



Cynulliad National
Cenedlaethol Assembly for
Cymru Wales

Y Pwyllgor Deisebau

Adroddiad Cwblhau

**Crynodeb o ystyriaeth y Pwyllgor Deisebau o P-03-141 o blaid
Maes Awyr Llanbedr**

Chwefror 2009

Derbyniwyd y Ddeiseb

19 Mai 2008

Dyfarnwyd yn Dderbyniadwy

4 Mehefin 2008

Ystyriaeth gychwynnol

23 Gorffennaf 2008

Ystyriodd y Pwyllgor y ddeiseb am y tro cyntaf a chytunodd i ysgrifennu at y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai

(Gweler Atodiad 1 ar gyfer y darn perthnasol o'r trawsgrifiad o'r cyfarfod ar 23 Gorffennaf 2008 a gweler Atodiad 2 ar gyfer y llythyr a anfonwyd at y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai)

2 Hydref 2008

Ystyriodd y Pwyllgor ymateb gan y Dirprwy Brif Weinidog a chytunodd i wahodd y deisebwyr i roi tystiolaeth mewn cyfarfod yn y dyfodol

(Gweler Atodiad 1 ar gyfer y darn perthnasol o'r trawsgrifiad o'r cyfarfod ar 2 Hydref 2008 ac Atodiad 3 ar gyfer ymateb y Dirprwy Brif Weinidog)

16 Hydref 2008

Clywodd y Pwyllgor dystiolaeth lafar gan y deisebwyr a chytunodd i weithredu fel a ganlyn:

- Ysgrifennu at y Dirprwy Brif Weinidog i ofyn iddo:
 - Ohirio'r penderfyniad terfynol ar roi'r brydles nes y bydd y Pwyllgor Deisebau wedi cael cyfle i gwblhau ei ymchwiliad i'r mater hwn
 - Darparu manylion y brydles a gynigiwyd
 - Darparu manylion ar sut y cydymffurfiwyd ag Adran 62 o Ddeddf yr Amgylchedd 1995 yn ystod y broses o ddyfarnu statws cynigydd dewisol
 - Hysbysu'r Pwyllgor a fydd angen caniatâd cynllunio cyn datblygu'r maes awyr
- Ysgrifennu at y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai i ofyn iddi hysbysu'r Pwyllgor o unrhyw ystyriaethau a roddodd i effaith amgylcheddol y datblygiad arfaethedig
- Ysgrifennu at Kemble Air Services i ofyn iddynt roi manylion eu datblygiad arfaethedig i'r Pwyllgor
- Ysgrifennu at Awdurdod Parc Cenedlaethol Eryri i ofyn iddo roi ei farn i'r Pwyllgor ar y datblygiad arfaethedig
- Gofyn i Wasanaeth Cyfreithiol y Cynulliad ddarparu crynodeb o gefndir cyfreithiol y mater hwn

(Gweler Atodiad 1 ar gyfer y darn perthnasol o'r trawsgrifiad o'r cyfarfod ar 16 Hydref 2008, Atodiad 2 ar gyfer y llythyr a anfonwyd at y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai, Atodiad 3 ar gyfer y llythyrau a anfonwyd at y Dirprwy Brif

Weinidog, Atodiad 4 ar gyfer y llythyr a anfonwyd at Kemble Air Services ac Atodiad 5 ar gyfer y llythyr a anfonwyd at Awdurdod Parc Cenedlaethol Eryri)

20 Tachwedd 2008

Ystyriodd y Pwyllgor ymatebion y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai, y Dirprwy Brif Weinidog ac Awdurdod Parc Cenedlaethol Eryri, a chytunodd i ysgrifennu at y Dirprwy Brif Weinidog yn gofyn iddo roi datganiad clir i'r Pwyllgor o'r modd y mae Llywodraeth Cynulliad Cymru wedi bodloni ei dyletswyddau o dan adran 11A o *Ddeddf y Parciau Cenedlaethol a Mynediad i Gefn Gwlad 1949*

(Gweler Atodiad 1 ar gyfer y darn perthnasol o'r trawsgrifiad o'r cyfarfod ar 20 Tachwedd 2008, Atodiad 2 ar gyfer yr ymateb a gafwyd gan y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai, Atodiad 3 ar gyfer yr ymateb a gafwyd gan y Dirprwy Brif Weinidog a'r llythyr a anfonwyd yn ôl ato ac Atodiad 5 ar gyfer yr ymateb a gafwyd gan Awdurdod Parc Cenedlaethol Eryri)

13 Ionawr 2009

Ystyriodd y Pwyllgor ymateb dros dro gan y Dirprwy Brif Weinidog, a chytunodd i ysgrifennu ato eto yn gofyn iddo anfon ei ymateb at y Pwyllgor cyn gynted â phosibl.

(Gweler Atodiad 1 ar gyfer y darn perthnasol o'r trawsgrifiad o'r cyfarfod ar 13 Ionawr 2009 ac Atodiad 3 ar gyfer yr ymateb a gafwyd gan y Dirprwy Brif Weinidog a'r llythyr a anfonwyd yn ôl ato)

10 Chwefror 2009

Ystyriodd y Pwyllgor ymateb gan y Dirprwy Brif Weinidog a chytunodd ei fod wedi trafod y ddeiseb cyn belled â phosibl a chwblhau ei ystyriaeth o'r ddeiseb.

(Gweler Atodiad 1 ar gyfer y darn perthnasol o'r trawsgrifiad o'r cyfarfod ar 10 Chwefror 2009 ac Atodiad 3 ar gyfer yr ymateb a gafwyd gan y Dirprwy Brif Weinidog)

Clerc y Pwyllgor Deisebau Chwefror 2009

Atodiad 1

Trawsgrifiadau o gyfarfodydd y Pwyllgor Deisebau

23 Gorffennaf 2008

Alun Davies: The next two petitions are in favour of Llanbedr airfield and opposed to Llanbedr airfield respectively. Before we start discussions, I must declare an interest. I have written to the Minister about this issue, taking the former rather than the latter view. As such, I want that stated on the record before we discuss the matter.

Michael German: There is a policy for that now, is there not?

Alun Davies: I have a feeling that there is more than one policy on this matter.

Michael German: Not on Llanbedr, but on how we should act.

Mr Sanchez: We decided that if a Member declares an interest, he or she may be involved in the discussion of the petition as a member of the committee, but not in the decision about what to do with the petition.

Alun Davies: That is clear.

Michael German: It is interesting that, in certain circumstances, you could have the opponents and the proponents together, making their case. You could hear each case made and question both parties. That may give us an interesting insight into what the outcome might be. I do not think that it is possible to make a judgment on which petition is correct. So, my inclination is to hear both sides by inviting both to present evidence to us.

Bethan Jenkins: In the meantime, we could get updated information from the Minister concerned. I would say that we would like to hear from both sides in this regard. We have not had such a scenario before—there could be fireworks.

Alun Davies: I would hope that we would not have fireworks in Llanbedr airfield, of course. However, in taking this forward—

Andrew R.T. Davies: Sorry, Chair, I would just like to clarify something. I have read the papers. This is a very localised issue, specific to that area. We as a committee have always trodden very carefully with regard to planning issues. Obviously, this is a planning/development issue. Are we aware of the stage that the planning issue has reached? The paper does not say at what stage the application is, or whether a decision is being appealed. In any planning application, people have the right to appeal, and they have a recourse that we should not be interfering with. That is something that we have always tried to stay on the right side of. We do not want to be dealing with planning applications all the time; that is not our role. Is an update available of where this development is sitting at the moment?

Alun Davies: I was going to make this point. The Minister—I understand that it is the Minister for Environment, Sustainability and Housing—is currently taking a view on this. There has been at least the threat of a judicial review of the decision to let this contract. As I understand it, the Welsh Assembly Government is considering and reviewing its decision-making processes. Until that process is complete, it might well be that we need to take into consideration the fact that reviewing this petition might best be done when the legal position is clear, rather than beforehand.

Michael German: I suggest that we ask Joanest what we should do in this regard, given where we are. Shall we wait until such time as those processes become clearer, or are we getting into the planning field, as Andrew suggested?

Ms Jackson: There is some information in the papers to suggest that planning permission has not been required for any proposed development. I see no harm in your writing to the relevant Minister to ascertain the situation in terms of some of the processes and to find out what action has been taken to date, so that you have as much information as possible.

Michael German: We can then make a decision about where we go after that.

Ms Jackson: Yes.

Alun Davies: I would go a bit further than that and say, 'Minister, you have had two months; let's get this clarified'—notwithstanding what her eventual decision will be. It is important that we clarify where exactly we stand at the moment and whether the Government is content with its decision making. So, we will either move forward or we will not. At that point, the political decision and the decisions to be made with regard to the petitions would become more relevant.

Michael German: We also ought to know what the processes are in these circumstances—I mean what the line of decision making is. That may not be easy—

Alun Davies: It is not easy at all.

Michael German: That is what Joanest is splendid at.

Andrew R.T. Davies: Perhaps we can do something in the meantime, in the background. It does seem that as long as we tick the boxes and are not treading on any toes regarding the planning process or a judicial review, evidence could be gathered to facilitate a hearing of the petitioners, should they wish it, so that we are not bogged down and so that the petition does not drag on for months. Perhaps through the summer recess, the clerking team could pull together the bits of information that would facilitate an evidence-gathering session, subject to our getting clarification from the Minister. That would be of benefit.

Alun Davies: Thank you very much. I assume that that is agreed.

2 Hydref 2008

Val Lloyd: Yes. We now move on to petitions P-03-141 and P-03-149. I understand that the chief executive of the Snowdonia Society is in the public gallery to hear our deliberations on this today. We have grouped the two petitions together. One is in favour of Llanbedr airfield and the other is against it. So, what do Members wish to do?

