

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

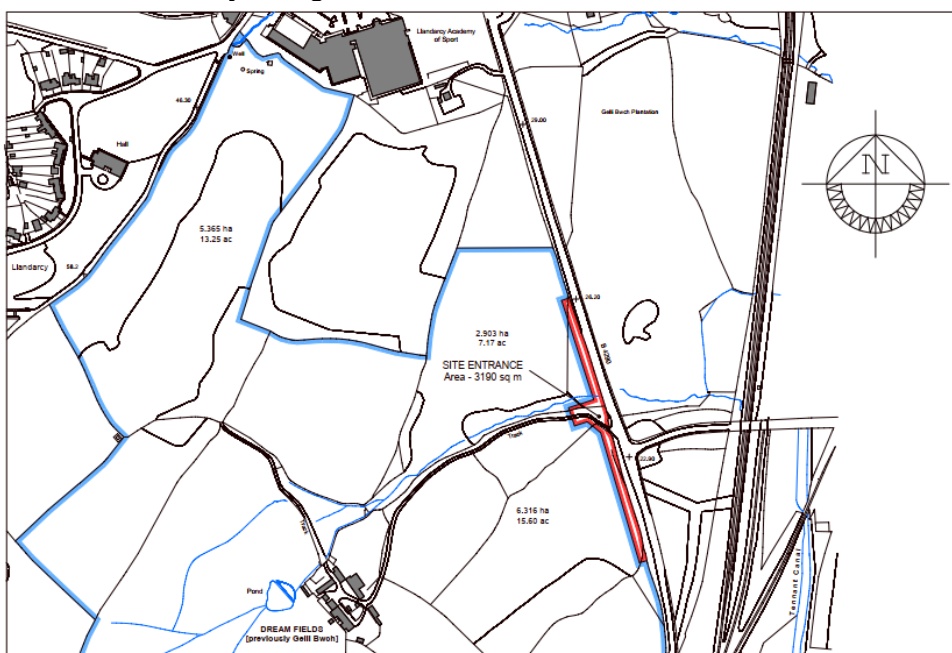
<u>APPLICATION NO:</u> P2023/0550	<u>DATE:</u> 01.08.2023
PROPOSAL:	Widening and resurfacing of existing access and construction of new security gates, adjoining walls, piers and proposed bin storage area (part retrospective)
LOCATION:	Gelli Bwch Farm, Lane from B4290, Jersey Marine, Neath SA10 6JU
APPLICANT:	Mr Hale
TYPE:	Full Plans
WARD:	Coedffranc West

BACKGROUND

This application is reported to Planning Committee as the applicant is a close relative of a Member of Neath Port Talbot County Borough Council.

SITE AND CONTEXT

The application site comprises part of a wider land holding formerly known as Gelli-Bwch Farm, now known as Dreamfields, and comprising approximately 129 acres (52ha) of agricultural land, a farmhouse and associated buildings, some of which have fallen into disrepair, located on the western side of the of the B4290 in Llandarcy. The settlement of Jersey Marine is located approximately 800m southwest of the application site, and Briton Ferry is located approximately 1.8km to the east. Main vehicular access to the site is obtained from the B4290 on the eastern side of the site, with secondary field accesses located off the unclassified highway on the western side near to Llandarcy village.



