

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

Number: 5

Application Number: C24/0755/19/LL

Date Registered: 29/11/2024

Application Type: Full

Community: Bontnewydd

Ward: Bontnewydd

Proposal: Roadside services and associated work.

Location: Land near Meifod roundabout, Meifod Farm, Pwllheli Road, Bontnewydd, LL55 2TY

Summary of the Recommendation: APPROVE WITH CONDITIONS

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

1. Description:

- 1.1 This is a full application for a service station that provides fuel to vehicles, including an associated shop on a site near Meifod roundabout. Access to the site is from the A4871 Pwllheli Road. The development includes a fuel area, canopy, provision of new underground fuel tanks and associated pipework; an associated retail building to include a shop and a till area; provision of electric vehicle charging points; fuel refilling facilities for heavy goods vehicles (HGV); sitting tables and a picnic area; parking spaces for cars, and for motorbikes; parking area to car-share; tourism information panel; a picnic area; a dog exercise area; biodiversity enhancements, as well as connecting existing footpaths; landscaping work and associated works. The service station will include erecting a new building of approximately 325 square metres that includes toilets and an office and a sales area approximately 198 square metres; with six fuel pumps (providing refilling facilities for up to 12 cars at a time) located to the north of the building, under a canopy.
- 1.2 The application site is located directly next to the A487 strategic road network, which was designed to bypass the village of Bontnewydd and Caernarfon town. Access to the site is from a roundabout to a south-easterly direction and then 100m along Pwllheli Road. The development site extends over an area of 1.21 hectares and is located on a parcel of grade 3b agricultural land with existing access. This site has a gentle gradient going up towards the eastern side of the site. The site includes stone walls and fences surrounding the perimeter, as well as trees and scattered vegetation.
- 1.3 The site is located outside the development boundary as set out in the LDP. The site does not lie within any other 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 and approximately 300m from a Wildlife Site.
- 1.4 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended), the development that is the subject of this application is defined as a "major development" due to the number of units proposed. 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.
- 1.5 The reports below were received to support the application.
 - Flood Consequence Assessment and Drainage Strategy
 - Green Infrastructure Statement
 - Lighting Assessment
 - Noise Assessment
 - Planning Design and Access Statement
 - Transport Assessment
 - Preliminary Ecological Assessment
 - Bat Activity Survey Report
 - Nesting Birds Review
 - Construction Environmental Management Plan
 - Grassland Survey
 - Habitats Regulations Assessment Screening
 - Pollution Prevention Plan
 - Reptile Mitigation Statement
 - Geo-environmental Assessment
 - Air Quality Assessment

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

- Retail Statement

1. 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 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 PS 5: 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 COMMITTEE	DATE: 13/07/2026
REPORT OF THE ASSISTANT HEAD OF DEPARTMENT	

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: Transportation
 Technical Advice Note (TAN) 20: Planning and the Welsh Language

3. Relevant Planning History:

3.1 No relevant planning history on site

4. Consultations:

Bontnewydd
 Community/Town Council:
 The application area is located
 entirely within the area of
 Bontnewydd Community
 Council.

I write to propose observations from Bontnewydd Community
 Council on the planning application above.

We note that any references to policies below are references to
 policies within the Anglesey and Gwynedd Joint Local
 Development Plan 2011 - 2026, if it is not stated otherwise.

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 modifications and the like. 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.

We note that another application, namely Application Number
C24/0323/14/LL for a petrol station and another use has been
 submitted in a nearby location and is currently awaiting decision,
 and we wish to highlight that the requirement or duty here is not
 to choose the least harmful from two unnecessary developments
 that are contrary to policy, but to implement in accordance with
 their policy instead and refuse the application.

The grounds of our objection are detailed over the page.

Pre-planning consultation

We participated fully in the pre-planning consultation, received a
 presentation from the applicant's agent and we provided
 comprehensive comments. The comments have been summarised
 as part of this letter.

We note that amendments have been made to the application

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

following the pre-planning consultation and we thank the applicant for their acknowledgement.

However, we strongly disagree with the way that the local objection has been described as "limited" and "very little". The willingness of over 100 residents to attend a public meeting, and 19 written formal responses from different households is a sign of significant objection and concern. We challenge the applicant to provide examples of positive responses and any written formal responses that are supportive of the application.

We emphasise, despite the amendments following the Consultation, that the proposed development continues to be completely contrary to several policies.

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 is used to grow silage, the ability to produce food should not be lost;

- Land near Meifod, Bontnewydd -
Grade 3b (moderate quality agricultural land)

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

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 in their impact.

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
- **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 is of a size to maximise profits for the developers at the expense of everything else.
- The development is not aimed at serving drivers of heavy goods vehicles, which is a sign that the effort to provide

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

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 will be enhanced 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 village 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 cafés / restaurants / 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 Ty'n Llan in Llandwrog. It would be much better for travellers who stop to charge 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.

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

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 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 as per the policy guidance.

There are no existing businesses on the site, nor any contact with local businesses or producers. Any 'farm shop' or offer 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

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

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 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 are easily accessible on 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 and restaurant are 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. This is not an addition to this pollution, as a similar development would have in an urban area within the development boundary, instead it is introduced anew

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

into the open countryside.

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 Pwllheli Road on the town of Caernarfon would soon amount to the devastating impact of the Caernarfon Road out-of-town developments on Bangor City centre.

We are confident that our observations above clearly state the viewpoint of Bontnewydd Community Council, and that you consider our reference to the relevant planning policies sincerely and in detail.

Yours sincerely,

Bontnewydd Community Council

Caernarfon Town/Community Council:

The application site is located 68m from the boundary with the Caernarfon Town Council area

The Town Council is completely supportive of the observations from Llanwnda Community Council and acknowledges that the proposed development is not in any ward in the town but the Committee objects to the application for the reasons below:

1. The Caernarfon Town Council Policy is to respond to formal planning applications from the planning sub-committee instead of a pre-application consultation.
2. The main responsibilities of CTC in planning matters are to ensure benefit for the majority of the town's residents and businesses.
3. There is currently no shortage of garages supplying petrol and diesel in Caernarfon, with Morrisons and another one in the town, and Caeathro is not far from several town dwellings,
4. There is a shortage of electric vehicle charging points (EVCP), but the proposed location is not the ideal place to ensure the needs of town residents or visitors. Cyngor Gwynedd has located EVCP in the town, but they have not been connected to a supply to date.
5. The site is located outside the town development boundary.
6. The location uses a green site, which is Grade 2 agricultural land, which is the second best of six types: "good quality".
7. Currently, if visitor vehicles come to Caernarfon to get fuel, it is possible that they also spend and support businesses in the town. This would not happen with a development outside the town.
8. Although the proposed development is not on the same scale, developments on Caernarfon Road have had an adverse impact on Bangor City centre.
9. The scale of the development is considered excessive for its location between the relatively small town of Caernarfon and the village of Bontnewydd. It is similar to motorway 'services' instead of a facility near rural communities.

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

10. Traffic is already moving at speed on the Muriau/Meifod roundabout. Additional vehicles leaving and rejoining the bypass would likely create a more challenging situation in terms of traveller safety. Queues could be anticipated, especially on Friday nights/Sunday afternoons, during the summer, which would reach the A487.

11. The development encourages more use of personal vehicles and does not contribute anything towards developing public transport.

12. With the offer of a 24/7 service, there will be a significant increase in terms of noise and light pollution in such a prominent location.

13. Concern amongst Muriau residents, particularly the parents and their children who walk to the school in Bontnewydd.

14. A very detrimental impact on the amenities of Muriau Hotel, an oppressive impact.

To summarise:

1. It does not appear that this development is for the benefit of the town's residents. EVCP are required for local people, but this is not the intention of this development.

2. It is a development in a very prominent place on agricultural, green land.

3. It is likely to have a detrimental impact on several businesses in Caernarfon.

4. The vast majority of responses to the pre-application consultation are objections, some are very opposed to this application, and their reasons align with the concerns of CTC (Unanimous

Llanwnda Community/Town Council:

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

Llanwnda Community Council's decision is to object to this application.

Our concerns remain about the nature of this application which will have a permanent, significant and negative impact on the area between Bontnewydd and Caernarfon, and these are for the reasons below.

