

SECTION A – MATTERS FOR DECISION

Planning Applications Recommended For Approval

APPLICATION NUMBER: P2024/0586	DATE: 13-09-24
PROPOSAL:	Proposed development of Waterfall Country Pontneddfechan Visitor Infrastructure Scheme to include retail shop, welfare facilities, tourist accommodation, ancillary plant room, lighting, car parking facilities , demolition of outbuildings adjoining Sgwd Gwladys and existing toilet block, and creation of farm track access, play park/ courtyard, with associated infrastructure works.
LOCATION:	Land At Pontneddfechan And South Of Pontneathvaughan Road
APPLICANT:	Head Of Property And Regeneration NPTCBC
TYPE:	Reg 3- Council Development
WARD:	Glynneath Central and East

BACKGROUND

This application is reported to Planning Committee as the application has been submitted by the Head of Property and Regeneration on behalf of the Local Authority and is of local and strategic importance.

SITE AND CONTEXT

The application site is a large parcel of land located within the village of Pontneathvaughan, sited next to the boundary between Powys and Neath Port Talbot and on the outskirts of the Bannau Brycheiniog National Park.

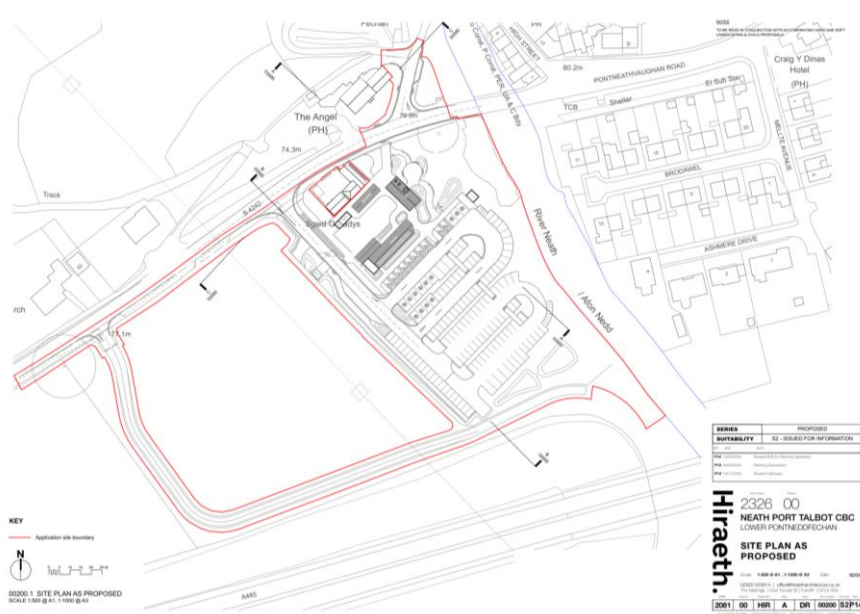
The application site itself is located within the centre of the village and extends for approximately 1.83 hectares located off Pontneathvaughan Road. The application site includes an existing agricultural field, an area of public realm and a section of highway along Pontneathvaughan Road.

The site is predominantly flat with a gradually sloping topography to the south and south-east. The sites immediate surroundings are fairly rural in nature, predominately surrounded by trees to the east and south, with the River Neath located to the east of the site and a Public House to the north of the site that is also a Building of Local Importance. The existing commercial property “Sgwd Gwladys” lies adjacent to the site boundary.

The application site is located approximately 1km to the northeast of and approximately 2 miles from the Head of The Valleys Road (A465) which also

connects to Junction 43 of the M4. Pontneathvaughan offers a gateway to the 'Waterfall Country' which provides a number of hiking trails and waterfalls.

A 260m unrestricted layby is located to the southern section of Pontneathvaughan Road for visitors to use, which was provided by the Local Authority.



DESCRIPTION OF DEVELOPMENT

The application seeks full planning permission for the development of a visitor infrastructure scheme, including a car park, retail shop, welfare facilities, tourist accommodation, ancillary plant room and bin store, with associated infrastructure works. The application also seeks to demolish the existing outbuildings and the existing toilet block and the construction of a farm track to the west of the site.

The proposal has been supported by a Levelling Up Funding (LUF) from UK Government which *“is especially intended to support investment in places where it can make the biggest difference to everyday life, including ex-industrial areas, deprived towns and coastal communities.”* It has been introduced to help local areas identify real local priorities for investment.

A new vehicular access point is proposed off Pontneathvaughan Road which would lead to the proposed car park. The vehicular access would be located to the west of Sgwd Gwladys and would run to the south of the site.

The new car park would provide for 125 car parking spaces, including 13 EV charging spaces. The car park would also provide for 10 accessible spaces, 11 large spaces, 12 motorcycle spaces and 1 coach parking space.

Highway improvements are proposed along the road, pavement and junction of Pontneathvaughan Road and High Street. The existing toilet block and parking spaces at High Street would be removed and replaced with an emergency services bay.

As part of the car park development a retail unit with ancillary coffee kiosk, accommodation unit and welfare facility are also proposed together with a plant store

and bike store. A courtyard, play park and public realm area is also proposed as part of the development.

The accommodation building would be of an 'L' shaped design with a dual pitch roof and would measure 30m in depth, 12.4m in width and to a height of 5.3m to the eaves and 7.2m to the ridge of the secondary roof and 8.1m to the ridge of the main building and would provide 8no. bedrooms.

The proposed retail unit would have a pitched roof design and would measure 15.9m in width, 6.3m in depth with a 1.2m overhang and to a height of 2.6m to the eaves and 5m to the ridge.

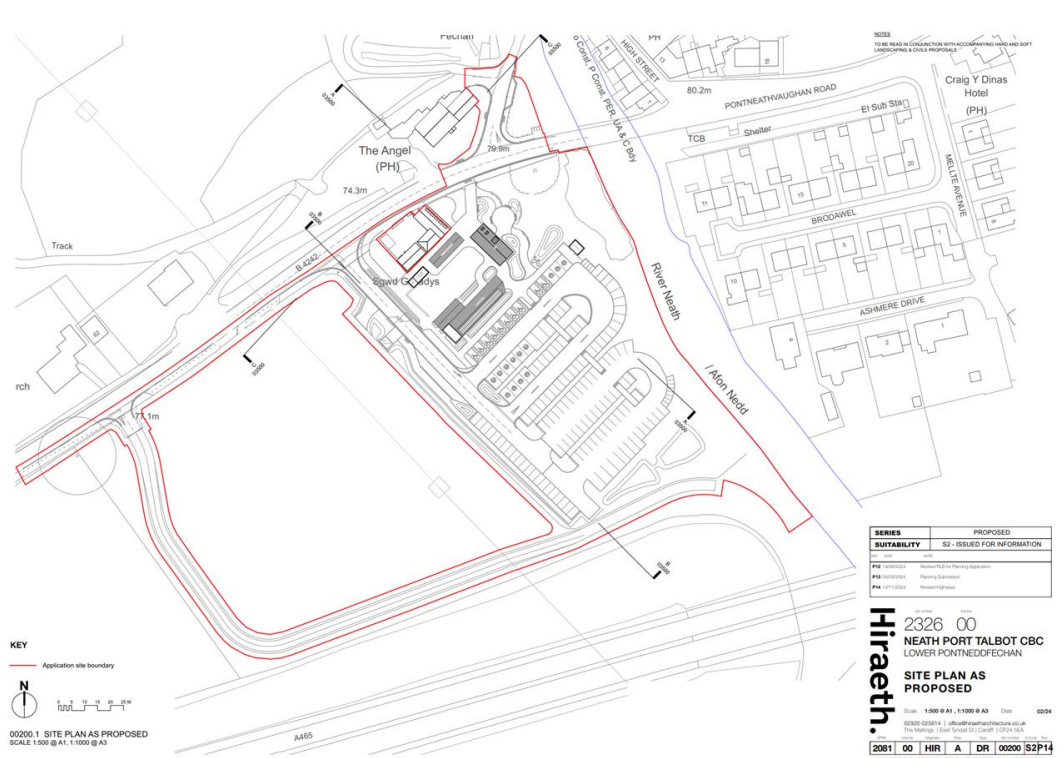
The proposed welfare unit would have a pitched roof design and would measure 15m in width, 4.5m in depth and to a height of 2.4m to the eaves and 4.3m to the ridge.

The proposed plant and bike store would have a flat roof design and would measure 8.6m in width, 3.4m in depth and 2.8m in height.

The buildings would be completed treated vertical cladding and sinusoidal metal roofing system and aluminium/ timber windows and doors.

In order to facilitate the development the agricultural buildings located to the rear of Sgwd Gwladys would be demolished.

The application also proposes the creation of a further vehicular access point to the west of the application site to provide a new agricultural access and track to the western and southern boundaries of the site.



The proposal also includes the provision of landscaping, drainage and associated infrastructure details. All plans / documents submitted in respect of this application can be viewed on the [Council's online register](#).

Asbri Planning and NPTCBC undertook a planning pre-application consultation for the proposed development between the 11th July and 8th August 2024 and the application has been supported by a PAC report. Further information concerning the pre-application process and the responses received are included within the PAC report.

NEGOTIATIONS

Improvements to on site turning and soft landscaping alterations following consultee comments.

PLANNING HISTORY

The application site has the following relevant planning history: -

- P2022/0121 - Proposal: Replacement agricultural building for housing of livestock, plus storage of feed and machinery. Decision: Approved. Decision Date: 21-OCT-22
- P2021/0574 - Proposal: Detached building for use as additional indoor seating in association with Sgwd Gwladys Lodge. Decision: Approved. Decision Date: 05-AUG-21
- P2017/0837 - Proposal: Variation of Condition 9 (Opening Hours) of Planning Application P2017/0310 granted on 16/05/17 to allow extended operating hours from 18.00pm to 23.00pm. Decision: Approved. Decision Date: 22-SEP-17
- P2011/0447 - Proposal: Retention of detached stables. Decision: Approved. Decision Date: 24-OCT-11
- P2017/0103 - Proposal: New vehicle access onto Pontneathvaughan Road (B4242) with associated access track. Decision: Refused. Decision Date: 07-APR-17

Relevant planning history on neighbouring sites.