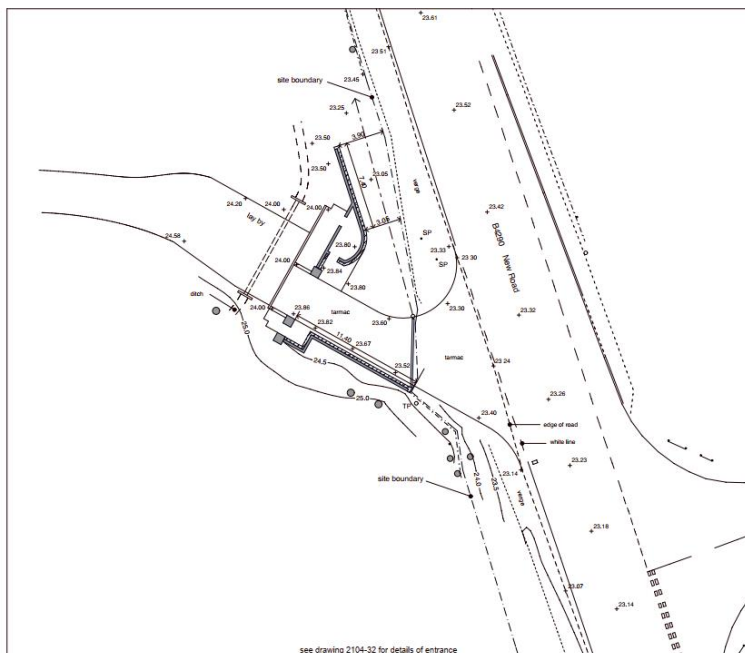
The application site comprises the site's main access off the B4290 which has, without the necessary planning permission, started to be cleared and widened. An enforcement complaint was received and closed (ref. E2022/0221) pending the outcome of this part-retrospective planning application. The national speed limit on this section of the B4290 is 40mph, reducing to 30mph just north of the application site access on the approach into Llandarcy village.

DESCRIPTION OF DEVELOPMENT

Full planning permission is sought, part retrospectively, for the removal of an original 5-bar farm access gate and the construction of a new security gate, entrance walls and piers and bin storage area together with the widening and resurfacing of the entrance. The application site red-edged boundary has been amended to include the required visibility splays of 2.4m x 120m in both directions from the centreline of the access.

To the south (left) of the security gate, the proposed entrance wall is below 1m at all points. To the north (right) of the security gate, the proposed entrance wall is below 2m in height but above 1m in order to screen the proposed bin storage area which, at its closest point, is over 7m from the existing carriageway. The proposed new sliding security gate and adjacent pillars are all less than 2m in height.

The walls will consist of random rubble stonework, which will be derived from local and reclaimed stone, with bush hammered dressed stone used for the copings and gate pillars.



All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

NEGOTIATIONS

This application was submitted following an enforcement complaint regarding works that had taken place without the benefit of planning permission, and the removal of a

large number of trees. Since that time, and following submission of this application extensive negotiations have been undertaken in order to regularise this development to address the unacceptable highway safety and landscape/biodiversity impacts resultant from the work carried out, including achieving improved visibility and a net benefit for biodiversity across the wider “Dreamfields” site land holding (the latter is also linked to current applications P2023/0356 and P2024/0352, see planning history below).

PLANNING HISTORY

The application site has the following relevant planning history:

Ref.	Description	Decision	Date
P2025/0143	Agricultural barn for storage of agricultural machinery and hay.	Prior Approval Required and Refused	07.04.2025
P2024/0352	Clearance works (removal of ash, oak, gorse and bramble) in an area of woodland protected by Llandarcy Village Conservation Area as part of a proposed National Grid upgrade to replace the existing 11kV overhead line with new underground cables (part retrospective).	Pending consideration	
P2023/0356	Proposed ground mounted solar PV array with a generating capacity of up to 1.3MW, including development of ancillary structures, fencing and landscaping works	Pending consideration	
P2023/0182	Erection of new outbuilding to house poultry, farm equipment, hay, and 2 no. biomass boilers with solar panels on the roof	Refused Appeal Dismissed	12.08.2024 12.02.2025

