and foraging habitats. Lesser Horseshoe Bats in this area are part of the Glynllifon SAC metapopulation. There are LHS Bat roosts within 0.6km.

Otter

The Afon Seiont, located 0.5km to the north-east of the site and the network of culverts on and close to the site created as part of the Caernarfon Bypass, and includes widened culverts as wildlife passes for otter and other wildlife. I recommend that it is assumed that otters use the culvert and travel along the ditch. I consider it to unlikely that an otter holt or lying up site is within the development site because there is not suitable habitat.

Lighting

The Light Pollution Review used Dialux Evo to create a horizontal illumination model. But it is limited to the boundary of the site, so it is not possible to see the light spill outside the site. Light levels within the proposed site are very high and at the boundaries it appears to be between 14 and 5 lux; this level of lighting would impact LHS Bats and other species of bat. Bats and Artificial Lighting at Night Guidance Note (GN08/23) states that ‘Significant effects have been recorded on lesser horseshoe bats from as low as 3.6 lux. Furthermore, the average light level on hedgerows most regularly used by this species has been recorded at 0.45 lux’.

The Light Pollution Review report has not identified bat features i.e. bat roosts or hedges as flightlines. It has not included vertical illumination modelling. An amended report showing the whole site from the road and with a buffer of 5meters around the site and which includes vertical models at hedges is required, and bat features and that has followed BCT & ILP Bats and Artificial Lighting at Night Guidance Note.

It would be useful to see the existing light levels and compare it to proposed.

Ecology Impact

The EcIA report a comprehensive impact assessment.

The development will result in:

- Loss of 1ha of agricultural grassland
- A small section (approximately 0.003ha) of bramble scrub
- loss of approximately 100 meters of hedgerow H2 and all of

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hedgerow H5 (120 meters). A Total of 210 meters of hedgerow. This is a significant biodiversity loss, both these hedges are habitats of Principle Importance to Biodiversity in Wales.

- Further damage could be caused through root compaction of hedgerow H1, potentially leading to poor tree health or death.
- Proposed lighting is likely to impact bat flightlines, creating barriers to bat flight pathways. This is a significant biodiversity impact.

Ecological Mitigation

Summary of mitigation measures in EcIA:

- Avoid destruction of bird's nests by removing vegetation outside of bird breeding season
- Measure to avoid harm to reptiles and amphibians during vegetation clearance.
- Security lighting during the construction phase will be kept to a minimum and pointed away from the site boundaries to ensure dark corridors for nocturnal fauna. In particular, no lighting will shine onto the tree with moderate bat roosting potential, BT1, or any of the hedgerows.
- Recommends a Pollution Prevention Plan
- Amended Landscape Plan includes tree and hedge planting.
- Bat & birdboxes on a pole
- Lighting to be minimal. This has not yet been demonstrated.

I recommend that the hedges are be translocated and a plan for this must be provide showing the method that will be used and the timing.

To mitigate the loss of a total of 210 meters of hedgerow and The Landscape Plan proposes to plant 140 meters of new hedge and 80 meters of tree and scrub planting. This is insufficient, more substantial hedgerow and wooded corridor is required.

Mitigation recommend in the bat report includes

- Retaining hedges and protecting them during construction
- New planting in existing hedges & in the site– see landscape plan
- “Following the results of the bat activity surveys, the client has agreed to plant an additional wide belt of trees and shrubs to the west of the site (with a width of 5m, using the species listed within paragraph 4.4.3 above and maintained to 2.2m) in order to connect

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the existing hedgerows. The shrubs will be planted alongside solid wooden lathe fencing which will screen the development from the commuting feature and allow the trees and shrubs time to become fully established. Off the main site, this planting will continue to the west, linking with the existing hedgerow (H4) to ensure connectivity remains from north to south and aligning with the existing culvert under the Caernarfon bypass.”

- the Bat report states that “A lighting plan has been designed by Design Me Consultants (January 2026) to ensure the site boundaries remain suitable for use by bats and other nocturnal fauna and ensure a commuting link for these species remains post development. BL Ecology has reviewed the lighting plan and concludes that the use of smaller fittings (Kingfisher VIVA CITY Pro luminaire), baffles and installation of a 3m acoustic fence along the northern boundary would reduce light spill to the northern existing hedge to below 0.45 lux.” However the Light Pollution Review model does not show this, lighting on hedges appears to be much higher. I recommend an amended Lighting report and model to show illumination beyond the site.

The EcIA states:

Due to the risk of pollutants entering the watercourse on site which feeds into the Afon

Gwyrfai SSSI and SAC 2km downstream, a robust drainage scheme will be designed.