Location - Size and Design

The size of the development is too large, especially for the location in question. The development would harm the green area and have a harmful impact on wildlife and nature. Concerns have already been raised by the Council's Biodiversity Officer and the Trunk Road Agent Officer that a correct assessment has not been conducted.

We are concerned that it will change the character and feel of the rural area between Bontnewydd and Caernarfon, and make Bontnewydd part of Caernarfon. That is, there will be no green

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

space between Bontnewydd and Caernarfon.

Traffic from Caernarfon to the Meifod roundabout is now heavy at times, with queues already developing at busy times along the A4871 to join the roundabout. We believe that the impact on the existing road network must be considered when making a decision, as well as the safety of pedestrians along the road from Bontnewydd to Caernarfon who already have to find their way safely across a busy roundabout.

The application is significant with space for 56 vehicles to include HGV lorries, caravans and campervans. This means a lot of additional activity around the roundabout and the road to Caernarfon. Meifod 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.

Impact on 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 outlets.

The local community's need for local services is currently met in the villages around Caernarfon, and in Caernarfon itself. Any new provision would replace the existing provision rather than meet any new need. We believe that the proposed development undermines the viability of local villages and Caernarfon town itself, as well as the shop and petrol station in Dolydd, the Gwalia shop and petrol station in Caeathro, and the Texaco petrol service and shop in Caernarfon.

In addition, priority should be given to a retail application to use an existing building. This is an intended new building, and therefore it is believed that the proposal is contrary to policy MAN 6.

We object to the application in the context of policy MAN 6 which states, among others, the compliances below in terms of a shop presence. It does not meet the criteria:

- i) It will not serve businesses that are already on the site
- ii) It will significantly impact nearby village shops
- iii) It will not be accessible through sustainable modes of

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

- travel
- iv) It will have a significant impact on the amenities of nearby residents and the character of the area
- v) The development will have an adverse impact on highway safety

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. We do not believe that the argument for an increase in vehicle charging sites justifies this development.

Green Area, Biodiversity and Impact on Nature

We object to the application on the grounds that we are concerned about a development that will have a negative impact on the local area's nature and biodiversity, and we have already referred to the concerns of Officers regarding this. In addition, the development will not bring any benefits to the area which will outweigh the negative elements, namely:

- i) Loss of a green area in an area defined as open countryside
- ii) Impact on rivers in a Special Area of Conservation
- iii) Negative impact on biodiversity and the environment
- iv) Create a development that will urbanise and lead to the possibility of further development applications
- v) Create noise and light pollution - 24/7
- vi) Increase a litter problem through retail / take-away food
- vii) Promote the use of cars by visiting the shop / food

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

POLICY MAN 7: HOT TAKE-AWAY FOOD USES

Llanwnda Community Council is opposed to this proposed unnecessary, unsuitable and alien development. We also want to draw your attention to the strong feelings locally against the development. This proposed development will have a negative impact on the community, and the only people who will benefit from the development will be those travelling to the Llŷn Peninsula and Abersoch. We would appreciate it if you would consider the comments in this letter, and our concern about the potential harm and destruction to the community.

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

Transportation Unit:

I refer to the above application (C24/0755/19/LL) for roadside services and associated work in Bontnewydd. I confirm that the transportation service has no objection and proposes the following comments.

The proposed visibility from the entrance is acceptable. The provision to create active travel connections is acceptable. There is an area within the site that has been designated for four vehicles that are part of a car share. This is a positive element and we would like to see this be conditioned to protect the provision. We have no comments regarding the traffic levels in and out of the site, or the arrangements within the site.

I ask for the following conditions to be imposed with any permission granted:

CONDITIONS The applicant must take every care to prevent surface water from the curtilage of the site discharging onto the highway.

The Applicant shall take all appropriate measures to prevent surface water from within the curtilage of the sites to discharge onto the county highway.

A condition to protect the car sharing provision

Natural Resources Wales:

Thank you for consulting Cyfoeth Naturiol Cymru (CNC)/Natural Resources Wales (NRW) about the above, which we received on 19 November 2025.

We continue to have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching the following conditions to any planning permission granted:

Condition 1 - 4: Protected Sites

Please note, without the inclusion of these conditions we would object to this planning application. Further details are provided below.

Protected Sites

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

We note the application site is within the catchment of the Afon Gwyrfaï and Llyn Cwellyn Special Area of Conservation (SAC). In line with our Advice to Planning Authorities for Planning Applications Affecting Nutrient Sensitive River Special Areas of Conservation (28 June 2024), under the Habitats Regulations, Planning Authorities must consider the impact of proposed developments on water quality within SAC river catchments.

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

However, we note that the foul drainage proposals have been amended and it is now proposed to connect to the rising main associated with Caernarfon Wastewater Treatment Works (WwTW), as shown on the drawing 'Proposed Drainage Strategy', Revision E dated 22/12/2023 (the reference number for this drawing is incomplete and has been partially cut when copying/scanning).

The amended proposal to connect to the public mains sewer discharging to Caernarfon WwTW which is outside of the Afon Gwyrfaï and Llyn Cwellyn (SAC) addresses the concerns previously raised when a package treatment plant within the catchment of the Afon Gwyrfaï and Llyn Cwellyn (SAC) was proposed. We therefore have no concerns relating to foul drainage and refer you to condition 2 below.

- Otters

Otters are a feature of the Afon Gwyrfaï a Llyn Cwellyn SAC. We note that information has been submitted with respect to survey/assessment undertaken at the site in relation to otters. The Preliminary Ecological Assessment, Wyndrush Wild, WW/11123, 1st November 2023 identified that the site offers little potential to be used by commuting otters.

However, any construction work may cause disturbance to this feature of the SAC. We note that the submitted Construction Environmental Management Plan (eg on the move, dated 07/08/2028) does not include any reference to measures in relation to reducing potential impacts on otters during the construction phase. We advise that the Construction Environmental Management Plan (CEMP) should include Otter Reasonable Avoidance Measures to prevent and minimise disturbance to otters during any construction works.

The CEMP should be agreed to the satisfaction of your Authority as a condition of any planning consent.

- Pollution

The site is 2 kilometres upstream of the Afon Gwyrfaï a Llyn Cwellyn SAC. We note the presence of a watercourse (Afon Rhosdican) on site which discharges into the Afon Gwyrfaï a Llyn Cwellyn SAC and therefore provides a direct hydrological pathway to the protected site.

The proposed development, once operational has elements (e.g. petrol filling, vehicle washing) which may pollute ground or surface waters. The proposed development will therefore need a considered drainage system for these elements. The proposals for surface water drainage should include provision for appropriate pollution containment.

Due to the size of the car parks proposed there should be interceptors located at all car parks. We note that Section 9.5 of the FCA states that a 'petrol interceptor' will be installed. We advise that Class 1 Interceptors are installed and that the details of proposed interceptors

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

should be included on subsequent drainage design drawings. Please refer to GPP 3 Use and design of oil separators in surface water drainage systems | NetRegs | Environmental guidance for further information.

We have reviewed the submitted CEMP (eg on the move, dated 07/08/2025) and advise that the following points are addressed and submitted in an updated CEMP. The CEMP must be agreed to the satisfaction of your Authority as a condition of any planning consent (see Condition 1 below):

- Page 1 refers to an Ecological Clerk of Works to "oversee the ground preparation for any tree and vegetation removal". We advise that the remit of the Ecological Clerk of Works is updated to include monitoring for pollution, silty water run-off etc during the construction phase.
- A 24 hour contact number for the clerk of works / site representative to be provided to our Environment Team in case of any water quality / waste incidents. The contact details to be sent to: TimAmgylcheddMonacArfon@cyfoethnaturiolcymru.gov.uk
- Page 4 of the CEMP refers to the Environment Agency Pollution Prevention Guidance (PPG) documents. The PPG documents are out of date and we advise that this section is updated to refer to the Guidance for Pollution Prevention (GPP) documents | NetRegs | Environmental guidance for your business.
- Page 5 states that "Regular inspection and assessment of the effectiveness of run off management measures will be implemented; visual inspection will be continual". We advise that this is updated to state that daily/twice daily specific inspections will be made in addition to "visual inspection will be continual".
- Page 5 also states "Sediment basins will be implemented to manage soil and silt run off". We advise that this section is updated to also include details of measures to control silty water associated with de-watering of excavations, measures should include appropriate settlement methods such as 'siltbusters' or silt fencing.
- Further details regarding waste management during the construction phase should be included in an updated CEMP. Additional details regarding regular checks for litter especially during windy weather, lightweight materials such as cardboard, plastic etc should be segregated and stored in enclosed skips, and details re precautionary measures where high winds are forecast to secure materials on site.

