

GLYN PERIS



GUEST HOUSE

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3rd July 2016

Our registration identification number: 10031932

Dear Mr Cowperthwaite,

We are writing in response to the comments by the Applicant of our submission for Deadline 4 and the following pages show our thoughts and responses to each of theirs respectively.

Our responses to their responses to our responses could go on and on and we will never get anywhere. What it simply boils down to is that this scheme will destroy our business. The mitigation offered will not solve the problems.

We bought this property to build a business based on its location to Mount Snowdon; to provide a bespoke service for walking the mountain, providing kit where needed, maps, a drying room, giving advice and guidance and for Paul as an outdoor instructor to provide guided walks as part of that service. It is tailored to the needs of walkers, tourists and outdoor enthusiasts. We will not be told by the Applicant how to run our business, to change it to suit them.

We expect them to acknowledge that as a result of their actions we will suffer and that as a consequence they will be open to talk about compensation in the future. We are caught between a rock and a hard place; not being able to sell as no one will want to buy a property so close to a four year construction site with the possibility of subsequent ground borne vibration and low frequency noise at the end of it; and not being able to run the business that we have worked so hard to build over the past eight years. We currently employ four people throughout the year and their jobs will be taken away from them.

This was to be our future, our retirement fund and all is rapidly fading into the distance in our eyes. This of course is all on top of the fact that we personally will have to live with this construction site almost in the back garden for four long years.

Our only hope is that you as the ExA for this project will be able to help those of us who will fall victim to this scheme. We respectfully ask that you put systems in place to ensure that we are all adequately protected; we are in your hands.

Yours sincerely

Ceris Meredith and Paul Haydock

TRAFFIC

The traffic generation has been split into weekly trips based on a 5 day working week to provide a robust worst case scenario in terms of the additional number of vehicles expected per day.

FLOODING

Any additional hard standing areas will be drained through a SUDS system that will ensure that peak runoff from the Development will not increase above current rates in line with national policy TAN 15 and local policy Unitary Development Plan POLICY C7.

The reservoirs will be made sufficiently water tight to maintain the water stored within them with minimum loss of water from the reservoir system. This will be in line with the requirements of the Reservoir Act which requires regular inspections and monitoring.

HGVs

Every effort is being made to reduce the impact of HGVs on the local areas throughout the construction phase and suitable mitigation has been proposed to manage the possible impacts.

We refer the Respondent to the Highway Improvements document submitted at Deadline 3 (ref SPH_GREX_WED3_03) and the Construction Traffic

I'm sorry but in our eyes this gives a misleading set of figures. It is a 5.5 day working week not 5 day. Is this laziness or an attempt to hide the true traffic figures? What is the relevance of basing this on a 5 day week? There will be extra traffic on Saturdays too so why not include it?

This does not help - what are the "current rates". How does the Applicant know that these rates are not too high in relation to the situation at Glyn Rhonwy? If Gwynedd Council designed the drainage system to comply with national policy, (which presumably they did) why were we then flooded?

Please could the Applicant define "minimum loss of water". At what point will that loss of water become an issue for us? How can the Applicant guarantee that in a scenario of a period of heavy rain causing a lot of surface runoff combined with minimum seepage from the reservoir we will not be in danger of flooding?

We note the restricted speed limit and travel hours but reiterate that our guests will still be disturbed by HGVs passing the house at 8.30am onwards. To avoid any impact on us, HGVs would have to travel between 10.00am and 15.00pm.

Management Plan document (SPH_GREX_DC0D3_07 (Rev. 1)).

The average number of HGVs will vary throughout the construction programme at Q6 with 15 per day in months 1 to 6, 41 per day in month 7, 26 per day in months 8 to 28, 71 per day in month 29, 24 per day in months 30 to 36 and 23 per day in months 37 to 39, with no HGVs until month 49. However, it should be noted that these figures have been increased by 25% above the actual level predicted.

In the peak month 29 there is predicted to be 171 cars / light vans and 46 HGVs per day (which equate to a 5% increase in overall daily flow) which assuming an even distribution throughout the day equates to around 14 cars/light vans and 5 HGV's two way on the A4086 per hour.

However, in the more representative months between month 8 to month 28 this reduces to a daily total of 146 cars / light vans and 26 HGVs, which equates to a percentage impact of around 4%. the hourly flow can then be given as being around 12 cars/light vans per hour and 3 HGVs per hour.

The A4086, from our traffic survey in March 2015 already carries 209 HGVs per day between 0700 and 1900, and as such the increase is around 12% based upon the more representative HGV

We find these figures ambiguous. The Applicant mentions that these figures have been increased by 25% above the actual level predicted; if this is the case, why not list them with that 25% increase? Or are they saying these figures include that 25% increase? Once again there is the feeling that there is a conscious intention to confuse information and undermines the credibility of the application.

In the previous paragraph the Applicant lists month 29 as having 71 HGVs per day. Now here they say it is 46. Which is correct? Another example of confusing and inaccurate statistics.