Michael German: I thought that we were going to hear both sides of the argument.

Val Lloyd: Yes, we did say that. We also said that we should hear them on the same day. I would suggest—and I cannot remember which order they came in—that whichever petition came in first should be taken first and that the second petition should be taken second. Is everyone agreeable?

Andrew R.T. Davies: So, it will be the petition that is for the airfield first and the petition that is against second, as P-03-141 is for the airfield and P-03-149 is against it.

Val Lloyd: I was not doing it for that reason; I was just thinking of being fair. So, we agree that the clerks should look for a suitable date in conjunction with both sets of petitioners so that they can come to address us on the issues that they raise in their petitions. We have had a reply from Ieuan Wyn Jones, the relevant Minister, setting out the situation. Perhaps we should make a copy available to both sets of petitioners.

16 Hydref 2008

Val Lloyd: We are fortunate to have the petitioners here. Gentlemen, will you introduce yourselves, please?

Mr Evans: My name is John Evans.

Mr Jones: I am Gwynli Jones.

Val Lloyd: You are very welcome, gentlemen. We will allow you up to 15 minutes—if you take less; that is not a problem—to raise any issues that you wish to raise on behalf of your petition. After that period of 15 minutes, we are delighted that your constituency AM, Lord Dafydd Elis-Thomas, is here in his role as the constituency Member; he will address us for up to five minutes, in support of your petition. I do not count this introduction as part of your 15 minutes, so whenever you are ready, please start.

Mr Jones: Yr wyf am rannu ychydig o hanes maes awyr Llanbedr ers yr amser y'i hagarwyd ar ôl y rhyfel. Yr awyrennau a ddaeth i mewn yn gyntaf i'r maes awyr oedd y Beaufighter, y Mosquito, yr Anson, y Vampire a'r Spitfire. Tynnu targedau i'r fyddin yn Tonfannau a Thy'n y Groes oedd gwaith y Mosquito a'r Beaufighter. Wedyn, yn 1952, dechreuodd y Firefly ddod i mewn—awyren heb beilot ynddi—a bu'n hedfan tan Fehefin 1960. Pan adawodd y Firefly olaf Llanbedr, cododd yr awyren heb beilot i fyny oddi ar y rhedfa at 1,000 o droedfeddi ac aeth allan i'r môr, a 'ta ta' oedd hi. Diflannodd o'r golwg i'r môr. Dyna ddiwedd ar y Firefly. Yr oedd y Firefly yn debyg iawn i'r Spitfire; yr oedd yn awyren anodd iawn i'w hedfan. Eto i gyd, yr oeddent yn llwyddo i'w hedfan yn Llanbedr.

Yn y 1950au a'r 1960au, gwnaed llawer o waith yn y maes awyr. Codwyd tŵr rheoli, dau awyrendy mawr, a rhedfa arall a oedd

Mr Jones: I will share some of the history of Llanbedr airfield, since its opening following the war. The first aircraft to come in to the airfield were the Beaufighter, the Mosquito, the Anson, the Vampire and the Spitfire. The Mosquito and the Beaufighter were used to tow targets for the army in Tonfannau and Ty'n y Groes. Then, in 1952, the Firefly—an unmanned plane—started to come in, and flew in and out until June 1960. When the last Firefly left Llanbedr, the unmanned plane left the runway, rising to 1,000 feet and went out to sea, and then it was goodbye. It disappeared from view into the sea. That was the end of the Firefly. The Firefly was very similar to the Spitfire; a very difficult plane to fly. Nevertheless, they did manage to fly the aircraft out of Llanbedr.

In the 1950s and 1960s, a great deal of work was done on the airfield. A control tower, two large hangars, and a

yn 7,500 troedfedd o hyd ac yn ddigon hir i hedfan awyrennau Jet, Meteor a Jindivik. Wrth gwrs, gallai'r rheini ddod i mewn a chodi yn ddibeilot ar gyflymder anferthol. Hefyd, bu awyrennau V Bombers a Comet yn dod i faes awyr Llanbedr, yn ogystal â llawer iawn o wahanol awyrennau eraill.

Gwelais yr awyrennau olaf yn mynd allan o Llanbedr ym mis Tachwedd 2004 ac yr oedd hynny'n achlysur eithriadol o drist. Cofiaf y diwrnod hwnnw am byth. Yr oeddwn yn drist iawn.

Hoffwn ddangos llun o'r maes awyr i chi. Yr wyf wedi gwneud rhyw fath o fraslun o'r maes awyr yn Llanbedr. Dyma'r rhedfa a gafodd ei hailagor. Yr oedd y ddwy redfa yma cyn hynny. Yr oeddent yn hedfan awyrennau Firefly oddi ar y rhedfa fach hon ond yr oedd yn llawer yn rhy fyr i awyrennau Jindivik a Meteor ei defnyddio. Wedyn, byddent yn defnyddio'r rhedfa hir. Fel y gwelwch, mae'r rhedfeydd yn Llanbedr yn pwyntio'n syth tuag at y môr. Byddech yn codi o'r pen yma—1.8—a chodi i fyny 500 troedfedd, dal ymlaen, a chyn gynted ag y cyrhaeddid y pwynt hwn, byddech yn troi tuag at y môr ac esgyn hyd at 800 troedfedd ac yna 1,000 troedfedd. Yna byddech allan dros y môr yn dysgu neu'n gwneud cylchoedd, neu beth bynnag y dymunech ei wneud. Byddech yn gwneud yr un peth yn union ar yr ochr arall—codi hyd at 500 troedfedd, wedyn 800 troedfedd, ac yna troi ac anelu allan am y môr.

Yr unig dro y byddwn yn defnyddio'r rhedfa fach hon yw pan fyddwn yn codi o'r fan hon ac allan yn syth tuag at y môr. Mae hon eto yr un fath: cychwyn ar 500 troedfedd, wedyn 800 troedfedd, ac yna allan i'r môr. Mae'r ddwy ochr yr un fath. Felly, nid oes angen hedfan dros dŷ neu unrhyw beth arall; dim ond twyni a'r môr sydd o'ch blaen. I ddysgu hedfan, mae'n eithriadol o hwylus, gan eich bod yn gallu gwneud y cwbl dros y môr.

second runway were constructed. The runway was 7,500 feet long and long enough to fly Jets, Meteors and Jindiviks. These unmanned planes could, of course, approach the airfield and take off at a tremendous speed. Also, the V Bombers and Comets used the Llanbedr airfield, along with a huge variety of other aircraft.

I saw the last aircraft leaving Llanbedr airfield in November 2004 and it was an extremely sad occasion. I will never forget that day. I was very sad.

I would like to show you a picture of the airfield itself. I have prepared a rough sketch of the Llanbedr airfield. Here is the runway that was re-opened. These other two runways were already there. They used to fly the Firefly from the shorter runway but it was far too short for Jindiviks and Meteors. Then, they would use the longer runway. As you can see, the runways at Llanbedr all point straight out to sea. You would leave from this end—1.8—and ascend to 500 feet, proceed a little, and then as soon as you got to this point, you would turn towards the sea and ascend to 800 feet and then 1,000 feet. Then you would be out over the open sea carrying out the training or any circuits that you would want to complete. The same is true on the other side—you would ascend to 500 feet, then 800 feet, turn, and then head out to sea.

We only use this smaller runway to take off from here and head straight out to sea. Once again this is the same: starting at 500 feet, then 800 feet, and straight out to sea. Both sides are the same. Therefore, you do not have to fly over a house or anything else; you only have the sand dunes and the sea beneath you. For training purposes, it is extremely convenient, because every manoeuvre is carried out over the sea.

Wrth ddod i mewn i faes awyr Llanbedr o rywle arall—o'r de, y dwyrain neu o'r gorllewin—byddwch yn dod i mewn 4,000 troedfedd uwchben y maes awyr; yna bydd yr ystafell reoli yn cymryd drosodd ac yn anfon yr awyren allan i'r môr i wneud cylch, disgyn i 800 troedfedd, yna 500 troedfedd ac i mewn. Dyma'r unig faes awyr yn y wlad lle nad oes rhaid i chi hedfan dros dŷ nag unrhyw beth arall. Mae'n hollol ddiogel. Hefyd, ni fyddwch yn clywed sŵn awyrennau'n hedfan ychwaith. Ni glywch awyren fach un injan yn codi yn Llanbedr. Byddech yn clywed y Jets, wrth gwrs, gan eu bod yn gwneud mwy o sŵn. Mae'r maes awyr, felly, yn ddiogel iawn ar gyfer hedfan.

Yr wyf yn erfyn yn daer arnoch i gefnogi ailagor maes awyr Llanbedr. Diolch yn fawr.

In approaching Llanbedr airfield from anywhere else—from the south, east or west—you come in at 4,000 feet above the airfield; then the control room takes over, sends the aircraft out to sea to do its circuit, descend to 800 feet, 500 feet and then land. It is the only airfield in the country that is remote enough so that you do not have to fly over any houses or anything else. It is entirely safe. Also, you do not hear the aircraft. You will not hear noise from small one-engine aircraft taking off from Llanbedr. You would hear the Jets, of course, as they are noisier. Therefore, the airfield is very safe for flying purposes.

I strongly urge you to support the reopening of Llanbedr airfield. Thank you.

Val Lloyd: Thank you, Mr Jones. Do you wish to speak, Mr Evans?