- P2019/5389 - Proposal: Retention of existing detached outbuilding plus single-storey side extension to connect it with main building to facilitate relocation of kitchen into outbuilding; construction of 2m high fence & gate to enclose external storage area; insertion of door in lieu of window to side elevation of main building. Decision: Approved. Decision Date: 07-NOV-19 (Swgd Gwladys)

- P2017/0310 - Proposal: Change of use of former Tourist Information Centre to a mixed use caf (Use Class A3) on ground-floor and tourist residential lodging accommodation at first-floor (Use Class C3). Decision: Approved. Decision Date: 16-MAY-17 (Swgd Gwladys)
- P2020/0841 - Proposal: Change of use of vacant ground for the siting of a mobile catering trailer (converted vintage horsebox) (Use Class A3) to serve passing tourists hot and cold drinks and cold pre-packaged food. Decision: Refused. Decision Date: 10-DEC-20 (Land Adj to High Street)
- P2018/0860 - Proposal: Retention of premises as cafe/restaurant/bar (Use Class A3) with tourism accommodation at first-floor (Use Class C1); retention and alteration of detached storage building/servery with new pitched roof in lieu of seating area and stepped access, plus formation of dedicated parking area for 6 vehicles on land to the north-east of the Angel Hotel and one disabled persons parking space on site (amended description). Decision: Approved. Decision Date: 15-JAN-19 (Swgd Gwladys)
- P2017/0310 - Proposal: Change of use of former Tourist Information Centre to a mixed use caf (Use Class A3) on ground-floor and tourist residential lodging accommodation at first-floor (Use Class C3). Decision: Approved. Decision Date: 16-MAY-17 (Sgwd Gwladys)
- P2010/1027 - Proposal: Retention of mobile structure for the sale of hot food. Decision: Approved. Decision Date: 01-NOV-10 (Angel Inn Car Park)
- P2017/0837 - Proposal: Variation of Condition 9 (Opening Hours) of Planning Application P2017/0310 granted on 16/05/17 to allow extended operating hours from 18.00pm to 23.00pm. Decision: Approved. Decision Date: 22-SEP-17 (Sgwd Gwladys)
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CONSULTATIONS

South Wales Truck Road Agency (SWTRA)– Does not issue a direction.

Authority Biodiversity –No Objection, subject to conditions.

Authority Highways – Conditions and comments provided.

Powys County Borough Council – No representation received.

Authority Active Travel – Comments provided.

Authority Tree Officer – No concerns raised.

Natural Resources Wales – No objection subject to conditions.

Authority Environmental Health (Noise) – Request for conditions

Authority Environmental Health (Air) – No objection.

National Grid – No National Grid Electricity Transmissions assets affected by proposal.

National Grid (Overhead lines) –No issues with regard to overhead tower line.

Dwr Cymru Welsh Water –Protection zones clarified, noting that SABs may be required.

Glamorgan Gwent Archaeological Trust – Archaeological mitigation required with recommendation for condition requiring the applicant to submit a detailed written scheme of investigation for a programme of archaeological work and request for a note for developers.

Wales and West Utilities – Details of gas pipe location provided.

Fire and Rescue Service - Proposal needs to meet the requirements of B5 Approved document B (Wales) 2020 in relation to water supplies and vehicle access for firefighting purposes.

Authority Drainage – No objection, subject to conditions.

Authority Contaminated Land –Conditions relating to land contamination and ground gas required.

Crime Prevention – Request for conditions.

CADW – No representation received.

Glynneath Town Council – No representation received.

Brecon Beacon National Park – No in-principle objection and welcomes the opportunity that the provision of formal parking and facilities in Pontneddfechan would provide to visitors to Waterfall Country to help alleviate current parking and infrastructure pressures in the local Community.

REPRESENTATIONS

The neighbouring properties were consulted on 23/09/24, 3/10/24, 20/11/24.

A site notice was also displayed on 24/09/2024 and the 9/10/2024.

The application was also advertised in the press on 25/09/2024.

In response, to date 37no. representations have been received, with the issues raised summarised as follows: -

Support

- Joined the Ystradfellit and Pontneddfachan Community Council in 2018 to help parking problem and growing visitor numbers. Would like to commend NPTCBC on the strategic vision and courage to take forward this initiative.
- Strongly support, especially inclusion of playground and village shop and extra parking spaces should help alleviate the parking issues.
- Community has been calling out for additional parking, toilets and local facilities for several years.
- would benefit the local economy and perhaps visitor parking fees would enable maintenance and care of the waterfalls area.
- Tourism here to stay.

Object

- Take away livelihood of local farmer and destroy farmland, should be supporting local food production.
- Disruption to the village and will no longer be a country village but a tourist hotspot and will not benefit the village at all impacts of visitors and pollution.
- Disturbance and impact upon biodiversity and wildlife.
- Narrow waterfall paths will be overwhelms and increase of litter and erosion.
- Small village recently inundated with visitors who park either side of the road in front of house.
- Proposal out of character with the area and not in-keeping.
- Approach to the village will complete change and turn the area into a mass of buildings for tourists only.
- Car park and toilets are required but Council has added unrequired buildings to get funding.
- Increase footfall to delicate environment with the new accommodation block, shop, take away together with the idea proposed of pop up vendors, markets & events.
- Increase littering as bins only emptied once a week and dog mess and detract from natural beauty of the area.
- Site and other properties have had planning applications refused as developments did not fit in with the street-scene, how can this be given permission.
- No idea if car park will be closed at night and will people be able to gather during evenings and overnight.
- Noise and disturbance from development and accommodation.
- Will money from the car park be used solely in the area which has been affected.
- If there is a charge to park people will continue to park in unreasonable areas

- Proposed yellow lines will prevent parking outside our property, there should be provision for at least two parking spaces for residents outside their homes.
- Increased sewerage and known issues with existing sewer system entering river and into gardens.
- Swallows return every year to the site but with buildings gone where would they build their nests.
- Who is going to be responsible for maintaining the site once erected.
- Levelling up fund no longer existing under labour so surely money would be better spent on other projects.
- Safety issues with new traffic.
- Privacy of many residents.
- More parking within the village as people don't like paying for parking.
- Play area was supposed to be one of the highlights for the village as current isn't one.
- Can see this proposal spoiling the uniqueness of village.
- Residents have always asked for solution to parking problem, suggesting double yellow lines to left side of the road, but the council put in laybys which increased number of cars. Proposal for major infrastructure turning village into tourist destination is not solving parking problem as requested.
- Clear there is a need for parking, but more parking and facilities will encourage more visitors however the path and access to the falls remains unaffected by application and risks more serious harm and indeed death.
- No thought to residents who feel overwhelmed by volume of residents already, surely planning is to improve quality of life for villagers and tourist amenities should be secondary.
- The two fields in question are the only open green areas in the village and have been treasured by local people.
- No demand for extra beds apart from a few peak days of the year.
- The building of a hotel will create over supply in the market and drive down nightly rate and make existing businesses less profitable.
- Current overflow car parking is provided by local farmer at peak times and flexible arrangement is more sustainable for the environment.
- Ripped down existing toilet block seems wasteful, surely could be used as a tourist information site.
- Septic tanks to be installed will have to be emptied.
- Entrance to the car park is unworkable our road is limited as to the turnaround of traffic.
- Has main entrance to new development been approved?
- Has the main sewerage been established as this has been contentious issue.
- Historically a covenant placed on the fields for agricultural use.
- Village doesn't support development and grant monies shouldn't have been obtained.
- All over the world are protesting against tourists.
- Better to development Glynneath as a hub and encourage public transport.
- Not enough research within the community conducted.
- Village has asked for double yellow lines and parking but proposal with parking charges will not change situation.
- Don't need congestion, accommodation, franchise shops and mention of a park which was ignored during previous requests for funding with local community now organising its own.
- Loss of natural drainage

- Destroying possible archaeological research
- Overdevelopment and unneeded development that is against Future Generations Act.
- Size and number of facilities proposed are to please Levelling Up Bid which is over exaggerated and not needed and will encourage more visitors, contradictory to the Design and Access Statement.
- Size and scale of initial development was smaller and more in-keeping.
- Similar smaller proposal was put forward in 2009 and was given negative view for development on the site.
- land was put forward for the LDP in 2012 for Tourism and Leisure but was rejected by NPTCBC.
- No demand for parking of this size, current parking on the road manages visitor numbers with ease.
- Pedestrian safety from closing existing parking bays, as visitors will be forced to park further west or on the bend.
- Design and Access material of parking situation and surveys are dated and not accurate, there should be further investigations into the demand for parking and visitor numbers.
- States that the land for the public area is unused, this is false. The area is a working farm and is constantly used every day.
- No accidents on the road so highway safety is not an issue.
- NPTCBC land to the west that could become further parking bays.
- The new access onto the farm contradicts a previous planning application P2017/0103 where the application was refused on the principle of an additional track would result in an unjustified encroachment into the open countryside which would cause harm to the character and appearance of the surrounding area/open countryside, with this access proposed further from fence line.
- There are other commercial buildings that can be converted into accommodation or a shop.
- Enticing business from Glynneath with provision of shop.
- More visitors means for accidents and more pressure on emergency services.
- Need for local community not taken into account.
- Application is inadequate and only superficially deals with total capacity of existing water system.
- During times of increased flow, raw sewerage is discharged directly into the river.
- If a bus service was put on this could attract more people with less traffic.
- Not clear if there is a barrier between development and main road, to safeguard people crossing.
- The Nature Buffer Planting (Soft Landscaping) along the river side is closer to the river and therefore closer to the housing in Brodawel where more noise and pollution than previous plans.
Will the lighting be covered by a timing function? What time will the lights be on - at the present the Scgwd Gwladys lights are not a problem - however the development is closer and will be seen across the river giving light pollution.
- Future enforcement of non-compliance with parking restrictions and anti-social behaviour are to be developed? As there is currently no enforcement of non-compliance at present.

- As there is to be a Warden, does this mean that Neath Port Talbot Council will be the authority undertaking the Landscape Management Plan and therefore continue to the upkeep of the land?
- Although Welsh Water does not feel there is a problem in the area - for the past 10-15 years all applications for new buildings have been rejected by Ystradfellte Community Council due to the bad state of the sewage system? There have been blockages and not all situations have been documented by Welsh Water as there have been different offices/call centres telephoned and these have not been collated.

Comments have also been received from Cllr Pursey who raised the following points;

- I am a bit concerned about the swept path analysis submitted for the coaches and buses in the car park.
- From the design I can see the loop around is needed to access the drop off point for coaches.
- I highly doubt anyone will take a vehicle of any significant size around there, it relies on a full lock and perfect approach angle, with almost no clearance between the parking bays and the bus as you make the turn, so any longer cars, or tow hitches, which are quite common, would make it impossible even if someone did attempt it. I think this needs revisiting
- I have one or two observations on the highways work outside of the visitor site, I'm surprised to see an uncontrolled crossing point from the main visitor buildings to the Angel, I would expect there to be significant enough numbers of people crossing here to warrant a zebra.
- Either way that crossing should probably be a raised plateau to manage vehicle speed and this would also avoid a very poor pavement at the visitor centre side, as dropping a kerb on a 2m wide foot way will leave a very narrow flat surface and a steeper than ideal dropped kerb.
- The only other observation is there's no work taking place to the actual access to the waterfalls. We have dropped kerbs and tactile paving to the Angel but no proposed improvements to cross to the waterfalls access opposite.
- Providing another raised plateau here would make for a seamless and inviting pedestrian movement from the parking and coach drop off to the waterfalls.