This will detail how surface water will be treated prior to discharge into the waterbody on site to ensure the integrity of the SAC is retained and prevent harm to the fauna and flora within this habitat.

However, drainage information is required to be submitted as part of this the process to determine Biodiversity Enhancement

Cyngor Gwynedd duty under Section 6 of the Environment Act 2016. Planning Policy Wales (PPW) 10 sets out that “planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity”.

It is proposed to put Bat & birdboxes on a pole as biodiversity enhancement.

More hedge and wooded corridor planting are required to enhance the site for biodiversity.

A Green Infrastructure Statement has not been submitted.

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Sewage & Drainage

Surface water drainage, shown on SUDS plan, appears to discharge into the drain around the roundabout which eventually flows into Afon Gwyrfai SAC at Llanfaglan, just downstream of the WWTW. There are two attenuation tanks.

How will construction ensure no pollution to water courses?

Currently the site is not connected to the mains sewer which is located 300 meters to the north. Information must be provided to demonstrate how connection to this sewer will be achieved together with maps showing new pipeline routes and places of excavation.

Landscape Plan

The amended plan received on 30th March 2026 is an improvement for biodiversity from the previous one. The plan shows a new hedge to be planted along western boundary and whips to be planted along the roadside boundary on the east. I welcome the proposal to plant new hedges because these will create a habitat of biodiversity value and a wildlife corridor. However, the plan does not state the width of the hedge, as it is a scale drawing it appears to be 5 meters wide. I would like confirmation of this from the applicant. I also recommend that whip planting be at a density of 8 per square meter. I also recommend that the trees to be planted include crab apple, elder, wild damson and rowan which are good for badgers and pollinators.

I will also recommend a condition that states that the hedge must be planted to the satisfaction of the LPA and that the condition of the hedge is reviewed every year to ensure it is providing a suitable wildlife corridor and habitat.

The landscape plan has not included the additional planting of tree and scrub to the south which is outside the red-line boundary of the application for the proposed development. I recommend that this is shown on an updated Landscape Plan together with updated details of planting species and density.

Summary

I object to this proposal because the lighting is likely to impact bats. The proposal has not demonstrated that lighting will not impact bats.

I object to this proposal because insufficient information is provided for connection to the main sewer. This is required to ensure that Afon Gwyrfai SAC will not be impacted.

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I recommend that before the application can be determined the following documents be provided:

- Hedgerow Translocation Plan
- Amended Lighting Impact Assessment showing the area outside the development to at least 5 meters and the vertical model for lighting at location along boundaries i.e. hedges.
- Pollution Prevention Plan for construction period and once operational.
- Information to demonstrate how connection to main sewer will be achieved, this should include maps showing any excavations works required.
- Amended proposed site plans with layout showing mitigation measures and biodiversity enhancements.

I will be recommending the following planning conditions to ensure the protection and enhancement of biodiversity and protected species:

- No trees, shrubs or vegetation to be cleared during bird nesting season unless it can be proven in writing to the LPA that nesting birds will not be damaged.
- Water quality monitoring during construction and once operational
- Hedgerow to be translocated to the satisfaction of the LPA before construction commences.
- Monitoring of lighting and light levels around boundaries during construction and once operational.

Land Drainage Unit:

Not received

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Public Consultation: The application was advertised and letters / correspondence were received objecting on the basis of:

- Location on good quality agricultural land.
- Increase in traffic and activity in the area.
- Concerns about road safety.
- Outside the development boundary.
- Concerns about the visual impact of the development.
- Loss of green space and damage to biodiversity.
- Potential impact on local bats.
- Lack of obvious need or demand for the development.
- Prominent development within the landscape.
- The advertising column on the side of the road is intrusive and incompatible with the area.
- Concerns about light pollution.
- Noise concerns.
- Negative impact on the amenities of neighboring properties
- Potential impact on local businesses and shops in Caernarfon.

5. Assessment of the material planning considerations:

The principle of the development

5.1 The first part of policy TRA 1 allows for improvements to the existing transport network provided they comply with the following criteria:

"(i) The route and/or chosen site shall have the least possible impact on the built and natural environment, landscape and properties;"

It is considered that locating the development on a site immediately adjacent to a roundabout on the A487, which is the existing main strategic route, is taking advantage of existing infrastructure and therefore reduces the need for significant intervention elsewhere. There is no evidence that the impact on the built or natural environment will be unacceptable, subject to consideration of other relevant policies which receive further attention later on in the report.

"(ii) The land taken shall be permanently maintained to the minimum required and shall be consistent with good design and high-quality landscaping; and"

The plan seeks to limit the footprint of the development to what is necessary for the operation of a fuel service station and associated shop along with associated parking and landscaping. Use is limited to servicing cars and lorries that require fuel or to recharge electric cars.

