

# CADNANT

PLANNING

**LAND AT BLAEN CEFN, PENRHYNDEUDRAETH**  
**DESIGN, ACCESS AND PLANNING STATEMENT**  
HOCHTIEF (UK) Construction Ltd  
May 2025  
2022.093\_05

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**Conwy** | 20 Connaught House, Riverside Business Park, Benarth Road, Conwy LL32 8UB

**Chester** | 1 Aldford House, Bell Meadow Business Park, Pulford, Chester CH4 9EP



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Author:	Sioned Edwards MRTPI		
Checker:	Sioned Edwards MRTPI		
Reviewer:	Rhys Davies MRTPI		
Approved by:	Rhys Davies MRTPI		
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# 1. Introduction

## Background

- 1.1 Planning permission has previously been granted for the change of use of land for the creation of a temporary off-site living accommodation facility associated with the Eryri Visual Impact Provision (VIP) project on land at Blaen Cefn, Penrhyndeudraeth under planning permission NP5/76/323R. This permission granted consent for the temporary use of the accommodation facility until December 2025.
- 1.2 The use of the land for a temporary change of use as an off-site accommodation facility associated with the Eryri Visual Impact Provision project has been operational since end of March 2025, after works commenced to prepare the site back in April 2024. This was later than initially expected however, this was due to unexpected additional ground works that were required to enable the works to be undertaken at Garth in relation to the tunnel excavation work.
- 1.3 Tunnel excavation work in relation to the Eryri VIP project being undertaken by the applicant has commenced in April 2025, and is expected to be on-going for a period of 12 months, with work relating to the removal of tunnelling material expected to be completed by mid-2026. Following this, there will be cable jointing work and the construction of head houses which is expected to be completed by end of 2027.
- 1.4 In light of this, planning permission is sought to extend the time period for the use of the land as an off-site accommodation facility for workers associated with the Eryri VIP project, until December 2027, and a further 6 months to clear and restore the site.
- 1.5 This Design, Access and Planning Statement (DAPS) accompanies an application by HOCHTIEF (UK) Construction Ltd, for full planning permission for the use of land as consented under planning permission NP5/76/323R (for change of use of land for the creation of a temporary off-site living accommodation facility for workers associated with the Eryri Visual Impact Provision project, alterations to existing vehicular access, creation of an internal access road, erection of a temporary associated service/welfare building together with associated works), for an extended period of time to that previously consented at Blaen Cefn, Penrhyndeudraeth.
- 1.6 Following the enactment of the Planning (Wales) Act 2015 (the Act) the requirement for pre-application consultation on major development schemes was implemented. This

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includes the provision of a site area over 1ha. The proposed development exceeds the 1ha site area threshold.

- 1.7 The requirement to carry out pre-application consultation falls under Section 17 of the Act and the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) as amended by the 2016 Order. Guidance on carrying out the pre-application consultation requirements within the Act has been provided by the Welsh Government set out in Article 1 of the Town and Country Planning DMPWO (Amendment) 2016 'Guidance on Pre-application Consultation'.
- 1.8 This Design, Access and Planning Statement is issued as part of a suite of documents for Pre-Application Consultation prior to the submission of a formal planning application.
- 1.9 As required by the Town and Country Planning (Development Management Procedure) (Wales) Order (Amendment) 2016 the statement aims to address the following matters;
- Explain the design principles and concepts that have been applied to the development;
  - Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
  - Explain the policy or approach adopted as to access, and how policies relating to access in the development plan have been taken into account; and
  - Explain how any specific issues which might affect access to the development have been addressed.
- 1.10 The site lies principally within the Eryri National Park Authority, with the proposed vehicular access point from the A487 located within the administrative area of Cyngor Gwynedd.

## 2. Proposed development

### The need for the development

- 2.1 Planning permission for the Eryri VIP project was granted under planning permissions NP5/77/336B and C20/0244/08/LL and aims to reduce the visual impact of National Grid's overhead line across the Dwyryd Estuary from Minffordd to Llandecwyn. This would be achieved through the removal of a section of this overhead line and replace it with electricity cables buried in a tunnel underground. It represents a major opportunity to conserve and enhance the special qualities, natural beauty, wildlife and environmental heritage of the precious landscape of Eryri National Park.
- 2.2 The applicant has been appointed by National Grid as the contractor to design and construct the tunnel under the Dwyryd Estuary to house the new underground electricity cables. Removal of the overhead line will be delivered by other contractors under a separate contract with National Grid.
- 2.3 As the project gets underway, the project staff and workforce have been using locally available living accommodation including hotels, B&Bs, rented accommodation and caravans for over a year.
- 2.4 In order to ensure suitable and sufficient accommodation for workers in the tourist seasons as well as through the winters, as well as ensuring that specialist subcontractors can mobilise their best people and accommodate them even at short notice, the applicant proposes the development of temporary off-site living accommodation together with associated facilities and development at the application site to accommodate up to 100 workers. The workers that would be accommodated at the site would be non-home-based workers, mainly undertaking specialist work.
- 2.5 Workers will use the living accommodation to suit their shift patterns which will normally be single shifts, with three shifts per day during the tunnel drive period. Workers would be transported to and from site by shuttle buses.