P2022/1050	Request for Screening opinion under Regulation 6 of the Town and Country Planning (Environment Impact Assessment) (Wales) Regulations 2017 for a proposed ground mounted solar PV array with a generating capacity of up to 1.41 MW	EIAScreening Required	Not	05.01.2023
P2013/0894	Request for a screening opinion under Regulation 5 of the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999 (as amended) for the erection of a wind turbine with height of 79.6m to tip	EIAScreening Required	Not	28.10.2013
P2001/0527	Erection of stables (12 no. boxes) and store for use of public	Approved		24.07.2001
P2000/1036	Erection of stables (12 no. Boxes) and store for use of public (diversification of farm)	Refused		21.11.2000
N1995/0531	New farmhouse to replace existing	Refused		08.01.1996
N1985/0600	Installation of septic tank to serve proposed granny flat extension	No record		18.11.1985
N1985/0241	Amendments of planning approval 85/0045/03 for conversion and extension of outbuilding to living accommodation	Approved		03.06.1985
N1985/0045	Conversion of outbuildings to living accommodation	Approved		19.02.1985
N1982/0083	Dwelling for agricultural worker	Refused		14.04.1982

CONSULTATIONS

Highways: No Objection, subject to conditions.

Drainage: No objection. SAB approval required.

Biodiversity: No Objection subject to conditions.

Tree Officer: No Objection, subject to replanting.

Contaminated Land: No objection, subject to conditions.

DCWW: The proposed development site is crossed by a public watermain and no operational development is permitted within 3 metres either side of the centreline in order to protect the asset. Recommend an advisory note is attached.

REPRESENTATIONS

The Ward Councillors and Coedffranc Town Council were notified on 2 August 2023.

A site notice was also displayed on 9 August 2023.

In response, to date no representations have been received.

REPORT

National Planning Policy:

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or shops and services.

The Environment (Wales) Act 2016 places a duty on the Council to maintain and enhance biodiversity, promote the resilience of ecosystems and increase their ability to adapt to events such as the impacts of climate change.

The Historic Environment (Wales) Act 2023 enhances the protection and sustainable management of the wider historic environment for the cultural, social, economic and environmental benefit of future generations.

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking
Policy 4 – Supporting Rural Communities
Policy 5 – Supporting the Rural Economy

Policy 9 – Resilient Ecological Networks and Green Infrastructure

Planning Policy Wales (Edition 12, February 2024)

The primary objective of PPW 12 is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes 12 action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

The following is of particular relevance in the assessment of this planning application:

‘3.60 Development in the countryside should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure, access, habitat and landscape conservation. Infilling or minor extensions to existing settlements may be acceptable, in particular where they meet a local need for affordable housing or it can be demonstrated that the proposal will increase local economic activity. However, new building in the open countryside away from existing settlements or areas allocated for development in development plans must continue to be strictly controlled. All new development should be of a scale and design that respects the character of the surrounding area.

3.64 Around towns and cities there may be a need to protect open land from development. This can be achieved through the identification of Green Belts and/or local designations, such as green wedges. Proposals for both Green Belts and green wedges must be soundly based and should only be employed where there is a demonstrable need to protect the urban form and alternative policy mechanisms, such as settlement boundaries, would not be sufficiently robust. The essential difference between them is that land within a Green Belt should be protected for a longer period than the relevant current development plan period, whereas green wedge policies should be reviewed as part of the development plan review process.

3.68 Green wedges are local designations which essentially have the same purpose as Green Belts. They may be used to provide a buffer between the settlement edge and statutory designations and safeguard important views into and out of the area. Green wedges should be proposed and be subject to review as part of the LDP process.

3.69 The general policies controlling development in the countryside apply in a Green Belt and a green wedge but there is, in addition, a general presumption against development which is inappropriate in relation to the purposes of the designation.

3.73 When considering applications for planning permission in Green Belts or green wedges, a presumption against inappropriate development will apply. Substantial weight should be attached to any harmful impact which a development would have on the purposes of Green Belt or green wedge designation. Policies should be devised to outline the circumstances when development would be permitted in these areas where the openness of the Green Belt or green wedge will still be maintained.

3.74 Inappropriate development should not be granted planning permission except in very exceptional circumstances where other considerations clearly outweigh the harm which such development would do to the Green Belt or green wedge. Green Belt and green wedge policies in development plans should ensure that any applications for inappropriate development would not be in accord with the plan. These very exceptional cases would therefore be treated as departures from the plan.

