

Cyngor Cymuned **LLANBRYNMAIR** Community Council

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CYFARFOD CYHOEDDUS

ynglyn a datblygiad iard y Cyngor a
cais am Gorsaf Trên yn Llanbrynmair
Dydd Iau 29ain Ionawr 2026
7.00yh yn y Ganolfan Cymdeithasol

Nodiadau

Presennol: Cynghorwyr – Bryn Jones (Is-Cadeirydd) Emyr Lewis, Pennant Jones, Fiona Cauley, Ifan Edwards, Eifion Davies, Gwyndaf Davies

Clerc – Sarah Reast

Aelodau o'r cyhoedd - 7

1.Croeso

2.Iard y Cyngor

- Hanes a'r sefyllfa presennol – defnyddwyd y iard ar gyfer gweithgareddau'r Cyngor Sir am ddegawdau felly mae'n bosib fod yna llygredd megis halen, asbestos neu olew yn bodoli yn y tir. Bydd hyn yn ychwanegu at costau datblygu'r safle. Mae gan Network Rail hawl i fynd ar draws y safle er mwyn cynnal y rheilffyrdd sydd yn cyfyngu datblygiadau. Mae'n debyg fod y safle wedi cael ei werthu yn amodol ar gontract. Disgwylir diweddariad gan Powys.
- Possibiliadau – Petai gwerthiant y safle yn methu, efallai fydd grŵp o'r gymuned am ystyried gwneud cais i brynu ac i ddatblygu'r safle. Buasai rhaid dilyn y camau canlynol i greu ymgyrch:
 - Bydd angen creu pwyllgor annibynol (er fydd y Cyngor yn gallu cael cynrichiolaeth arno neu ei gefnogi) i cychwyn ar ymgyrch. Bydd angen casglaid eang o sgiliau, profiadau a cymwysterau ymysg yr aelodau
 - Bydd angen gwneud ymholiadau trylwyr ynglyn a cefnogaeth yn y gymuned ar gyfer y syniadau a cyflwyno'r tystiolaeth i ysbridoli'r ymgyrch
 - Bydd angen dod o hyd i arian i cefnogi'r ymgyrch ar y cychwyn yn ogystal a cynlluniau fwy uchelgeisiol yn yr hir amser

PUBLIC MEETING

about development of the
Llanbrynmair Council Yard and a
case for a Train Station
Thursday 29th January 2026
7.00pm at the Community Centre

Notes

Present: Councillors - Bryn Jones (Vice-Chair) Emyr Lewis, Pennant Jones, Fiona Cauley, Ifan Edwards, Eifion Davies, Gwyndaf Davies
Clerk – Sarah Reast
Members of the public - 7

1.Welcome

2.Council Yard

- History and present situation – the yard has been used for County Council purposes for decades and it is possible that the ground is polluted with salt, asbestos or oil which would add to any development costs. Network Rail have access rights across the site for maintenance of the railway which restricts development. It is possible that the site has been sold subject to contract. Updates awaited from Powys
- Possibilities – If the sale were to fall through it is possible that a group in the community could consider a case for buying and developing the site. It would be necessary to follow these steps to create a campaign:
 - An independent committee (although the Council can be represented on it or support it) will need to be created to kick start a campaign. There will need to be a broad spectrum of skills, experience and qualifications amongst the members
 - Thorough research will have to be done into the support in the community for the ideas and clear evidence will need to be presented to inspire the campaign
 - Finance will need to be found to support the early stages of the campaign as well as for more ambitious plans in the long term
 - A formal body or company will be needed to realise a project of significant

4. Bydd angen creu corff neu cwmni ffurfiol i cyflawni prosiect o faint sylweddol. Bydd angen ymgynghorwyr ac arbenigwyr proffesiynol hefyd. Mae'n bosib cyd-weithredu gyda cyrff eraill.

3. Gorsaf Trên

- Hanes a'r sefyllfa presennol – Trafodwyd gwahanol safleoedd ar gyfer gorsaf newydd yn ystyried yr angen i cael man pasio i trenau, maes parcio i teithwyr a'r posibiladau o llwytho coed. Cyflwynwyd nodiadau'r cyfarfod cyhoeddus diwethaf ar 15fed Chwefror 2023 sydd dal yn berthansol o ran disgrifio'r camau angenrheidiol i cychwyn ymgyrch am gorsaf newydd (gwelwch isod). Cyflwynwyd dogfen yn amlinellu hanes yr ymgyrch yng Ngharno sydd ar gael ar <https://www.carnostation.org.uk/the-story-so-far/> Er fod gan Llanbrynmair ei nodweddion unigryw, mae hanes Carno yn arwyddocaol o'r fath o herion sydd yn debyg o wynebu ymgyrch tebyg. Cyflwynwyd dogfen gan Tyfu Canolbarth Cymru o 2022 yn dangos y cydestun ehangach strategol gan Llywodraeth Cymru a'r asiantaethau trafnidiaeth gan fod rhaid i pob datblygiad cael ei ystyried o fewn cynlluniau cenedlaethol
- Possibiliadau – Eglurwyd na fydd Cyngor Llanbrynmair yn cychwyn ymgyrch am gorsaf Newydd ond yn gallu cefnogi unrhyw grŵp arall sydd am wneud.
- Camau i creu ymgyrch – gwelwch y nodiadau uchod o dan **lard y Cyngor**

4. Trafodaethau anffurfiol a cyffredinol

- Cafwyd cyfle i astudio mapiau o lard y Cyngor a'r hen orsaf gerllaw a'r ardal o gwmpas y ddau a cynnal trafodaethau anffurfiol o gwmpas yr ystafell cyn dod ynghyd eto i rhannu syniadau yn gyhoeddus

5. Crynodeb a'r camau nesaf

- Dylai unrhyw grŵp sydd a diddordeb i symud ymlaen gyda cynllyn creu cais i cyflwyno i'r gymuned
- Cysylltwch a'r Clerc am unrhyw wybodaeth ychwanegol

size. Professional consultants and specialists will also be needed. It is possible to collaborate with other bodies.