Mr Evans: Hoffwn ategu'r hyn a ddywedodd Gwynli ac ychwanegu ychydig eiriau. Mae gwelliannau sylweddol yn digwydd neu ar y gweill, gyda Gwesty Dewi Sant yn Harlech a'r coleg yn ochr y gwesty. Mae'r ddau adeilad yn edrych dros un o glybiau golff gorau Cymru—mae'n ail ar y rhestr. Teimlo wyf i a llawer un, pe bai'r maes awyr hwn yn cael ailagor, ynghyd â'r prosiect sy'n mynd yn ei flaen yn y ddau adeilad yn Harlech, byddai'n hwb i'r economi leol.

Mae'n rhaid cadw mewn cof, er 2004, fod dwy siop wedi cau ym mhentref bach Llanbedr, yn ogystal â garej â phympiau petrol a ffatri fach dur gwrthstaen. Ychydig flynyddoedd cyn hynny, collodd oddeutu 250 eu gwaith yn Cookes Explosives Ltd ym Mhenrhyndeudraeth. Yn atomfa Trawsfynydd, collodd o gwmpas 300 waith, ac yn awr mae toriadau go sylweddol yn Blaenau Plastics Cyf. Teimlwn fod ardal Ardudwy'n cael un ergyd ar ôl y llall, ac nid oes gwaith arall

Mr Evans: I would like to endorse what Gwynli has said and also add a few words. Significant improvements are being made or are in hand, with the Saint David's Hotel in Harlech and the college to the side of the hotel. Both buildings overlook one of Wales's best golf clubs—it is second on the list. I and many others feel that were this airfield reopened, along with the project that is under way in the two buildings in Harlech, that would boost the local economy.

You must remember that, since 2004, two shops have closed in the small village of Llanbedr, as well as a garage with petrol pumps and a small factory making stainless steel products. A few years before that, some 250 people lost their jobs at Cookes Explosives Ltd in Penrhyndeudraeth. At the Trawsfynydd nuclear plant, some 300 lost their jobs, and now there are significant cuts at Blaenau Plastics Ltd. We feel that the Ardudwy region has

yn dod i mewn.

Yr ydym wedi datgan ein pryder i rai o swyddogion y parc cenedlaethol, wedi inni dderbyn cwynion gan bobl y pentref eu bod wedi clywed bod y parc yn erbyn y datblygiad. Pan soniais am hynny wrth y swyddogion, pwysleisiasant nad oedd ganddynt ddim byd yn erbyn y gweryll o gwbl, ac mai swyddogion o Gymdeithas Eryri oedd yn creu pryder ac yn datgan nad oeddent am i'r peth fynd yn ei flaen, yn syml. Mae'r maes awyr yno ers bron i 70 mlynedd, ac felly ni wn pam bod eisiau cais cynllunio, a chredaf fod rhai o swyddogion y parc yn cyd-weld â mi ar hynny.

O'r ychydig sydd wedi gwrthwynebu'r cais hwn, mae'u hanner o Loegr ac 16 y cant ohonynt o Wynedd. Hoffwn wybod faint o'r 16 y cant hynny sydd o'r filltir sgwâr. Mae'n pentref yn haeddu gwell.

Erfyniaf amoch un ac oll i gefnogi'r fenter hon, er lles ein cymdeithas ac, yn bwysicach oll, er lles ein plant a'u dyfodol. Heb blant, heb ddyfodol, a Duw a'n helpo wedyn. Diolch ichi am wrando.

Val Lloyd: Thank you very much, gentlemen, and thank you for keeping within your allocated time. Dafydd, would you care to address the committee as the constituency AM?

Dafydd Elis-Thomas: Diolch yn fawr, Gadeirydd, am y cyfle hwn i gefnogi'r ddeiseb a baratowyd mewn cyfnod byr. Fe'm galwyd i gyfarfod yn Llanbedr i gwrdd â'r deisebwyr. Gwn eu bod yn adlewyrchu barn y gymuned. Yr wyf yn gyfarwydd â'r maes awyr yn Llanbedr ers imi fynd i weithio i Harlech yn 1970, ac yn fwy cyfarwydd wedyn fel Aelod Seneddol ac wedyn Aelod Cynulliad dros Feirionydd a thros Lanbedr.

suffered one blow after another, and no replacement jobs are coming in.

We have stated our concerns to some of the national park officials, following complaints from villagers that they had heard that the park was against the development. When I mentioned this to the officials, they stressed that they had nothing against the camp at all, and that it was officials from the Snowdonia Society who were creating concerns and stating that they did not want it to go ahead, to put it simply. The airfield has been there for 70 years, so why planning permission is required I have no idea, and I believe that some of the park officials would go along with that view.

Of the few people that have objected to this application, half are from England and 16 per cent from Gwynedd. I would like to know how many of those 16 per cent are from the local area. The village deserves better.

I appeal to all of you to support this initiative, for the benefit of our society and, more importantly, for the sake of our children and their future. Without our children, we have no future, and God help us all should it come to that. Thank you for listening.

Dafydd Elis-Thomas: Thank you very much, Chair, for this opportunity to support the petition, which was prepared at short notice. I was invited to a meeting in Llanbedr with the petitioners. I know that they reflect the opinion of the community. I have been familiar with the airfield at Llanbedr since I went to work in Harlech in 1970, and my familiarity deepened when I was returned as the Member of

Mae'r deisebwyr wedi gosod eu dadl yn gwbl glir. Yr hyn sydd gennym yma yw adnodd cyhoeddus a oedd yn arfer perthyn i'r Weinyddiaeth Amddiffyn, a barhaodd i'w ddatblygu a'i redeg ar gontract ar gyfer ymarferion a phrofi gwahanol offerynnau milwrol. Mae pobl o bob rhan o'r byd wedi ymarfer oddi ar fae Ceredigion â'r offer oedd yno yn y gorffennol.

Felly, pan ddaeth diwedd cyfnod y Weinyddiaeth Amddiffyn a'r contractwyr yn y maes awyr, yr oedd yn amlwg bod rhaid chwilio am ddefnydd economaidd a masnachol gwahanol iddo dan berchenogion newydd, a dyna sydd wedi digwydd. Er 2004, mae Awdurdod Datblygu Cymru ac yna adran berthnasol Llywodraeth Cymru dan arweiniad y Dirprwy Brif Weinidog, wedi bod yn chwilio am ddefnydd amgen. Mae'n amlwg mai'r defnydd priodol i faes awyr yw datblygiad sy'n ymwneud â'r gweithgaredd hwnnw. Mae hynny i'w ffafrio'n fwy o safbwynt economi'r ardal na cheisio addasu neu hyd yn oed ddileu'r safle hwnnw.

Felly, mae'n dda gennyf gefnogi'r ymgais hwn a chefnogi'r deisebwyr. Nid wyf am wneud unrhyw sylw am y ddeiseb sy'n gwrthwynebu, ond efallai y bydd o ddiddordeb i chi wybod fy mod yn gyn-aelod o bwyllgor Cymdeithas Eryri a bod nifer ohonom yn anghytuno â'r safbwynt y mae'r gymdeithas wedi'i gymryd.

Yr wyf wedi byw ym Mharc Cenedlaethol Eryri, neu wrth ei ochr, ar hyd fy mywyd, ac nid wyf yn gweld unrhyw wrthdaro rhwng amcanion mwynhau mwynderau'r parc cenedlaethol a datblygiad rhesymol mewn maes awyr sydd wedi bod yn adnodd cyhoeddus yn yr ardal am gyhyd o flynyddoedd, fel yr ydym wedi clywed.

Parliament and then the Assembly Member for Meirionydd and Llanbedr.

The petitioners have set out their argument absolutely clearly. What we have here is a public resource that used to belong to the Ministry of Defence, which continued to be owned, developed and run under contract for exercises and various tests of military equipment. People from all over the world have taken part in exercises off Cardigan bay using the equipment that used to be there in the past.

When the time came for the Ministry of Defence and the contractors to leave the airfield, it was clear that a different economic and commercial use had to be found under new ownership, and that is what happened. Since 2004, the Welsh Development Agency and then the relevant Welsh Assembly Government department led by the Deputy First Minister have been searching for an alternative use. It is clear that the most appropriate use for an airfield is a development that is based on that activity. That is more favourable from the point of view of the local economy than trying to adapt or even eradicate the site.

Therefore, I am pleased to support this campaign and the petitioners. I do not wish to comment on the opposing petition, but it may be of interest to you that I am a former member of Snowdonia Society's committee and that there are many of us who disagree with the stand that the society has taken.

I have lived in or near the Snowdonia National Park all my life, and I do not see any conflict between the aims of enjoying the facilities of the national park and a reasonable development in an airfield that has been a public resource for the area for many years, as we have heard.

Val Lloyd: Thank you for your contribution and for keeping within the time limit. I will now open up the discussion for questions. Members also have a time limit: we have up to 15 minutes to ask you questions, and we would be very grateful if you could answer them. We understand if you do not know the answer, but we require a little more information. I will start the questioning.

You tell us in your letters that there is almost unanimous support locally for the airport. Can you give us some indication, as we are not local to the area, of the population of Llanbedr and roughly what proportion of that population has signed your petition?

Mr Jones: Poblogaeth Harlech yw 1,200, Dyffryn Ardudwy, 742, Llanbedr, 500, Talybont, 457, a Llanfair, 500—heb gynnwys plant. Mae hyn oll o fewn dwy filltir sgwâr i'r maes awyr.

Mr Jones: The population of Harlech is 1,200, Dyffryn Ardudwy, 742, Llanbedr, 500, Talybont, 457, and Llanfair, 500—not including children. That is all within two square miles of the airfield.

Val Lloyd: According to my calculations that is 3,219. How many have signed your petition?

Mr Jones: Mewn 24 awr yr oeddem wedi cael yn agos at 1,500 o enwau, ac un person yn unig a wrthododd arwyddo'r ddeiseb.

Mr Jones: Within 24 hours we had collected close to 1,500 signatures, and only one person refused to sign the petition.