"(iii) In the case of cycle routes, park and ride schemes and roadside service areas, the plan will help to improve road safety; and"

Concerns have been raised in relation to the width of the junction on the proposed site and the implications from a pedestrian safety perspective. According to the plans put forward, pedestrians would be required to cross a significant distance across the entrance, sharing the space with vehicles

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entering and exiting the site. As a result, it is considered unsafe for pedestrians to cross the proposed entrance, which is unusually wide for its location. To this end, the development is considered to be contrary to the above criterion and the development does not ensure road safety.

"(iv) In the case of new roads, a full range of practical solutions to a transport issue have been considered and road improvement offers the best solution; and"

The proposal does not include the provision of a new road (except for the access road) but rather uses and connects to the existing network. As such, this criterion is not considered to be directly relevant in this case.

"(v) In the case of roadside service areas, the plan must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS 15 not undermine retail provision in the Sub-regional Centre, Urban and Local Service Centres or Villages."

The site is located directly adjacent to the A487, which is part of the strategic road network, and the nature of the development is focused on providing a service to road users here. It is recognised that it is not immediately located on the strategic road, but rather in the practical location to serve the strategic road. Following comments from the Highways Unit, although there are pedestrian safety concerns at the point of crossing the proposed entrance forming part of this application, there is no evidence that the proposal would impede the movement of strategic traffic.

- 5.2 The shop element is located within the same building as the fuel pay point. From the information submitted, the size of the retail area is just over 200sqm (208sqm) and is therefore defined as a small shop within the LDP. It is therefore considered that a shop of this size would be ancillary to the primary purpose of providing fuel and breaks from travelling and it is therefore not considered that the shop element would be likely to undermine the retail provision of nearby centres.
- 5.3 Recognising the important role that petrol stations can play as community facilities, it is considered that investment in existing and new facilities should be supported. The report that has been submitted states that there has been a decrease in the number of petrol stations but an increase in the number of vehicles on the roads; it is considered that opportunities to provide a new petrol station to meet local need are ones to be supported.
- 5.4 This is particularly relevant in the case of the proposal for the Caernarfon bypass site, which not only provides a petrol station, but also includes fast/ultra-fast electric vehicle charging facilities. Therefore, it is considered that the proposal is located as close as practically possible to the strategic road network, it is focused on serving the needs of drivers. The shop is not believed to undermine the retail provision in the Sub-regional Centre, Urban and Local Service Centres or Villages. The shop element of the development is considered to be an ancillary and secondary use to the main use as a fuel station, and an integral part of a roadside service facility. The nature and scale of the shop, with less than 200m² of retail space and a limited range of goods, confirms that it does not operate as an independent shop serving the daily needs of the local community but rather providing convenience to users of the strategic road network. As a result, the shop is considered to serve the existing use on the site, which is the fuel station. In light of this, and given the ancillary nature of the shop, it is considered that the proposal does not need to be assessed as a retail development on its own against all the retail criteria of policy MAN 6 and policy MAN 7 relates only to hot take-away food shops and is therefore irrelevant in this case. Policy PS15 specifically relates to opposing

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development that would take away from the vitality and viability of retail units in the Principal Retail Areas. Due to the size of this retail area and its ancillary connection to the main use as a fuel sales facility, it is not considered to be contrary to the principle of this policy. To this end, it can be confirmed that the proposal to include an ancillary shop complies with this part of policy TRA 1 of the LDP.

- 5.5 However, the comments and concerns of the highways unit regarding the application must be acknowledged. It is not considered that the proposal ensures the improvement of road safety and it is likely to cause an adverse impact to pedestrians attempting to cross the proposed entrance and therefore, it is contrary to criterion iii of policy TRA 1 of the LDP.
- 5.6 Policy PCYFF 1 states that developments within development boundaries should be preferred, with development outside these boundaries restricted unless there is clear justification showing that they are appropriate to their rural location. Although the current proposal for a fuel station and associated shop is located outside a development boundary, and therefore within open countryside, it is considered that the nature of the use depends on its location on the transport network and serves passengers and the wider community. In this case, it is considered that there is a clear functional and locational rationale for the proposed site, and that there are no more appropriate sites within the development boundaries. As a result, although it is a deviation from the preferred development pattern, the proposal is considered acceptable in principle under the requirements of Policy PCYFF 1.