3.77 Certain other forms of development may be appropriate in the Green Belt or green wedge provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- mineral extraction;*
- renewable and low carbon energy generation;*
- engineering operations; and*
- local transport infrastructure.*

3.78 Other forms of development would be inappropriate development unless they maintain the openness of the Green Belt or green wedge and do not conflict with the purposes of the designation.'

6.2.12 A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied.

6.4.12 Where biodiversity enhancement proportionate to the scale and nature of the development is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise, it will be necessary to refuse permission.

6.4.42 Permanent removal of trees, woodland and hedgerows will only be permitted where it would achieve significant and clearly defined public benefits. Where individual or groups of trees and hedgerows are removed as part of a proposed scheme, planning authorities must first follow the step-wise approach as set out in paragraph 6.4.15. Where loss is unavoidable developers will be required to provide compensatory planting (which is proportionate to the proposed loss as identified through an assessment of green infrastructure value including biodiversity, landscape value and carbon capture). Replacement planting shall be at a ratio equivalent to the quality, environmental and ecological importance of the tree(s) lost and this must be preferably onsite, or immediately adjacent to the site, and at a minimum ratio of at least 3 trees of a similar type and compensatory size planted for every 1 lost.

Planning Policy Wales is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- Technical Advice Note 5: Nature Conservation and Planning (September 2009)
- Technical Advice Note 6: Planning for Sustainable Rural Communities (July 2010)
- Technical Advice Note 12: Design (March 2016)
- Technical Advice Note 18: Transport (March 2007)

Local Planning Policy:

In addition to National guidance contained within Planning Policy Wales, any application would be considered against the Policies within Future Wales and the adopted Neath Port Talbot Local Development Plan, details of which are available on the Council's web site by visiting www.npt.gov.uk/ldp. The relevant policies would include:

Strategic Policies

- | | |
|---------------|---|
| • Policy SP1 | Climate Change |
| • Policy SP2 | Health |
| • Policy SP3 | Sustainable Communities |
| • Policy SP4 | Infrastructure |
| • Policy SP5 | Development in the Coastal Corridor Strategy Area |
| • Policy SP14 | The Countryside and the Undeveloped Coast |
| • Policy SP15 | Biodiversity and Geodiversity |
| • Policy SP16 | Environmental Protection |
| • Policy SP20 | Transport Network |
| • Policy SP21 | Built Environment and Historic Heritage |

Topic Based Policies

- | | |
|--------------|---|
| • Policy SC1 | Settlement limits |
| • Policy I1 | Infrastructure |
| • Policy EN3 | Green Wedges |
| • Policy EN6 | Important Biodiversity and Geodiversity Sites |
| • Policy EN7 | Important Natural Features |
| • Policy EN8 | Pollution and Land Stability |
| • Policy TR2 | Design and Access of New Development |
| • Policy BE1 | Design |

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- Planning Obligations (October 2016)
- Parking Standards (October 2016)
- Biodiversity and Geodiversity (May 2018)
- Open Space & Greenspace (July 2017)
- Pollution (October 2016)
- Design (July 2017)

All of the above SPG can be viewed on the [Council's website](#).

The Placemaking Charter, of which Neath Port Talbot Council are a signatory, sets out the following principles:

People and community

The local community are involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.

Location

Places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment and leisure and other facilities are planned to help reduce the need to travel.

Movement

Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.

Mix of uses

Places have a range of purposes which provide opportunities for community development, local business growth and access jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

Public realm

Streets and public spaces are well defined, welcoming, safe and inclusive with a distinct identity. They are designed to be robust and adaptable with landscape, green infrastructure and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.

Identity

The positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location including heritage, culture, language, built and natural physical attributes are identified and responded to.

Environmental Impact Assessment (EIA) and Appropriate Assessment (AA) Screening

The application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. As such the application has not been screened in accordance with the requirements of Schedule 3 of the Regulations.