We also advise that you refer to our advice on de-watering in relation to excavations: Natural Resources Wales / Find out if you need a licence for dewatering a mine, a quarry or for a civil engineering project

Condition 1: No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been

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

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

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Justification: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction.

We also continue to advise that the following drainage condition should be included within the decision notice should consent for the project be granted.

Condition 2: No development shall commence until a drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall cover the:

- Disposal of foul drainage;
- Disposal of surface water drainage;
- Installation of oil and petrol separators;
- Installation of trapped gullies;
- Installation of roof drainage - sealed at ground level.

The drainage scheme shall be carried out in accordance with the approved details.

Justification: A drainage scheme should be submitted to ensure necessary measures are approved prior to commencement of development or phase of development and implemented to prevent the deterioration of water quality within a sensitive.

Oil spill kits should be available at key locations on site for dealing with any oil spill. All staff on site should be aware of their location and trained in their use.

Glynllifon SAC

We have reviewed the following additional information submitted in support of the application:

- Lighting Impact Assessment, GW Lighting Consultancy, dated 19/09/2025;
- HRA and bat Activity Screening Report - RSK, Rev 01 dated 30/09/2025;
- Update Preliminary Ecological Assessment, Wyndrush Wild, - updated;
- Proposed Block Plan - Rev J;
- Soft landscaping & Biodiversity Enhancement Plan ref 2024094/SLBE/01revision C dated 22/07/2025.

We are aware that lesser horseshoe bats, which are a feature of the Glynllifon SAC, use the area for commuting and/or foraging purposes.

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

The proposal has the potential to impact on bat foraging/commuting, particularly through the loss of hedges or trees which are used as flight lines and through inappropriate lighting.

Whilst we consider that the submitted Lighting Impact Assessment and Soft landscaping & Biodiversity Enhancement Plan provide an adequate basis upon which to consider the potential impacts of the scheme on this species as a feature of the SAC, aspects of the proposed scheme will require further development. However, this further information can be provided via suitably worded conditions, included on the decision notice.

Therefore, to secure appropriate mitigation measures, we advise that the conditions set out below should be attached to any planning permission for this development. Provided the development is carried out in accordance with those conditions, we do not consider that it will adversely affect the integrity of the SAC site.

Condition 3: Prior to commencement of development, full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. This scheme shall consider existing and proposed lighting together with any spillage originating from internal locations. Details shall include:

- . An assessment of lighting in respect of wildlife interests of the site, notably bats and otter;
- Details of the siting and type of external lighting and internal light spillage during construction and operational phases of the scheme. This shall include plans illustrating the location and type of lighting together with isolux drawings;
- . Details to demonstrate that light spillage will not affect wildlife sensitive areas. This shall include plans illustrating retained or proposed features planned to be functionally used by nocturnal wildlife for foraging/dispersal purposes;
- Measures to monitor light spillage once development is operational (post construction light monitoring);

Provisions of the scheme shall accord with the provisions of the Institution of Lighting Guidance Note 08/23: Bats and Artificial Lighting at Night.

Lighting shall accord entirely with the details so approved for the duration of the construction and operation of the development.

Justification: To protect the wildlife and the ecological interests of the site including protected species.

Condition 4: No development or phase of development shall commence until a Landscape Ecological Management Plan (LEMP) for the provision, management and maintenance of the landscape and ecological features at the site has been submitted to and approved by the Local Planning Authority. The LEMP should include:

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

- Details of habitats, landscape, environmental and ecological features present or to be created at the site;
 - . Details of the desired conditions of features (present and to be created) at the site;
 - . Details of scheduling and timings of activities;
 - . Details of short and long-term management, monitoring and maintenance of new and existing landscape, environmental and ecological features at the site to deliver and maintain the desired condition;
 - Details of monitoring of landscape and ecological features;
 - . Details of replacement measures should any landscape or environmental features die, be removed or become seriously damaged or diseased within 5 years of completion of development;
 - Details of management and maintenance responsibilities;
 - . Details of timescales, length of plan, the method to review and update plans (informed by monitoring) at specific intervals as agreed.
- The LEMP shall be carried out in accordance with the approved details.

Justification: A LEMP should be submitted to ensure necessary landscape and environmental management measures are agreed prior to commencement and implemented to ensure the site's landscape and environmental features are adequately managed long term.

As the competent authority under the Conservation of Habitats and Species Regulations 2017 (as amended), your authority must, before deciding to give consent for a project which is likely to have a significant effect on a SAC site, either alone or in combination with other plans or projects, make an appropriate assessment of the implications of the project for that site in view of its conservation objectives. You must for the purposes of the assessment consult NRW and have regard to any representations we make within such reasonable time as you specify. In the absence of that assessment, NRW cannot advise that the proposals would not result in an adverse effect upon the SAC site.

Site of Special Scientific Interest (SSSI)

NRW consider the proposals have the potential to impact upon the Afon Gwyrfai a Llyn Cwellyn SSSI and the Glynllifon SSSI. Providing the impact pathways referenced above for the Afon Gwyrfai a Llyn Cwellyn SAC and the Glynllifon SAC are adequately addressed, NRW consider the features of the SSSI will also be adequately safeguarded.

Protected Species

As previously highlighted, we consider the proposal has the potential to impact on bats and otters, which are European Protected Species protected under the Conservation of Habitats and Species Regulations 2017.

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

These species are protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended). Please refer to our Protected Sites advice and suggested conditions in respect of bats and otters respectively.

Groundwater Quality

We have reviewed the following documents submitted in support of the application:

- Fuel Storage Feasibility Assessment, UK24.7175c dated 29/09/2025 (Issue 2);
- Phase I & II Geo Environmental Assessment, UK24.7175b dated 29/09/2025 (Issue 2);
- Outline Technical Specification - underground double skinned fuel storage tanks
- General Arrangement - 75,000 litre petrol tank, drawing reference 26112/PET-25-075 Rev 0 dated 19/02/2013;
- Fuel Tanks Section dated 27/11/2024 (eg on the move).

The submitted information addresses the concerns we had previously raised in relation to groundwater quality.

Welsh Water:

FOUL WATER

The proposed development site is located in the catchment of a public sewerage system which drains to Caernarfon Wastewater Treatment Works (WwTW). Having reviewed the Proposed Drainage Strategy, we note the proposed point of connection with the public sewerage system is unknown. 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. Therefore, we would request that the condition below is included within any planning permission.

In addition, 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 Dwr 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.

SURFACE WATER

Turning to surface water drainage, as of 7th January 2019, this proposed development may be subject to Schedule 3 of the Flood and Water Management Act 2010. In the event this proposed development amounts to a total impermeable area of 100sqm or more, approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. In this instance,

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

we offer no objection to proposals for disposal of surface water flows into a surface water body, in principle, subject to consultation and agreement with the regulatory body or riparian owner of this system.

POTABLE WATER SUPPLY

We anticipate this development will require the installation of a new single water connection to serve the new premise. Capacity is available in the water supply system to accommodate the development. The applicant will need to apply to Dwr Cymru Welsh Water for a connection to the potable water supply system under Section 45 of the Water industry Act 1991. The applicant attention is drawn to our new water connection application guidance notes available on our website. The developer is advised to contact us at the above address or on telephone 0800 917 2652 prior to the commencement of any site work.

Accordingly, if you are minded to grant planning consent for the above development, we would request that the following Condition(s) and Advisory Notes are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets:

Conditions

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

No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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 Pollution Unit has no objection, however, the information must state potential nuisance issues including noise, vibration, odour, light and dust, and address the impacts. A noise assessment must inform the applicant of the potential impact of the development and the associated structures, this should lead the applicant to the specification or the most appropriate mitigation measures that are required to reduce or remove any noise impact from the development on residential premises.