REPORT

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.

National Planning Policy:

[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 6 – Town Centre First

Policy 7 – Delivering Affordable Homes

Policy 8 – Flooding

Policy 9 – Resilient Ecological Networks and Green Infrastructure

Policy 12 – Regional Connectivity

[Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW 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 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.

PPW 12 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- TAN 5 – Nature Conservation and Planning
- TAN 6 – Planning for Sustainable Rural Communities
- TAN 11 – Noise
- TAN 12 – Design
- TAN 13 – Tourism

- TAN 18 – Transport

Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

Strategic Policies :

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable communities
- **Policy SP4** Infrastructure
- **Policy SP6** Development in the Valleys Strategy Area
- **Policy SP10** Open Space
- **Policy SP12** Retail
- **Policy SP13** Tourism
- **Policy SP14** The Countryside and the Undeveloped Coast
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP17** Minerals
- **Policy SP18** Renewable and Low Carbon Energy
- **Policy SP19** Waste Management
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage
- **Policy SP22** Welsh Language

Topic Based Policies :

- **Policy SC1** Settlement limits
- **Policy SC2** Protection of Existing Community Facilities
- **Policy I1** Infrastructure Requirements
- **Policy VRS1** Valleys Regeneration Scheme
- **Policy OS1** Open Space Provision
- **Policy OS2** Protection of Existing Open Space
- **Policy TO1** Tourism Development in the Countryside
- **Policy TO3** Tourism Led Regeneration Scheme
- **Policy TO4** Walking and Cycling Routes
- **Policy EN6** Important Biodiversity and Geodiversity Sites
- **Policy EN7** Important Natural Features
- **Policy EN8** Pollution and Land Stability
- **Policy M1** Development in Mineral Safeguarding Areas
- **Policy M2** Surface Coal Operations
- **Policy M3** Development in Mineral Buffer Zones
- **Policy RE2** Renewable and Low Carbon Energy in New Development
- **Policy W3** Waste Management in New Development
- **Policy TR1** Transport Proposals
- **Policy TR2** Design and Access of New Development

- **Policy BE1** Design
- **Policy BE2** Buildings of Local Importance
- **Policy WL1** Development in Language Sensitive Areas

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Planning Obligations](#) (October 2016)
- [Parking Standards](#) (October 2016)
- [Pollution](#) (October 2016)
- [Open Space & Greenspace \(July 2017\)](#)
- [Renewable and Low Carbon Energy \(July 2017\)](#)
- [Design](#) (July 2017)
- [Development and the Welsh Language](#) (July 2017)
- [Landscape & Seascape \(May 2018\)](#)
- [Biodiversity and Geodiversity \(May 2018\)](#)
- [The Historic Environment](#) (April 2019) (incl. [Schedule of Buildings of Local Importance](#) and [SPG: Schedule of Designated Canal Structures](#))

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

The application site exceeds the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations. As such the application has been screened in accordance with the requirements of Schedule 3 of the Regulations.

The findings of the screening report were that the scale and nature of the potential impacts associated with the development both alone and in combination with other developments within the area would not be of a type that would require the carrying out of an Environmental Impact Assessment or the subsequent submission of an Environmental Statement in support of the application.

The proposed development is located adjacent to the Coedydd Need a Mellte SAC and the application has been supported by Air Quality Statement which demonstrates no adverse impact upon the SAC through emissions to air. It is also noted that the SAC located on a higher ground level and on the opposite side of the road to the main site of development. As such the development is also not considered to have adverse impacts though the transfer of ground water.

ISSUES and ASSESSMENT

Having regard to the above, the main issues to consider in this application relate to the principle of development, together with the impact on the visual amenity of the area, the amenities of neighbouring residents, highway and pedestrian safety, biodiversity, flooding, drainage, waste, energy, archeology and contaminated land.

Principle of Development

Policy SC1 states that development outside settlement limits will only be permitted under the particular circumstances, including criteria 8 which allows for development

of a sustainable tourism or farm diversification proposal that is suitable in a countryside location.

The submitted planning statement outlines that the application forms part of the Waterfall Country vision that covers several Local Authorities, NRW, the National Trust and Community Councils that aims to address issues within the village of Pontneddfechan including traffic, parking problems, lack of visitor facilities and quality of life of residents.

The proposal seeks to alleviate parking pressure within the area and provide facilities that can be used by tourists and local community.

In addition to the requirements of Policy SC1, Policy SP13 (Tourism) states that the economic prosperity of Neath Port Talbot will be promoted through encouraging continued growth in the tourist sector by:

1. *Encouraging high quality, sustainable tourism development;*
2. *Providing a flexible approach to the development and conversions to tourism facilities;*
3. *Resisting, where appropriate, proposals which would result in the loss of tourism facilities;*
4. *Supporting tourism proposals through the allocation of land for tourism development.*

More specifically, Policy TO1 states that tourism proposals outside of settlement limits will only be permitted where all of the following criteria are satisfied:

1. *It is demonstrated that the proposal is viable and contributes towards the quality and economic sustainability of the tourism industry;*
2. *It is demonstrated that either the proposal requires a countryside location or it could not be accommodated within an existing settlement;*
3. *The proposal would not have an adverse impact upon the landscape, ecology, and cultural heritage and would not adversely impact upon the social, economic, environmental or residential amenity of the area;*
4. *The proposal does not create unacceptable levels of vehicular traffic, cause a detriment to highway safety and access can be provided by a range of transport modes.*

The supporting text of TO1 states;

5.2.55 This policy offers flexibility in providing new, high quality tourism facilities outside of settlement limits in locations which would not normally be considered for development. Since a large concentration of tourism facilities are located within the valleys area, allowing development outside of settlement limits will provide scope for the tourism sector to grow and contribute to reinvigorating the valley communities.

5.2.56 Proposals will be required to demonstrate that they are economically viable, will promote sustainable development and enhance economic growth in the tourism sector. The valley areas, with their rural setting have the potential to continue to build on the growing tourism industry and can integrate rural diversification into tourism schemes. Evidence required to accompany applications may include business plans and local data, including information on existing and projected visitor numbers for the area and an assessment of the position of the proposed development within the current tourism market.

5.2.57 Certain proposals, by their very nature will require a countryside location and may include activities such as golf, fishing and mountain biking. Such activities will need to be designed in a manner to ensure the environmental impact is fully assessed and is minimised.

With regard to the requirements of Criteria 1 of Policy TO1, it is noted that the application is a Local Authority scheme supported by Levelling Up Funding (LUF) from UK Government and as such is underpinned by a detailed LUF bid that sets out the qualitative and quantitative business case for the proposal. In addition, the application site is located next to existing facilities such as a café, public houses and existing accommodation.

Criteria 2 of Policy TO1 requires proposed development to justify its location within the countryside. The Design and Access Statement submitted identifies that the application site is where Pontneathvaughan Road meets the River Neath with the area known to be the Gateway to the Waterfall Country, receiving over 300,000 visitors annually. The application site is located near existing facilities and is approximately 1.8km from 5 waterfalls located to the north of the site and approximately 1km to 2 waterfalls to the east of the application site.

Glynneath is the closest Neath Port Talbot settlement to the application site, located approximately 930m to the southwest, however access to the Waterfall Trails is located to the north of the application site behind the Angel Inn public house. The proposal is to alleviate the parking demand within this area and as such has to be located here instead of within an existing settlement.

With regard to criteria 3 and 4 of Policy TO1, these impacts are considered in subsequent sections of the report, however it is considered that the purpose of the proposed development is essentially to address to levels of vehicular traffic and parking demand within the locality.

Design and Impact on Visual Amenity

Policy BE1 expects all development proposals to demonstrate high quality design which fully considers the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places and provides a set of criteria for developments to accord with.

It is noted within the Design and Access Statement (DAS) that the design of the proposal the scheme has developed and evolved since the LUF bid process, allowing for the undertaking of surveys, consultations and design practises. Notable the two key constraints of the site were the root protection zones for existing trees and the location of a high pressure watermain located through the centre of the site.

The DAS identifies existing constraints on site, including pavement provision, inadequate and limited visitor and local services and facilities.

The layout of the development conveys that the proposed buildings would be located near the road and existing facilities with the car park designed behind the proposed

building, extending away from the road, while providing sufficient room for tree retention and a drainage infrastructure to the south east of the site.

With regard to Policy BE2, it is noted that the Angel Inn on the opposite side of the road to the application site is a Building of Local Importance. While it is noted that the proposed development would be visible from the Angel Inn, the proposed works are not considered to be of a scale or nature that would unacceptably detriment the character or appearance of building or its setting.

A new vehicular access point off the B4242 would provide access into the proposed car park, a coach drop off layby and also provide access for refuse vehicles. The new vehicular access would be located to the west of Sgwd Gwladys and to the south west of the existing junction to High Street. The siting of the junction would be in replacement of an existing field access that would also provide sufficient visibility splays. The road and pavement along Pontneathvaghan Road and High Street are also proposed to be improved with a new informal crossing point to the northeast of Sgwd Gwladys.

As noted above, the application site outside of settlement limits however is located in close proximity to existing built development with residential dwellings located to the north, east and north west of the application site. While the development would result in the loss of an agricultural field, the car park would follow the topography of the existing site and would be partially screened by the proposed buildings and Sgwd Gwladys. It is also noted that hedging is proposed to the southwest boundary of the site, which would also provide screening of the car park. As such the proposed development of the car park is not considered to have an unacceptable impact upon the countryside landscape in terms of visual impact.

The proposed public realm works to the north east of Sgwd Gwladys would result in the demolition of the existing toilet block and the provision of an emergency services layby, planting and cycle standing as well as seating. The proposed works are considered to contribute to the village of Pontneddfechan and are appropriately designed to allow convenient movement from the application site towards the Waterfall Trails with the incorporation of landscaping and public realm.

To facilitate the construction of the proposed shop, accommodation and welfare building, the existing farm buildings are proposed for demolition, together with the existing toilet block and planters to the front of Sgwd Gwladys. The existing farm buildings are located to the rear of Sgwd Gwladys and are of a pitched roof form. The demolition of the farm buildings are not considered to unacceptably impact upon the character and appearance of the application site. The existing toilet block is located on the corner of High Street and Pontneathvaghan Road and is visible when entering and leaving Pontneathvaghan from the west. The toilet block was constructed fairly recently however is not of a design or appearance that would require its retention.

