From: planning_admin
To: Sharon Holman
Subject: RE: P/2025/0939 - Pont Y Meibion

Hi Sharon,

I've attached a revised access plan for Highways showing the available parking and turning areas and revised Landscaping /block plan with the notes below added regarding the treatment plant.

Re : Foul drainage and treatment plant (16 PE, septic tank replacement)

> The existing dwelling is currently served by a septic tank discharging to ground, with an estimated design load of 8 PE (approximately 1.2 m³/day, 0.48 kg BOD/day and 0.06 kg N/day). The proposed barn conversion introduces an additional 8 PE, and both the existing house and the converted barn will be connected to a new shared packaged treatment plant sized for 16 PE, with a design flow of approximately 2.4 m³/day, a BOD load of 0.96 kg/day and an ammonia load of 0.13 kg N/day. Although the total foul flow from the site increases, the new plant provides a significantly higher level of treatment than the existing septic tank. Final effluent will pass through a reed bed and then discharge to a soakaway, providing additional polishing and attenuation before infiltration to ground. This arrangement substantially reduces the pollutant load to the environment per unit of flow and replaces an older septic system with a modern, controlled treatment train.

Run-off, soakaway and river impact

> The foul system operates at a relatively steady, low discharge rate, which is then further attenuated within the reed bed and soakaway, so it does not contribute to peak surface-water run-off or fluvial flood flows in the nearby river. Surface-water from roofs and hardstanding is managed separately via sustainable drainage measures, with post-development run-off rates and volumes controlled to at or below existing conditions. As a result, peak flows in the adjacent watercourse remain governed by rainfall events rather than foul discharges, and the combination of a modern treatment plant, reed bed polishing and soakaway infiltration represents an overall improvement in the quality of water ultimately reaching the river.

Hopefully this will suffice to resolve the main concerns and any further details required may be conditioned. If it is of use my Client has suggested that a site meeting could be organised if it would be beneficial to the process?

Kind regards,

Fred

Frederick Carter M.Arch. B.A.Hons. MCIAT
Frederick Carter Architectural Services
01686 805756
07985226376

From: Sharon Holman [redacted]
Sent: 20 February 2026 16:34
To: Frederick Carter [redacted]
Subject: RE: P/2025/0939 - Pont Y Meibion

Hi Fred,

Thank you for your email. Are you able to provide greater certainty on the daily flow rate please. The attached may be of assistance. We need to be certain that the resulting daily flow from the resulting use of the site is nutrient neutral.

As regards the access and extended track, I do need this information for consideration pre-determination please.

Many thanks,
Sharon

From: Frederick Carter [redacted]
Sent: 11 February 2026 15:03
To: Sharon Holman <[redacted]
Subject: Re: P/2025/0939 - Pont Y Meibion

Thank you, Sharon.
I note the concerns raised by NRW, but I would highlight the **clear environmental betterment** achieved through the proposed foul drainage upgrade.

1. Removal of the existing septic tank system
The existing house is currently served by a traditional septic tank with direct runoff. Septic tanks provide only **primary settlement** and typically remove **less than 10% of nitrogen and phosphorus**, meaning the majority of nutrients pass through untreated. This type of system presents a higher risk of nutrient contribution to downstream receptors, including pathways that ultimately connect to the SAC.

The proposal includes **full decommissioning and removal of this septic tank**, eliminating a known source of low-quality effluent.

2. Installation of a modern treatment plant with reed bed polishing
The scheme introduces a new **package treatment plant**, which provides full secondary treatment and significantly improves effluent quality compared with a septic tank. Although detailed discharge rates are not available at this stage, typical performance for modern treatment plants includes:

- **BOD reduction:** 90–95%
- **Ammonia reduction:** 80–95%
- **Substantial reduction in suspended solids**

To further enhance environmental protection, the system incorporates a **reed bed / constructed wetland** as a tertiary polishing stage. Reed beds are widely recognised for their ability to:

- Reduce **nitrogen** by an additional 40–70%
- Reduce **phosphorus** by 30–60%
- Provide further polishing of residual organic matter and solids

This combined system represents a **significant improvement** over the existing septic tank arrangement.