### Requirement for the extended use of the site

- 2.6 The use of the land for a temporary change of use as an off-site accommodation facility associated with the Eryri Visual Impact Provision project has been operational since end of March 2025, after works commenced to prepare the site back in April 2024. This

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was later than initially expected however, this was due to unexpected additional ground works that were required to enable the works to be undertaken at Garth in relation to the tunnel excavation work.

- 2.7 Tunnel excavation work in relation to the Eryri VIP project being undertaken by the applicant has commenced in April 2025, and is expected to be on-going for a period of 12 months, with work relating to the removal of tunnelling material expected to be completed by mid-2026. Following this, there will be cable jointing work and the construction of head houses which is expected to be completed by end of 2027.
- 2.8 In light of this, planning permission is sought to extend the time period for the use of the land as an off-site accommodation facility for workers associated with the Eryri VIP project, until December 2027, and a further 6 months to clear and restore the site.

## **Site location and description**

- 2.9 The application site comprises of a parcel of land which lies between Blaen Cefn Caravan Park to the north and the A487 to the south, on the north-eastern outskirts of Penrhyndeudraeth. The site lies principally within the Eryri National Park Authority, with the proposed vehicular access point from the A487 located within the administrative area of Cyngor Gwynedd. The extract in Figure 2.1 identifies the administrative boundary between the authorities with Cyngor Gwynedd (grey shading) to the west and Eryri National Park Authority to the east.

**Figure 2.1 Extract of plan showing the administrative boundary between Cyngor Gwynedd and Eryri National Park Authority**



- 2.10 The application site comprises of a combination of undeveloped land extending around a lake located centrally within the site with some porous hardstanding areas used as access tracks and circulation space within the site. The extent of the application site is identified in Figure 2.2.



*Figure 2.2 Aerial image of application site*



- 2.11 There is an access road serving Blaen Cefn Caravan Park to the north-east of the application site. No access would be provided from this existing access road to the application site and proposed development.
- 2.12 The application site lies outside the development boundary of Penrhyndeudraeth, in an open countryside location but is predominantly very well screened from the A487. The A487 to the south is a trunk road. There is an existing vehicular access from the A487 to the site, which would be used to provide access to the application site.
- 2.13 There is an existing Dŵr Cymru Welsh Water which runs through the application site from north to south (which is identified on the proposed site layout plan).
- 2.14 A Public Right of Way runs along the site's northern, eastern and southern boundaries providing pedestrian links between the site and Penrhyndeudraeth.
- 2.15 The application site lies outside areas of flood risk as identified on Natural Resources Wales (NRW)'s Technical Advice Note (TAN 15) Development Advice Maps.

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- 2.16 Special Areas of Conservation (SAC) are located nearby including Meirionnydd Oakwoods and Bat Sites to the north and north-east and Pen Llyn a'r Sarnau to the south.