Visual amenities

- 5.7 This site is located off the roundabout on the A487 towards Caernarfon. The site itself is on elevated ground and due to its location and topography and lack of existing landscaping, the plan does not comply with the requirements of Policy PCYFF 3. Due to the location, size, extent and scale of the retail building and the associated development with the fuel sales element, it will be a prominent element in the landscape from both directions on the A487 and when travelling towards Caernarfon. It is not considered that the development has been designed to blend into the site, and the topography increases its visual impact.
- 5.8 The site of the development is considered to result in an unacceptable visual impact. As a result of the differences in ground levels, coupled with its location near the roundabout, the building will appear prominently and conspicuously to road users. This will be particularly evident when approaching and going around the roundabout, causing the development to stand out as a prominent and dominant feature within the landscape.
- 5.9 As the site is located on elevated ground, it emphasises the presence of the building, making its scale more pronounced. As a result, the development seems intrusive and out of character.
- 5.10 The site is not considered suitable for a development of this nature, particularly given its prominence in the landscape and the failure to minimise the visual impact.
- 5.11 In general, the development does not reflect a sensitive or appropriate approach to design. It appears incompatible and intrusive within its context, and therefore does not comply with policies PCYFF 3 and PCYFF 4 of the LDP.

General and residential amenities

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- 5.12 In accordance with the requirements of policies PCYFF 2 and 3, the impacts of the development on the general and residential amenities of neighbouring properties were considered. There is a cluster of buildings located immediately parallel to the site, with the nearest (Muriau Park Hotel) and its curtilage adjoining the site. Two residential properties are located to the rear of the hotel, along with a domiciliary care facility that provides day care (lunch club, social and gardening services, personal care and family support services).
- 5.13 This proposal is substantial and has a very different use to the existing agricultural field, and it is considered that due to its size, scale and proximity (it adjoins the hotel curtilage) together with the range of facilities and services offered on the site (including the vehicle washing areas) this proposal would have an adverse effect on the cluster of properties here based on disturbance. The comments of the Public Protection Unit and the Noise Assessment recommending the provision of a 4m high acoustic barrier on the northern boundary (boundary with the hotel) are acknowledged, but details of this boundary have not been provided and it is considered that a solid barrier of this height immediately on the boundary with the property next door would be likely to cause an unacceptable oppressive impact. It is also recognised that conditions could be imposed on the proposal to ensure that it would not operate during the night, but the Local Planning Authority remains of the view that the level of disruption and increase in activity compared to the current situation that the proposal would generally cause during the day would be unacceptable and, as a result, the proposal is considered to be contrary to criterion 7 of policy PCYFF 2 of the LDP.

Transport and access matters

- 5.14 This proposal includes the provision of a new entrance, and it is noted that the Transport Unit has objected to the proposed development. The concerns outlined relate primarily to road safety issues, specifically the proposed width of the junction and its implications for pedestrian safety. The proposal as it stands means that pedestrians would have to cross a significant distance across the front of the entrance sharing the space with vehicles moving in and out of the site, and therefore does not provide a safe or effective walking environment. In addition, concern has been highlighted about the need for a three-lane arrangement at the junction, including its impact on the overall width of the junction and pedestrian crossing distances. The Transport Unit suggests that an appropriate facility should be provided for pedestrians to cross the site at the entrance. As a result of these matters, the proposal is considered unacceptable and has a significant adverse impact on road and pedestrian safety and is contrary to the requirements of policy TRA 4 of the LDP.
- 5.15 It is noted that the Transport Unit does not object on the basis of the parking provision and therefore the proposal is considered to comply with the requirements of policy TRA 2 of the LDP in this regard.

Biodiversity matters

Afon Gwyrfaai and Llyn Cwellyn Special Area of Conservation

- 5.16 The proposed site is located within the consultation zone of the Afon Gwyrfaai Special Area of Conservation on the basis of Phosphorus impact, and in particular because it is intended to connect to the main sewer, and the Waste Treatment Site serving this area is the Llanfaglan site which discharges into Afon Gwyrfaai. As a result, in accordance with the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority is required to assess whether the proposal is likely to have a detrimental effect on the integrity of the SAC. Proposed developments resulting in an increase in phosphorus load within the catchment area may result in adverse impacts on water

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quality and therefore on the ecological status of the SAC. Information has been submitted as part of the application confirming that it is intended to link to the Caernarfon Waste Treatment Site instead of Llanfaglan, and Welsh Water's comments confirm that this is acceptable, subject to their connection to a specific point which needs to be ensured by a planning condition. On the basis of this information and that this can be achieved through a planning condition, it is not considered that the proposal would have any impact on phosphorus levels in Afon Gwyrfai and therefore that the proposal demonstrates neutrality in this regard.