Val Lloyd: Thank you. That is a clear answer to my question. Do Members have questions?

Bethan Jenkins: Diolch am eich cyflwyniad. Dywedasoich bod rhai o swyddogion Awdurdod Parc Cenedlaethol Eryri yn gefnogol o'ch cais ac yn anghytuno â'r ddeiseb arall. A fedrwch chi ehangu ar hynny? A ydynt wedi gwneud eu barn yn gyhoeddus?

Bethan Jenkins: Thank you for your presentation. You mentioned that some Snowdonia National Park Authority officials support your bid and oppose the other petition. Can you expand on that? Have they made their views known publicly?

Mr Evans: Siaradais ag un o'r swyddogion—nid wyf eisiau ei enwi, er mwyn bod yn deg ag ef—gan fy mod yn derbyn galwadau ffôn yn gofyn pam fod Awdurdod Parc Cenedlaethol Eryri yn gwrthwynebu'r datblygiad. Dywedodd bod

Mr Evans: I spoke to one of the officials—I do not wish to name him, to be fair to him—as I had been getting phone calls asking why Snowdonia National Park Authority was opposing the development. He said that the fact

y ffaith bod Cymdeithas Eryri wedi gwrthwynebu'r datblygiad wedi bod yn boen ar eu meddwl, a'u bod hwythau hefyd wedi derbyn galwadau ffôn diri, ond nid oedd swyddogion y parc yn gwrthwynebu'r datblygiad. Maent dal i ddweud nad ydynt yn ei wrthwynebu—mae pobl wedi camddeall y sefyllfa, gan gymryd bod Cymdeithas Eryri ac Awdurdod Parc Cenedlaethol Eryri yr un peth, ond nid ydynt. Maent yn hollol wahanol—mae un yn ymwneud â chynllunio, ac nid yw'r llall, Cymdeithas Eryri, wedi cael ei ethol gan unrhyw un.

Bethan Jenkins: Felly, hyd y gwyddoch, nid yw'r awdurdod wedi gwrthwynebu'r datblygiad yn gyhoeddus?

Mr Evans: Nid cyn belled ag y gwn. Yr wyf wedi siarad â dau o'r swyddogion, a ddywedodd nad oeddynt yn gwrthwynebu hyn o gwbl. Ni wn a ydynt wedi dweud hynny yn gyhoeddus. Mae'r ddau swyddog o'r un farn â mi—nid ydynt yn gwybod pam bod eisiau cais cynllunio newydd, pan fydd yr un gwaith yn mynd yn ei flaen, oherwydd defnyddir y maes awyr at yr un defnydd ag y cafodd ei ddefnyddio dros y blynyddoedd. Ond pedair blynedd sydd wedi pasio rhyngddynt, felly nid wyf yn deall pam bod angen cais cynllunio, ac mae rhai ohonynt hwy o'r un farn.

Bethan Jenkins: Ar y pwynt hwnnw, a ydych wedi cael trafodaethau gyda Kemble ynglŷn â defnydd y maes awyr pe bai'n cael ei ddatblygu, neu a fuasech yn hyblyg o ran newid yr hyn a fuasai'n digwydd yno—datblygiadau awyrennau, er enghraifft?

Mr Evans: Pasiaf y cwestiwn hwnnw ymlaen at Gwynli Jones.

Mr Jones: Gofynnais i swyddogion Kemble ddod i Lanbedr i egluro beth yr oeddynt yn bwriadu ei wneud â'r maes awyr. Dywedasant mai'r peth cyntaf fuasai'n cael ei wneud fuasai dechrau

that the Snowdonia Society had opposed the development had been of great concern to them, and that they also received numerous phone calls, but that the park officials did not oppose the development. They still say that they do not oppose it—people have misunderstood the situation, and assumed that the Snowdonia Society and Snowdonia National Park Authority are the same, but they are not. They are completely different—one is to do with planning, and the other, the Snowdonia Society, has not been elected by anyone.

Bethan Jenkins: Therefore, as far as you know, the authority has not opposed the development publicly?

Mr Evans: Not as far as I know. I have spoken to two of the officials, who told me that they did not oppose this at all. I do not know whether they have said that publicly. The two officials are of the same opinion as me—they do not know why another planning application is needed, when the same work will be going on, because the airfield will be used for the same purpose that it has been used over the years. Only four years have gone by, so I cannot understand why a planning application is needed, and some of them are of the same opinion.

Bethan Jenkins: On that point, have you had any discussions with Kemble about the use of the airfield were it to be developed, or would you be flexible about changing what would happen there—airplane development, for example?

Mr Evans: I will pass that question on to Gwynli Jones.

Mr Jones: I asked officials from Kemble to come to Llanbedr to explain what they intended to do with the airfield. They told me that the first thing that would be done would be to start a

clwb hedfan gydag awyrennau bach. Ni allwn i weld dim byd o'i le â hynny. Maent eisiau gosod cymaint ag y gallant o'r adeiladau i bobl yr ardal—gweithwyr, seiri, ac yn y blaen.

Bethan Jenkins: A ydynt wedi dweud wrthyf faint o swyddi a allai ddod i'r ardal yn sgîl unrhyw ddatblygiad?

Mr Jones: Fel pobl fusnes, buaswn yn tybio y buasent yn gobeithio dechrau gydag o leiaf 12, ac adeiladu ar hynny. Wrth gwrs, bydd yn rhaid iddynt ddechrau o'r dechrau, beth bynnag y maent yn ei wneud. Fodd bynnag, fel y bydd pethau yn datblygu, yr wyf yn siŵr y byddant yn cyflogi mwy.

Bethan Jenkins: Ond nid ydych wedi gweld unrhyw gynllun busnes sy'n nodi mai'r hyn fydd yn digwydd yno yw A, B neu C?

Mr Jones: Ni fuaswn yn hoffi dweud fy mod, oherwydd dyna'r unig wybodaeth a gefais ganddynt bryd hynny, ac yr oeddwn yn go hapus â hynny. Wrth gwrs, os ydynt yn gwneud rhywbeth allan o'i le, bydd y system gynllunio yn delio â hynny.

Mr Evans: Gwn am lawer o fusnesau lleol sy'n disgwyl am y cyfle i ddefnyddio'r adeiladau mae Kemble eisiau eu gosod. Byddai'r busnesau hynny wedyn yn cyflogi mwy o bobl, ond nid wyf yn gwybod faint yn union o bobl byddai Kemble yn eu cyflogi.

Mr Jones: Pe baent yn dechrau clwb hedfan, mae'n dibynnu yn union faint fuasai eisiau dysgu hedfan. Fodd bynnag, buaswn yn meddwl y fuasai'n rhaid cael o leiaf 12 o bobl cyn gallu dechrau clwb hedfan, ac mae'n rhaid dechrau o'r dechrau, onid oes?

Bethan Jenkins: A ydynt wedi ymgynghori'n lleol ynglŷn â phwy fyddai am ddefnyddio'r adnodd hwnnw?

flying club, with small aircraft. I can see nothing wrong with that. They want to lease as many of the buildings as possible to local people—workers, carpenters, and so on.

Bethan Jenkins: Have they told you how many jobs might come to the area following any development?

Mr Jones: As business people, I would think that they would want to start with a minimum of 12, and build up from there. Of course, they will have to start from the bottom, whatever their intentions are. However, as things develop, I am sure that they will employ more people.

Bethan Jenkins: But you have not seen any business plan that notes that what will happen there is A, B or C?

Mr Jones: I would not like to say that I have, because that is the only information that I received from them at that time, and I was quite happy with that. Of course, if they do something that is not right, then the planning system will deal with that.

Mr Evans: I know of several local businesses that are waiting for the opportunity to access the buildings that Kemble wants to lease. Those businesses would then employ more people, but I do not know exactly how many people Kemble would employ.

Mr Jones: If they were to start a flying club, it would depend on exactly how many people would want to learn to fly. However, I would think that you would need at least 12 people before you could start a flying club, and you have to begin at the beginning, do you not?

Bethan Jenkins: Have they consulted locally on who would like to use that resource?

Mr Jones: Maent wedi siarad â'r rhai a oedd yn arfer gweithio yn y maes awyr—megis y rhai a oedd yn gweithio yn y tŵr rheoli, y peirianwyr, ac yn y blaen—ac wedi cynnig y cyfle iddynt i fynd yn ôl i weithio yno.

Mr Jones: They have spoken to those who used to work in the airfield—such as those who worked in the control tower, the engineers, and so on—and they have offered them the chance to return to work there.

Michael German: I want to pursue this issue of what would happen on the airfield. Would Kemble take over the whole airfield, and manage it all? You say that it would then rent out some of the buildings to whoever might want to rent them? Is that right?

Mr Jones: Yes.

Michael German: However, it is not gone as far as showing you a plan—you have not seen a plan of its proposals?

Mr Jones: No. I asked Kemble about that: the officials said that things had gone through, and did not show me any plans. There is one building there that has already been taken over by the Ministry of Defence, and it has done some alterations to that building. I asked the people from Kemble about it and they said that they had nothing to do with that part of the airfield and that that belonged to Aberporth and Farnborough. I do not know what they will do.

Michael German: So, what would you like to see on the airfield and what would you not like to see?

Mr Jones: I would like to see a flying club, because I fly myself. I would like to see small, single-engine aircraft coming in, carrying visitors or whatever. As I said earlier, its location is such that you would not hear any aircraft landing or taking off.

Michael German: Do you think that most of the benefits for the local community would be from renting spaces near the buildings or from the flying club?

Mr Jones: I hope that, further on, the community will benefit from tourism because we depend on tourism.

Michael German: Were any of these issues raised when people talked about this to you? Were any issues relating to the sort of development that people would like to see raised with you?