The proposed buildings would be sited in a similar location to the existing farm buildings, although would extend further to the northeast and southwest. The proposed buildings would be sited behind Sgwd Gwladys which is considered to concentrate the massing of the built development when viewed from Pontneathvaghan Road. The location of the proposed buildings is considered to be appropriate, located near existing built development, the road and the access to the

Waterfall trails. While of a larger scale, the proposed buildings would be of a pitched roof form and would have a similar rural appearance to the existing farm buildings on site. The DAS also outlines that the buildings have been sited following site constraints, namely the watermain that runs through the centre of the site and the existing tree to the north of the site.

The finish floor levels of the building would predominately follow the existing topography of the site, with the shop level proposed at 79.150, accommodation at 79.150, welfare building at 79.300 and plant and cycle store at 79.200.

The accommodation building would be two storeys in form and has been designed with a dual pitch roof and stepped design, with 406sqm of floor area. The building would include a dry room and internal and external plant. The design of the building is considered to reduce the massing of the building and provides a comparatively rural appearance. While the building would extend above the ridge of Sgwd Gwladys, the building would be set back from the road and would be partially screened. The building also includes the provision of integrated PV panels to the southern elevation which are considered to be of a modest scale and appropriate siting and would not be widely visible from the road. Due to the nature of the proposed development, the accommodation building is not considered to be of a scale, form or massing that would appear visual incongruous to the locality.



The proposed community shop building and coffee kiosk would provide 79.3sqm of floor space and would be sited to the northeast of the Sgwd Gwladys building and would be visible from the road. The proposed building would be single storey in form with a pitched roof and would be set back from the road. The shop is considered to be of a scale to serve the local and visitor need. The building is sited between the road and the proposed carpark and near the areas of proposed public realm. The siting is considered to be at the centre of the development and contribute to the

sense of place within the development. A condition would be attached to the Decision Notice to ensure the coffee kiosk remains ancillary to the shop.

The shop building would be visible from Pontneathvaughan Road however would be of an appropriate scale and orientation that is not considered to appear out of keeping.

The proposed welfare building would provide 32sqm of floor area and would be located to the rear of Sgwd Gwladys and will predominately be screened. The building is of an appropriate form, scale and massing. The external plant and bike store would also be located next to the welfare building and to the rear of Sgwd Gwladys outbuildings.

The proposed plant and bike store would be located next to the welfare building and is considered to be of a scale and form that would not appear out of keeping within the locality and would largely be screened from Pontneathvaughan Road by the existing neighbouring building of Sgwd Gwladys.

A door is proposed to the northeast elevation of Sgwd Gwladys to provide access to the proposed landscaped area to the northeast of the site. The proposal is considered to be minor and is considered to connect the existing building to the proposed development.

It is noted that a courtyard and play park is proposed within the central area of the development located between the accommodation building, shop and welfare facilities. Its location is considered to be logical with natural surveillance that continues the public realm of the development from high street and into the development site. However, it is noted that no details of the courtyard / play park have been provided and as such a condition will be attached to the Decision Notice for details to be submitted.

A small substation is also proposed to the west of the site however details have not been submitted, as such a condition would be attached to the Decision Notice.

The application proposes the use of a natural palette of colours, predominately consisting of timber cladding, a sinusoidal metal roofing system. The locality is characterised with render, stone and timber materials and the proposal materials are considered to be sympathetic to the rural location of the site and are considered to be acceptable.



The application also proposes the construction of a new farm access to the south west of the application site as the existing access would be removed in order to facilitate the proposed development. The access track would extend around the existing agricultural field to the west of the application site to provide access to agricultural land beyond the application site. The works would include a 250mm excavation of topsoil which would be reprofiled next to the access track. The track would be completed in a granular stone material and is not considered to appear out of keeping and not considered to detriment the appearance of the site. A small access is also proposed to the west of the car park near the access to facilitate access into the field, a condition would be attached to the Decision Notice to ensure the access points are used for agricultural purposes only.

Impact on Residential Amenity

The proposed development on the opposite side of the Neath River to the closest residential properties with additional dwellings located to the north of the site. It is acknowledged that during the consultation period comments were received raising concerns over loss of privacy. In accordance with the Design SPG, the application site is in excess of 10.5m from the boundary of neighbouring properties and in excess of 21m from the dwellings themselves. As such the proposal is not considered to result in an unacceptable impact upon neighbouring properties in terms of overlooking or loss of privacy. It is also noted that the northeastern boundary of the site partially screens the neighbouring dwellings due to the vegetation.

It is noted that there would be a level of noise and disturbance from the application site during the construction period of the development however this would be temporary. A consultation response from Environmental Health requests the inclusion of noise conditions within the Decision Notice which are considered reasonable and would ensure that the level of noise and disturbance from the site is kept to an acceptable level during construction and operation.

During operation the development will experience comings and goings from the site, however the site would be accessed off Pontneathvaughan Road which is a busy

road that runs through the centre of Poneathvaughan. The proposal seeks to reduce and alleviate the existing parking issues experienced within the area by providing a car park in this location. As such while cars would be relocated from the road to the proposed car park, the level of noise generated is not considered to be of a degree that would unacceptably detriment the residential amenity of neighbouring properties.

It is noted that the provision of the accommodation, shop and welfare facilities would provide additional public facilities within Pontneathvaughan, The buildings are sited near the road and next to Swgd Gwladys, an existing accommodation and café. The facilitates would intensify the provision of public facilities within Pontneathvaughan however would be located a minimum of 50m from the closest residential dwellings. The applicant has proposed opening hours for the car park and facility buildings, during winter and summer months.

- The car park is proposed to be open 7am -11pm Monday – Saturday and 7am-10pm on Sundays, during summer and winter.
- The shop is proposed to be open 7am – 10pm Monday -Sunday, during summer and winter.
- The toilet welfare building is proposed to be open 7am- 11pm Monday-Saturday and 7am-10pm on Sundays during summer months and 7am- 5pm Monday- Sunday during winter months.

The summer and winter month time periods are identified within the Planning Statement as Good Friday or 1st April – 30th September and 1st October - Good Friday or Good Friday, which is considered reasonable for the purposes of opening times.

With regard to the proposed opening times, it is noted that Sgwd Gwladys is conditioned to opening hours of 8am -11pm. It is noted that no condition details are found for the opening times of the Angel Inn, however the opening times are advertised online as 11.30am – 10pm.

The proposed opening hours are not considered to be dissimilar to the opening hours of neighbouring public facilities within the locality, however noting that the opening hours of the shop and welfare facilities would be open one hour earlier than Sgwd Gwladys, together with the car park. A condition will be attached to the Decision Notice regarding the opening hours and a condition will also be attached for delivery times.

Parking and Access Requirements and Impact on Highway Safety

Policy TR 2 (Design and Access of New Development) states that development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. *The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*

2. *Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
3. *The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
4. *Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation*

The application incorporates a number highway works as part of the development, namely the removal of layby parking spaces along Pontneathvaighan Road, two new junctions, new pavements, provision of an emergency services layby and a car park with coach drop off and refuse collection. The proposal also includes the provision of two informal crossing points along Pontneathvaighan Road and High Street, bollards to protect vision splays and the provision of cycle stands.

It is noted that the road has been reduced from 30mph to 20mph and the Crash Maps UK data conveys that no incidents have been recorded or reported near the application site in recent years.

The Head of Engineering and Transport was consulted as part of the application and the following comments have been received;

1. *The submission indicates the existing street light will be removed from adjacent to the area where the toilet block will be removed. A scheme will need to be submitted for approval detailing a replacement lighting scheme.*
2. *The emergency layby should be marked accordingly.*
3. *How will spaces and direction arrows etc. be marked out on proposed gravel surfaced element of car park? Signage should be provided in accordance Traffic Signs Regulations and General Directions (2016) to show flow and direction of traffic.*
4. *Will the car park be lit? if so, the impact of the lighting levels on the existing highway will need to be established by suitable assessment which should be submitted for scrutiny.*
5. *All works to be constructed on the public highway shall be subject to Road Safety Audits, stages 1 to 4 in accordance with GG 119 of the Design Manual for Roads and Bridges.*
6. *The proposed junction fronting on to the Pontneathvaighan Road shall be constructed in accordance with drawing number 2081-05-JUB-C-DR-00100 P06 and shall be retained as such thereafter.*
7. *A Construction Method Statement shall be submitted and 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. *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
 - e. *wheel washing facilities*

- f. measures to control the emission of dust and dirt during construction*
 - g. a scheme for recycling/disposing of waste resulting from demolition and construction works*
 - h. scheme for the erection of temporary/semi temporary signage warning drivers of the presence of a site access.*
 - i. The Construction Method Statement shall be signed by a competent person(s).*
- 8. Any planting needs to be maintained at 600mm within vehicular and pedestrian vision splays.*
- 9. Unless otherwise agreed in writing by the local planning authority, notwithstanding the details shown on the landscaping proposals no trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway.*

The initial point raised by the highways officer would be addressed through the inclusion of a condition, as the proposed highway works would be undertaken by NPTCBC highways department and the provision of new street lighting will be secured by condition through the submission of a lighting scheme along Pontneathvaughan Road.

The removal of the four parking bays off High Street are proposed to be replaced with a Emergency Services layby. It is noted that appropriate signage would be required, which has been acknowledged by the applicant and a suitably worded condition will be attached to the Decision Notice.

With regard to point 3, the applicant has confirmed that markings within the car park have not yet been finalised, however have suggested that thermoplastic and signage would be used. As such a suitably worded condition will be attached to the Decision Notice for details to be provided.

A lighting scheme has been submitted as part of the application which conveys the proposed lighting within the site. The lighting would consist of decorative steel bollards within the first loop of the car park, near the access and along the disabled bay spaces to the rear of the accommodation building. Vandal resistance wall mounted anthracite lighting would also be erected on the four elevations of the accommodation and welfare building and three elevations of the shop building. The proposed lighting is concentrated in the centre of the site, along the access and around the building and avoids extending to the south of the site or along the river and tree line. It is noted that the second loop of the car park will predominantly be used to service peak time visitors and as such is likely to be predominantly utilised during summer months and during day time hours. Therefore the provision of lighting throughout the whole site is not considered necessary. The bollard and wall mounted lighting proposed is considered to be of an appropriate scale to serve the development.

It is noted that the need for a Road Safety Audit and a Construction Method Statement has been raised by the Highways officer and acknowledged by the applicant. A condition will be attached to the Decision Notice for the submission of both documents.

It is noted that points 6, 8 and 9 of the highway response would also be secured by suitably worded conditions.