3. Railway Station

- History and present situation – Various possible sites for a new station were discussed with consideration for passing places for trains, car parking for passengers and the possibility of timber freight. Notes from the previous public meeting February 15th 2023 were presented which are still relevant for outlining the necessary steps to creating a campaign for a new station. A document outlining the history of the Carno campaign for a new station was presented which is available on <https://www.carnostation.org.uk/the-story-so-far/> Although Llanbrynmair has its own unique features, the history in Carno signifies the sort of challenges that would face any similar campaign. A document from Growing Mid Wales in 2022 was presented showing the broader strategic context from the Welsh Government and transport agencies as any development would have to be considered within national plans
- Possibilities – It was explained that Llanbrynmair Community Council will not be creating a campaign for a new station but can support another group wishing to do so
- The steps to creating a campaign – see notes above under **Council Yard**

4. Informal and general discussion

- There was an opportunity to study maps of the Council Yard, the old railway station site nearby and the surrounding areas on tables around the room and to have informal discussions before gathering back together to share ideas more publicly

5. Conclusions and next steps

- Any group that has an interest in moving on with a plan should create a case to present to the community
- Contact the Clerk for any additional information

Meeting on 15th February, 2023, 1.00pm, Community Centre to discuss the potential for re-opening a railway station in Llanbrynmair

Presenting: Sarah Reardon from Transport For Wales and Louise Bungay-Azman from Network Rail

Present: Councillors - E Lewis (chair), T P Jones, G Davies, A E Davies, S Evans, G Mitchell, D Jones and Clerk - S Reast

Sarah and Louise made it clear that it would be the job of the community to make a business case for a station and to present it to TFW. Both would be available for information and support but ultimately, the community would need to run the campaign and engage specialist consultants in the field to build a full plan. The business case would have to follow the criteria below:

<https://www.railfuture.org.uk/new+stations>

Criteria

1. New station projects need a business case, a sponsor and funding.
2. A new station will normally only be considered if it fulfils a new opportunity (such as a housing development or business park) or helps to deal with a transport problem (such as acute traffic congestion).
3. Location:
 - Accessibility, space for car parking if required and the physical constraints of the site.
 - Proximity to bus routes.
 - How would pedestrians and cyclists access the station?
4. Operational:
 - What trains would serve the new station? Is there a local service that could stop there, for example, or does the line only carry fast trains?
 - Do the existing trains have capacity for the new passengers, or would more rolling stock be required?
 - Can the timetable be modified to include the additional stop? What effect would this have on turnround times and the rolling stock requirement?
 - Would the signalling be affected? For example, would the new station be close to a level crossing?
 - Is it on a gradient, or a curve?
5. Planning and consultation:
 - Is a station within the local strategic transport plan?
 - How will it affect the local community?
 - What stakeholder engagement has taken place?
6. Commercial:
 - What is the likely level of demand? Have surveys been undertaken?
 - Will the new station also abstract passengers from nearby stations?
 - What is the nature of the demand (commuting, educational, leisure?)
 - Could the demand be met more cheaply in other ways?
7. Value for Money (VfM):
 - Station projects are tested against the Department's normal appraisal criteria – WebTAG which compares benefits and costs discounted over the life of the project, the benefit:cost ratio (BCR); affordability is another consideration.

Fuller details of the requirements for a new station are set out in Network Rail's explanation of the [New Stations Fund](#).

Additional considerations/suggestions:

- Ask for supporting evidence from the Heart of Wales Line on projects run on the Cynghordy to Sugar Loaf line
- Timber freight could be a large part, if not have a leading role in the business case as Llanbrynmair is central to a large hinterland of timber production. Network Rail are awaiting analysis of results from the current pilot study – freight train travelling to Aberystwyth on Thursday night to return on Friday afternoons loaded with timber. There is a reluctance to run more freight in the night time as this is reserved for maintenance work. There is limited rolling stock for freight which is also a barrier to efficiency
- E Lewis expressed concern about not antagonising Carno community who have been working on their campaign for many years. S Reast to find out more about this
- Lobbying local authority/political leaders would be key to success but the campaign would have to start with a community meeting.

Further to the meeting Sarah Reardon sent the following email:

Hi Sarah,

Thank you again for inviting us to discuss your proposals for a new station at Llanbrynmair yesterday.

As promised here is the link to the document I referred to yesterday that will explain some of our discussion in more detail:

[Investing in the railway guide, March 2021 \(networkrail.co.uk\)](#)

There is also more information available on the 'open for business' section of the Network Rail website:

[Network Rail is Open for Business - Network Rail](#)

It is probably also worth you exploring Welsh Government's priorities for transport investment as a potential funder. The Llwybr Newydd is the transport strategy that Welsh Government published in 2021 and alongside that there is a transport delivery plan for the next five years which was recently refreshed this week. All can be found on this section of the Welsh Government website:

[Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES](#)

If you have any further questions let me know and good luck with your next steps.

Thanks

Sarah

Sarah Reardon – Lead Strategic Planner – Wales & Borders

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