The proposed development is located within a zone of influence for a Special Area of Conservation (SAC), Candidate Special Area of Conservation (CSAC) or Ramsar sites. In this particular case, the application site lies approximately 500 metres to the north of the Crymlyn Bog Special Area of Conservation (SAC) and Ramsar site.

As a consequence, an assessment of the likely significant effects, as set down within the Conservation of Habitats and Species Regulations 2017, has been undertaken and it is considered that the proposed development would by itself, or in combination with any other development/project be unlikely have a significant effect on Crymlyn Bog SAC/Ramsar. As such, an Appropriate Assessment is not required. This opinion has been made taking into consideration the information provided by the applicant, and in consultation with the Authority's Biodiversity Unit.

Issues

Having regard to the above, the main issues to consider in this application relate to the principle of the development, the impact on the landscape and visual amenity of the area, the impact on highway safety, the impact on trees/biodiversity and other environmental considerations.

Principle of Development

The application site lies outside of the designated settlement limits of the Adopted NPT LDP (*LDP Policy SC1*). The site is therefore treated as 'open countryside' for the purpose of planning control and new development is strictly controlled in accordance with national and local planning policies designed to protect the countryside from inappropriate development, having regard to the strategic sustainable development plan objectives of Future Wales and the LDP. The site lies within a designated Green Wedge (*LDP Policy EN3/4 Crymlyn Bog/Crymlyn Burrows/Llandarcy*) in the Adopted LDP where there is a presumption against inappropriate development in accordance with PPW12 and LDP Policy SP14.



LDP Policy SC1 identifies 12 criteria whereby development will be permitted outside settlement limits and in all cases requires that *‘any new buildings must be located adjacent to existing buildings or settlements wherever possible and be of an appropriate scale and form’*. Supporting paragraph 3.0.16 goes on to state that *‘whether specific development proposals are appropriate or suitable outside settlement limits will be assessed with reference to the relevant topic policies within this Plan and national policy.’*

The supporting text to LDP Policy EN5, at paragraph 5.3.18, explains that *‘within the designated Green Wedges, inappropriate development will not be permitted except in very exceptional circumstances. ‘Inappropriate development’ is defined in Planning Policy Wales and relates to all types of development other than those for certain*

justified or essential activities that need to be located in that area and small scale extensions or farm diversification'. The types of new development that, according to PPW12, are not inappropriate in a Green Wedge, are detailed in paragraphs 3.75 - 3.77, being development for:

- *justified rural enterprise needs;*
- *essential facilities for outdoor sport and outdoor recreation, cemeteries, and other uses of land which maintain the openness of the Green Belt or green wedge and which do not conflict with the purpose of including land within it;*
- *limited extension, alteration or replacement of existing dwellings; or*
- *small scale diversification within farm complexes where this is run as part of the farm business.*
- *mineral extraction;*
- *renewable and low carbon energy generation;*
- *engineering operations; and*
- *local transport infrastructure.*

In this particular case, and based on the information supporting the application, the proposed development would be classed as an engineering operation and therefore is not inappropriate development in a Green Wedge and is only acceptable in principle, provided it preserves openness and does not conflict with the purposes of including land within the Green Wedge. The determining issues are therefore matters of detail, including whether the development is of an appropriate scale and form and preserves openness, and these are assessed in more detail in following sections of this report.

Impact on Visual Amenity and the Openness of the Green Wedge

The application is accompanied by a Tree Assessment which very clearly evidences that at least 20 mature native trees have been removed in order to facilitate the new, widened access. This has significantly and negatively impacted upon the rural character of the land when compared to pre-development photographs of the site when it had just a simple 5-bar field gate access. However visibility to/from the access prior to the works being undertaken was virtually non-existent (see highway section below).