- 5.17 The site is 2km upstream from the Afon Gwyrfai and Llyn Cwellyn SAC, and there is a watercourse (Afon Rhosdican) on the site which discharges into the Afon Gwyrfai and Llyn Cwellyn SAC and therefore provides a direct hydrological route to the protected site. Natural Resources Wales has reviewed the ecological report (Land off Ffordd Pwllheli, Caernarfon - Fuel Forecaster Survey: Ecological Impact Assessment. BI-Ecology. (Report Reference not published 0130-23-Review02 V3) The construction of the proposed development will have many potentially polluting elements, and if not properly managed, there may be a high risk of contamination of controlled waters including Afon Rhosdican. In order to ensure appropriate mitigation measures, it is advised that the conditions that ensure the submission of a construction environmental management plan (CEMP) should be attached together with the agreement of a foul and run-off water management plan to any planning permission for this development. As long as the development is carried out in accordance with those conditions, it is not considered that the proposal would adversely affect the integrity of the SAC and that these measures ensure a neutral position.

Glynllifon Special Area of Conservation

- 5.18 The site is located approximately 4.5km away from the immediate parts of the Glynllifon Special Area of Conservation (SAC) and as a result, in accordance with the Conservation of Habitats and Species Regulations 2017, the Local Planning Authority is required to assess whether the proposal is likely to have an adverse impact on the integrity of the SAC. It is known that lesser horseshoe bats, which are a feature of the Glynllifon SAC, use the area for commuting and/or food foraging purposes, and the information submitted as part of the application recognises that the commute/foraging area can be up to 10km from the SAC. The proposal has the potential to affect bats that therefore forage for food/commute, particularly through the loss of hedges or trees used as flight lines and through inappropriate lighting. A Bat Report has been submitted which confirms that bats (including lesser horseshoe bats) are in the area and use the hedges at the front of the site and run through the centre of the site. The proposal will have a direct impact on these hedges, and it is intended to cut through the hedge at the front for a wide entrance with three lanes, along with the removal of the hedge that runs through the centre of the application site. It is proposed to carry out further landscaping at the front of the site, and plant a new hedge around the boundary of the development to maintain a link which is being cut as a result of the removal of the hedge that runs through the centre of the site. The observations of the Biodiversity Unit on this issue confirm that these hedges are inadequate – especially the one at the front of the site. It is noted that there is a significant loss of this hedge due to the width of the entrance and that the Highways Unit is questioning the need for this. Although it is intended to plant a new hedge along the southern and western boundaries of the site, the landscaping plan does not clearly indicate that the new hedge would suitably link with the existing hedge. There is therefore a possibility that the hedges can be improved and more landscaping provided to mitigate the situation, but this information has not been submitted as part of the application and it is not entirely clear whether suitable mitigation measures can be provided.

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- 5.19 A Lighting Impact Assessment report has been submitted as part of the application, and Natural Resources Wales' observations confirm that they are responding to the concern about the impact on lesser horseshoe bats.
- 5.20 The Local Planning Authority, as the competent authority in this case has considered the information submitted as part of the application together with Natural Resources Wales' observations suggesting that the Lighting Impact Assessment is acceptable. It is noted that it is not entirely clear whether suitable mitigation can be provided for the loss of hedges as a result of this proposal, and that there is insufficient information on the application to ensure that there is no significant impact on the lesser horseshoe bats that are a feature of the SAC.
- 5.21 Therefore, the Local Planning Authority is of the view that the test of the likely significant impact suggests that there may be a significant impact on the features of the Glynllifon SAC, particularly the smallest horseshoe bat which is a feature of this SAC, as a result of the location of the proposal, the evidence that the area is used by lesser horseshoe bats and that the proposal affects the hedges used by the bats. This means that an Appropriate Assessment is required but insufficient information has been submitted as part of the application for the Local Planning Authority to be able to complete an Appropriate Assessment in this case in accordance with the Authority's requirements under the Conservation of Habitats and Species Regulations 2017. It is therefore concluded that there can be no assurance that the proposal will not have a significant or adverse effect on the SAC due to the lack of information.

Mitigation measures and improvements

- 5.22 A green infrastructure statement has not been included as part of the application but an Ecological Report contains some improvements. While biodiversity improvements could be imposed as conditions, the completion of a Green Infrastructure Statement is considered to be a key part of preparing an application of this size to ensure that it complies with step-by-step principles and that acceptable mitigation measures and improvements are proposed.
- 5.23 However, the plan includes a comprehensive package of landscape improvements aimed at achieving net returns for biodiversity. This will include the planting of 42 new trees of native and semi-native species, as well as the planting of new native hedges and shrubs to strengthen the structure of the landscape. Planting a native "whip" will create soft boundary features and provide habitat and movement routes for wildlife. It is noted that this is a mitigation measure rather than an improvement because the proposal involves the loss of a significant hedge. The Biodiversity Unit's observations suggest that this hedge should be relocated rather than disposed of and replanted. In addition, a mix of perennial meadow is planned to be established at the edges of the site, enhancing flowering diversity and providing habitat for insects and pollinators.
- 5.24 The development includes specific measures to maintain and enhance ecological connectivity across the site. A wide strip of trees and shrubs (approximately 5m wide) will be established on the west side of the site to link existing hedges and create a mobile corridor for bats and other species as outlined above. Also, additional screening will be planted along the southern edge of the site near the watercourse, to enhance this habitat and protect it from the effects of lighting, making it more suitable for bats, otters and other species.