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

The application is supported by a Noise Assessment produced by Noise Assessments Ltd, Reference NALPRO261023.01 dated 18/08/24.

The summary concludes that the noise deriving from all the volume will comply with external noise level guidelines, namely 1dB lower than background level at night (23:00 - 07:00) and 3dB lower than the background during the day (07:00 - 23:00), however, it does not satisfy the conditions to be met for the Department so that the plan would have a low or negligible impact on the residents of nearby premises:

The cumulative noise associated with the plan will be restricted to at least 5dB below the background noise level (LA90) (free-field) outside a property that is sensitive to surrounding noise during the day and night. There is reference to a compressor but not to the number of units. Equipment noise will be assessed in accordance with the principles in BS 4142:2014 +A1:2019.

In addition, noise emitting from the machines and the machines used in connection with the Development will not exceed the NR25 Noise Curve between the hours of 2300 and 0700 and NR 30 at all other times when measured within the nearest noise-sensitive dwelling (windows may be open for ventilation). The noise deriving from any equipment or machines used on the site should not include any prominent tonal component. Tonality will be determined by referring to BS 7445-2.

We will also try to condition the construction hours for the site with the following condition: No construction or demolition work may take place on Sundays or Public Holidays or outside the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturday. Reason: To ensure that the proposed development would not lead to a substantial detrimental impact level significantly observed (SOAEL) or detrimental impact in terms of noise to any residential occupiers.

Lighting

The application includes technical information about the light impacts of the development which should not lead to any detrimental impact, and it concludes that the proposed development will comply with the Institute of Lighting Professionals (ILP) (2021) Guidance Note GN01/21 The Reduction of Obtrusive (the 'ILP Guidance Notes'). However, it does not provide the exact level of lux levels and which zone it would comply with in the residential premises.

The perimeter is noted as Lux 5 and given the distance from the residential premises, it should comply with the following levels in

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

Table 3 (CIE 150 table 2): Maximum values of vertical illuminance on premises of the ILP Guidance Note in Zone E2.S

Light intrusion / nuisance

Table 3 (CIE 150 table 2): Maximum values of vertical illuminance on premises

Light technical parameter	Application conditions	Environmental zone				
		E0	E1	E2	E3	E4
Illuminance in the vertical plane (E _v)	Pre-curfew	n/a	2 lx	5 lx	10 lx	25 lx
	Post-curfew	n/a	<0.1 lx*	1 lx	2 lx	5 lx

* If the installation is for public (road) lighting then this may be up to 1 lx.

Limits apply to nearby dwellings / premises or potential dwellings / premises and specifically windows. The values are the summation of all lighting installations.

Air Quality

Local Air Pollution Prevention Control

The applicant must be aware that specific activities such as unloading petrol, and activities to refill motor vehicles are regulated under the Environmental Licensing (England and Wales) Regulations 2016 provisions, and therefore an Environmental Licence will be required from Cyngor Gwynedd to carry out such activities.

Local Air Quality Control

The application includes introducing a new junction close to relevant receptors. There is a need to conduct an assessment to determine whether this will have a detrimental impact on the National Air Quality Objectives in the vicinity.

Dust

A Construction Environmental Management Plan (CEMP) will be submitted to the Local Planning Authority and approved in writing by the Local Planning Authority. Following this, the approved CEMP will be fully implemented in accordance with the details agreed during the entire construction period.

The IAQM Guidance on Dust Control and Emissions from Building and Demolition will be kept to during all demolition activities, site preparation and on-site construction. Reason: Ensure that the proposed development will not have a detrimental impact on any residential occupier in terms of air quality.

Further observations

We have considered the planning application, and our observations are as follows:

The Noise Impact Assessment for the Roadside Service Area Project (NIA) Number NALPRO261023.01 has been evaluated. A Noise Assessment BS 4142:2014+A1:2019 (industrial/commercial vs

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

background sound score) was conducted and background levels were assessed as follows:

During the day: 41 dB LA90

During the night: 39 dB LA90

The Anticipated Score Level was assessed at nearby residents as 31 db LA and reported as follows:

During the day: -10 dB lower than the background

During the night: -8 dB lower than the background

We would agree with the BS4142 assessment showing a Low Impact. However, in the summary and the conclusion, it is noted that the anticipated external noise on façades is:

≤ 68 dB(A) LAeq,16h (day)

≤ 55 dB(A) LAeq, 8h (night)

The author is asked to confirm that this is a typographic mistake, and if it is confirmed, the condition to the permission could be attached as follows:

The Score Level in a premises that is sensitive to nearby noise must not be higher than 31 dB LAr.

If you have any further enquiries about the above, you are more than welcome to contact us.

Following the receipt of the above observations, the agent has provided an amended version of the report, with the mistake corrected.

Land Drainage Unit:

The applicant has shown that there have been some infiltration tests on the site and the tests did not work. There is a ditch on the site, therefore in our opinion, standard 1 has been achieved.

There are some things that I would pick up on in a SuDS application. However, there seems to be enough green space on the site to be able to make the changes to the application without having to change the plan.

Therefore, the SAB has no objections to this application.

Welsh Government
Transportation Unit from a
NMWTRA Ecologist

This information is based on extensive local knowledge of the site by a locally-based professional ecologist who is very familiar with the area, following their major input into the development of the ecological assessment and mitigation measures associated with our recent Caernarfon and Bontnewydd Bypass scheme. The following comments are provided for information in an advisory capacity, and are not forwarded under the Welsh Government's remit as a statutory consultee:

1) We trust that the Local Authority takes appropriate consideration of the potential in combination impacts of the application and other completed and proposed developments

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

nearby. Clearly, the Caernarfon and Bontnewydd Bypass (CABB) scheme has impacted the landscape, and we note a similar application proposed on land to the north of the Meifod Roundabout. We also trust there is fair consideration of WG policies, including the declaration of a climate and nature emergency and net zero emissions targets.

2) WG contractors have conducted extensive ecological surveys, mitigation, enhancement and monitoring through the CABB scheme. We provide the following observations in the hope that you can use this contextual information to assess whether the application has properly considered its ecological impacts:

3) Lighting – We welcome the light-spill reduction measures already included but have concerns about the addition of residual light spill into the surrounding landscape. Monitoring has shown extensive use of the area by multiple bat species including those that are highly light-sensitive and dependant on linear vegetated features; and multiple crossing features were included in the CABB in proximity to the application expressly to maintain bat connectivity across the landscape. In the absence of further bat surveys to confirm the importance (or otherwise) of the application boundary hedges and those that may be illuminated beyond the site, we would like you to consider whether further light pollution control and screening (preferably with additional boundary planting) on all boundaries of the site may be appropriate.

4) Badgers and otters – CABB monitoring has shown that both species are active close to the application site. While the existing site may have little potential to support these species, the landscaping proposals may introduce habitats that would attract them onto site. In this context, we would like you to consider if the application has considered the risk of encouraging these species to crossroads unsafely.

5) Amphibians and reptiles – CABB surveys and monitoring have confirmed the presence of amphibians close to the application site. The cloddiau and all hedgerows are likely to provide terrestrial habitat/hibernacula. We would like you to consider whether this has been fully accounted for in the removal of these habitats. We would also like you to consider mandating that all drainage design is ‘amphibian friendly’ and avoids wildlife entrapment.

6) Grassland loss – We have experience of sites where heavy sheep grazing has suppressed the underlying species richness and ecological importance of grassland leading to under valuation, which only becomes apparent once the grazing pressure is

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

removed. We would like you to consider whether the grassland has a higher than assessed biodiversity value, especially in the wetter areas, and whether additional measures may be required to mitigate and compensate appropriately.