The reality is that the traffic will not be evenly distributed throughout the day, with the majority of cars travelling past before 7.00am and after 7.00pm as the workers travel to and from the site. Even if the number of cars travelling past at 6.30-7.00am was half the daily figure quoted, for example during months 8 to 28, over 70 cars passing by within a matter of minutes twice a day will have a significant impact on us.

We find it hard to believe there are 209 HGVs passing us on a daily basis - I think we would notice!

increase of 26 HGVs per day between months 8 and 28.

NOISE MANAGEMENT PLAN

We wish to refer the Respondent to the response provided at Deadline 3 (SHP-GREX_WED3_01 page 14-5) and Appendix 12.1 of the Applicants written summary of oral case (document ref SPH_GREX_WED4_03) which has specifically been written for Glyn Peris Bed & Breakfast.

As stated in the Deadline 3 response (SHP-GREX_WED3_01) during consultation with Gwynedd Council, they have requested that noisy activities should be planned at the start of the week so delays would not continue into the weekend. It is acknowledged that guests will be staying 7 days a week and this would not have a specific benefit to Glyn Peris Guest House.

The only works currently proposed outside the construction hours are underground excavation works, which will be agreed in advance with Gwynedd Council and communicated through the ELO.

As previously stated a detailed construction noise and vibration assessment will be undertaken once the principal contractor has been appointed and will consider all Noise Sensitive Receptors (NSRs) in the vicinity.

We note the Appendix 12.1 - please see our response as submitted at Deadline 5.

Yes, restricting noisy activities to the beginning of the week are irrelevant to us.

The underground excavation works which we understand will be for 24 hours a day are of great concern to us - not only due to the potential noise but vibration too. Our guests are here at night and may well be disturbed by this. Saying the ELO will give advanced notice of this will also be irrelevant to us. As stated before, bookings will already have been made in advance of the ELO's warning and we either cancel those bookings or risk the disturbance of the guests. A no-win situation.

Noted.

The noise and vibration limits which are set out in the Construction Noise Management Plan (CNMP) and Operational Noise Management Plan (ONMP) are based on relevant British Standards and Guidance documents to control noise and vibration impacts and will be agreed with GC.

In relating to indemnity to any noise claim we refer the Respondent to the response provided at Deadline 3 (SPH GREX_WED3_01 page 13-3)

The details of the role of the ELO are provided in the CoCP (SPH_GREX_DCOD2_03 (Rev.2)) There are also commitments in the CNMP and ONMP to investigate noise and vibration complaints and the procedures to be followed.

2.6.2

We wish to refer the Respondent to Appendix 12.1 of the Applicants written summary of oral case (document ref SPH_GREX_WED4_03) which has specifically been written for Glyn Peris Bed & Breakfast.

BLASTING

We wish to refer the respondent to the updated CNMP which provides details of the proposed blasting including proposed periods when blasting will occur. The final specified times for blasting will be confirmed once the blasting contractor has been

Following comments in Rupert Taylor's review on groundborne noise and LFN ("Reliance is placed on BS4142 although that standard expressly states that it is not intended for the assessment of indoor sound levels, and groundborne noise by its nature can only be assessed as an indoor sound level. The ES explains (13.8.13) also that LFN can be amplified by the geometry of receptor buildings, again meaning that indoor sound levels need to be assessed for which BS 4142 cannot be applied."), may we ask that you as the ExA, stipulate that the Applicant must use the correct BS standards for setting noise levels?

We note the Appendix 12.1 - please see our response as submitted at Deadline 5.

Saying the ELO will give advanced notice of this will also be irrelevant to us. As stated before, bookings will already have been made in advance of the ELO's warning and we either cancel those bookings or risk the disturbance of the guests. A no-win situation.

appointed.) Advance warnings of the blasting activities will be given via the ELO.

2.7.4

The Applicant acknowledges that the omission of noise in paragraph 2.7.4 of the NMP submitted at deadline 3. This has been corrected in the updated CNMP to be submitted at deadline 5.

3.2.1

The updated CNMP and ONMP provide details of further baseline noise monitoring, and Glyn Peris has been identified as one of these receptors. The exact position of the monitoring instrumentation at each location will be selected to represent the facade most likely to be worst affected by construction / operation of the Development. Therefore if it may be required to monitor at the front and / or rear of Glyn Peris It is proposed that long term (minimum of 1 week) unattended monitoring will be undertaken, which will be supplemented by short term attended surveys to determine the main noise sources and their contribution to the prevailing noise climate.

DIFFERING NOISE LEVELS

We refer the Respondent to the response made at Deadline 3

Noted.

Noted.

Will the week long unattended monitoring be 24hours a day? When will this monitoring take place? How will it be decided when it will take place? Will it be in peak months ior quieter months of constuction/traffic?

At what time of day will the supplemented attended surveys take place and how long will they last? Will they for example be monitoring at 6.30am when everyone is heading to the site to start work? Will they be monitoring during blasting or out of normal working hours when the Penstock is being constructed 24 hours a day?

All this reference to predicted noise levels at locations in close proximity to eachother using a modlelling exercise is all very well, but living here tells us that there will be no difference.

SHP_GREX_WED3_01 page 14-7.