Mr Jones: I have been asked the question, but I am in no position to answer it.

Michael German: That is why I asked about Kemble, because, clearly, it is the only one interested. Is no-one else interested?

Mr Jones: Not that I am aware, but I have flown to Kemble many times and it seems to be organised. I was quite happy with what I saw.

Michael German: So, has it submitted a bid to purchase the whole site?

Mr Jones: Yes.

Yr ydym yn dibynnu gymaint ar dwristiaeth ac yr wyf yn siŵr y byddem yn ennill llawer o dwristiaid yn hedfan i mewn ac allan; nid wyf yn sôn am awyrennau Boeing 747 neu dim byd felly.

We depend so much on tourism and I am sure that we would gain a great deal from tourists flying in and out; I am not talking about Boeing 747 aeroplanes or anything like that.

Michael German: So as far as your consultation with local people goes, no-one is worried about having aircraft there?

Mr Jones: Kemble mentioned the flying club.

Michael German: No, I am sorry—what I wanted to know was whether the local community is worried about having aircraft flying in and out.

Mr Jones: No, because when the flying stopped, it was like a grandfather clock stopping; everything went quiet. We missed it very much. It would be music to my ears to hear small aircraft flying overhead again.

Val Lloyd: We have three minutes left, but I see that there are no further questions. Thank you, gentlemen. We have also kept to time—we have all been very punctual. Thank you very much for coming here. I am sure that you would like to go the public gallery to hear the next session. Normally, after petitioners have spoken about their petition, we discuss the way forward, but because these two petitions are linked, we will not start the discussion until we have heard both sides of the argument. I also thank Lord Dafydd Elis-Thomas for attending.

Val Lloyd: The petitioners who spoke to us are now in the public gallery, so we will return to discussing the Llanbedr airfield petitions. I invite Members to give their opinion on how we should move forward.

Michael German: I have a technical question. We received a letter from the Minister that mentioned attachments that are material to the petitioners' case, but the attachments are not included. Was that an error, or are we not allowed to have them?

Val Lloyd: I have raised that question myself.

Ms Webber: The attachments did not come through with the letter. That is my understanding.

Mr Davidson: It has happened in the past, and usually it is just a case of the private office not having sent it. We will chase it up and forward the attachments to you.

Michael German: The notes of the meetings at the airfield, and between national park representatives and officials, may be particularly relevant.

I have one other technical question. One of the petitioners thought that a decision would be made on this shortly. However, whatever we decide today, it seems to me appropriate that we consider those attachments before the Minister brings the matter to a conclusion. We need to see whether those documents are relevant to the petition.

Val Lloyd: I agree, and we should also write to the Deputy First Minister asking whether he can provide details of the lease, or any relevant information over and above the documents that we have.

Bethan Jenkins: I would also write to the company involved in the lease, because there was lack of clarity on both sides as to what was happening. The first group of petitioners did not have a clear business plan from the company, and the second group did not have any correspondence with them at all, and refused discussions with the company. I would also say, on a point of process, that it would be good if we could give copies of the letters that we receive to the petitioners—if they are to form part of our discussions and our decision. I felt that I was talking in a silo—

Val Lloyd: There are copies available on the website.

Bethan Jenkins: I do not think that they had seen them, though.

Val Lloyd: It was a public paper. The letter that we had was made public for the petitioners to access.

Bethan Jenkins: We usually try to help petitioners as much as possible with the process, and I think that they should have had a copy from us. Out of respect, we should ensure that they know what we are talking about around the table. They obviously had some information, but we had a letter that some of the petitioners had not seen.

Val Lloyd: We would normally send them a copy of such letters. The secretariat will check whether it was sent or not. You make a fair point—I assumed that it had been sent. So, we will check and let you know.

Michael German: Is there an issue of clarity here? I am in the dark, and Joanest may be able to help, as always. In this particular example, would planning permission be a requirement?

Ms Jackson: I was making notes as you were discussing this, and I thought that you might ask me about that. I was going to suggest, if it would assist, that I prepare a note on some of the relevant provisions in various Acts—not to make any judgment on this, but so that you have a basis to work from. I will not seek to apply facts to this case, or make a judgment on it, but I could provide something objective so that you have a few of the issues collected together. The issue of whether a use has been abandoned, whether there is a change of use and so on can be difficult. I will try to outline some of the issues, including matters relating to special areas of conservation and the national nature reserve issue, so that we know whether they should be taken into account.

Michael German: From questioning, it seemed to me that the sort of use that the first group of petitioners was seeking was not too far from what the second group might have accepted, and planning permission would have clarified that position. It might help us a great deal if we could find out whether permission should be sought to allow the sort of activity that both sides seem to find acceptable. It is clear to me that both sides were in favour of the business side of it and both were in favour of having a smallish, local-type air club. However, we do not know about that, because it cannot be tested at the moment. There is a very good reason for taking this further, and we do not want the Minister to take a decision without knowing that we have discussed these matters.

Val Lloyd: I agree. I had the feeling that the groups of petitioners were not miles apart in what they wanted. There was a dissonance on some issues, but both groups appreciated the need for jobs in the area, and both were mindful of the environmental issues. Shall we also write to the Minister for Environment, Sustainability and Housing to ask her views on the environmental issues connected to this matter? If we are going to look at it, we might as well look at it in the round.

Michael German: Is this the sort of thing you need a site visit for? *[Laughter.]*

Bethan Jenkins: The Snowdonia National Park Authority has not been involved so far in our proceedings, and both groups have made comments on what they believe it feels, so perhaps we need clarity on that.

Val Lloyd: Yes, the more information we have, the better. We will ask the secretariat to write to the Deputy First Minister and Minister for the Economy and Transport as a priority so that we can make our views known. Is everyone content with that?

Michael German: Yes, and perhaps we should ensure that the process will not come to an end before we have had a chance to consider these matters.

Val Lloyd: That is why I said that we will make our views known.

Michael German: Perhaps it would be worth the petitioners understanding from the clerk afterwards what that means. It may not look as if we are doing a huge amount at this stage, but we are taking this a step forward.

Val Lloyd: We are taking the biggest possible step that we could take

20 Tachwedd 2008

Val Lloyd: For obvious reasons, we will consider the next two petitions, P-03-141 and P-03-149, together, because they are the petitions for and against Llanbedr airfield. Joanest, you have provided a very helpful paper. Would you like to make any comments?

Ms Jackson: The paper that was circulated by e-mail was my attempt to undertake the task from a meeting or two ago to try to set out some general points, not related to the specific circumstances, that would, hopefully, help you to understand and take into account points made by both sets of petitioners regarding the duties of national

park authorities under National Parks and Access to the Countryside Act 1949. It was not an attempt to interpret the current circumstances in the light of the law, but was something by way of background, which was, hopefully, useful for you in considering the particular petitions.

Val Lloyd: Thank you, Joanest. For obvious reasons, we are considering these petitions together. We have had a response from the Deputy First Minister and Minister for the Economy and Transport.

Michael German: If you put the letter from Jane Davidson alongside the letter from Ieuan Wyn Jones, it is quite clear that the Minister has received a full briefing. I note that it is suggested in the committee's papers that a statement might emerge tomorrow. If that is the case, then we can look at that statement. Since there has been a briefing, I suspect that what we need to know more than anything else is what the obligations are under section 62, and whether these have been complied with and how it has met its duties on those issues. Either we wait for the statement and then write to the Deputy First Minister if it is not in the statement, or, alternatively, we write the letter anyway and we look at the response with the statement when it is provided. We do not know that there will definitely be a statement.

Val Lloyd: No, it is not definite. It may be an educated guess.

Michael German: Perhaps we should write anyway and hope that we can get the statement to go with a response.

Val Lloyd: You mentioned section 62; I am looking at Joanest's paper at the moment—

Ms Jackson: Some people refer to it as section 62, because it was that section of the Environment Act 1995 that introduced a new section, 11A, into the National Parks and Access to the Countryside Act 1949.

Michael German: So, we should refer to section 11A.

Val Lloyd: I had 11A marked down.

Michael German: I am sorry.

Val Lloyd: That is fine. We have had clarification.

Therefore, we will write to the Deputy First Minister asking him how he has met the duties under that section.

Michael German: We could ask him to come back to us with the statement, if one is made.

13 Ionawr 2009

Val Lloyd: The next two petitions, P-03-141 and P-03-149, are on Llanbedr airport—one for and one against. The Deputy First Minister and Minister for the Economy and Transport has now made the decision to grant the lease.

Michael German: I am particularly interested to know whether the duties have been met under section 11A. We asked that question, but we have not had a reply to it. I think that that is the only thing that is outstanding. Is that right?

Val Lloyd: Yes. I think that we should write to the Deputy First Minister and ask for a response on that duty.

Andrew R.T. Davies: There were two petitions, were there not?

Val Lloyd: Yes, one for and one against. We received them back to back. I agree with Mike on this. The Deputy First Minister could be in the middle of formulating that reply, but I still think that we need to send him a letter on this.

10 Chwefror 2009

Val Lloyd: The next item on the list is petition number P-03-141/149 on Llanbedr airfield. If you remember, we received two petitions—one for and one against Llanbedr airfield. The situation is that the Deputy First Minister, in his role as the Minister for the Economy and Transport, has awarded the contract, but we asked for clarification on how he met his responsibilities under section 11A, I think, and requirements of him because of the national park. He has replied and the reply is before us.

Andrew R.T. Davies: I am not quite sure how we could take this petition any further, Chair. We sought clarification, the Minister has made his decision, and it goes back to many things that we might say at certain junctures of petitions. We might not like the decision but someone has to make the decision somewhere along the line. Therefore, I think that this petition has reached the end of the road, as far as we, as the Petitions Committee can take it. Therefore, I would propose closure of the petition.