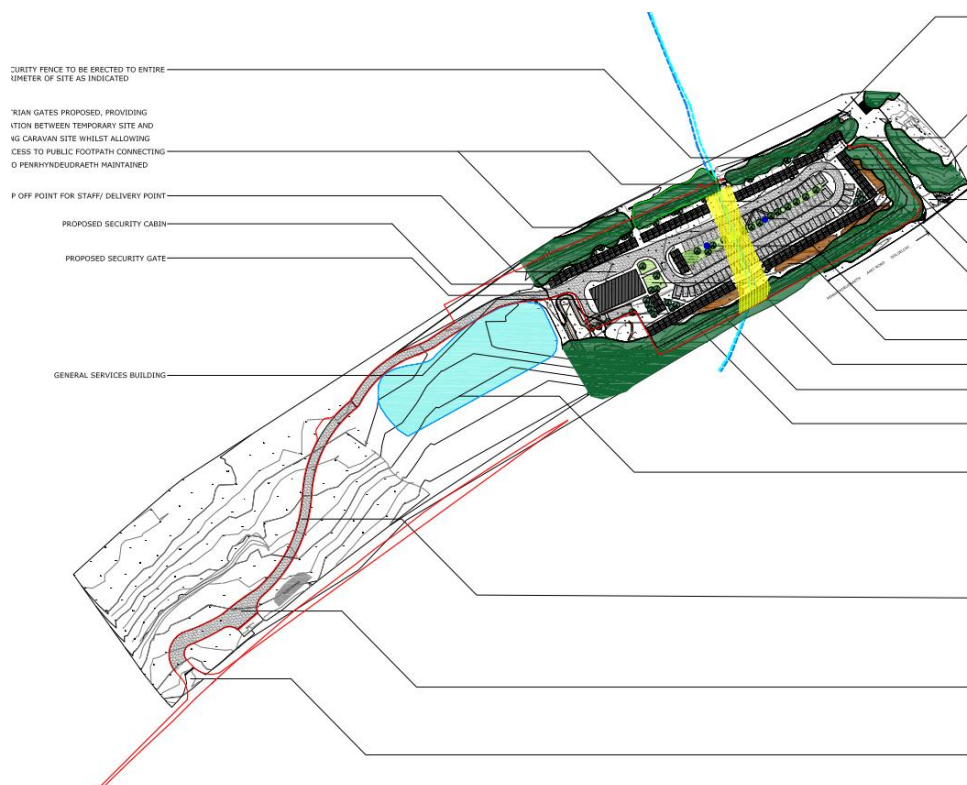
## Overview of proposed development

- 2.17 The proposed development comprises of the continued use of land as an off-site temporary living accommodation facility for workers associated with the Eryri VIP project together with the erection of temporary associated service/welfare building, alterations to existing access, creation of internal access road and associated works. The use of the workers accommodation facility is proposed for a temporary period of time, up until December 2027. It is expected that a further six months (from December 2027) will be required to enable the clearance and restoration of the site.
- 2.18 No other changes are proposed to the development already approved under planning permission NP5/76/323R.

## Layout, access, scale and materials

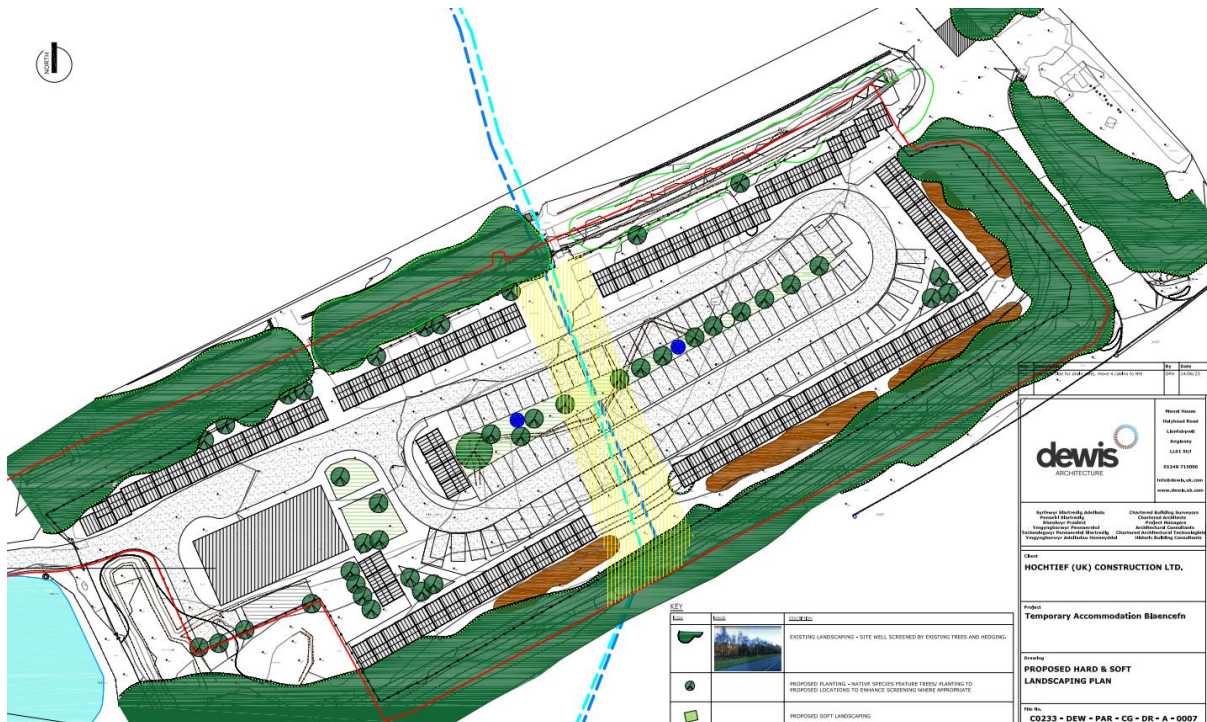
- 2.19 An extract of the proposed site plan is provided in Figure 2.3.

