

From: eryri.llyw.cymru>

Sent: 08 June 2026 17:07

To: North and Mid Wales Development Control Mailbox

Subject: FW: NP5/56/153D and E

Good afternoon,

Please see below supplementary comments from the applicant with regard to your previous comments.

Regards,

Swyddog Cynllunio (Cydymffurfiaeth)/Planning Officer (Compliance)

Awdurdod Parc Cenedlaethol Eryri / Eryri National Park Authority

Gwefan/ Website: www.eryri.llyw.cymru

Sylwch mai fy niwrnodau gwaith arferol yw dydd Mawrth a dydd Iau

Please note that my normal working days are Tuesday and Thursday

From: innovative.forestry@icloud.com

Sent: 08 June 2026 14:05

To:

Cc:

Subject: Re: NP5/56/153D and E

Hi

See response below:

Historic Traffic Generation Justification

In response to the request for clarification regarding historic traffic generation, it is considered reasonable to conclude

that the former sawmill and forestry operation generated a substantial level of daily vehicle movements.

The site historically operated as an active commercial forestry and timber processing facility, involving employees,

forestry contractors, customer collections, timber deliveries and routine operational traffic. Based on local knowledge

and the nature of the historic use, it is reasonable to assume that the site regularly accommodated approximately 20

work vehicles per day together with around 32 deliveries and collections. Allowing for employee vehicles arriving and

departing, together with some vehicles leaving and returning during the working day, this would equate to approximately

124 vehicle movements per day associated with the historic use.

The current Bike Park assessment identifies approximately 79 vehicles per day during peak summer weekend operation.

Assuming arrivals and departures are counted separately, this equates to approximately 154 vehicle movements per day.

But we can assume this would decrease on week days and winter periods when rider numbers are lower.

On this basis, the current use generates approximately 24% more vehicle movements than the estimated historic

operation at its peak. Given the assumptions involved and the absence of historic traffic survey data, this demonstrates

that the current level of traffic generation is broadly comparable to the established commercial use of the site and does

not represent a significant or disproportionate intensification of traffic movements.

Furthermore, the site has historically accommodated commercial vehicle traffic, including vans, forestry vehicles and

larger delivery vehicles, using the same access arrangements. The current use has operated since 2019 without any

recorded highway safety issues or concerns relating to the capacity of the access or local highway network.

It is therefore considered that the current traffic levels are consistent with the site's historic commercial use and that the

difference in vehicle movements is not of a scale that would give rise to a severe or unacceptable impact on highway

safety or the operation of the surrounding highway network.

Kind Regards

INNOVATIVE FORESTRY