The new car park would provide for 125 car parking spaces, including 13 EV charging spaces. The car park would also provide for 10 accessible spaces, 11 large spaces, 12 motorcycle spaces and 1 coach parking space. Planning Policy Wales requires a provision of 10% EV charging on new developments which would be satisfied by the provision of 13 EV spaces as part of the development, and the provision of the EV spaces will be conditioned as part of the application.

The proposed car park would also facilitate a coach drop off layby, and space for refuse collection. Swept path analysis has been submitted in support of the application and has been amended to provide additional space for turning within the site following consultation responses.

The proposed car park would be surfaced in two materials, the first loop would be completed in impermeable asphalt concrete, with permeable asphalt concrete parking spaces and the second loop would be completed in permeable gravel. It is noted that the second loop would generally act as the overflow car park and predominately used at peak times, as such the proposed gravel surface is considered to be acceptable due to its distance from the highway and will provide a more rural and less engineered appearance to the car park.

The new access points along Pontneathvaughan Road also include the provision of steel bolt down reflectorized bollards, to deter the parking within the existing layby, and to ensure the visibility splays are retained for both junctions and will be secured by a suitably worded condition.

The proposed farm access track would be located to the west of the application site and would extend around the existing field to allow access to the agricultural land beyond the application site. The access track would be 4m wide and would be completed in a granular stone material. The proposed material is considered to be appropriate for the context of the site with proposed excavated topsoil reprofiled next to the track.

Active Travel have been consulted as part of the application. It is noted that the closest active travel route to the application site is along Pontneathvaughan Road. The Active Travel response highlights that the route has failed a recent audit due to missing dropped kerbs/ tactile paving with cycling also failing and improvements required.

It is noted that concerns have been raised within the site due to missing tactiles however a number of the locations identified are not crossing points. A response from the applicant also confirms that there are no pavements adjoining the proposed junctions and as such crossing points are not proposed.

The applicant has also confirmed that there will be no raised plateaus within the site and a revised plan has been submitted to remove a set of tactiles following the Active Travel response.

While the Active Travel response identifies that Active Travel within the area needs to be improved, particularly from the existing on road parking bays and how pedestrians would cross the B4242 outside of the application site. It is acknowledged that the existing parking bays along to the southern section of the B4242 do not currently benefit from a pavement, with the only pavement located to the north of the B4242. However, the proposal seeks to remove the majority of existing layby parking due to the installation of the bollards. In addition, an informal crossing point has been proposed and located on the desire line which is on the edge of the site and the junction to High Street. Due to the significant removal of parking layby spaces, the provision of the car park with crossing point and the provision of highway improvements it is not considered reasonable for further works to the highway to be required as part of the development.

The applicant has confirmed that the pavements widths around the site would vary from 2.8m to 1.676m due to an existing pinch point outside Sgw Gwladys. The footway into the site would measure 4m in width with the remaining footpaths also measuring approximately 2m throughout the site. The applicant has also confirmed that the path leading to the cycle store has been widened to meet ATAG requirements.

The application proposes 6no cycle parking spaces within the area to the north of the site and proposes a cycle store to the west of the plant enclosure. The cycle store is located near the courtyard/ play area and next to the entrance/ exit to the site. It is noted that 10no cycle parking spaces are required by the development and the provision is considered to meet the requirements. A condition will also be attached to the Decision Notice to ensure the spaces are provided on site.

Due to the fairly rural location of the site and its location outside settlement limits public transport is fairly limited. The transport statement submitted in support of the application identifies 4no bus routes that are located in close proximity to the site, with only 1no route running on a Sunday. In addition 3no of the bus routes call at Neath Bus Station. Given the nature of the development it is acknowledged that visitors are likely to arrive by car as this is currently the case and the reason for the LUF bid for the development.

Comments have been received from Cllr Pursey, raising concerns with the swept path analysis and turning on site. Following review the plan was amended to provide a larger turned area within the site, providing adequate space for coaches and refuse vehicles within the site. The application would be subject to a Road Safety Audit which would be secured by condition, and following the audit the acceptability of the informal crossing would be established. It is noted that access to the waterfalls is outside of the application site and is private land, as such proposals for improvement haven't been included and it is not reasonable for them to be required for the development.

It is noted that a number of neighbour responses have been received both expressing support and objections relating to parking. While it is acknowledged that mixed responses have been raised by the need for the car park, it is clear that visitor parking is required in the locality, as the Local Authority have initially tried to alleviate this pressure with the installation of layby parking along the B4242 and the temporary car park provided by the land owner.

The following comments have been received relating to highway and parking and will be addressed individually;

- *Will money from the car park be used solely in the area which has been affected* – outside the scope of the planning application.
- No idea if car park will be closed at night and will people be able to gather during evenings and overnight – *opening hours are proposed above.*
- *If there is a charge to park people will continue to park in unreasonable areas.* – the proposal includes the provision of parking restrictions which would be undertaken outside of planning remits and through highway legislation.
- *Safety issues with new traffic* – the proposal seeks to alleviate existing parking pressure and the proposal would take cars off the highway.
- *More parking within the village as people don't like paying for parking* – outside of planning remits.
- *Residents have always asked for solution to parking problem, suggesting double yellow lines to left side of the road, but the council put in laybys which increased number of cars. Proposal for major infrastructure turning village into tourist destination is not solving parking problem as requested* – the proposal seeks to alleviate parking pressure on the village with fairly proportionate facilities to serve visitors and the local community.
- *Clear there is a need for parking, but more parking and facilities will encourage more visitors however the path and access to the falls remains unaffected by application and risks more serious harm and indeed death.* – a coroner report provided in 2022 has put responsibility of improving signage within the area for risks associated with the waterfalls which extends over three Local Authority's, the National Park Authority and NRW, as such improvements to the Waterfalls Trails and signage would fall outside the scope of the planning application.
- *Current overflow car parking is provided by local farmer at peak times and flexible arrangement is more sustainable for the environment* – current informal arrangement does not provide reason to refuse proposed development.
- *Entrance to the car park is unworkable our road is limited as to the turnaround of traffic* – the application is supported by swept path analysis and achieved visibility splays.
- *Has main entrance to new development been approved?* – it is being considered as part of this planning application.
- *Village has asked for double yellow lines and parking but proposal with parking charges will not change situation* – parking charges are outside planning remits.
- *No demand for parking of this size, current parking on the road manages visitor numbers with ease* – the proposed parking numbers have been established by the need and the loss of layby parking that would result from the development.
- *Pedestrian safety from closing existing parking bays, as visitors will be forced to park further west or on the bend* – loss of the layby parking is to ensure visibility splays are retained and visitors would park in the car park with footpath and crossing provisions.
- *Design and Access material of parking situation and surveys are dated and not accurate, there should be further investigations into the demand for parking and visitor numbers.* – the need for parking within the area is established and the scheme is supported by Levelling Up Funding (LUF) from

UK Government and as such is underpinned by a detailed LUF bid that sets out the qualitative and quantitative business case for the proposal.

- *No accidents on the road so highway safety is not an issue – point noted.*
- *NPTCBC land to the west that could become further parking bays – application can only be considered on its merits.*
- *The new access onto the farm contradicts a previous planning application P2017/0103 where the application was refused on the principle of an additional track would result in an unjustified encroachment into the open countryside which would cause harm to the character and appearance of the surrounding area/open countryside, with this access proposed further from fence line – each application is considered on its own merits however application P2017/0103 was refused on the reason for unjustified encroachment into the countryside with the officer report noting that an existing access was sufficient to serve the site. It is acknowledged that the proposed development would result in the loss of the existing access with constraints such as the overhead lines provided limited alternative siting for a new access.*
- *If a bus service was put on this could attract more people with less traffic – outside planning remits.*
- *Not clear if there is a barrier between development and main road, to safeguard people crossing – proposal would be subject to a Road Safety Audit that would be secured by condition.*
- *Future enforcement of non-compliance with parking restrictions and anti-social behaviour are to be developed? As there is currently no enforcement of non-compliance at present – outside planning remits.*

Biodiversity, Ecology and Green Infrastructure

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.

Planning Policy Wales (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.

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 of PPW 12) has been applied.

A Preliminary Ecology Assessment (PEA) and a Green Infrastructure Statement (GIS) have been submitted to support the application. The GIS states that planting would be provided on site together with bird and bat boxes to the shop building, accommodation building and bin store. The provision of bird and bat boxes would be secured by a suitably worded condition. Hard and soft landscaping proposals have been submitted and as discussed later in the report.

The PEA notes that the existing structures concluded negligible roosting potential for bats and that clearance works and demolition works should be undertaken outside of bird nesting season. A condition would be attached to the Decision Notice to ensure works as undertaken in accordance with the PEA.

The application site is located in close proximity to a Special Area of Conservation (SAC) and as such an Air Quality Statement has been submitted following the consultation response from the Authority's Ecologist.

The Air Quality Statement submitted stated that *'while the net effect of the proposals is most likely to be beneficial, it is important to recognise that any effect on nitrogen deposition will be extremely small. Any changes to concentrations would be too small to measure and nitrogen deposition will continue to be dominated by emissions from agriculture... It can therefore be safely concluded that there will be no significant adverse effect on air quality or nitrogen deposition in the SAC caused by the new car park. There will be no Likely Significant Effect and no further assessment is required'*.

NRW have been consulted as part of the application and requested a CEMP condition and would otherwise object to the proposal due to the proximity of the site to the SAC. As such the requested CEMP condition would be attached to the Decision Notice to ensure site specific measures are put in place to prevent pollution of the surrounding land and water environments.

Landscaping and Trees

Hard and soft landscaping proposals and a tree survey have been submitted to support the application. The tree survey submitted focuses on the trees located to the east of the application site and along the Neath River embankment. It is noted that the remainder of the site just consists of grassland. A number of 39 trees were inspected with 14no of the trees identified as category B, 14no as Category C and 11no as category U. The tree survey recommends the erection of root protection fencing, and as such a condition would be attached to the Decision Notice.

It is noted that an additional tree located to the west of the site would be located in close proximity to the new far access however the works would be outside of the trees root protection area. The root protection fencing condition would also include the need to provide fencing for the additional tree to ensure its protection.

The hard and soft landscaping plans convey the finishes of the site, in relation to the public realm areas and foot paths. The walkways and main surface throughout the site would be completed in resin bound gravel with wet rolled hogging located within the public realm areas. The pavements extending from the coach layby and around the front of the site, adjoining the B4242 Pontneathvaughan Road would be

completed in porous macadam vehicular surface. The hard landscaping proposals are considered to be appropriate and acceptable.