Observations from the
Assembly Trunk Roads Unit:

I refer to your consultation of 03/10/2024 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

Biodiversity Observations

I have several ecological concerns about this proposed development.
Reports Relevant to Ecology

- Preliminary Ecological Assessment for a proposed development on land north of Meifod Bontnewydd by Wyndrush Wild, Matt Sutton, 1st November 2023
- Agricultural Land Classification (ALC) Land at Meifod, Bontnewydd, Caernarfon, Gwynedd. Report by: AW Williams, Senior Surveyor, Department for Climate Change & Rural Affairs, Welsh Government. Dated: 02-08-2024.
- Lighting Assessment by GW Lighting Consultancy dated 6 th Sept 2024 –
- Soft Landscaping and Biodiversity Enhancement Plan
- Green Infrastructure Statement, JMS Planning, September 2024

Comments on the ecological reports:
I visited the site on 6 th November 2024. The grassland is semi-improved and has several species: Bird's-foot Trefoil, Red Clover, Meadow Buttercup, Cats-ear and fine grasses such as Common Bent, Red Fescue, Cuckoo Flower) which indicate that it is ****not agriculturally improved**** and that this grassland could qualify as the habitat Lowland Meadow listed under section 7 of the Environment Act 2016. The grassland in this field is of high biodiversity value, the PEA (Wyndrush Wild 2023) incorrectly classes the grassland as improved.

The ecological report conflicts with the information provided in the Agricultural Land Classification which has classed the field as ALC Subgrade 3b *“due to i) an overall soil wetness and workability limitation, and ii) topsoil stone content limitation”*. Often fields classed as being of lower agricultural value have a high biodiversity value, as is the case here.

The ecological survey took place on the 1 st of November 2023, which is late in the season for botanical surveys and many plant species can be easily missed, however under section 2.3. of

PEA it states that there were no constraints to the field survey, however I disagree and question the botanical abilities of the surveyor.

The ecological report is not detailed enough and is incorrect.

Habitats

- Semi-Improved Grassland

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

- Damp Grassland
- Hedges & Clawdd & Ditches & Hedgerow Trees

The northern most field boundary is a clawdd (earth and stone bank) with a hedge on top and a ditch along it (dry during my site visit 7 th Nov 2024 & also a year ago as reported in the PEA). This hedge is diverse (oak, willow, bramble, rose, sycamore, ivy, ash, rowan, hawthorn, holly) with ferns of polypody and black speenwort.

Protected Species

During my site visit there was a mammal path through the field, this could be Otter or Badger or both. There are several known Bat roost within 1km.

The ecological survey did not undertake a bat survey, I recommend a Bat Activity survey.

The ecological report list 3 trees with potential of protected species (TN1: Ash with moderate bat roost potential and possible buzzard nest, TN2: Ash with high bat roost potential, TN3: Beech with moderate bat roost potential). These trees will require a Bat emergence survey if they are to be felled or impacted by lighting.

The report states that the site is reptiles unsuitable for reptiles and amphibians, however in my opinion the site has moderate potential for reptiles and I recommend a reptile survey.

There is the possibility that the site may support nesting birds that are of significance such as skylark. A summer visit has not been undertaken. I recommend a summer bird survey.

Ecological Impact & Mitigation

- Loss of 1.3 ha (13,000 square meters) of grassland of biodiversity value and carbon store.
- This development will result in the loss of a wildlife corridor for species (otter, badger & bats), due to loss of habitat, disturbance and lighting.
- This development **does not mitigate **for the loss of habitat (grassland & hedgerows) nor the loss of wildlife corridors.
-

The PEA has not fully found out the ecological value of the site and therefore it has not been able to fully assess the ecological impact sufficiently.

Lighting

The proposed development would result in significant illumination of the site (street lighting, signage lighting, building lighting and internal lighting) this cause light pollution of the surrounding land and create a barrier to the movement of bats especially Lesser Horseshoe Bats. A Lighting Assessment has been provided by the applicant but this, does not show light spill into the surrounding land and does not extend

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

beyond 5 lux and has not followed the Guidance on Undertaking Environmental Impact Assessment (ILP 2023).

Carbon & Climate Change

Permanent grasslands are significant carbon stores; approximately 90% of the carbon stored in grassland is in its soil and roots, which remains locked away in their undisturbed soil (Grassland as a Carbon Store, Plantlife, July 2023). This development will result in the loss of the grassland in this field and the loss of this carbon store.

Site Drainage & Sewage

Will there be public toilets? What is the predicted volume of sewage/foul water output? The proposal shows that sewage will be treated on site and with field drainage in the field to the east. This will require the field to the east to be dug up, **the ecology survey did not cover this area.**

The ecological report states that there is no hydrological connection with the Afon Gwyrfai SAC **but this is incorrect**, there are ditches around the field edges of the site. There is a water course to the north (120 meters) and a water course to the south (230 meters) both are tributaries of the Afon Gwyrfai. Therefore there is a hydrological connection to the Afon Gwyrfai.

Habitats Regulations Assessments

Afon Gwyrfai a Llyn Cwellyn SSSI which lies 800m away to the south at its nearest point.

The service station and café will have numerous toilets, the proposal is not to connect to mains sewage, but to treat waste water as part of the proposal. Further clarification is required and more information as this proposal has the potential to contribute to nutrient enrichment of the Afon Gwyrfai SAC either through connection to mains sewage or through ground water filtration into water courses.

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 1 km. The lighting & illumination plan is not detailed enough and does not include the land around the proposed development and lux levels for lights only extend to 5 lux, a wider area of light spill is needed to 0.001 lux (typical star light). Also a vertical illumination model is also required.

Insufficient information has been provided to ascertain if this development will have an adverse impact on Gwyrfai SAC & Glynllifon SAC.

Biodiversity Enhancements

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

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*”.

The PEA states: “_The external boundary hedges will be protected and allowed to grow taller / bushier. A small number of sessile oaks could be introduced here ...The area proposed for ecological enhancements in the southern part of the site could combine planting of widely spaced native oaks with wildlife-friendly grassland management.” _

The Soft Landscaping Plan shows that 21 trees (various species) would be individually planted throughout the development site, and a 2-3 meter wide strip of “species rich grassland” length (85m) and a few small patches. The species mix for the “species rich grassland” is not suitable as it contains many annuals and non-native species. A very narrow marshy grassland along the proposed swale, is barely worth being seeded for its small size.

The biodiversity enhancements provided are not sufficient to even compensate for the biodiversity loss.

In-combination & other relevant plans

Just to the north of the roundabout is another development proposal for a service station C24/0323/14/LL, this need to be consider as it may also cause impacts to wildlife corridors, Lesser Horseshoe Bats, Otters and nutrient enrichment of water courses.

Conclusions

More information is required:

- • Information to Inform Habitats Regulations with respect to: 1) Afon Gwyrfai SAC and foul water and sewage; 2) Glynllifon SAC and the Lesser Horseshoe Bat population.
- • Grassland Fungi Survey
- • Grassland Habitat & Botanical Survey
- • Protected Species Survey
- • Bat Activity Survey
- • Reptile Survey
- • Breeding Bird Survey
- • Ecological Impact Assessment that has followed the guidelines of CIEEM
- • More detailed habitat/vegetation map/site features
- • Lighting and illumination plan and model showing areas that will be illuminated by the development with lux level gradations. It is advised that this is produced by a member of the Institution of Lighting Professionals.
- • Bats & Lighting Impact Assessment

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

- Mitigation for loss of grassland habitat & wildlife corridor
- Amended Soft Landscaping Plan

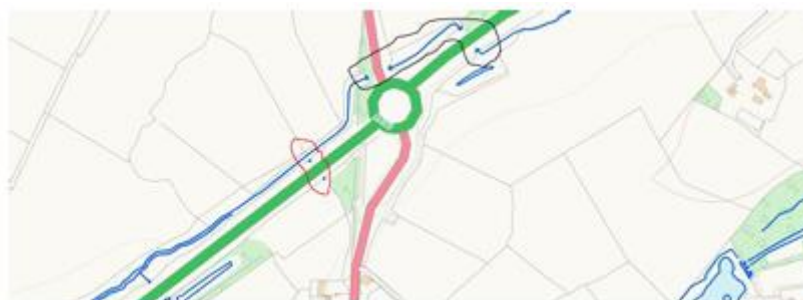
I object to this proposal as it will result in the loss of habitat (semi-improved grassland) that is of biodiversity value and information provided is not sufficient to ascertain if this proposal would have a significant effect on Afon Gwyrfa SAC and Glynllifon SAC nor does it provide enough information to ascertain if there will be an impact to protected species (otter, bats & badger).

Further observations

I recommend bat activity surveys as I have found more information about bats in this locality (see below). This is essential to provide information in order to undertake the HRA. Cyngor Gwynedd is the competent authority who is responsible for undertaking the HRA. The bypass bat monitoring (below) information shows that LHS bats are flying very near your proposed development site.