**Figure 2.3 Extract of proposed site plan**





**Figure 2.4 Extract of proposed site plan showing the main area of development**

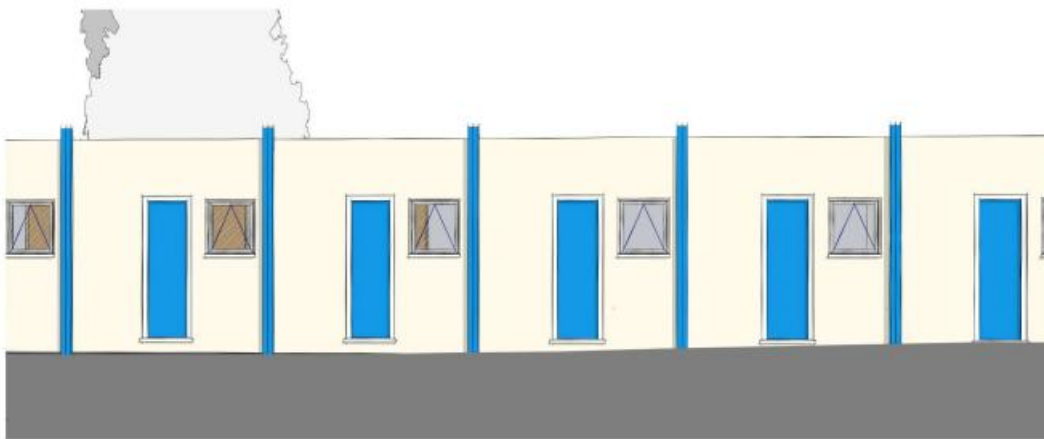


- 2.20 The majority of the off-site temporary accommodation for workers development would be positioned within the north-eastern parcel of the site and a new internal access road would be created to provide a vehicular access from the existing access towards the southern part of the site, from the A487. The proposed internal access road would navigate around an existing lake, which would be retained. The proposed internal access road would be a permanent feature. A security gate would be provided on the approach into the main part of the site from the internal access road. A security cabin would also be provided near the entrance into the main part of the site.
- 2.21 Visibility from the existing vehicular access on the A487 can provide visibility splays of 4.5m x 215m in each direction.
- 2.22 In terms of the general layout of the main part of the site, an extract of the proposed site layout plan is provided in Figure 2.3. The General Services Building would be provided near the internal entrance into the site, with 100 individual 'bunkabin' units provided around the external perimeter of the site which would provide the temporary accommodation for workers.
- 2.23 The general services building would provide a floorspace of 288 sqm measuring 24m x 12m. The general services building would provide a large, shared dining space and clothes washing facilities for workers.

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2.24 Each 'bunkabin' would measure 2.8m (w) x 4.3m (l). Each 'bunkabin' would provide living accommodation for a single worker comprising of a bed, kitchenette and a bathroom. The 'bunkabin' units would avoid the water main and the 3m exclusion zone each side. 100 car parking spaces would be provided centrally within the site. An extract of the elevations for the accommodation units is provided in Figure 2.5 and the general services building in Figure 2.6.

**Figure 2.5 Extract of proposed elevations of accommodation units**

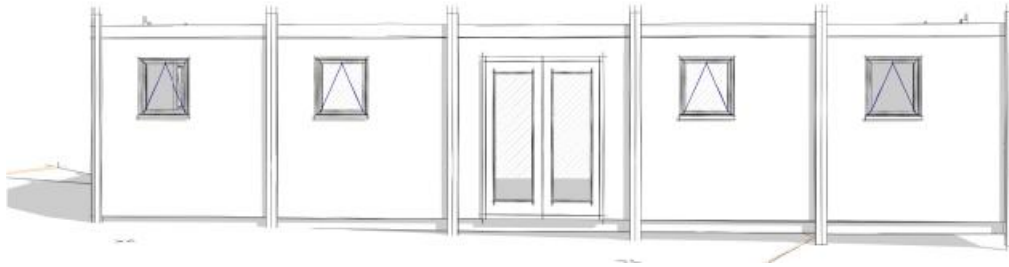


2.25 The proposed materials are as follows:

### Sleeper units:

- Roof: corrugated steel deck finish
- External walls: Tanalised softwood stud walls, filled with injected polyurethane foam insulation, finished either side with a plastisol steel cladding in off-white, sat in between blue steel SHS columns sat on adjustable steel legs.
- External doors: Polyurethane insulated door with plastisol steel cladding to both sides. Colour to be blue.
- External windows: ISS window with integrated shutter. Colour to be white
- Rainwater goods: white uPVC

*Figure 2.6 Extract of proposed elevations of general services building*



General services building:

- Roof: corrugated steel deck finish
- External walls: Tanalised softwood stud walls, filled with injected polyurethane foam insulation, finished either side with a plastisol steel cladding in light grey, sat in between light grey steel SHS columns sat on adjustable steel legs.
- External doors: Polyurethane insulated door with plastisol steel cladding to both sides. Colour to be grey.
- External windows: ISS window with integrated shutter. Colour to be white
- Rainwater goods: white uPVC

- 2.26 A plant area would be provided to the rear of the general services building and two package treatment plans would be installed to deal with foul drainage from the development.
- 2.27 The existing entrance to the north towards Blaen Cefn Caravan Site would be closed off with a gate and the existing entrance towards Blaen Cefn would only be used to serve Blaen Cefn Caravan Site and would not be used to serve the proposed development in any way.
- 2.28 Access to the Public Right of Way along the northern boundary would be retained, which would provide a safe pedestrian access into Penrhyndeudraeth. A secured pedestrian access gate would be provided, together with secure perimeter fencing for security and to avoid encroachment onto areas protected for their biodiversity value.

## Landscaping

- 2.29 Pockets of soft landscaping would be provided internally within the site mainly between the car parking areas centrally within the site and in front of the general services building. Topsoil would be stored in bunds to the rear of the bunkabins which would

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provide additional screening towards the site. Additional landscape planting is proposed along the site's boundary along the A487 to enhance screening in the form of underplanting of the existing dense woodland screen which limits visibility of the site from the A487. This landscaping would comprise of native species featuring trees and shrubs. Security fencing is proposed along the site's perimeter, details of which are provided on the proposed landscaping plan.

### **Construction of the proposed development**

- 2.30 Construction of the proposed development would be undertaken by local workers, all of whom are from the LL postcode area and therefore would already be living in the local area and travelling to work daily.

### **Operation of the proposed development**

- 2.31 It is anticipated that the accommodation would be inhabited by construction workers from April 2024 onwards and likely to operate until December 2025 whilst the Eryri VIP project is under construction.

### **Decommissioning of the proposed development**

- 2.32 The proposed accommodation would be a temporary facility and is expected to be decommissioned December 2025.
- 2.33 All buildings would be removed. The proposed modular construction of these buildings would allow this to be done with relative efficiency. The internal access road would be retained. Drainage infrastructure would also be retained.
- 2.34 The areas of permeable parking would be removed and these areas, together with the locations where the buildings have been removed, would be allowed to regenerate naturally with rough grassland and other colonising vegetation.
- 2.35 The link through to the Public Right of Way would be retained as part of the decommissioning of the site. The perimeter fencing would be removed.

### 3. Planning policy context

- 3.1 National and local planning policy guidance considered relevant to the principle of this development is set out in this section.

#### National planning policy and guidance

- 3.2 The proposal relates to a temporary workers accommodation and relevant national planning policy is set out in:
- Future Wales: The National Plan 2040 (2021)
  - Planning Policy Wales (PPW) Edition 12, (2024);
  - Technical Advice Note (TAN) 5 Nature and Conservation (2009);
  - TAN 12 Design (2016);
  - TAN 18 Transport (2007);
  - TAN 20 Planning and the Welsh Language (2017); and
  - TAN 23 Economic Development (2014).
- 3.3 A summary of all relevant national and local planning policies relating to the proposed development is provided in table 3.1 below. Policies relating to the potential effect of the development on the Welsh language are set out within the CLIA.

**Table 3.1 National planning policy and guidance**

Document	Summary
<i>Future Wales: The National Plan 2040 (Welsh Government February 2021)</i>	This is the recently produced national development framework which sets the direction for development in Wales to 2040 at a strategic level. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.
<i>Planning Policy Wales (Edition 12) (Welsh Government, 2024)</i>	Planning Policy Wales (PPW) sets out the national planning policy framework for Wales and proposals should be in line with the guidance within it.  Paragraph 1.18 of Planning Policy Wales (PPW) states that “ <i>Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless</i>

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	<p><i>material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated.”</i></p> <p>It is underpinned by the principles of sustainable development and is in line with the Welsh Government’s Well Being agenda as set out in the relevant Act. PPW is supplemented by a series of Technical Advice Notes on a number of topics.</p> <p>The guidance considers elements such as protecting the Welsh Language, accessibility, sustainable modes of transport, housing and affordable housing, commercial land uses, the historic environment and tourism.</p> <p>The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation.</p> <p>New development should contribute towards the delivery of sustainable development and improve the social, economic, environmental and cultural well-being of Wales.</p> <p>Paragraph 2.27 states <i>“Planning authorities should ensure that social, environmental and cultural benefits are considered in the decision-making process...”</i>.</p>
<b>Technical Advice Notes (TANs)</b>	
TAN 5 Nature and Conservation (2009)	Provides advice on how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation.
TAN 12 Design (2016)	The purpose of this TAN is to provide advice on how to promote sustainability through good design and the importance of good design and the context of sites.
TAN 18 Transport (2007)	This TAN recognises the links between land use planning and transport, and the need to meet sustainable development objectives.
TAN 20	The purpose of this TAN is to provide guidance on how the Welsh language may be given appropriate consideration in the



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Planning and the Welsh Language (2017)	planning system and on compliance with the requirements of planning and other relevant legislation.
TAN 23 Economic Development (2014)	This defines what is meant by economic development and states that it includes economic land uses such as retail, tourism and public services.