The proposed soft landscaping details convey the planting of 77 trees as part of the development, together with hedgerow planting around the public realm area to the north east of the site and along the extent of the south west boundary. The development also incorporated two rain garden mixes with rain gardens located near the junctions at the ends of the parking bays and within the courtyard and public realm areas. Buffer planting is also proposed to the eastern boundary of the site between the site and the River Neath and neighbouring properties. A Landscape Management Plan has also been submitted and would be conditioned.

The hard landscaping plan conveys that 1.2m timber post and rail fencing would be erected along the southern and west boundary and a 1.2m rail metal estate railings are proposed to the north boundary. The proposed fencing boundary treatment are considered to be acceptable and will tie in the with proposed planting details.

Two litter bins and one dog waste bin is also proposed as part of the application and are appropriately sited within the development.

The proposed soft landscaping details are considered to improve the appearance of the development and contribute to the Green Infrastructure on site and the surface drainage, which will be discussed later in the report.

Flood Risk and Drainage

The application site is partially located within flood zone C2 and within the new flood maps for planning zone 2 and 3, which extends along the eastern boundary of the site due to the River Neath. It is noted that a Flood Consequence Assessment hasn't been submitted to support the development however a Flood Risk Technical Note has been submitted.

It is acknowledged that the proposed development areas are located outside of the flood zones and as such fluvial flooding is not considered to be a risk. NRW have been consulted as part of the planning application and confirmed no concerns with flood risk.

The application has been supported by a drainage strategy and drainage layout plans which convey that the proposed surface water drainage from the proposed buildings would gather in rain gardens within the public realm area before traveling south within the site through a number of rain gardens and surface water drains to two basins at the bottom of the site. A indicative drainage ditch is also proposed from the basins at the bottom of the site which would only be required if final infiltrations testing requires as a worst case scenario. Notwithstanding the submitted details the application would be subject to SAB approval, whereby a scheme of surface water drainage would be assessed.

A watermain runs through the centre of the application and has provided a constraint for the development, as noted previously within the report. However following consultation with Welsh Water, an easement distance of 9.8m is required by the development. It is noted that the proposed building works are located outside of the

9.8m zone and as such are not considered to unacceptably impact upon the watermain. A Standard conditions list has been provided by Welsh Water and the information will be included as informative for the Decision Notice.

With regard to foul drainage from the site, it is noted that concerns have been raised by neighbours regarding the existing sewer. However, Welsh Water have been consulted on the application and confirm that there is capacity within the public sewerage network to receive the domestic foul flows from the development. The concerns raised with regard to the existing sewerage concerns within the locality would fall outside of the planning application and would be a matter for NRW and Welsh Water should these issues arise.

Contaminated Land and Pollution

Policy EN 8 (Pollution and Land Stability) states that *proposals which would be likely to have an unacceptable adverse effect on health, biodiversity and/or local amenity or would expose people to unacceptable risk due to the following will not be permitted:*

- *Air pollution;*
- *Noise pollution;*
- *Light pollution;*
- *Contamination;*
- *Land instability;*
- *Water (including groundwater) pollution.*

Proposals which would create new problems or exacerbate existing problems detailed above will not be acceptable unless mitigation measures are included to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.

It is noted that the application site is located in a Low Coal Mining Risk area however an informative will be included within the Decision Notice.

The application has been supported by the submission of a Ground Condition Assessment report and the Authority's Environmental Health Contaminated Land officer has been consulted as part of the application. The response received identifies that the report does not cover the northern area of the redline boundary (opposite the Angel Inn) that includes the public toilets and car park that are to be demolished and soft landscaped. Historical maps show a tramway passing through this part of the site. Therefore, a supplementary site investigation is required for this area of the development. For the remainder of the site, the site investigation has found no exceedances in the soil tests. However, ground gas monitoring results are outstanding. These will need to be submitted as part of a finalised report before the report can be approved. As such land contamination conditions are requested and would be attached to the Decision Notice, in order for the additional area of land to be surveyed and for the ground gas information to be included.

Following the submission of an air quality statement and the comments received from Environmental Health the proposed development is not considered to have an unacceptable impact upon air quality.

It is noted that noise and light matters have been considered earlier in the report.

Energy

Policy RE2 (Renewable and Low Carbon Energy in New Development) states that *schemes that connect to existing sources of renewable energy, district heating networks and incorporate on-site zero / low carbon technology (including microgeneration technologies) will be encouraged. The following proposals will be required to submit an Energy Assessment to determine the feasibility of incorporating such a scheme and where viable, would be required to implement the scheme:*

- (a) Residential development for 100 or more dwellings;*
- (b) Development with a total floorspace of 1,000 sqm or more.*

It is acknowledged that the proposed development would not exceed the above thresholds however the DAS has included a Energy and Sustainability Statement. The Statement confirmed that the sites physical and environmental constraints have been considered during the design period including sun path and shading details, with consideration also given to reduce construction impacts and reduction of operational energy. Due to the nature of the development and the scale of built development within the proposal the submitted information is considered to be sufficient.

It is noted that the energy statement identified the developments intention to incorporate air source heat pumps, heat recovery or PV panels as part of the development, however details have not been submitted. As such a condition will be attached to the Decision Notice for details to be submitted with the requirement of a noise impact assessment if air source heat pumps are to be provided.

It is noted that a National Grid overhead line is located to the west of the application site and following consultation it has been confirmed that there are no issues with the proposed development.

Welsh Language

With regard to policy SP22 it is noted that the development is located outside of the identified sensitive areas, however the application has been supported by a Welsh Language Action Plan. Due to the nature of the proposed development the submission is welcomed. It is noted that signage would be provided in English and Welsh with bilingual interpretation proposed. The proposed measures are considered to promote Welsh Language within the area and are considered to be acceptable.

Waste

Policy W3 (Management in New Development) states that *'proposals for new built development will need to demonstrate that provision is made for the design, layout, storage and management of the waste generated by the development both during the construction phase and occupation. The following proposals will be required to produce Site Waste Management Plans:*

- (a) Residential development for 50 or more dwellings;*
- (b) Industrial or commercial development that would generate in excess of 1,000 tonnes of waste per annum;*
- (c) Development that would generate hazardous waste'*

The application proposes a bin store to the north east of the site, located between the buildings and the car park to allow the refuse vehicle to enter the access and access the bin store. It is noted that the Authority operates a fortnightly collection of non-recyclables and a weekly collection of recycling. The bin store is considered to be a modest scale and appropriately sited on site.

Archaeology

The application has been supported by the submission of an Historic Environmental desk-based assessment and noted the potential impact upon several post medieval sites. A response received from Glamorgan Gwent Archaeology advises that Archaeological mitigation would be required on site and as such a condition will be attached to the Decision Notice.

Section 106 Planning Obligations

Local Development Plan **Policy SP 4** (Infrastructure) states that “Developments will be expected to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community. Where necessary, Planning Obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable”.

Policy I1 (Infrastructure Requirements) then states that “In addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be required to ensure that, where appropriate, the impact of new development is mitigated. These requirements will include consideration of and appropriate provision for: Affordable housing; Open space and recreation facilities; Welsh language infrastructure (in language Sensitive Areas); Community facilities including community hubs; Biodiversity, environmental and conservation interests; Improving access to facilities and services including the provision of walking and cycling routes; Historic and built environment and public realm improvements; Community and public transport; Education and training.

In view of the type and form of development proposed in this location, having regard to local circumstances and needs arising from the development, no planning obligations are considered necessary to make the development acceptable in planning terms and to meet the policy and legislative tests for planning obligations.

Other Matters

As identified earlier in this report, a number of objections were received in response following the publicity exercise. In response to the main issues raised which have not been addressed elsewhere in this report, the following comments are made:

- *Take away livelihood of local farmer and destroy farmland* – not a material planning matter, impact of development assessed above.
- *Disruption to the village and will no longer be a country village but a tourist hotspot and will not benefit the village at all* – the scale of the development is modest and aims to alleviate current parking pressures.

- *Should be supporting local farmers and local food production – not a material planning matter.*
- *Disturbance and impact upon biodiversity and wildlife – assessed above.*
- *Attract and increase number of visitors and increase pollution – assessed above.*
- *Narrow waterfall paths will be overwhelmed and increase of litter and erosion – the waterfall paths lay outside of the application site.*
- *Small village recently inundated with visitors who park either side of the road in front of house – proposal aims to alleviate current parking pressures, provided car park for tourists and visitors.*
- *Proposal out of character with the area and not in-keeping – impact of proposal assessed above.*
- *Approach to the village will complete change and turn the area into a mass of buildings for tourists only- Visual impact of proposal assessed above.*
- *Car park and toilets are required but Council has added unrequired buildings to get funding – LUF funding not a material planning matter.*
- *Increase footfall to delicate environment with the new accommodation block, shop, take away together with the idea proposed of pop up vendors, markets & events – pop-up vendors, markets and events are no proposed within the application.*
- *Increase littering as bins only emptied once a week and dog mess and detract from natural beauty of the area – site management would be a matter for the land owner, and tenant.*
- *Site and other properties have had planning applications refused as developments did not fit in with the street-scene, how can this be given permission – each planning application is dealt with on its own merits.*
- *Noise and disturbance from development and accommodation – assessed above.*
- *Proposed yellow lines will prevent parking outside our property, there should be provision for at least two parking spaces for residents outside their homes – residential parking provisions on the highway is not a planning matter.*
- *Increased sewerage and known issues with existing sewer system entering river and into gardens – matter addressed above.*
- *Swallows return every year to the site but with buildings gone where would they build their nests – bird boxes proposed within development with existing trees to be retained and additional trees to be planted.*
- *Who is going to be responsible for maintaining the site once erected – the land owner or tenant would be responsible for site maintenance.*
- *Levelling up fund no longer existing under labour so surely money would be better spent on other projects – not a planning matter, each application is dealt with on its own merits.*
- *Privacy of many residents – impact on neighbouring properties assessed above.*
- *Play area was supposed to be one of the highlights for the village as current isn't one – courtyard and play area proposed and details would be secured by a condition.*
- *Can see this proposal spoiling the uniqueness of village – comment noted, impact of development assessed above.*
- *No thought to residents who feel overwhelmed by volume of visitors already, surely planning is to improve quality of life for villagers and tourist amenities*

should be secondary – proposal is to alleviate the existing parking pressure within the village and provide facilities for the community.