The map below shows two culverts under the new bypass adjacent to your proposal. On the map I have circled two culverts under the new bypass. The red circle culvert is a wildlife pass called NRW. NRW insisted on the inclusion of this as an additional culvert. Last year this culvert was inspected by Pete Evans and Jill Jackson and they found evidence that otters and badgers had used the culvert. Bat monitoring (TACP) of this culvert has shown that it is used by low numbers of Lesser Horseshoe Bats, mainly 1 or 2 but up to 9 in 2022.

The culvert I have circled in black is called S110 and bat monitoring of this culvert found a maximum of 36 Lesser Horseshoe Bats using this culvert in one night.



Culvert monitoring has also shown that otters and badgers use the culverts and therefore they are present in the locality. I am disappointed to see that the mitigation and biodiversity enhancement areas are much more reduced than we discussed at our site meeting. Habitat surveys and botanical surveys of grasslands would provide an essential baseline for assessing biodiversity enhancement. The proposal has a development footprint of 12,455m² and this will result in the loss of semi-natural grassland that although does not qualify as lowland meadow, section 7 habitat, it is of biodiversity value, therefore in order to create biodiversity enhancement a greater area of land needs to be provided i.e. more than you have proposed 2,427m², which is

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

very small contribution. I disagree that compensation for loss is far outweighed by the enhancement provided and I am not satisfied with the proposed mitigation and biodiversity enhancement.

Thank you for confirming that Cae Derw will not be used to put soils or excavated materials on or as a construction compound.

I have attached photographs from my site visit in November 2024 in which you can see red clover and cats-ear in the grassland and a likely badger scrap and some grassland fungi (Pink Gill – *Entoloma* sp.).

No further observations were received as a result of receiving the additional information responding to the observations.

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

Public Consultation:

A notice was posted on the site and nearby residents were notified. The advertising period is ending and letters/correspondence objecting to the proposal have been received on the following grounds:

- Light pollution
- Noise pollution
- Delaying traffic flow and creating queues
- Traffic problems affecting the residents of the village of Bontnewydd
- Increase in traffic through Bontnewydd and road safety
- Not within the development boundary
- Concerns regarding the site's visual appearance in a rural area
- It would be visible in the landscape and add an unpleasant urban feature
- The size of the development is too large
- Over-development should there be drive-through food services
- Biodiversity concerns
- Environmental impact due to litter
- The development harms high-quality agricultural land
- Water drainage concerns
- Impact on the Welsh language
- No need for the development / the need has not been proven

As well as the above objections, objections were received that were not material planning objections and these included:

- Ownership concerns
- The closure of local businesses in Caernarfon and Bontnewydd
- Local people do not want or need it
- The "One Stop" off the A55, the Tesco garage in Bangor and garages in Caernarfon should be enough, and there is no value to adding further services in the area

Observations were also received on the application on the grounds of:

- An opinion that it would be better if neither one was located here
- A statement that there is room for one facility that could maintain a charging and fuel service

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

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"

The nature of the development as a facility on the side of a main road means that it will serve traffic that already exists on the A487. By providing suitable access and safe internal arrangements, it is considered that the plan could contribute positively to road safety instead of undermining it. The Government's Highways Unit or the Council's Transportation Unit have no objection to the proposal.

"(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, 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 nearest practical location to serve the strategic road. The development will not impede the movement of strategic traffic and permission was received that the entrance was safe in terms of the safety of the main road. In addition, the shop element is located within the same building as the till area for fuel, and its location and size (under 200m square and therefore defined as a small shop within the LDP) means

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

that it is 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.

- 5.2 A significant and thorough Retail Statement has been submitted to support the application, which provides an overview and justification for the retail elements of the proposed development. It includes a sequential test and trade diversion test for the proposal in its entirety. In addition, although the need for the development has been considered in the ancillary Planning Statement, this document also highlights the need for the proposal. The Statement has been informed by an assessment of Caernarfon Town Centre, as well as a qualitative evaluation of the provision of fuel stations in the local area.
- 5.3 The Retail Statement shows that there is a need for the proposed development and confirms an assessment and a conclusion in terms of the sequential test and the impact of retail. It is noted that the shop's retail space will be less than 200m² and it will sell a limited range of convenience goods, with emphasis on ready-to-eat food, sweets, crisps and products to motorists. It is not intended for the shop to act as a convenience provider for the daily needs of the local community, a role that is already achieved by the Morrisons shop in Bontnewydd and many supermarkets in the centre of Caernarfon. In terms of trade diversion, it is considered that the Bontnewydd Morrisons shop, as well as the Caernarfon supermarkets, are in a more suitable location to service local residents compared with the proposed site that has been located on the strategic road network. The main focus of the proposal is on the users of this network instead of local residents. Based on this, it is not considered that the development would lead to any significant detrimental impact on Caernarfon Town Centre or nearby local centres, including Bontnewydd.
- 5.4 Attention is drawn to the fact that, during the public enquiry to the Caernarfon bypass, the Welsh Government noted a lack of roadside services because there was only one rest area designed, although the standards suggested that two should be provided along the road. Consequently, there is a shortage of one service area on the route. The nearest fuel facility is the Texaco station in Caernarfon, approximately 1.7km to the north, but this is not a roadside service provision, i.e. it has no direct access to the new bypass, or bespoke resources such as HGV facilities or electric vehicle charging. Users of the A487 would have to leave the bypass and travel into the town, which ultimately, undermines the purpose of the road. This facility would be an addition within an area that forms a busy junction between Pen Llŷn, as well as the south and north-west.
- 5.5 It is considered therefore that the proposal is located as close as practically possible to the strategic road network, it focuses on serving the needs of drivers, it does not impede the movement of strategic traffic and, in accordance with the Strategic Policy PS 15, it does not undermine the retail provision in the Sub-regional Centre, Local and Urban Service Centres or Village Centres. 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 a development that would take away from the

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

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 that includes an ancillary shop complies with policy TRA 1 of the LDP.

- 5.6 Given the assessment above against the Policy TRA 1 criteria, it can be concluded that the proposal complies with the requirements of policy PS15 and NCT 4.
- 5.7 Policy PCYFF 1 states that developments within development boundaries should be favoured, with developments 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 addition, the proposal complies with the requirements of policy TRA 1. 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

- 5.8 The proposal has been carefully developed through a pre-application process, with a significant reduction in the size of the site, retaining as many of the existing natural elements as possible, ensuring that it appropriately responds to its rural location and its built environment.
- 5.9 In accordance with the requirements of Policy PCYFF 3, the plan demonstrates a design of appropriate quality that considers the character of the landscape, the topography and the existing vegetation. The shop building has been set low within the site, with changes to the land levels and its location meaning that it sits under the existing tree canopy. Consequently, although there is a need to acknowledge that the development will be visible to an extent in the landscape, it is considered that it has been located in the best possible place to restrict its visual impact, as it has been 'pushed into' the site and partly screened by existing vegetation and a proposed landscaping plan.
- 5.10 It is considered that the site's location is acceptable for the proposed development in terms of its visual impact within the landscape. The site is located behind the roundabout and, practically, has been set a step back from the busy roundabout, which means that the site is not very prominent when travelling along the main road. Consequently, the development does not attract attention in a prominent manner nor does it appear as a dominant feature within the wider landscape.
- 5.11 In addition, the site's natural land levels, as well as the careful setting of the proposed buildings, contribute significantly towards reducing its visibility. The comparatively low height of the structures, as well as their location within the land and the use of proposed and natural screening, ensure that the development does not appear to be intrusive or incompatible with the semi-rural character of the area.
- 5.12 The use of high-quality natural and local materials, as well as the comprehensive landscaping plan, ensure compliance with Policy PCYFF 4 by integrating the development effectively.

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

- 5.13 In addition, in terms of Policy PCYFF 3, it is not considered that the development will have an unacceptable impact on visual amenities or the character of the area, especially given the fact that the landscape has already been influenced by modern infrastructure such as the bypass and roundabout nearby. The moderate scale of the development, its restricted height and its location within the site contribute towards reducing its visibility.
- 5.14 It is considered that this site proposed the most suitable location within the local context to provide the development, restricting its visual impact and therefore helping to ensure that it blends appropriately into the landscape.
- 5.15 Overall, it is considered that the proposal demonstrates a sensitive and considerate design that manages to balance functional requirements and respect the landscape and the local environment, and therefore it complies with the relevant requirements of policies PCYFF 3 and PCYFF 4 of the LDP.