However, there are considered to be mitigating factors to this visual impact, including the access' close proximity to the Llandarcy settlement boundary and it being directly opposite a large industrial estate access road. The existing site access and road into the site/farmhouse have been there for many years. It is therefore considered that a widening of the existing access to make it suitable for modern vehicle movements is acceptable in principle, subject to the tree/canopy cover and 'green corridor' being reinstated behind the improved visibility sight lines. The application is accompanied by a proposed landscaping plan to show this. Whilst there will be a somewhat 'urbanising' effect of the proposed new entrance features, the application has been amended to reduce the height and extent of new stone walling and proposes new native landscaping to soften the visual impact. Subject to implementation of this landscaping as well as careful control over the type and form of stonework, coursing and coping details, it is considered that whilst the introduction of new built development does have a slight negative impact on the openness of the Green Wedge, given its relatively small scale and isolated local impact this is not to a degree that would warrant a refusal of the application on visual amenity or rural character grounds. Suitably worded planning

conditions are therefore recommended in order to ensure this impact is managed to an acceptable level.

Impact on Highway Safety

The development is proposed off a classified highway (B4290) where vehicular speed limits in excess of the prescribed national speed limit of 40mph have been observed. There is an existing bus-stop close to the access, necessitating buses to stop within the carriageway to drop off or pick up any passengers. The unauthorised widening of the original farm field gate has therefore improved the access to and visibility from the entrance and, with the proposed gates and boundary walls set well back from the highway boundary, also provides a betterment for bus passengers who will have a larger refuge area as a consequence.

The development as constructed was considered unacceptable, however, application has been amended in order to satisfy the Council's Highways Officer, particularly with regard to visibility splays, surfacing material and drainage. The access has not been widened to the minimum 5.5m requested by the Highways Officer as this is not considered to be either reasonable nor necessary, given that the original access already exists to serve the site and an overly-engineered arrangement would not be acceptable in terms of the otherwise largely rural character of the area. The applicant is aware that further improvements to this access would likely be required if and when further development proposals for the wider site are brought forward however in the absence of these, the proposed development at this stage is considered to be acceptable from a highway safety perspective. Suitably worded planning conditions will need to be attached to ensure the satisfactory visibility splays and surfacing/drainage arrangements are retained in perpetuity.

Trees/Biodiversity

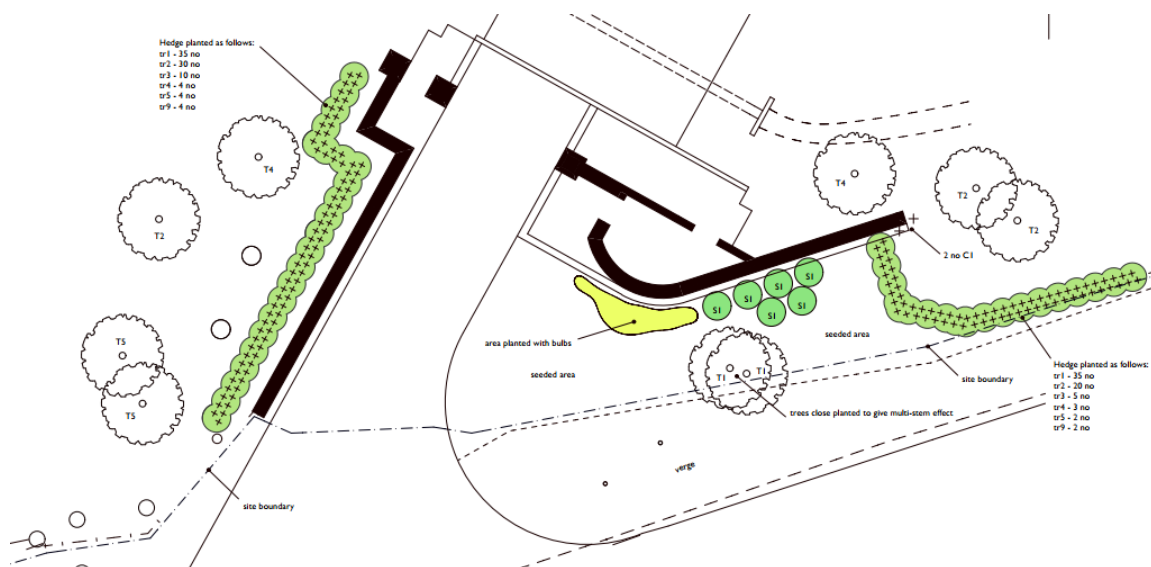
As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