- *The two fields in question are the only open green areas in the village and have been treasured by local people – fields would remain to the west of the application site and the site is located in close proximity to built development.*
- *No demand for extra beds apart from a few peak days of the year – the proposal is supported by a LUF bid that requires a qualitative and quantitative business case for the scheme.*
- *The building of a hotel will create over supply in the market and drive down nightly rate and make existing businesses less profitable – the proposal includes the provision of 8 no double rooms.*
- *Ripped down existing toilet block seems wasteful, surely could be used as a tourist information site – comment noted, however can only assess proposal as submitted.*
- *Septic tanks to be installed will have to be emptied – no septic tanks proposed, the development would be connected to the public sewer.*
- *Has the main sewerage been established as this has been contentious issue – assessed above.*
- *Historically a covenant placed on the fields for agricultural use – applicant has been made aware however is not a material planning matter.*
- *Village doesn't support development and grant monies shouldn't have been obtained – comments noted.*
- *All over the world are protesting against tourists – comment noted.*
- *Better to develop Glynneath as a hub and encourage public transport – comment noted, however can only assess proposal as submitted.*
- *Not enough research within the community conducted – application has been supported by a number of surveys and documents and PAC undertaken in line with regulations.*
- *Don't need congestion, accommodation, franchise shops and mention of a park which was ignored during previous requests for funding with local community now organising its own – comments noted.*
- *Loss of natural drainage – as noted above the application will be subject to a SAB application.*
- *Destroying possible archaeological research – GGAT have been consulted and a condition would be attached to the Decision Notice as noted above.*
- *Overdevelopment and unneeded development that is against Future Generations Act – scale of development and policy considerations assessed above.*
- *Size and number of facilities proposed are to please Levelling Up Bid which is over exaggerated and not needed and will encourage more visitors, contradictory to the Design and Access Statement – the scale of development has been reduced since LUF bid and seeks to alleviate existing parking pressures and provide facilities for visitors and locals.*
- *Size and scale of initial development was smaller and more in-keeping – proposal has gone through redesign stages since LUF bid however scale of development assessed above.*
- *Similar smaller proposal was put forward in 2009 and was given negative view for development on the site – each planning application is dealt with on its own merits however no details of 2009 application found.*
- *land was put forward for the LDP in 2012 for Tourism and Leisure but was rejected by NPTCBC – limited sites were progressed to allocation within the*

LDP as many sites had not proved to be viable, and policy TO1 provides the ability for sites to come forward and be assessed outside of the allocation process.

- *States that the land for the public area is unused, this is false. The area is a working farm and is constantly used every day* – comments noted.
- *There are other commercial buildings that can be converted into accommodation or a shop* – comments noted, the application can only be considered on its own merits.
- *Enticing business from Glynneath with provision of shop* – the proposed shop is small scale in order to serve visitors and locals.
- *More visitors means for accidents and more pressure on emergency services* – the application seeks to alleviate current pressure on the area.
- *Need for local community not taken into account* – comments noted, proposal seeks to alleviate pressure within local community.
- *Application is inadequate and only superficially deals with total capacity of existing water system* – the application would be subject to SAB approval and Dwr Cymru Welsh Water have been consulted.
- *During times of increased flow, raw sewerage is discharged directly into the river* – outside planning remits.
- *The Nature Buffer Planting (Soft Landscaping) along the river side is closer to the river and therefore closer to the housing in Brodawel where more noise and pollution than previous plans* – impact on neighbouring properties assessed above.
- *Will the lighting be covered by a timing function? What time will the lights be on - at the present the Sgwd Gwladys lights are not a problem - however the development is closer and will be seen across the river giving light pollution* – the proposed lighting has been assessed above and will be subject to a condition.
- *As there is to be a Warden, does this mean that Neath Port Talbot Council will be the authority undertaking the Landscape Management Plan and therefore continue to the upkeep of the land?* – the landscaping would be the responsibility of the land owner and tenant of the development.
- *Although Welsh Water does not feel there is a problem in the area, for the past 10-15 years all applications for new buildings have been rejected by Ystradfellte Community Council due to the bad state of the sewage system? There have been blockages and not all situations have been documented by Welsh Water as there have been different offices/call centres telephoned and these have not been collated.* – a response has been received from Welsh Water which confirms that capacity exists in the sewerage system.

CONCLUSION

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011–2026) adopted January 2016.

It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on Visual Amenity, Neighbouring Amenity,

Highway and Pedestrian Safety, Biodiversity, Trees, Archeology, Flooding, Drainage or Waste. Accordingly, the proposed development is in accordance with Policies SC1, BE1, TR2, EN5, EN6, EN8, RE2, W3, SP22, SP13 and TO1 of the Neath Port Talbot Local Development Plan.

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

Recommendation

Approval, subject to conditions

Time Limit Conditions

1. The development shall begin no later than five years from the date of this decision.

Reason:

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

List of Approved Plans

2. The development shall be carried out in accordance with the following approved plans and documents:
Site Location Plan 2081-00-HIR-A-DR-00020-S2-P10 Existing Site Roof Plan
2081-00-HIR-A-DR-01039-S2-P7 Proposed Site Plan
2081-00-HIR-A-DR-00200-S2-P14 Site Demolition Plan
2081-00-HIR-A-DR-01139-S2-P5
Proposed Ground Floor Plan 2081-00-HIR-A-DR-01300-S2-P16 Proposed
First Floor Plan 2081-00-HIR-A-DR-01310-S2-P14
Site Roof Plan as Proposed 2081-00-HIR-A-DR-01390-S2-P12 Proposed
Accommodation Elevations 2081-01-HIR-A-DR-02410-S2-P8 Proposed Shop
Elevations 1 2081-02-HIR-A-DR-02420-S2-P6 Proposed Shop Elevations 2
2081-02-HIR-A-DR-02421-S2-P6 Proposed Welfare Elevations 1
2081-04-HIR-A-DR-02440-S2-P6 Proposed Welfare Elevations 2
2081-04-HIR-A-DR-02441-S2-P6 Existing Site Sections
2081-00-HIR-A-DR-03050-S2-P6
Proposed Site Sections 2081-00-HIR-A-DR-03500-S2-P6
Waste Management Plan and Proposed Bin Store 2081-04-HIR-A-DR-
00450-S2-P6
Proposed Bike and Water Tank Enclosure Elevations 2081-04-HIR-A-DR-
00452-S2-P4
Highway Works - Existing & Proposed Drainage 2081-05-JUB-C-DR-00540-
S2-P07
Highway Works - General Arrangement 2081-05-JUB-C-DR-00100-S2-P08
Highway Works - Swept Path Analysis - Delivery Vehicles
2081-05-JUB-CDR-00151-S2-P05
Highway Works - Swept Path Analysis - MPV and Estate Car
2081-05-JUBC-DR-00150-S2-P05

Highway Works - Swept Path Analysis - Refuse and Recycling Vehicles
2081-05-JUB-C-DR-00152-S2-P05
Highway Works - Swept Path Analysis - Tractor and Trailer
2081-05-JUB-CDR-00153-S2-P06
Highway Works - Swept Path Analysis - Coaches 2081-05-JUB-C-DR-00154-S2-P02
Proposed Car Park - Drainage Layout 2081-04-JUB-C-DR-00500-S2-P10
Proposed Car Park - General Arrangement 2081-04-JUB-C-DR-00100-S2-P08
Proposed Car Park - Swept Path Analysis - Coaches 2081-04-JUB-C-DR-00150-S2-P05
Proposed Car Park - Swept Path Analysis - Delivery and Refuse Vehicles
2081-04-JUB-C-DR-00152-S2-P05
Proposed Car Park - Swept Path Analysis - MPV and Estate Cars 2081-04-JUB-C-DR-00151-S2-P05
Proposed Car Park - Access Track External Works 2081-04-JUB-C-DR-00730-S2-P02
Ecological Enhancements Plan 2228-DLA-DR-L-05-P04 Hard Landscape Plan 2228-DLA-DR-L-01-P16 Landscape Sections 2228-DLA-DR-L-04-P04 Soft Landscape Plan 2228-DLA-DR-L-02-P012 Tree Pit Details 2228-DLA-DR-L-03-P02
Lighting Strategy 2081-00-MCP-E-DR-9000 Rev P03 Tree Survey Plan TS589
Topographical Survey 6785A
Planning Statement Asbri Planning
Welsh Language Action Plan Asbri Planning September 2024
Site Waste Management Plan Andrew Scott
Design and Access Statement including Energy and Sustainability Statement - Hiraeth Architecture
Accommodation Schedule Hiraeth Architecture Drainage Strategy - Jubb
Flood Risk Technical Note - Jubb 2081-00-JUB-C-RP-00002 September 2024
Transport Statement Asbri Transport September 2024
Preliminary Ecological Assessment Neath Port Talbot County Borough Council
Tree Survey Neath Port Talbot County Borough Council
Landscape Management Plan Davies Landscapes
Green Infrastructure Statement Davies Landscapes November 2024
Factual Exploratory Investigation Earth Science Partnership Ground Conditions Assessment Report Jubb
Historic Environment Desk Based Assessment Dyfed Archaeological Trust Air Quality Statement - Logika J101618A102

Reason:

In the interests of clarity.

Pre-Commencement Conditions

3. No development or phase of development, including site clearance and demolition, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Construction methods: details of materials, how waste generated will be managed.
 - General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain. All fuel, oil and chemicals used on Site must be stored away in a locked store which is bunded to 110% capacity of the total volume stored.
 - Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance, and mitigation measures.
 - Soil Management: details of topsoil strip, storage, and amelioration for reuse. The early establishment of buffer strips during surface restoration work can filter runoff and reduce soil erosion - such measures are particularly important on steep slopes and bare soil vulnerable to runoff.
 - Control of Nuisances: details of restrictions to be applied during construction including timing, duration, and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.
 - Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater (including details of sewage disposal from any welfare facilities on site), and energy use.
 - Traffic Management: details of site deliveries, plant on site, wheel wash facilities
 - Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan, following the Pollution Control Hierarchy. Site specific pollution sensitive receptors should be identified and their risks, and the methods of mitigation should be identified. A monitoring plan for watercourses should be developed.
 - Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason

To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction and to accord with Policy EN8 of the Local Development Plan.

4. No development shall commence, including any works of demolition, until a Construction Method Statement has been 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:
 - (i) the parking of vehicles of site operatives and visitors
 - (ii) loading and unloading of plant and materials

- (iii) storage of plant and materials used in constructing the development
- (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- (v) wheel washing facilities
- (vi) measures to control the emission of dust and dirt during construction
- (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works
- (viii) scheme for the erection of temporary/semi temporary signage warning drivers of the presence of a site access.
- (ix) The Construction Method Statement shall be signed by a competent person(s).