As stated in the CNMP a detailed construction noise assessment will be undertaken once the PC has been appointed and the methods, plant, durations are known, this will assess the potential construction noise impacts at all NSRs including Glyn Peris.

3.4 LFN

The updated ONMP contains further information about the proposed assessment of LFN during the detailed design stage.

All proposed operational plant will be considered as part of the LFN noise assessment.

SUMMARY

Where necessary appropriate mitigation and management will be put in place to achieve the construction and operational noise and vibration limits for the Development.

In relating to indemnity to any noise claim we refer the Respondent to the response provided at Deadline 3 (SPHGREX_WED3_01 page 13-3)

The Applicant did engage in discussion about how Glyn Peris might benefit from the development directly,

And what happens when the assessing of potential noise impacts shows that levels will be too high here, or at any other NSR? There is all this talk of assessing and predicting but no mention of what system is in place when it is shown that there will be problems. Pretty one sided isnt it?

Noted.

Please see our response to the mitigation and management that will be put in place, as submitted at Deadline 5.

"Any noise limits outlined in the ES assessment or imposed by Gwynedd Council, whichever is the most strict, will be imposed on the Development and mitigation designed so that these levels are not exceeded."
We will see.

The Applicant is omitting to mention the other options that were discussed at our meetings with them and during the subsequent emails as submitted for Deadline 5. We did not only discuss the accommodation of construction workers and

including the accommodation of construction staff at the guest house. The respondent made it clear that this could alienate their regular customers and that they didn't want to house construction staff.

Since the respondent did not wish to take the opportunity of housing construction staff and the Applicant does not consider that pre-emptive compensation is reasonable; the Applicant has no further options but remains open to continuing discussions on worker accommodation.

The Applicant notes that there is no legal obligation whatsoever to engage in any discussion on compensation at this stage and it has done so voluntarily and entirely outwith the DCO process.

It is hoped the Glyn Peris Property Specific Management Plan submitted at Deadline 4 will also assist this discussion.

we resent the phrasing of the Applicant here. We did not simply discuss how we might "benefit" from the development at all, this is the Applicant putting some "spin" on our meeting. We have always questioned the whole project. If we were happy to change our core business, change our whole way of living to accommodate a different customer base, adapting our rooms and working different hours we wouldn't have been so opposed to the principal of the project in the first place. Does the Applicant not think we had discussed this already? Yes the option of accommodating construction workers was discussed with them and yes we rejected having to change our whole business, something we have spent the last eight years building, to a completely different clientele at the whim of an outsider. Who are they to tell us what we should do with our business? We are livid at their whole attitude in this response. Perhaps we may suggest that they change their project to a wildlife park?

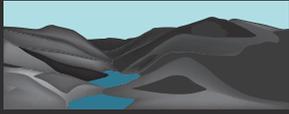
May we remind them that we also discussed the option for SPH to rent the property from us and use it as they wished - for accommodation for construction workers, visiting engineers/white collar workers; for them to run it themselves.

We also discussed SPH paying us to close for the duration of the construction process.

We also discussed SPH buying our property and to use it as they wished - for accommodation for construction workers, visiting engineers/white collar workers; for them to run it themselves. They resisted by saying they would need to find a commercial use for the property and if they were to use it for offices it would mean a change of use but if they can expect us to run our business for construction workers then surely its a valid option for them too? One rule for us and one for them.

No, the Applicant apparently has no legal obligation to engage in discussion on compensation at this stage. May we remind them however that it is they who instigated the discussions, they who asked us what we wanted and they who responded in an apparently sincere and concerned manner. A good job of appeasement obviously. What the Applicant should be doing at this stage is showing local residents and businesses who WILL be affected by this scheme, the courtesy of acknowledging that if there is a problem, there will be an open platform for discussing compensation where applicable. In the scheme of things, compensation for those affected will be a blip in the enormous budget needed to build this project where as to us this is a LIFE CHANGING EVENT that is being forced upon us.

Please see our response to the Glyn Peris Property Specific Management Plan as submitted at Deadline 5.



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4th July 2016

Our registration identification number: 10031932

Dear Mr Cowperthwaite,

Our apologies for the tardiness for submitting this addition to our comments but it has just been brought to our notice.

We are shocked and dismayed that until now, there has been little or no mention of the huge slate waste tip that will have to be built to the north of the Q6 area. As we understand it, the construction will involve tipping, scraping of diggers, deposition of large blocks of slate, etc all carried in lorries uphill from the quarry at Q6 on to the tip.

The enormous amount of waste that will need to be stored there will take a long time to deposit and we are now extremely worried that not only will this cause a great deal of extra noise, dust and vibration that has so far been ignored in the Applicant's documentation, but also that to meet construction dealines, this work will continue out of normal working hours. This must not be allowed and we implore you to specify that it can not be worked on at night if consent for this scheme is given.

We already touched on the possibility of activities other than the building of the Penstock being carried out outside normal working hours and it seems this is another attempt to slip in extra activities hopefully without any one noticing.

Yours sincerely

Ceris Meredith and Paul Haydock