General and residential amenities

- 5.16 In accordance with the requirements of policy PCYFF 2 and 3, the impacts of the development on the general and residential amenities of neighbouring properties were considered. The closest property is located approximately 90m from the site, and therefore there is sufficient distance to mitigate direct impacts such as over-looking and a sense of oppression. Although it is acknowledged that the development could lead to some temporary disruption, especially during the construction phase, the building work time can be conditioned and restricted on the site to protect the nearby houses from ongoing construction noise.
- 5.17 It must be accepted that there will be an increase in activity on the site as a result of the development, but it is not considered that this would lead to a negative significant impact on the quality of life of nearby residents. The observations from Public Protection note that the noise assessment states appropriate noise levels within the finished site to not have a negative significant impact on residents. A condition will be imposed on any permission to ensure that noise levels will not increase above the level noted in the noise report. The site is close to an existing busy bypass, and therefore a significant level of noise and background traffic movement is already characteristic in the area. Consequently, it is not expected for the proposal to significantly add to the existing disruption or disrupt existing amenities to an unacceptable extent, subject to relevant conditions. In this respect, it is believed that the development complies with policies PCYFF 2 and 3 of the LDP as a result of residential and general amenities.

Transport and access matters

- 5.18 The Transportation Unit has noted that they have no objection to the application. It is considered that the proposed visibility arrangements from the site access are acceptable, as well as the provision to facilitate active travel connections. It is also noted that an area within the site has been dedicated to four car-share vehicles, which is considered a positive aspect of the proposal. It is recommended that this provision is safeguarded by imposing an appropriate condition. The Unit has no concerns in terms of traffic levels in and out of the site, nor in terms of the internal arrangements. It is further recommended that conditions are imposed to ensure that the surface water is appropriately managed to ensure that it does not drain into the main road, as well as a specific condition to protect the car-share provision. The Government's Highways Unit is also satisfied with the proposal.

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

- 5.19 To this end, by considering the above comments and imposing relevant conditions, it is believed that the proposal complies with policies TRA 2 and TRA 4 of the LDP.

Biodiversity matters

Afon Gwyrfaï and Llyn Cwellyn Special Area of Conservation

- 5.20 The proposed site is located within the consultation zone of the Afon Gwyrfaï 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 Gwyrfaï. 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 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 Gwyrfaï and therefore that the proposal demonstrates neutrality in this regard.
- 5.21 In addition, a response from Natural Resources Wales highlights that otters are a feature of the Afon Gwyrfaï and Llyn Cwellyn SAC. It is noted that information had been submitted in relation to a survey/assessment conducted on the site in relation to otters. The Preliminary Ecological Assessment, Wyndrush Wild, WW/11123, 1 November 2023, noted that the site does not offer a lot of potential to be used by otters that travel around the area. However, any construction work can cause disruption to this feature of the SAC, and the Construction Environmental Management Plan submitted (dated 07/08/2025) does not include any reference to measures in relation to reducing potential impacts on otters during the construction phase. Natural Resources Wales advises that the Construction Environmental Management Plan (CEMP) must include Otter Reasonable Avoidance Measures to prevent and reduce disturbance to otters during any construction work, and the CEMP should be agreed to the satisfaction of your Authority as a condition of any planning permission before commencing work relating to the development. To this end, it is considered that it can be ensured that the proposal will not have any potential impact on the otters and therefore it is considered that the impact is neutral in this case.
- 5.22 The site is 2km upstream from the Afon Gwyrfaï and Llyn Cwellyn SAC, and there is a watercourse (Afon Rhosdican) on the site which discharges into the Afon Gwyrfaï and Llyn Cwellyn SAC and therefore provides a direct hydrological route to the protected site. After work commences on the proposed development, there are elements (e.g. filling with petrol, cleaning vehicles) that could pollute groundwater or surface water and therefore, a considerate drainage system for these elements on the proposed development is needed. The proposals for surface water drainage should include appropriate provision for addressing pollution. Due to the size of the proposed parking spaces, interceptors must be located in every car park. We note that Section 9.5 of the Flood Consequence Report notes that a 'petrol interceptor' will be installed. We advise that Class 1 interceptors must be installed and that the details of the proposed interceptors are included on subsequent drainage design drawings. In order to reduce any risk, it is possible to impose a planning

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

condition to prevent any vehicle cleaning service that has not been agreed beforehand with the Local Planning Authority. Natural Resources Wales have reviewed the submitted CEMP (dated 07/08/2025) and advise that specific matters relating to the remit of the Ecological Work Clerk are updated to include monitoring pollution, silty water run-off, etc.; that a 24/7 phone number for the site representative / work clerk is provided to the Natural Resources Wales Environment Team in case of any incidents relating to water quality / waste, updating the content to refer to current documents, ensuring inspections daily/twice a day instead of regularly, using specific measures to manage silty water associated with dehydrating excavations, including further details regarding waste management during the construction phase and additional details regarding regular checks for litter, particularly during windy weather, and details regarding precautionary measures where strong winds are anticipated to secure materials on the site. A condition on the amended CEMP including the details above will be imposed on any planning permission, and to this end, it is considered that there will be no impact on the SAC as a result of water run-off or pollution and that these measures ensure a neutral situation.

Glynllifon Special Area of Conservation

- 5.23 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. The information submitted with the application confirms that lesser horseshoe bats have been discovered during a period of monitoring the site (4 have been discovered within a 5-day period of suitable weather), and the site plans and landscaping plan confirms that a small part of an existing hedge is removed for access to the site, but an additional hedge is being provided that connects the existing hedges. The part of the hedge that is removed is not likely to be a path that is used by bats as it ends before reaching the main road and there is no further connection. The information submitted as part of the application states that the small size of the site, the intended landscaping as well as the distance from the SAC means that there is no likely significant impact on the characteristics of the SAC.
- 5.24 A detailed Lighting Impact Assessment has been submitted as part of the application. The proposed lighting plan has been designed to ensure that external lights focus on the appropriate areas, with lighting up being reduced to the maximum. It is intended to reduce unnecessary light pollution, energy use, and impact on neighbours and wildlife habitats. Every external lighting unit, including those on a canopy, buildings, access road, footpaths and parking spaces, will use LED lamps with detailed management. These lights will be controlled by a daylight sensor, that is installed to prevent operation during daylight hours and outside approved hours. These light restrictions are also relevant to the period of building the development. The plan complies with the relevant requirements for managing light overflow, including E2 Environmental Zone (ILP GN01/21) standards. In addition, ILP GN08/23 guidelines on artificial lights and wildlife, especially bats, will be fully implemented to protect the movement routes for species.
- 5.25 The Local Planning Authority, as the competent authority in this case, has considered the information submitted as part of the application, as well as observations from Natural Resources

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

Wales that suggest that the Lighting Impact Assessment and the Biodiversity Enhancement and Soft Landscaping Plan submitted provide sufficient grounds to consider the potential impacts of the plan on the lesser horseshoe bat species as a feature of the SAC, there will be a need to develop aspects of the proposed plan further. However, Natural Resources Wales believes that the further information could be provided through suitably-worded conditions on any planning permission. Therefore, to secure appropriate mitigation measures, it is advised that the conditions should be appended and, to this end, Natural Resources Wales does not consider that the proposal will have a detrimental impact on the entirety of the SAC site.

- 5.26 Therefore, the Local Planning Authority believes that, due to the distance of the site from the SAC and the likely routes that the bats will use to travel between the SAC and this site (which includes a busy main road and villages), and mitigation measures that could be secured through appropriate conditions proposed by Natural Resources Wales, there is no significant likely impact on the Glynllifon SAC or its characteristics as a result of this proposal.