Reason:

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

5. Prior to the commencement of work on site, including demolition, the developer shall submit a detailed Noise Impact Assessment, prepared by a qualified acoustic consultant, to the Local Planning Authority for approval. The assessment shall evaluate the potential noise impacts of the development on surrounding properties and sensitive receptors, particularly during both construction and operational phases. The assessment must be conducted in accordance with current standards and guidelines relevant in Wales, including BS 4142:2014+A1:2019 (Methods for Rating and Assessing Industrial and Commercial Sound) or any succeeding guidance. Where significant noise impacts are identified, the assessment shall also include detailed mitigation measures to reduce noise to acceptable levels. All recommended mitigation measures shall be implemented in full prior to the first occupation of the development and maintained thereafter for the duration of the development.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

6. Prior to commencement of development (excluding demolition), Road Safety Audits, stages 1 to 4 in accordance with GG 119 of the Design Manual for Roads and Bridges shall be submitted to and approved in writing by the Local Planning Authority, the Road Safety Audits shall include all works to be constructed on the public highway and the works shall be carried out in accordance with the Audits prior to the first beneficial use of the development.

Reason:

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

7. No development shall commence on site until a revised assessment of the nature and extent of contamination affecting the application whole site area has been submitted to and approved in writing by the Local Planning Authority, including the northern section of the site that comprises the existing parking and toilet block. This assessment must be carried out by or under the

direction of a suitably qualified competent person in accordance with BS10175 (2011) 'Investigation of Potentially Contaminated Sites Code of Practice' and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwater and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,- ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

Reason:

To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment, and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

8. Prior to the commencement of the development, including demolition, a secured agreement for a written scheme of historic environment mitigation shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the requirements and standards of the written scheme.

Reason:

To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

9. No development shall commence, excluding demolition, on site until a remediation scheme to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, buildings, other property and the natural and historic environment shall be prepared and submitted to and approved in writing with the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives, remediation criteria and site management procedures. The measures proposed within the remediation scheme shall be implemented in accordance with an agreed programme of works.

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 offsite receptors, and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

10. Prior to the commencement of work on site, excluding demolition, details shall be submitted to and approved in writing by the Local Planning Authority for the play park and courtyard as identified on plan 2326 00 Rev 16 (Site Ground Floor Plan as Proposed). The details shall include a block plan, elevation details, equipment details and any hard and soft landscaping. The play park shall then be implemented on site, as approved prior to the first beneficial use of the development.

Reason:

To ensure the acceptable delivery of the courtyard and play park and to ensure the proposal complies with Policy BE1 of the Local Development Plan.

11. Prior to the commencement of development on site, including demolition, and before any equipment, machinery or materials are brought onto site, tree protective fencing as shown in Appendix 2 of the submitted Tree Survey, dated February 2024 must be erected on site in accordance with the Tree Survey and the Tree Survey Plan (dated 29.02.2024). The protective fencing measures must comply with BS5837:2012 Trees in relation to design, demolition and construction and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. The tree protection fencing shall also be erected around the root protection area of the additional tree located to the west of the proposed agricultural access. Nothing shall be stored or placed within any fenced areas, and the ground levels within those areas shall not be altered, nor shall any excavation be made.

Reason:

To ensure all existing trees are protected throughout the construction of the development, in the interest of visual amenity, and to ensure the development complies with Policy BE1 of the Neath Port Talbot Local Development Plan.

Action Conditions

12. Prior to the construction of the car park hereby approved, a scheme detailing how parking spaces and direction arrows will be marked out on proposed gravel surfaced element of car park shall be submitted to and approved in writing by the Local Planning Authority. Signage should be provided in accordance Traffic Signs Regulations and General Directions (2016) to show flow and direction of traffic and the approved scheme shall be implemented on site prior to the first beneficial use of the car park and retained as such thereafter.

Reason:

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

13. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage system including any increase in the roof area of buildings /or impermeable surfaces within the application site and foul water and surface water discharges shall be drained separately from the site.

Reason:

To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, and to and ensure the development complies with Policy SP16 and BE1 of the Neath Port Talbot Local Development Plan.

14. The shop, accommodation and welfare buildings hereby approved shall be connected to the mains sewerage system prior to the first beneficial use of the development and retained as such thereafter.

Reason:

In the interest of satisfactory drainage of the site, and ensure the development complies with Policy SP16 and BE1 of the Neath Port Talbot Local Development Plan.

15. Notwithstanding the submitted plans, no planting shall be allowed to grow above 600mm within the hereby approved vehicular and pedestrian vision splays and no trees shall be planted within the footway nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway. The vision splays shall thereafter be maintained free of any obstruction exceeding 600mm 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 Neath Port Talbot Local Development Plan.

16. Prior to the first beneficial use of the development hereby approved the 13no EV charging parking spaces shall be provided on site and retained as such thereafter.

Reason: To ensure that the development complies with the requirements of Planning Policy Wales 12.

17. Prior to the first beneficial use of the development hereby approved, details of the markings of the emergency layby shall be submitted to and approved in writing by the Local Planning Authority. The markings shall then be completed on site in accordance with the approved details prior to the use of the layby, and retained as such thereafter.

Reason:

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

18. Prior to the first beneficial use of the development hereby approved replacement highway replacement lighting scheme shall be submitted to and approved in writing by the Local Planning Authority, the replacement lighting scheme shall include the proposed siting of the lighting columns and lux levels and shall be constructed on site prior to the first beneficial use of the development.

Reason:

In the interest of visual, residential amenity and to prevent any unacceptable light spillage, and in the interest of bio diversity and protected species and to ensure the proposal complies with Policies EN8 and BE1 of the Local Development Plan.

19. If required by the development, prior to the implementation of the substation on site, as shown on plan 2326 00 Rev14 Site Plan as Proposed, details shall be submitted to and approved in writing by the Local Planning Authority and the substation shall then be implemented on site in accordance with the approved details.

Reason:

To ensure acceptable design and appearance and to accord with policy BE1 of the Local Development Plan.

20. Prior to the first beneficial use of the development hereby approved, excluding the farm access track, the facilities for the secure storage/ stands for a minimum of 10no cycles, including 1no. adapted space shall be provided in accordance with plan 2081-04-JUB-C-DR - 00100 P08, and such facilities shall be retained as such thereafter.

Reason:

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

21. Prior to the first beneficial use of the development hereby permitted, excluding the western farm access, the proposed bird boxes as detailed on plan 2228DLADRL05 P4 (Ecological Enhancement Plan) shall be provided on site and retained as such thereafter.

Reason:

In the interest of biodiversity, and to mitigate to loss of bird nesting/foraging habitats under the Habitats Regulations (amended 2012) and to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

22. The development hereby approved shall be undertaken in accordance with the Landscape Management Plan (DLA2228LMP01) and the Soft Landscaping Plan (2228 DLA DRL02P12). All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the operation of the buildings or the completion of the development, whichever is the sooner; and any trees, hedgerows 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 visual amenity, and to ensure the long term management and maintenance of all landscaped areas that lie within the site and to ensure the development complies with Policies SP15 and BE1 of the Neath Port Talbot Local Development Plan.

23. Prior to beneficial use of the proposed development commencing, if required by condition 9, a verification report which demonstrates the effectiveness of the agreed remediation works carried out in accordance within condition 7 shall have been submitted to and approved in writing by 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 offsite receptors and to ensure compliance with Policies SP16 and EN8 of the Neath Port Talbot Local Development Plan.

24. Should the provision of Air Source Heat Pumps be required by the development, details of the Air Source Heat Pumps including siting location, any housing and specifications shall be submitted to and approved in writing by the Local Planning Authority prior to their installation on site. The details shall also include a Noise Impact Assessment and where significant noise impacts are identified, the assessment shall also include detailed mitigation measures to reduce noise to acceptable levels. All recommended mitigation measures shall be implemented in full prior to the first beneficial use of the development and maintained thereafter for the duration of the development.

Reason:

In the interests of local amenity, and to ensure compliance with Policies SP16, EN8 and BE1 of the Neath Port Talbot Local Development Plan.

25. External lighting within the development shall be completed in accordance with the External Light Management Strategy (2081-009000- P03) and the external lights shall not be operational outside of the operational hours of the development identified in condition 33.

Reason:

In the interest of visual, residential amenity and to prevent any unacceptable light spillage, and in the interest of biodiversity and protected species and to ensure the proposal complies with Policies EN8 and BE1 of the Local Development Plan.

26. Prior to the first beneficial use of the access junctions and car park hereby permitted, the highway bollards as shown on plans 2081 00200 P14 (Site Plan as Proposed) and 2081-05-JUB-C-DR-00100 (Highway Works - General Arrangement) shall be provided on site, and shall be retained as

such thereafter.

Reason:

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

27. Prior to their use in the construction of the development hereby permitted, samples of the materials 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. Development shall be carried out in accordance with the approved details.

Reason:

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

Regulatory Conditions

28. Any gates provided across the accesses shall be of a type which open inward only and can be seen through and shall be retained as such thereafter.

Reason:

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

29. 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.

30. The development shall be undertaken in accordance with the Preliminary Ecological Assessment 03/2024 EC2023 004.

Reason:

In the interest of biodiversity, and to accord with Policy SP15 of the adopted Neath Port Talbot Local Development Plan.

31. Demolition and construction operations shall be limited to 08:00-18:00 Mon-Fri, 08:00-13:00 Saturday, and no demolition & construction operations shall take place on Sunday and Public Holidays.

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.

32. The separate highway access junction and track, as detailed on plan 2081-04-JUB-C-DR-00730 P02, located to the west of the application site and the secondary access point located off the car park access shall be restricted to farm use only and for no other purpose.

Reason:

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

33. The use of car park shall not be carried out outside the hours of 7am -11pm Monday - Saturday and 7am-10pm on Sundays, during summer and winter. The use of the shop and ancillary coffee kiosk shall not be carried out outside the hours of 7am - 10pm Monday -Sunday, during summer and winter. The use of the toilet and welfare building shall not be carried out outside the hours of 7am- 11pm Monday- Saturday and 7am-10pm on Sundays during summer months and 7am- 5pm Monday- Sunday during winter months, as set out within the Planning Statement hereby approved.

Reason:

In the interest of residential amenity and to ensure the development complies with Policy BE1 and EN8 of the Neath Port Talbot Local Development Plan.

34. The coffee kiosk shall be limited to the area shown on plan 2326 00 Rev 16 (Site Ground Floor Plan as Proposed) and shall remain ancillary to the A1 shop hereby approved.

Reason:

In order to ensure compliance with Policy BE1 of the Neath Port Talbot Local Development Plan.

35. No deliveries by Heavy Goods Vehicles (vehicles over 3500kg maximum gross weight) shall be made to the approved Class A1 use outside of the hours 07:00-19:00. All deliveries outside of these hours should be arranged in accordance with Department for Transport document "Quiet Deliveries Good Practice Guidance - Key Principles and Processes for Retailers".

Reason:

To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Local Planning Policy.