### Local planning policy and guidance

3.4 The adopted development plan consists of Eryri Local Development Plan (LDP) 2016-2031. The most relevant policies from the Eryri LDP which are considered to be relevant to the consideration of this planning application include:

- Strategic Policy A: National Park Purposes and Sustainable Development;
- Strategic Policy C: Spatial Development Strategy;
- Strategic Policy D: Natural Environment;
- Development Policy 1: General Development Principles;
- Development Policy 2: Development and the Landscape;
- Development Policy 6: Sustainable Design and Materials;
- Development Policy 18: The Welsh Language and the Social and Cultural Fabric of Communities; and
- Strategic Policy L: Accessibility and Transport.

3.5 The Authority has adopted a suite of Supplementary Planning Guidance's (SPG's) and the following are considered to be material in relation to the proposed development.

- SPG 2 General Development Considerations;
- SPG 6 Nature Conservation and Biodiversity;
- SPG 7 Landscapes and Seascapes of Eryri; and
- SPG 14 Obtrusive Lighting (Light pollution).

## **4. Main considerations**

- 4.1 The principle of the use of the site for a temporary basis to provide worker accommodation in connection with the Eryri VIP Project has previously been considered acceptable under planning permission NP5/76/323R.
- 4.2 This application seeks to extend the use of the site for a further two years, due to a delay in the commencement of the tunnel excavation work for the Eryri VIP Project. The delay in terms of the commencement of the work is summarised below.
- 4.3 Prior to commencement of work with the Tunnel Boring Machine (TBM), comprehensive ground investigation works were undertaken. In order for the TBM to start its work, there is a requirement to construct a box for the TBM to start its journey. The results of the ground investigation resulting in the need for further investigation due to the ground composition of sand and hard rock with some geological faults running through. Ground stabilisation works were required, which was a lengthy process and led to a delay in the start of the tunnel excavation work.
- 4.4 This delay to the commencement of the tunnel excavation work results in the need for the temporary use of the site at Blaen Cefn for a period beyond December 2025; now required until December 2027. The proposal remains to be for a temporary period of time, with the site to be restored.

### **Principle of development**

- 4.5 The principle of using the site for a temporary period of time to provide accommodation to workers in connection with the Eryri VIP Project has previously been accepted through the grant of temporary planning permission under reference NP5/76/323R. This application seeks to extend the use of the site for a further two years.

### **Access and transport**

- 4.6 Strategic Policy L: Accessibility and Transport advises that the National Park Authority is committed to improving access to local facilities and reduce the need to travel especially by private car. Within the National Park walking and cycling, improved access to public transport and provision of facilities will be encouraged. These principles were considered during the initial search for sites and the application site is considered to be located in a sustainable and accessible location within close proximity

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(walking distance) to Penrhyndeudraeth, and around 4 miles from Porthmadog, which is accessible by public transport.

- 4.7 Vehicular access to the application site and the proposed development would be via an existing vehicular access from the A487, which is a Trunk Road. Alterations have been undertaken to this access through widening the access road to 7.5m. Visibility from the existing vehicular access on the A487 provides visibility splays of 4.5m x 215m in each direction. Detailed drawings of the access are included as part of the application including swept path analysis.
- 4.8 A new access road has been constructed internally to serve the temporary accommodation units within the main part of the site.
- 4.9 The application is accompanied by a Transport Statement which sets out trip generation associated with the use of the site to provide temporary workers' accommodation. As detailed in the Transport Statement, workers are working 6 days a week around three shifts (as follows), with maintenance shift on Sundays:
- 06:00hrs to 14:00hrs;
  - 14:00hrs to 22:00hrs; and
  - 22:00 to 06:00hrs.
- 4.10 A maximum number of 60 workers are working during each shift. At each shift change over time, a maximum of eight single trips would have to be made to transport all the shift workers to work, and also from work back to their temporary accommodation at the application site. As there is very limited car parking at Garth's tunnel head, temporary workers staying at the application site are unlikely to use their personal cars to travel to work.
- 4.11 The Transport Statement concludes that an additional eight single trips at each shift change over time is likely to produce a negligible impact on the surrounding road network. Opportunities have been identified to minimise the frequency of motor vehicle trips from the site. These include transporting shift workers to and from the site via minibus, shift patterns outside of normal working hours, and utilisation of a footpath at the rear of the site to provide connectivity into Penrhyndeudraeth for pedestrians.
- 4.12 The Transport Statement concludes that the proposed development is acceptable from a transport perspective.