The submitted arboricultural report states that survey evidence, based largely on old aerial and Google Street View images, suggests that, as a consequence of the development already carried out, some 525m² of tree loss (Approximately 20 trees) have been removed of either B or C quality (Bs5837:2012) that formed a part of the boundary tree group and an additional oak tree has suffered root damage and instability and should be removed for safety reasons. The submitted report recommends that mitigative tree planting of 22 standard-sized native oak trees (*Quercus Robur*) be planted at the end of the construction phase after soil remediation has taken place with the planting to be carried out from October to March in the areas as detailed on the submitted tree constraints plan. The report concludes that, whilst some trees have been removed and some localised damage to the remaining trees has occurred from construction work, subject to complying with the recommended arboricultural works and tree planting mitigation as set out within the report, the long-term arboricultural value of the site would not be significantly adversely affected.

Planning Policy Wales (PPW) Edition 12 however requires replacement planting of at least 63 trees (Three replacements for every 1 removed) to mitigate against this habitat loss, but it is not physically practicable to achieve this within the red-line

application site boundary. However, given the large landholding (blue-edged land) within the applicant's ownership/control, it is considered that there is sufficient land available to accommodate this requirement elsewhere within the site and a proposed 'woodland planting' area has been identified as part of the proposed mitigation for this development and others that are subject to separate planning applications as identified above. The current application also includes a proposed new landscape plan for the area around the access/development, including some tree planting but also new hedgerows, shrub and wildflower planting areas.

PPW 12 sets out that the quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.



The application, as amended, includes a Mitigation and Enhancement Strategy and Green Infrastructure Statement which have been produced by the applicant's ecologist in consultation with the Council's Ecologist. This is to ensure that, notwithstanding the inability of the current application site to achieve full compliance with the 1:3 PPW requirement, given the wider landholding there will still be a wider biodiversity net benefit provided. Subject to imposing suitably worded planning conditions to secure this net benefit for biodiversity, the Council's Ecologist and Tree Officer raise no further objection to the application.

Flood risk/Drainage

The TAN15 Development Advice Map shows that the site is within Flood Zone A with little or no risk of flooding. The more up-to-date Flood Maps for Planning for Wales shows that the site is within Flood Zone 1 and therefore still at little or no risk of flooding.

There is a public watermain running along the highway adjoining the application site therefore DCWW have recommended that an advisory note be added to the decision to ensure the developer is aware of the easement of 3m that exists on either side. The development proposed appears to fall outside of this.

Contaminated Land

The Council's Contaminated Land Officer raises no objection to the application however given past industrial activities in the local area recommends that the standard 'unforeseen contamination' condition be added to the decision.

CONCLUSION

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on the visual amenity and character of the area, highway safety or biodiversity considerations. Accordingly, the proposed development is considered to accord with Policies EN3, EN6, EN7, TR2 and BE1 of the Adopted Neath Port Talbot Local Development Plan.

Recommendation – Approval Subject to conditions.

Conditions:-

List of Approved Plans

- 1 The development shall be carried out in accordance with the following approved plans and documents:

ArbTS Tree Assessment Report - Project Reference ArbTS_1750.1_Dream Fields (11 October 2023)

Hawkeswood Ecology Report Ref. HE/47/2023 - Mitigation and Biodiversity Enhancement - Issue 2 (December 2024)

Hawkeswood Ecology Report Ref. HE/47/2023 - Green Infrastructure Statement, new roadside entrance (2 December 2024)

2104-33 Site Entrance Landscaping

2104-31 Site Entrance Proposed Plan

2104-32 Site Entrance Plan and Elevations

2104-21A Site Entrance Masonry and Edging Details

2104-29 Site Location Plan

2104-30 Site Entrance Original Site Plan

C1853-SK-001 Rev C Entrance Walls Typical Sections

Reason:

In the interests of clarity.