Val Lloyd: The Minister has replied comprehensively to our request.

Michael German: Could we make sure that both sides receive information on the one issue that had been left outstanding, the section 11A duty, which was raised with us when we received evidence? Can we make sure that both petitioners, who are for and against, receive that statement from the Welsh Assembly Government, so that they are aware that we have taken that matter seriously?

Val Lloyd: Yes; certainly.

Ms Phipps: We will do that. We will also make sure that we close both petitions.

Val Lloyd: Yes. Thank you.

Atodiad 2

Y Pwyllgor Deisebau

Petitions Committee



Cynulliad National
Cenedlaethol Assembly for
Cymru Wales

Jane Davidson AM
Minister for Environment, Sustainability
and Housing
Welsh Assembly Government
Cardiff Bay
CF99 1NA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/149

4 August 2008

Dear Jane

**PETITIONS - FOR AND AGAINST THE DEVELOPMENT OF LLANBEDR
AIRFIELD**

The Committee is currently considering two opposing petitions, one for and one against, the commercial development of Llanbedr Airfield. These petitions received initial consideration at the Committee's meeting on 23 July 2008.

The Committee resolved to ask that you provide it with an update on the current situation. Specifically, can you please provide details of:

- Whether a final decision has been made on the letting of a contract for the commercial development of Llanbedr Airfield
- The process by which this decision has been, or is being, made
- Whether, if the decision has been made, the Welsh Assembly Government is content with the process by which this decision was arrived at

I would also appreciate copies of any documentation that pertains to each stage of the decision-making process to date, and details of the evidence on which any Welsh Assembly Government decision has been made.

I thank you for your consideration of this matter, and look forward to your response.

Yours Sincerely

Val Lloyd
Chair, Petitions Committee

Y Pwyllgor Deisebau

Petitions Committee

Jane Davidson AM
Minister for Environment, Sustainability
and Housing
Welsh Assembly Government
Cardiff Bay
CF99 1NA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/9

20 October 2008

Dear Jane

PETITIONS - FOR AND AGAINST LLANBEDR AIRFIELD

The Petitions Committee first considered the petitions for and against Llanbedr Airfield at its meeting on 23 July, and wrote to you on 4 August requesting information on the decision to develop the airfield. The Deputy First Minister, as Minister with responsibility, responded to that letter and a copy is attached at Annex A for information.

The Committee reconsidered the petitions at its meeting on 16 October 2008 and heard evidence from both sets of petitioners. Various concerns were raised by the petitioners and the Committee resolved to write again to the Deputy First Minister on several points. The petitioners against Llanbedr Airfield raised various concerns around the environment and sustainability, in particular allegations that the WAG have not complied with Section 62 Environment Act 1995.

The Committee also agreed to write to you, as Minister for Environment, Sustainability and Housing to ask what involvement your department has had in the consideration of the environmental impact of the proposed development of Llanbedr airfield and its compatibility with the Assembly Government's sustainability agenda, particularly as it is situated within a National Park.

I thank you for your consideration of these petitions and look forward to receiving your response.

Yours sincerely



**Val Lloyd,
Chair, Petitions Committee**

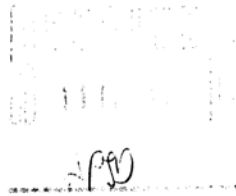
Jane Davidson AC/AM
Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai
Minister for Environment, Sustainability and Housing



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref PET-03-141/9
Ein cyf/Our ref JD/01368/08

Val Lloyd AM
Chair
Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA



9 November 2008

Dear Val,

PETITIONS RE LLANBEDR AIRFIELD

Thank you for your letter of 20th October asking about the involvement of my Department in the consideration of the environmental impact of the proposed development of Llanbedr Airfield in the Snowdonia National Park and its compatibility with the Welsh Assembly Government's sustainability agenda.

As you know, the policy responsibility for this matter rests with the Deputy First Minister in his capacity as Minister for the Economy and Transport and officials in his Department have been leading on this matter. As the Minister with policy responsibility for environmental issues, including sustainability, I and my officials have been keeping in close touch with relevant developments here.

As the Deputy First Minister recently explained in a letter to you, he has just received a detailed briefing on all the issues including the duty of the Welsh Assembly Government to comply with Section 11A of the National Parks and Access to the Countryside Act (sometimes described as the Section 62 duty). The matter is now with the Deputy First Minister for his decision.

Yours,

Jane Davidson AM
Y Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai
Minister for Environment, Sustainability and Housing

Bae Caerdydd • Cardiff Bay
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Wedi'i areraffu ar banur wedi'i ailolchu (100%)

Atodiad 3

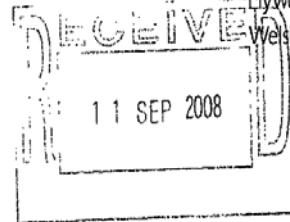
Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister

16 SEP 2008
ARB



Eich cyf/Your ref PET-03-141/149
Ein cyf/Our ref DFM/01555/08

Val Lloyd AM
Assembly Member for Swansea East
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

08 September 08

Dea Val

Thank you for your letter of 4 August 2008 which was sent to my cabinet colleague Jane Davidson, the Minister for Environment, Sustainability and Housing about the development of Llanbedr Airfield. I am responding as the Minister with portfolio responsibility for this issue and address below each of the points which you have raised.

It may be helpful if I set out a little of the history. Firstly, no decision has yet been made as regards the future of the Airfield. You may be aware that the Airfield has been in military use since the 1940s. The Ministry of Defence announced in 2002 that it would be ceasing its use of the Airfield. Ever since this announcement was made, the Welsh Assembly Government (together with the WDA before its abolition in April 2006) has been involved in seeking to facilitate an economically and environmentally sustainable future for the Airfield. In particular, in early 2003 the WDA commissioned a report from KPMG as to the most viable future options for the site. The report's conclusion was that a continuation, so far as possible, of the previous use was the preferred outcome. The Ministry of Defence ceased operating at the site in late 2004 and the WDA purchased the site in March 2006. The Welsh Ministers therefore became the freeholders of the site in April 2006 upon abolition of the WDA.

So far as the process is concerned (your second and third questions) and given that the operation and management of an airfield is a specialist activity, it was decided to market the property widely in 2007 with the express intention of attracting a private sector operator which would ensure that the airfield use was continued in support of the Assembly Government Aerospace Strategy and that the activities at the airfield would also benefit the local community in terms of job creation and sustainability. It was decided that a long lease was the most effective means of achieving these combined aims.

As part of this process, a site open-day and tour was held in June 2007 to discuss the Welsh Assembly Government's potential plans with the local community and with other local interested parties. The invitees were co-ordinated primarily through the local Community Council, but the Open Day was also widely advertised through local newspapers and posters at key local sites.

Expressions of interest were received in November 2007 and Kemble Air Services Limited was identified as a preferred bidder to be granted a lease of the Airfield. However, I again

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stress that no final decision has yet been made as to the granting of a lease and consultation is on-going with the Snowdonia National Park Authority and the Countryside Council for Wales.

I am conscious of my duties in making any decisions as to the future of the Airfield including the duty which arises under Section 11A of the National Parks and Access to the Countryside Act 1949 to have regard to the purposes of the National Park. Those purposes include conserving the natural beauty, wildlife and cultural heritage of the National Park and promoting opportunities for the understanding and enjoyment of its special qualities. I can assure you that in making any final decision I will be taking account of all my duties.

As to documentation, I enclose a copy of the following:-

WDA brief to KPMG (undated);
KPMG Report dated 30 January 2003;
Executive Summary of the above dated 7 February 2003 (both this document and the Report itself are marked "draft" but I understand that these are the final versions);
Note of Welsh Assembly Government Mid Wales Region Executive Management Report of 23 May 2006;
Notes for Llanbedr Airfield Community Visits -- June 2007;
Press Release;
Note of Meeting between Officials and SNPA on 21 May 2008.

I trust that this response sufficiently answers your questions.

A handwritten signature in black ink, appearing to read 'Ieuan Wyn Jones', with a stylized 'J' and 'W'.

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Y Pwyllgor Deisebau

Petitions Committee



Cynulliad National
Cenedlaethol Assembly for
Cymru Wales

Ieuan Wyn Jones AM
Deputy First Minister and
Minister for Economy and Transport
Welsh Assembly Government
Cardiff Bay
CF99 1NA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/149

16 October 2008

Dear Ieuan

Thank you for your letter dated 8 September 2008 regarding the petitions for and against the development of Llanbedr Airfield. At its meeting today, the Petitions Committee took evidence from both sets of petitioners and some important issues emerged.

In your letter you 'stress that no final decision has yet been made as to the granting of the lease and consultation is ongoing with the Snowdonia National Park Authority and the Countryside Council for Wales'. However, during the evidence session it was alleged that signing of the lease is due to take place next week. The Committee resolved to ask you to confirm whether or not this was the case, and if it is whether you would consider delaying the signing until the Committee has had an opportunity to review the evidence and investigate the issues raised more fully.

The Committee also resolved to write to you regarding the other issues raised today, and will do so in detail shortly.

Given the urgency of this matter I would be grateful for an early response, and thank you for your consideration of this matter.

Yours sincerely

Val Lloyd
Chair, Petitions Committee

Y Pwyllgor Deisebau

Petitions Committee

Ieuan Wyn Jones AM
Deputy First Minister and
Minister for Economy and Transport
Welsh Assembly Government
Cardiff Bay
CF99 1NA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/149

21 October 2008

Dear

Petitions: P-03-141 and P-03-149 For and Against Llanbedr Airfield

Thank you for your letter dated 8 September. Further to my letter dated 16 October 2008, the Petitions Committee gave further consideration to the petitions for and against Llanbedr Airfield, including taking evidence from both sets of petitioners, at its 16 October 2008 meeting.