## **Residential amenity**

- 4.13 The nearest residential receptors include Blaen Cefn, Beudy Newydd, Ty'n y Ffridd, Bryn Berthan and Pen Cefn which are within around 200m from the main living accommodation part of the application site. Blaen Cefn Caravan Park also lies immediately to the north of the main part of the site where the temporary living accommodation units are positioned.
- 4.14 A rental agreement and code of conduct has been implemented to reinforce respect for neighbours, appropriate behaviour and to encourage volunteering and work in the community.
- 4.15 A Construction Management Plan has previously been approved during the construction of the site. This would also be used during site clearance works to minimise impacts on nearest neighbours.
- 4.16 The main living accommodation part of the application site is well screened and enclosed by mature trees and screening resulting in limited visual effects from the nearest residential receptors. The enclosed nature of the site also assists with containing noise and light associated with the operation of the temporary living accommodation facility within the site itself.
- 4.17 The use of the existing vehicular access (which is separate from the access to Blaen Cefn) also means that there is no overlap between vehicular movements associated with the temporary workers' accommodation and Blaen Cefn Caravan Park or the residential property of Blaen Cefn which use a separate vehicular access.
- 4.18 As previously noted, workers are travelling to and from the site to the main construction site using organised shuttle buses, which pick up and drop off around the three shift patterns noted below (Mondays to Saturdays, with only maintenance shifts on Sundays):
- 06:00hrs to 14:00hrs;
  - 14:00hrs to 22:00hrs; and
  - 22:00 to 06:00hrs.
- 4.19 The Transport Statement confirms that at each shift change over period, a maximum of eight single trips are required to ensure all temporary workers access work and the temporary accommodation via minibus. Some of these trip movements are early in the morning (around 06:00) and late at night (around 22:00) however the limited number of

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vehicular movements, results in minimal disruption to nearby residential and caravan park residents and occupiers.

- 4.20 Off-shift works travel to and from the site occasionally to access services and facilities which may be available in Penrhyndeudraeth, or at Porthmadog, however, the vehicular access into the site is located away from sensitive receptors and is unlikely to have an unacceptable adverse effect on residential amenity.
- 4.21 Workers are encouraged to use a Public Right of Way which provides a link between the application site and Penrhyndeudraeth, reducing the need to travel by car. Secure bike parking is provided at the application site, which seeks to encourage a non-car-based mode of transport.

## Landscape and visual impact

- 4.22 Development Policy 2: Development and the Landscape advises that the scale and design of new development, including its setting, landscaping and integration should respect and conserve the character, qualities and views of the landscape.
- 4.23 The temporary buildings (sleeping accommodation) comprise of off-white coloured units with blue doors and windows, whilst the general services building comprises of light grey coloured units with grey doors. The colours of the units reflect the types of units that are expected within a construction compound, reflecting the temporary nature of the use and operation.
- 4.24 The previously approved application included pockets of soft landscaping provided internally within the site mainly between the car parking areas centrally within the site and in front of the general services building.
- 4.25 Additional landscape planting has been planted along the site's boundary along the A487 to enhance screening in the form of underplanting of the existing dense woodland screen which limits visibility of the site from the A487. This landscaping comprises of native species featuring trees and shrubs. Security fencing is provided along the site's perimeter, details of which are provided on the landscaping plan.

## **Biodiversity**

- 4.26 Special Areas of Conservation (SAC) are located nearby including Meirionnydd Oakwoods and Bat Sites to the north and north-east (designated for the large population of lesser horseshoe bats) and Pen Llyn a'r Sarnau to the south. Gwaith Powdwr Local Nature Reserve lies around 0.3km from the application site and is of interest for the large population of native reptiles and lesser horseshoe bats. There are a number of Sites of Special Scientific Interest (SSSI) nearby including Coedydd Dyffryn Ffestiniog (Gogleddol), Mwyngloddio Llanfrothen, Glaslyn, Morfa Harlech and Ysbyty Bron y Garth.
- 4.27 The habitats at the application site are generally of low ecological value, with the caravan site being a mix of manmade hardstanding and disturbed improved grassland. The access is via existing access routes, using nearby roads. There has been no vegetation removal associated with the works and the accommodation have been cited on existing hardstanding and improved grassland.
- 4.28 The works at the site have been undertaken in accordance with good practice construction measures to minimise noise and to avoid pollution and mitigation and enhancement measures previously identified have been implemented.
- 4.29 Due to the proximity of the application site to nearby SACs a shadow Habitat Regulation Assessment (HRA) has been undertaken and is included as part of the application.