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- 5.25 The plan includes specific measures to support species, including the installation of bespoke bat and bird boxes in suitable locations at the edges of the site. These will be located away from lights and with clear flight paths, to provide additional nesting and resting opportunities. In addition, features such as bug hotels will be incorporated to improve habitats for invertebrates.
- 5.26 The lighting scheme will be designed to minimise impacts on biodiversity, including the use of low-level directional lighting, warm colour, and reduction of light along boundaries. This will maintain dark corridors for nocturnal species such as bats.
- 5.27 The landscape plan will be monitored in the first few years after implementation, with provision to replant any trees or plants that fail to establish, to ensure that the biodiversity benefit is fully realised over the long term.
- 5.28 Given the above measures, the development is considered to provide a robust series of ecological improvements which, collectively, contribute towards achieving net gains in biodiversity in line with the requirements of an overall national planning policy.
- 5.29 It is recognised that there will be an initial impact on biodiversity as a result of the development, particularly during the construction phase. However, given the nature and magnitude of the proposed biodiversity improvements, including the creation of new habitats, the planting of native trees and hedges, and the provision of specific features for wildlife, it is considered that the development will lead to a net improvement in biodiversity in the long term.
- 5.30 Furthermore, these measures contribute to strengthening ecological connectivity and improving habitat quality on site and in the wider area. As a result, the Authority is confident that the work carried out will improve and enrich biodiversity in the local landscape over time.
- 5.31 The proposal is therefore considered to comply with the requirements of Strategic Policy PS 19 (Protecting and Enhancing the Natural Environment), ensuring the protection, maintenance and enhancement of biodiversity, but due to the absence of a Green Infrastructure Statement, compliance with Chapter 6 of Planning Policy Wales cannot be ensured.

Land Drainage, Ground Water and Flood Matters

- 5.37 Fuel station developments have potential for controlled water pollution. Natural Resources Wales considers that insufficient information has been submitted as part of the application at this time for assessing any risk to groundwater. The element of risk is specific to each proposal and site and therefore adequate information is required to assess the situation. In addition, the site has been subject to significant landworks and material storage as a result of work associated with the construction of the bypass. Further information regarding the potential for land contamination is also considered necessary and without this information it is not possible to confirm that the proposal is acceptable in terms of land contamination or water pollution and therefore contrary to criterion 7 of policy PCYFF 2 together with policy PS6 of the LDP.
- 5.38 The site includes a designated main river (Afon Rhosdican) and there are concerns about this development and the future flood risk to the proposal and to third parties. Although paragraph 5.5 of the Design, Access and Planning Statement suggests that the site is outside any flood risk zone, Natural Resources Wales advises that there is always an inherent risk of flooding associated with development proposals near watercourses. The site is not mapped as indicating flood risk from

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Rivers in the Flood Map for Planning. However, work to assess the flood risk (1 in 100 flood event) of this watercourse associated with its diversion and culvert through the site associated with the recently completed A487 Caernarfon to Bontnewydd bypass has been brought to our attention.

- 5.39 The proposed site plan suggests that the development platform would be raised and therefore the slope could jeopardise access to Afon Rhosdican. As this watercourse is a main river, it is advised that unobstructed (flat) access should be provided at least 3m along the watercourse bank for machinery. This is to enable future maintenance of the main river and to provide a flood flow route/buffer zone to the main river. Natural Resources Wales therefore advises that clear unhindered access is clearly demonstrated in a revised plan. Without this information, it is considered that the proposal cannot be ensured to comply with the requirements of criterion number 4 of policy PS6 of the LDP which reduces overall flood risk within the Plan area.
- 5.40 New developments require approval from the SuDS Approval Body (SAB) before construction can commence. The adoption and management arrangements, including a funding mechanism for the maintenance of the SuDS infrastructure and all drainage elements, must be agreed by the SAB. Planning Policy Wales advises that developments should reduce flood risk and should not increase flood risk.
- 5.41 It is noted that the observations of the Land Drainage Unit had not been received at the time of writing the report, and therefore their intention in terms of the SuDS provision cannot be confirmed; however, the proposal would require separate consent for any SuDS scheme, and any confirmation through the application would only be to assure the applicant that their proposal could be acceptable.
- 5.42 In addition, Section 1 of the new TAN 15 (2025) states "This document replaces Technical Advice Note 14, issued in 1998 and Technical Advice Note 15, issued in 2004. Development Plans and planning decisions should no longer refer to those documents." However, the clarification letter states that "...the publication of new guidance could have an impact on the processing of planning applications therefore there will be a transitional period for the implementation of the TAN. Therefore, planning applications submitted and registered before the new TAN was published will continue to be assessed against the previous version ..." Therefore, official guidance from the Welsh Government for planning applications submitted and registered before 31 March 2025 are to be assessed for flood risk on the content of the 1st edition of the TAN 15 policy published in 2004.
- 5.43 The TAN (2004) does not ensure that a drainage statement is submitted as part of any application, and therefore to this end the proposal is considered acceptable and complies with the requirements of Planning Policy Wales and Technical Advice Note 15 (TAN 15) in relation to SuDS matters and that any proposal would require further consent from SAB.