A number of issues emerged from the evidence sessions. Both sets of petitioners lacked clarity about the exact details of the proposals for the development of Llanbedr. The petitioners against Llanbedr Airfield raised concerns that in the process of awarding preferred bidder status the WAG failed to comply with Section 62 of the 1995 Environment Act. They also claim that the proposed development should be subject to a full planning application.

The Committee resolved to write to you to clarify:

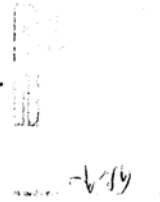
- the details of the proposed development and the terms of the lease;
- what was done in the process of awarding preferred bidder status to ensure compliance with Section 62; and,
- will the proposed development be subject to planning consent before going ahead.

Thank you for your consideration of this matter and I look forward to your response.

Yours sincerely

Val Lloyd
Chair, Petitions Committee

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref PET-03-141/149
Ein cyf/Our ref DFM/02015/08; DFM/01981/08

Val Lloyd AM
National Assembly For Wales
Cardiff Bay
Cardiff
CF99 1NA



06 November 2008

Dee Val

Thank you for your letters dated 16 and 21 October 2008. I have also seen your letter of 20 October 2008 addressed to my Cabinet colleague, Jane Davidson. As you are aware, this matter falls within my ministerial portfolio. I respond as follows to the points raised by the Petitions Committee.

Llanbedr Airfield has been operated as an airfield since it opened in June 1941. It ceased to be used by the Ministry of Defence in 2004 with the loss of 130 jobs. Prior to closure as a military airfield, the former Welsh Development Agency (WDA) and Gwynedd Council commissioned KPMG to undertake an economic impact study with the aim of identifying options to reduce the economic impact of closure. Snowdonia National Park Authority was a key consultee and partner in the process and the conclusion of the report was that the most viable and sustainable option for the site was a continuation of existing or similar activity. Both military and civil uses were listed as potential options.

In response to the KPMG report, the WDA started to look at various options for the site and in March 2006 purchased the site with the aim of identifying a private-sector operator for the site which would re-open the Airfield in support of the Welsh Assembly Government's Aerospace Sector Strategy, which includes the promotion of the development of Unmanned Aerial Vehicles using the restricted air zone of Cardiff Bay, and to secure the maximum economic benefit for the local community.

When the WDA merged with the Welsh Assembly Government in April 2006, ownership of the Airfield transferred to the Welsh Assembly.

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In September 2007, Llanbedr Airfield was widely marketed and as a result of a thorough two-stage assessment process, Kemble Air Services Limited was selected by officials as the preferred bidder, given their skills and experience, to operate the Airfield as a viable and sustainable business. They currently operate the former military airfield at Kemble, near Cirencester and they own and manage seven former Ministry of Defence properties accommodating more than 100 businesses. Their proposals for Llanbedr Airfield are to re-open the Airfield, initially as an unlicensed airfield to accommodate private flying and unmanned aerial vehicle flying (similar to the drones that the RAF flew from the site) and to let the many buildings on the site for business use, thus providing local employment opportunities. A number of businesses have already expressed interest in occupying premises.

As far as planning is concerned, it is proposed that granting of the lease will be conditional upon Kemble Air Services Limited first obtaining from the Local Planning authority all planning permissions, certificates and consents authorising the use permitted by the Lease. The exact details of the proposed lease have not been finalised, but the proposal is to grant a 125 year lease with use of the site being restricted to that of an aerodrome and uses identified by Classes B1, B2 & B8 of the Town & Country Planning (Use Classes) Order 1987 which are, essentially, office and light industrial use, general industrial use and warehousing. It will then be for Kemble Air Services Limited, in consultation with the local planning authority, to assess as part of the planning process whether or not an environmental impact assessment will be necessary. The planning process will also consider the compatibility of the proposal with the Assembly Government's planning policies, which themselves reflect the Assembly Government's sustainability agenda.

I would emphasise that a full briefing on the proposals for Llanbedr Airfield has been prepared by officials for my consideration which, among other things, addresses the Welsh Assembly Government's compliance with its duty under Section 11A of the National Parks and Access to the Countryside Act 1949 (also known as the Section 62 duty). I have just received this briefing and am currently considering it. I anticipate making a decision as to the future of the Airfield in the near future.



Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Y Pwyllgor Deisebau

Petitions Committee

Ieuan Wyn Jones AM
Deputy First Minister and
Minister for Economy and Transport
Welsh Assembly Government
Cardiff Bay
CF99 1NA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/149

26 November 2008

Dear

PETITIONS - FOR AND AGAINST THE PROPOSED DEVELOPMENT OF LLANBEDR AIRFIELD

Thank you for your previous responses to the Committee in relation to these petitions. The Committee considered your last response, dated 10 November 2008, at its meeting on 20 November 2008. Following this consideration, the Committee agreed to ask that you provide it with a final statement outlining how the Welsh Assembly Government has met its duties under Section 11A of the *National Parks and Access to the Countryside Act 1949* in granting Kemble Air Services preferred bidder status.

Thank you for your continued consideration of this matter and I look forward to receiving your response.

Yours sincerely

Val Lloyd
Chair, Petitions Committee

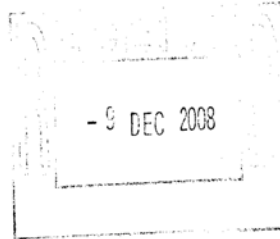
Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref PET-03-141/149
Ein cyf/Our ref DFM/02268/08

Val Lloyd AM
National Assembly For Wales
Cardiff Bay
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ARD
December 2008

Deu Val

Thank you for your letter of 26th November 2008.

I have recently received a detailed report from Officials on the Welsh Assembly Government's compliance with its Section 11A duty in relation to Llanbedr Airfield.

I am currently considering the report and will be issuing a Statement of Information in due course. I will ask Officials to ensure that you receive a copy at that time.

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Y Pwyllgor Deisebau

Petitions Committee

Ieuan Wyn Jones AM
Deputy First Minister and
Minister for Economy and Transport
Welsh Assembly Government
Cardiff Bay
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Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/149

20 January 2009

Dear Ieuan

PETITIONS - FOR AND AGAINST THE PROPOSED DEVELOPMENT OF LLANBEDR AIRFIELD

As you are aware, the Petitions Committee is considering two petitions in relation to the development of Llanbedr Airfield for commercial aviation - one in favour and one against.

In your holding response to me dated 5 December you said that you would write to me on the issue of compliance with Section 11a duties, as raised in my letter of 26 November, and also that your officials would send the Committee a copy of your Statement of Information in due course.

The Committee is aware that your Statement of Information was issued before Christmas, so I am writing to remind you that your response is eagerly awaited.

Many thanks for your further assistance in this matter.

Yours sincerely



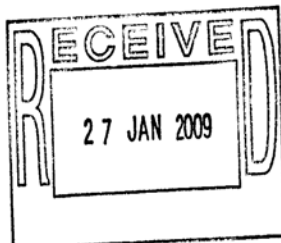
Val Lloyd
Chair, Petitions Committee

Department for the Economy and Transport
Adran yr Economi a Thrafnidiaeth



23rd January 2009

Ms Val Lloyd, AM
Chair, Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Dear Ms Lloyd

Llanbedr Airfield

With reference to the Deputy First Minister's letter of 5th December 2009 and your subsequent letter to him dated 20th January 2009, I have pleasure in enclosing the Statement of Information, Compliance Report and Press Release relating to his decision in respect of Llanbedr Airfield.

Yours sincerely

A handwritten signature in black ink, appearing to read "Adrian Leonard".

Adrian Leonard
Senior Property Manager





Tuesday, 16 December 2008
W081257 DFM

Llanbedr plan will 'maximise local benefits'.

Newyddion News

Following careful consideration of all environmental and legal implications relating to the development of Llanbedr airfield in Snowdonia National Park, the Deputy First Minister Ieuan Wyn Jones has approved the sale of the site to Kemble Air Services.

The sale of the airfield will secure the future of the site and the provision of employment opportunities for the benefit of the local economy.

The Minister said: "I'm satisfied that the disposal of the airfield in this way will maximise the economic benefits to the local community and bring jobs to an area which needs them.

" Llanbedr airfield lies within the Snowdonia National Park and has until very recently been a busy military facility. I am content that this new facility fully complies with our duty to have due regard for the purposes for which the National Park was designated, and that this less intensive use will not have an adverse effect on the conservation of the area."

The grant of a 125 year lease is conditional on Kemble Air Services first obtaining from the local planning authority all planning permissions, certificates and consents authorising the use permitted by the lease.

Kemble Air Services will form a new company, Llanbedr Airfield Estates, to operate the site to accommodate private flying and to let the many empty



buildings on the site for business uses which would create local jobs. A number of businesses have already expressed interest in occupying premises on the site.

Llanbedr Airfield was originally built in 1940 on low lying land between the mountains of Snowdonia and the sea. The main runway is aligned so that approach and landing paths are mainly over the sea.

Llanbedr was officially opened as an RAF camp in 1941 and was used during the war by both the RAF and US Air Force. After the war it was used for armament training and, latterly, for Hawk pilot training and for Eurofighter trials.

Between 1998 and the Airfield's closure by the Ministry of Defence in 2004 there were approximately 53,000 aircraft movements in and out of Llanbedr.

In 2002, when the Ministry of Defence announced its withdrawal from Llanbedr, the former Welsh Development Agency, in collaboration with Gwynedd Council, commissioned a report from KPMG on the impact of closure.

The KPMG report identified continued aerospace and avionic activity as the most viable future for the site having regard to local job creation and protection and environmental factors such as the presence of wildlife habitats and conserving the historic avionic heritage of the site.