## **Welsh language and culture**

- 4.30 Development Policy 18: The Welsh language and the Social and Cultural fabric of communities advises that in determining all planning applications within the National Park, the needs and interests of the Welsh language will be taken into account.
- 4.31 In accordance with Development Policy 18, the application is accompanied by a Community and Linguistic Impact Assessment (CLIA).
- 4.32 The CLIA identifies that the previously approved scheme would lead to the introduction of up to 100 non-home-based workers who would reside at the application site for a temporary period of up to 21 months. This application to extend the use of the site would extend the temporary period of use to less than 3 years. This would lead to a

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temporary increase in the population of Penrhyndeudraeth and temporarily increase the number of non-Welsh speakers in the ward.

- 4.33 The temporary increase in population and the number of non-Welsh speakers has the potential to adversely affect the Welsh language in Penrhyndeudraeth, through a dilution of the use of the language within the community. This effect would be temporary over a period of less than 3 years.
- 4.34 As part of the applicant's commitment to the local community, the applicant is promoting and raising awareness of Welsh language and culture amongst their workforce. Additional measures were also proposed to raise awareness of the Welsh language and culture amongst non home-based workers.
- 4.35 Beneficial effects are expected in terms of impacts on local businesses and local jobs through the creation of employment opportunities to support existing businesses and jobs in the LL postcode including SMEs and local businesses. The Local Workforce Strategy will ensure decent work in the supply chain by engaging local subcontractors, and locally advertising works suitable for SMEs.
- 4.36 The majority of these would support existing job roles and the proposed development provides economic opportunities for existing workers but would lead to limited new or additional jobs.
- 4.37 The employment opportunities for local businesses and local jobs in the LL postcode will include a proportion of Welsh speakers, which is considered to be a beneficial effect for the Welsh language. Developments which provide local employment opportunities will help retain existing Welsh speakers who will use the language daily, in the community and in the workplace. The proposed development therefore has the potential to support the long-term vibrancy of the Welsh language in the LL postcode area through the provision of support for existing jobs for local people, including Welsh speakers.
- 4.38 In conjunction with the Welsh Government's Supplier Development Service, HOCHTIEF held a 'Meet the Buyer' day in the early stages of the project and at key milestones to enable as many local suppliers as possible to meet us and explore opportunities to work together. This has sought to maximise opportunities for local businesses.

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- 4.39 The proposal is also expected to have a beneficial effect on local services and facilities in the rural catchment of Penrhyndeudraeth as well as the town of Porthmadog as the proposal would lead to spin-off spending in the local economy for a temporary period of time. Workers may also visit locations further afield on their days off, supporting the local economy further.
- 4.40 An overall neutral effect is identified in terms of out-migration, age structure, impact upon health, amenity, crime/violence, economic diversity, local wages, cost of housing, local schools, health care provision, local services and local voluntary/activity/youth groups.



## **5. Summary and conclusion**

- 5.1 Planning permission has previously been granted for change of use of land for the creation of a temporary off-site living accommodation facility for workers associated with the Eryri VIP project, alterations to existing vehicular access, creation of an internal access road, erection of a temporary associated service/welfare building together with associated works on land at Blaen Cefn, Penrhyndeudraeth under planning permission NP5/76/323R.
- 5.2 The use of the site to provide accommodation for workers associated with the Eryri VIP Project has commenced recently. However, due to delays in the commencement of the tunnel excavation work relating to the Eryri VIP Project, there will be a need to accommodate workers associated with the tunnel boring work for a period up until the end of December 2027, with the need for around 6 months to clear and restore the site.
- 5.3 In light of this, this application is being submitted to agree the continued temporary use of the site to provide accommodation for project workers for an extended period up until the end of December 2027.
- 5.4 No other changes are sought to the previously approved scheme under planning permission NP5/76/323R.
- 5.5 The principle of the temporary use of the site to provide accommodation for workers relating to the Eryri VIP Project has previously been accepted. This application seeks to extend the use for a further two years; until the end of December 2027, due to a delayed start in terms of the tunnel excavation work.
- 5.6 Whilst the proposal is a departure from the policies within the adopted development plan, the proposal is temporary in nature and is required in order to support the Eryri VIP project which will assist to deliver a major opportunity to conserve and enhance the special qualities and natural beauty, wildlife and environmental heritage of the Eryri National Park.

# CADNANT

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**Conwy** | 20 Connaught House, Riverside Business Park, Benarth Road, Conwy LL32 8UB  
| 01492 581800

**Chester** | 1 Aldford House, Bell Meadow Business Park, Pulford, Chester CH4 9EP  
| 01244 621007

[www.cadnantplanning.co.uk](http://www.cadnantplanning.co.uk)