Pre-Commencement Conditions

- 2 No further construction work shall commence, until a Construction Method Statement has been first submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
 - a) the parking of vehicles of site operatives and visitors;
 - b) loading and unloading of plant and materials;

- c) storage of plant and materials used in constructing the development;
- d) wheel washing facilities;
- e) measures to control the emission of dust and dirt during construction;
- f) a scheme for recycling/disposing of waste resulting from construction works;
- and
- g) tree protection measures.

Reason:

In the interest of highway and pedestrian safety, the environment, and the amenity of the area, and to ensure accordance with Policies BE1 and TR2 of the Adopted Neath Port Talbot Local Development Plan.

Action Conditions

- 3 The development shall be carried out strictly in accordance with the recommendations contained within the Tree Assessment, Mitigation and Biodiversity Enhancement and Green Infrastructure Statement documents hereby approved.

During the first planting and seeding seasons following the date of this permission, the proposed mitigation and compensation recommendations contained at paragraphs 3.6, 3.8, 3.12, 3.20 and Figure 1 of the approved Mitigation and Biodiversity Enhancement report shall be implemented in full. These mitigation measures shall be retained as part of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason:

In the interest of biodiversity, to maintain and mitigate against the loss of any foraging habitats, and to accord with Policy 9 of Future Wales: The National Development Plan 2040 and Policy SP15 of the Adopted Neath Port Talbot Local Development Plan.

- 4 All planting, seeding or turfing comprised in the approved details of landscaping - as detailed on drawing 2104-33 Site Entrance Landscaping hereby approved - shall be carried out in the first planting and seeding seasons following the date of this permission; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason:

In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites

and their protection for amenity, landscape and biodiversity value, and to ensure the development complies with Policies SP15 and BE1 of the Adopted Neath Port Talbot Local Development Plan.

- 5 Notwithstanding any other details which may be given in the application and drawings hereby approved, and prior to their use in the construction of the development hereby permitted, details including samples of the following materials/finishes to be used in the construction of the external surfaces of the development shall have been submitted to and approved in writing by the Local Planning Authority:

- (a) all stonework and any proposed facing bricks;
- (b) coursing pattern;
- (c) coping stones/details;
- (d) all gates; and
- (e) any hard surfacing area(s).

Development shall thereafter only be carried out in accordance with the approved details.

Reason:

In the interest of the visual amenity and rural character of the area and to ensure the development complies with Policy BE1 of the Adopted Neath Port Talbot Local Development Plan.

- 6 Unless otherwise first agreed in writing to any variation, the new access shall be surfaced in a porous material, or provision made to direct run-off water from the hard surface, to a permeable or porous area or surface within the curtilage of the application site, to a maximum gradient of 1 in 9, drained so that no surface water is allowed to flow out onto the public highway and retained as such thereafter.

Reason:

In the interest of highway safety and to ensure the development complies with Policy TR2 of the Adopted Neath Port Talbot Local Development Plan.

- 7 Prior to the first beneficial use of the development hereby permitted, 2.4m x 120m visibility splays in both directions as shown on the plans hereby approved shall be provided on site, and shall thereafter be maintained free of any obstruction exceeding 0.6m in height for as long as the development exists.

Reason:

In the interest of highway and pedestrian safety and to ensure the development complies with Policy TR2 of the Adopted Neath Port Talbot Local Development Plan.

- 8 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, work on site shall cease immediately and shall be reported in writing to the Local Planning Authority. A Desk Study, Site Investigation, Risk Assessment and where necessary a Remediation Strategy must be undertaken in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006). This document shall be submitted to and agreed in writing with the Local Planning Authority. Prior to occupation of the development, a verification report which demonstrates the effectiveness of the agreed remediation, shall be submitted to and agreed in writing with the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors, and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.