Sustainability Matters

- 5.44 Planning Policy Wales emphasises that the planning system is central to achieving sustainable development, contributing to improving the social, economic, environmental and cultural well-being of Wales. Within this context, the importance of reducing carbon emissions and supporting the transition towards a low-carbon future is recognised, including by promoting more sustainable transport.

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- 5.45 Although there are no specific references to electric vehicles within the current Joint Local Development Plan, the policies support CO₂ emission reduction and climate change mitigation, and an emerging policy direction shows increasing support for the provision of electric vehicle infrastructure.
- 5.46 The proposed development includes provision for electric vehicle infrastructure, and therefore contributes positively to carbon reduction goals. Electric vehicles can reduce emissions from the transport sector and improve local air quality, leading to significant health benefits, as well as providing consumers with a more sustainable form of transport.
- 5.47 While the adoption of electric vehicles is still developing, a lack of infrastructure is seen as a key obstacle. As a result, the provision of charging facilities as part of the development is a positive response to this need and supports the wider shift towards low carbon transport.
- 5.48 The proposal is generally considered to be in line with the principles of sustainable development, supporting national and local policies relating to reducing carbon emissions and promoting sustainable transport infrastructure. As a result, the proposal is considered to demonstrate a strong commitment to the principles of sustainability, in line with the requirements of Policies PCYFF 5, PS 4 and PS 5, which promote sustainable development, reduce environmental impacts, and support more sustainable modes of travel.

Language Matters

- 5.49 In accordance with the Planning (Wales) Act 2015, it is a duty when making a decision on a planning application to consider the Welsh language, where it is relevant to that application. This is reiterated further in para 3.28 of Planning Policy Wales (Edition 12, 2024), and Technical Advice Note 20.
- 5.50 The Supplementary Planning Guidance (SPG) 'Maintaining and Creating Unique and Sustainable Communities' (adopted July 2019), provides further guidance on how it is expected for Welsh language considerations to be incorporated in each relevant development.
- 5.51 It is noted that there are some specific types of development where it will be required for the proposal to submit a Welsh Language Statement or a Welsh Language Impact Assessment. The thresholds in terms of when it is expected to submit a Statement/Report have been highlighted in Policy PS1 of the Joint LDP, along with Diagram 5 of the SPG.
- 5.52 The proposal does not meet the specific thresholds for the submission of a Statement in accordance with Strategic Policy 1 and the SPG: Creating Distinctive and Sustainable Communities. No Language Statement has been submitted as part of the application but a commitment has been made to ensure that all signs are bilingual and it is not believed that there will be a negative impact on the language as a result of the development.
- 5.53 Therefore, through appropriate use of planning conditions in light of the Language Statement findings, such as securing a Welsh name for the development and promoting bilingual advertisements, it is considered that the proposal is not contrary to the requirements of policy PS 1 of the LDP.

Agricultural Land

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- 5.54 The proposed site is grade 2 agricultural land and is therefore regarded as the best and most versatile agricultural land. When considering and determining development control applications, considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should not be developed unless there is an overriding need for the development. No justification for an overriding need has been put forward for the development of this land and on the basis of the above assessment, the proposal is not acceptable in many respects and therefore there is no justification for the loss of agricultural land of this standard. It is therefore considered that the proposal is contrary to the requirements of criterion 6 of policy PS6 of the LDP.