Mitigation measures and improvements

- 5.27 The site has been supported by a Green Infrastructure Statement, as well as an Ecological report that shows how the development has incorporated the principles of the phased approach, with the aim of avoiding, reducing and mitigating harmful impacts on biodiversity, when ensuring net improvement.
- 5.28 In terms of safeguarding, the plan keeps the main existing ecological characteristics on the site, including the trees, pebble bank and the existing hedges on the northern, eastern and western boundaries, with only the small loss of two trees and a small piece of hedge that are not of high ecological significance. In addition, the site is not located within any ecological designation, reducing the risk of impact on land of national importance.
- 5.29 Given biodiversity maintenance, the plan includes measures to improve the condition of existing habitats that are currently of low value, including improving and closing gaps in hedges, as well as reducing the current grazing pressure to allow the vegetation to develop to become fuller and more varied. There is also commitment to long-term management of the green infrastructure to ensure that these ecological benefits are maintained over time.
- 5.30 In terms of improving biodiversity, the development provides a wide range of measures to create new habitats and to increase ecological variety on the site. Specifically, it is proposed to create approximately 12,783m² of rich grassland in terms of species, which is more than the surface of habitats lost, ensuring net benefit. This is supported by planting new native trees, including traditional fruit orchards and creating new hedges and improvements to existing ones. Furthermore, specific characteristics are proposed for wildlife such as bird and bat boxes, hibernacula areas for reptiles and access for otters.
- 5.31 The plan also places an emphasis on better ecological connectivity, creating habitat "stepping stones" that will enable species to move, feed and breed across the wider landscape. In addition, sustainable drainage elements (SuDS), such as grips (swales) and water collection systems contribute towards creating micro-habitats and supports biodiversity.
- 5.32 Overall, the plan goes beyond mitigating impact, providing a net improvement to biodiversity by increasing the size and quality of habitats on the site compared with the existing condition.

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

- 5.33 The Local Planning Authority has carefully considered the observations received by the biodiversity unit, and after conducting detailed meetings and discussions with the applicant, it is considered that the mitigation measures and enhancements noted in the Green Infrastructure Statement, as well as the associated plans and any relevant planning conditions, are sufficient to address the concerns raised, subject to further details to ensure that there is no impact on the SAC as noted above. A further bat report, prepared by Biocensus in September 2025, has been submitted as part of the application. In addition, a report on nesting birds has also been provided to assess the potential ecological impact. Although the Lighting Impact Assessment and the Biodiversity Enhancement and Soft Landscaping Scheme provide sufficient grounds to consider the potential impacts of the plan on this species as a feature of the SAC, it is noted that some aspects of the proposed development require more detailed information. However, it is considered that these matters could be addressed by imposing appropriate conditions on the permission, which will ensure that the relevant information is presented and implemented as part of the development. In terms of the observations from the biodiversity unit regarding draining the site and sewerage, it is noted that the aspect previously highlighted regarding the drainage procedure has changed. The development now proposes to connect to the Caernarfon sewage treatment system, and consequently, it is considered that the concerns in the observations are no longer relevant in terms of biodiversity.
- 5.34 It is acknowledged that there will be an initial impact on biodiversity as a result of the development, especially 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.
- 5.35 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.
- 5.36 It is therefore considered that the proposal complies with the requirements of Strategic Policy PS 19 (Conserving and Enhancing the Natural Environment), ensuring safeguarding, maintaining and enhancing biodiversity. In addition, the development is in accordance with Chapter 6 of Planning Policy Wales, clearly showing the phased approach, providing multi-functional green infrastructure, and ensuring net benefit to biodiversity.

Land Drainage Matters

- 5.37 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.
- 5.38 A Flood Consequence Assessment report and Drainage Strategy have been submitted and assessed by the relevant consultations. It is noted that the site is not in a flood zone. Although some aspects would be subject to further attention in a detailed SuDS application, there are plenty of green spaces within the site to allow amendments to the plan without the need to change the general plan of the development. On these grounds, the SuDS Approval Body (SAB) has no objection to the application.

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

- 5.39 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.
- 5.40 It is therefore believed that the proposal complies with the requirements of Planning Policy Wales and Technical Advice Note 15 (TAN 15) in relation to flood risk and drainage.

Sustainability matters

- 5.41 The application shows a range of sustainability measures that have been incorporated to the design and implementation of the proposed development. It is intended for the site to provide important services to users of the strategic highways network, including electric charging and fuel facilities, to respond efficiently to the needs of modern transport.
- 5.42 There was clear emphasis on including green spaces, trees, stone walls and hedge boundaries, to maintain as much of the existing biodiversity as possible. This is reiterated by a comprehensive landscaping plan which proposes to plant new native trees, hedges, shrubs and grasslands, improving the environmental quality of the site in its entirety.
- 5.43 It is also proposed to use permeable materials for parking spaces to allow surface water to permeate naturally to the ground, supporting sustainable drainage principles. Furthermore, energy for the main building will be generated through solar panels, with the intention of reducing the reliance on fossil fuels. Additional measures include providing recycling facilities on the site and reducing plastic use.
- 5.44 One of the main sustainable elements is the extensive provision of electric vehicle rapid charging points, which responds to the known shortage in the provision in the local area and across north Wales. This contributes to improving local air quality and reducing emissions, promoting movement towards low carbon travel.
- 5.45 In addition, the development supports active travel by providing a new public footpath that connects to the existing pavement network, improving access for pedestrians. There is also a special area to park cars for car sharing that reduces the number of cars on the road. The landscaping plan has also been designed to provide effective natural screening, reduce light pollution and create an attractive environment which suits the local landscape, whilst remaining visible and accessible to users of the road network.
- 5.46 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.

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

Language Matters

- 5.47 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.
- 5.48 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.
- 5.49 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.
- 5.50 There is a Welsh Language Statement submitted in support of the application, despite the fact that the proposal does not meet the specific thresholds for submitting a Statement in accordance with Strategic Policy 1 and the SPG: Creating Distinctive and Sustainable Communities. It is noted that the contents of this 'Statement' are not in line with the requirements of the SPG, however as the proposal does not meet the specific thresholds set out in PS 1 and the associated SPG, this is not required. The Statement refers to the consideration given to incorporating the Welsh language within the development including bilingual signage, bilingual advertising of jobs and identification of language requirements along with use of the language in advertising the development on social media sites.
- 5.51 Therefore, through a condition as a result of the findings of the Linguistic Statement to include a Welsh name for the development and promote bilingual advertisements, the proposal is not contrary to the requirements of policy PS 1 of the LDP.

Agricultural Land

- 5.52 The proposed site is grade 3b 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 the best agricultural land for development, because of its special importance. Land in grades 1, 2 and 3a should only be developed unless there is an overriding need for the development. As there is grade 3b agricultural land on this site, it is considered that it is acceptable to use the site for this development. It is therefore considered that the proposal complies with criterion 6 of policy PS6 of the LDP.

Cumulative effect

- 5.53 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 C24/0323/14/LL Proposed petrol filling station, electric vehicle charging hub, retail building and creation of new access and associated works to include landscaping - Land near Muriau Park Hotel, Ffordd Bont Saint, Caernarfon, Gwynedd, LL55 2YS. 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 before

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

you is acceptable in every aspect, but the proposal that is the subject of the other application (C24/0323/14/LL) 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 phased 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.

- 5.54 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. 55 It is believed that all the valid planning matters raised during the public consultations have been fully considered in the report. The development complies with the relevant policies, specifically Policy TRA 1 relating to the principle of the proposal and this policy does not require there to be a specific need for this development, but instead, ensures that it focuses on fulfilling the needs of drivers.
- 5.56 It is noted that many of the comments relate to matters beyond the planning system, including land ownership matters.

6. Conclusions:

- 6.1 It can be concluded that the proposal for a fuel station development and the associated work is acceptable, as it does not lead to an unacceptable impact on the area or its environment. Given the mitigation measures and the appropriate control through planning conditions, it is believed that it can be ensured that there will be no negative impact as a result of the proposal. Therefore, by imposing the appropriate conditions, the development is considered acceptable. It is recommended to approve the development with the conditions listed below.

7. Recommendation: To approve with conditions

- 7.1 To approve – conditions

1. 5 years
2. In accordance with the plans
3. Highways Conditions
4. Public Protection Conditions
5. Natural Resources Wales Conditions
6. Biodiversity Conditions
7. Welsh Language Conditions
8. A Welsh name for the site