3. Holiday-let use with controlled occupancy
The converted barn will operate as a **holiday-let unit**. Holiday accommodation typically has **predictable occupancy limits** and does not generate the same continuous wastewater load as a full-time dwelling. As such, the overall foul output from the unit will be **modest and manageable**, particularly when treated through a modern multi-stage system.

Summary of Betterment
- Existing septic tank → **minimal nutrient removal** and higher environmental risk
- Proposed system → **modern treatment plant + reed bed**, providing multi-stage treatment and substantial nutrient reduction
- Removal of the septic tank → **eliminates a known low-performance discharge source**
- Holiday-let use → **controlled and limited wastewater generation**

Overall, the proposal delivers a **clear and measurable improvement** in foul drainage performance and significantly reduces the potential for nutrient contribution toward the SAC.

Highways

With regards to Highways request again the proposal is for overall betterment of an existing access.

I will address the visibility splay details but it should be recognised this is an existing site with limited opportunity for major improvements to the extent that Highways would prefer us to comply with. It is agreed that the point of access entering and existing the site should comply for safety reasons, however access beyond this point may be steeper than Policy guidelines to reach the existing buildings. This does not present a safety issue and respectfully should be accepted as part of the development limitations in the same way the listing on the barn restricts how it may be converted. All efforts will be made to make the access as accessible as possible within the constraints of the site, however the target market for rental would be cyclists prepared to go up a steep path to reach a destination, it should therefore not be a deciding factor in the development of this site.

Ideally a conditioned approval of the access requirements would serve well at this stage as we know the cutting can be made at 1 in 20 - 1in 15 and moving this further up the hill reduces the overall rise required within the existing site. From this point on the route up can be modelled and improved to reach the house and barns.

If this is something that can be achieved through conditional approval I would be grateful if you could let me know.

Kind regards,

Fred

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From: Sharon Holman [redacted]
Sent: 10 February 2026 15:25
To: [redacted]
Subject: P/2025/0939 - Pont Y Meibion

Dear Mr Carter,

Thank you for your patience in awaiting my review of this application and apologies for the delay.

Drainage and Ecology
Please see the attached response from NRW. Further information is required in relation to the proposed drainage, and I refer you to the NRW's advice on their website, titled 'What development proposals are unlikely to increase nutrient levels within a river SAC?'. Calculations demonstrating the proposed maximum daily flow rates post development are required.

I am currently liaising with our ecologist in relation to the requirements for HRA for this application, and any further which might be needed in respect of otter records in the locality. I will come back to you on this in the next couple of weeks.

Highways
Please also see attached consultation response from the highway officer. Further information is required in respect of visibility splays, topographical survey, and cross sections, on site parking and swept paths.

Conservation
The submitted DAS dates from 2023 and no revisions have been made to consider the now proposed to the access to site. This is via an extended track that runs across the footprint of the existing portal framed shed which in turn will be reduced in depth. Whilst not objectionable from a heritage perspective, this needs to be properly assessed as part of a revised HIA and DAS. We would particularly look for consideration and assessment how the access changes have the potential to impact the contribution setting makes to the significance of the GII barn and also the separately listed memorial. The truncated depth of the shed will make the access bridge more visible for example.

The following information will need to be secured by way of conditions should permission be granted, but you may wish to submit this information prior to determination:

• Schedule of internal and external materials, finishes and coverings to include roofs, flooring, walling and ceiling treatment,
• Method statement of any repair and/or cleaning of the exposed internal timber framing,
• Details of all thermal upgrade to the barn, to include roof,
• Details and positions of all new service penetrations, drainage, flues etc to be confirmed and approved prior to installing,
• Scaled elevation and sectional drawings of all new and replacement windows, doors and rooflights,
• Detailed plans of the proposed bridge to the outbuilding and of the new garage below the farmhouse,
• A photographic survey of the barn and outbuilding prior to works commencing.

I would be grateful to receive the above requested information in the next few weeks.

Kind regards,
Sharon

Sharon Holman
Swyddog Rheoli Datblygu / Development Management Officer
Economi a Chynllunio / Economy and Planning

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