Cumulative effect

- 5.55 It is recognised that each application needs to be assessed on its own merits, but it must also be noted that an application has been submitted for a development of the same type at an adjacent location under reference C24/0755/19/LL Roadside Services and associated works – Land opposite Meifod Roundabout, Meifod Farm, Ffordd Pwllheli, Bontnewydd, LL55 2TY. This application is submitted to the same Planning Committee for a decision. Both applications have been assessed separately, but it is also considered necessary to assess their cumulative impact. The proposal is unacceptable on the basis of matters such as road safety, residential amenities and the use of high-quality agricultural land; and there is insufficient information to complete an Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017, to assess the proposal against Chapter 6 of Planning Policy Wales in relation to green infrastructure and a step-by-step approach, or to assess the impact of the proposal in terms of groundwater or land contamination or flood impact in respect of policies PCYFF 2 and PS6 of the LDP.
- 5.56 To this end, it is necessary to conclude that the cumulative impact of both developments on the area would be unacceptable for the same reasons.

Response to the public consultation

- 5.57 It is believed that all the valid planning issues raised during the public consultations have been fully considered in the report. The development complies with the relevant policies, specifically TRA Policy 1 which relates to the principle of the proposal and this policy does not require that there is a specific need for this development, but rather ensures that it focuses on meeting the needs of drivers.
- 5.58 It is noted that advertisements fall under a different regime to full planning permission and any advertisement that has a right would be subject to a request to display a separate advertisement.

6. Conclusions:

- 6.1 Having considered the above and all the relevant planning matters including local and national policies and guidance, as well as all the observations received, it is believed that this proposal is unacceptable in the form submitted, as it fails to satisfy the requirements of the relevant policies and guidance as noted above.
- 6.2 The proposal in question is unacceptable on the grounds of road safety matters and therefore contrary to criterion iii of policy TRA 1 together with policy TRA 4, residential amenities and therefore contrary to the requirements of criterion 7 of policy PCYFF 2, and use of agricultural land of a high standard and therefore contrary to criterion 6 of policy PS6; and there is insufficient information to complete an Appropriate Assessment under the Conservation of Habitats and

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Species Regulations 2017, to assess the proposal against Chapter 6 of Planning Policy Wales in relation to green infrastructure and a step-by-step approach, or to assess the impact of the proposal in terms of groundwater or land contamination or flooding impact in respect of policies PCYFF 2 and PS6 of the LDP.

7. Recommendation: To Refuse

To refuse – reasons

- .1. It is not considered that the proposal ensures the improvement of road safety and is likely to cause an adverse effect on pedestrians attempting to cross the proposed access and is therefore contrary to criterion iii of policy TRA 1 together with policy TRA 4 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026, which ensures road safety for its users.
- .2. The proposal, due to its location, scale and use is considered to be unacceptable as a result of the level of disturbance and increase in activity compared to the current situation and as a result, the proposal is considered to be contrary to criterion 7 of policy PCYFF 2 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026, which safeguards the amenities of local property occupiers.
- .3. The test of the likely significant impact suggests that the proposal may cause a significant impact on the Glynllifon SAC, particularly the smallest horseshoe bat, which is a feature of this SAC, as a result of its location of the proposal, the evidence that the area is used by lesser horseshoe bats and that the proposal affects the hedges used by the bats. Insufficient information has been submitted as part of the application to enable the Local Planning Authority to complete an Appropriate Assessment in this case in accordance with the Authority's requirements under the Conservation of Habitats and Species Regulations 2017. It is therefore concluded that there can be no assurance that the proposal will not have a significant or adverse effect on the SAC due to the lack of information and therefore the proposal does not comply with the requirements of the Conservation of Habitats and Species Regulations 2017.
- .4. A green infrastructure statement has not been submitted as part of the application and therefore there is no assurance that the proposal complies with the requirements of Chapter 6 of Planning Policy Wales (2024) in terms of the step-by-step approach and biodiversity improvements.
- .5. Fuel station developments mean a potential for controlled water pollution. There is currently insufficient information submitted as part of the application for assessing any risk to groundwater or any contamination in the land. To this end, it cannot be confirmed whether the proposal complies with the requirements of criterion 7 of policy PCYFF 2 or policy PS6 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026.
- .6. The site includes a designated main river (Afon Rhosdican) and there are concerns about this development and the future flood risk to the proposal and to third parties. Insufficient information has been submitted as part of the application to ensure suitable and adequate access to machinery to enable future maintenance of the main river and provide a flood flow route/buffer zone to the main river. Without this information, it is considered that the proposal cannot be ensured to comply with the requirements of criterion number 4 of policy PS6 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026.
- .7. Insufficient evidence has been submitted as part of the planning application to demonstrate that full consideration has been given to the loss of the best and most versatile agricultural land. It is therefore

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considered to be contrary to the requirements of criterion 6 of Policy PS 6 of the Anglesey and Gwynedd Joint Local Development Plan 2011-2026 and the advice provided in paragraphs 3.58 and 3.59 of Planning Policy Wales.