In 2006, the WDA purchased the site to secure the future of the airfield - and in 2007, the Assembly Government began marketing the site.

A bid from Kemble Air Services, a very experienced and successful operator of a number of former military facilities, was ultimately selected as the best in terms of delivering sustainable economic benefits to the area.

The proposals for the airfield were opposed by the Snowdonia Society but backed by Gwynedd Council and Llanbedr Community Council. Petitions for and against the proposal were submitted to the National Assembly. An e-petition generated by the Snowdonia society attracted just 156 signatures - while a petition in favour of the proposal generated in the local community attracted 1,240 names.

Ends

For more information contact:

Shan Ekin-Wood

Press Office

Welsh Assembly Government

Tel 02920 898636

Notes to Editors:

- Section 5(1) of the National Parks and Access to the Countryside Act 1949 sets out the two statutory purposes of National Parks which are:

Conserving and enhancing the natural beauty, wildlife and cultural heritage of the Park; and

Promoting opportunities for the understanding and enjoyment of the special qualities of the Park by the public.

The duty also needs to be considered in the context of the duty placed on the Snowdonia National Park Authority under Section 11A(1) of the National Parks and Access to the Countryside Act 1949 which states that, in pursuit of their two statutory purposes, the National Park must seek to foster the economic and social well-being of local communities.

- The importance of the Airfield's role in the regeneration of Meirionnydd has been recognised in the 2008 'Sustainable Regeneration Framework for Central Wales' which identifies *'the development of Llanbedr Airfield to support the diversification of the Meirionnydd economy and the creation of value added employment opportunities'* as a strategic objective.
-

[Skip to content](#)



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Proposed Disposal of Llanbedr Airfield, Gwynedd

The Deputy First Minister has: noted actions taken to comply with the duty to have regard to the statutory purposes of the National Park under S11A of the National Parks and Access to the Countryside Act 1949; approved the disposal to Llanbedr Airfield Estates LL on a 125 year lease at a premium of £887,500 subject to planning permissions and certificates for the uses permitted by the lease being obtained; confirmed that the report evidencing compliance with the S11A duty be published.

Date of decision / Dyddiad y penderfyniad:

15 December 2008

Statement of information / Datganiad gwybodaeth:

The Deputy First Minister and Minister for the Economy and Transport has been asked to approve the disposal of Llanbedr Airfield to secure the future of the Airfield and the provision of employment opportunities for the benefit of the local economy.

The proposed disposal of Llanbedr Airfield to Kemble Air Services Limited ("Kemble") will be by way of an Agreement for Lease making the grant of the lease conditional upon Kemble first obtaining from the local planning authority all planning permissions, certificates and consents authorising the use permitted by the lease. The lease will be for a 125 year term at a lease premium of £887,500 plus VAT. It should be noted that Kemble will form a new company, Llanbedr Airfield Estates LLP which will be named as the leaseholder and will operate the Airfield.

In reaching his decision, the Deputy First Minister has considered all the relevant facts and issues, in particular, his duty under Section 11A of the National Parks and Access to the Countryside Act 1949 and has taken account of all the representations made to him.

Following the decision by the Ministry of Defence (MoD) to close Llanbedr Airfield in 2004 with the loss of 130 jobs, the WDA, in partnership with Gwynedd Council, commissioned from KPMG a study to identify options to reduce the economic impact of the closure. The KPMG study recommended a continuation of the existing aeronautical and employment-based use of the site.

The WDA purchased the site from the MoD in March 2006, and the Welsh Ministers became freeholders of the site in April 2006. In 2007, Stuart Hogg Property Consultants, an independent commercial property agent, was appointed by the Assembly Government with a view to identifying an airfield operator that could secure the continuation of the aeronautical and employment-based use of the site.

The site was marketed on a long leasehold basis with a particular emphasis on enhancing the local economy. Among other requirements, the Airfield use was to be continued and

Unmanned Aerial Vehicles would be accommodated. The marketing was extensive and included advertisements in newspapers and journals. 170 enquiries were received and seven parties viewed the site.

Five bids/expressions of interest were received and, after evaluation, two were short-listed. The two short-listed bidders were invited to expand on their proposals and were visited at their existing operations by Officials of the Welsh Assembly Government. The result of this further evaluation was that Kemble Air Services Limited ("Kemble") was selected as the preferred bidder to acquire the Airfield on a 125 year lease. Kemble's proposals are to re-open the Airfield, initially as an unlicensed airfield to accommodate private flying and UAS, and to let the many buildings on the site for business use, thus providing local employment opportunities. A number of businesses have already expressed interest in occupying premises.

Annex 4

Y Pwyllgor Deisebau

Petitions Committee

Mr Ronan Harvey
CEO
Kemble Air Services
The Control Tower
Kemble Airport
Kemble
Cirencester
Gloucestershire
GL7 6BA

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/149

20 October 2008

Dear Mr. Harvey

PETITIONS - FOR AND AGAINST THE DEVELOPMENT OF LLANBEDR AIRFIELD

The Petitions Committee of the National Assembly for Wales has been considering two opposing petitions in relation to the proposed development of Llanbedr Airfield - one in favour and one against the proposed development. It understands that the Welsh Assembly Government has named Kemble Air Services as the preferred bidder for a 125-year lease of this site, but that the Assembly Government has not yet granted the lease.

On 16 October 2008, the Petitions Committee took evidence from panels representing both sets of petitioners. It was apparent that neither set of petitioners had a clear idea of your proposals for the development of Llanbedr Airfield. The Committee agreed to ask that you provide it with details of your proposals, including the number of new, permanent, jobs that your development will generate at Llanbedr, the scope and nature of the development and whether you are planning to use the site for the dismantling of aircraft.

I thank you for your consideration of this matter, and look forward to receiving your response.

Yours sincerely



Val Lloyd
Chair, Petitions Committee

Atodiad 5

Y Pwyllgor Deisebau

Petitions Committee

Aneurin Phillips
Chief Executive
Snowdonia National Park Authority
National Park Office
Penrhyndeudraeth
Gwynedd
LL48 6LF

Bae Caerdydd / Cardiff Bay
Caerdydd / Cardiff CF99 1NA

Our ref: PET-03-141/9

20 October 2008

Dear Mr Phillips

PETITIONS - FOR AND AGAINST LLANBEDR AIRFIELD

The Petitions Committee of the National Assembly for Wales has been considering two opposing petitions in relation to the proposed development of Llanbedr Airfield - one in favour and one against the proposed development. It understands that the Welsh Assembly Government has named Kemble Air Services as the preferred bidder for a 125-year lease of this site, but that the Assembly Government has not yet granted the lease.

On 16 October 2008, the Petitions Committee took evidence from panels representing both sets of petitioners. Both panels referred to the Snowdonia National Park Authority. As the development of Llanbedr Airfield has clear implications for Snowdonia National Park, the Committee resolved to write to you to ascertain to what extent the Welsh Assembly Government has involved you in the development process, and whether you feel there is more that needs to be done to ensure any future development takes account of any environmental and sustainable factors.

A verbatim transcript of our meeting on 16 October will be available later this week, and I will forward this to you at that time. Until then, you can view a webcast of the meeting at www.senedd.tv

Thank you for your consideration of this matter. I look forward to receiving your response.

Yours sincerely



Val Lloyd,
Chair, Petitions Committee



Cyswilt • Contact

☎ Uniangyrchol • Direct

Ein cyf • Our ref

Eich cyf • Your ref

Dyddiad • Date

e-bost • e-mail

Aneurin Phillips

01766 772 202

AP/JO

PET-03-141/9

27th October, 2008

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Val Lloyd
Chair, Petitions Committee,
National Assembly for Wales,
Cardiff Bay,
CARDIFF, CF99 1NA.

30 OCT 2008

Dear Ms Lloyd,

Petitions - For and Against Llanbedr Airfield

Thank you for your letter of the 20th October, 2008.

There are two outstanding issues concerning this site:

1. Whether the Welsh Assembly Government have had regard to the duty under Section 11A of the National Parks and Access to the Countryside Act 1949 (as inserted by Section 62 of the Environment Act 1995 and commonly known as the Section 62(2) duty), to have regard to the two statutory National Park purposes namely:
 - (a) of conserving and enhancing the natural beauty, wildlife and cultural heritage of the Park; and
 - (b) of promoting opportunities for the understanding and enjoyment of the special qualities of the Park by the public
2. Whether what is proposed by Kemble Air Services Ltd. requires planning permission.

I first became involved in May of this year. Previously Planning Officers had participated in a workshop in 2002 which sought to explore possible future uses for the site. Planning Officers met an Assembly Government Official in 2006.

Since my meeting in May with Directors' of Kemble Air Services Ltd. and Welsh Assembly Government officials I have had sight of drafts of a Section 62(2) Statement prepared by WAG in accordance with guidance on the Statutory Duties on Relevant Authorities issued in June 2005 by the then Minister, Carwyn Jones AM. I am awaiting the final version.

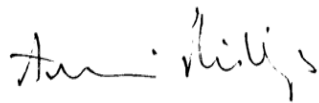
Because it is not clear what Kemble Air Services Ltd. propose as far as the overall use of this site is concerned there remains a possibility that the proposed use of the site as a commercial airfield will require planning permission.

Looking ahead I would like to see:

1. The completion and open disclosure of the final version of the Section 62(2) statement demonstrating how WAG has had regard to its duty to consider National Park purposes.
2. The planning position clarified by the submission of an application for Lawful Use Certificate or subject to legal advice received, the submission of a planning application to the National Park Authority for determination.

These steps would ensure that the decision making process leading up to the disposal and future use of the site is made transparent.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Aneurin Phillips', written in a cursive style.

Aneurin Phillips.
Chief Executive.