

Application No	W/33310
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Application Type	Full Planning
Proposal & Location	CHANGE OF LAND USE FROM AGRICULTURE TO TOURING AMERICAN RECREATIONAL VEHICLE SITE. CONSTRUCTION OF 27 FULLY SERVICED PITCHES WITH ASSOCIATED INFRASTRUCTURE AT LAND AT IDOLE, ON A484, CARMARTHEN

Applicant(s)	MR GLYN REES, NANTYGROES , MILO, LLANDYBIE, AMMANFORD, SA18 3NQ
Case Officer	Gary Glenister
Ward	St Ishmael
Date of validation	05/02/2016

CONSULTATION

Head of Transport – Has no objection to the proposal subject to the imposition of appropriate conditions.

Head of Technical Services (Drainage) – Has no objection to the amended surface water and land drainage scheme.

Head of Public Protection – Has no objection to the amended proposal.

Llandyfaelog Community Council – Objects to the proposed development on the following grounds:-

- Site entrance is inappropriate for the size of vehicles.
- Site entrance is close to a bend in the road with poor visibility.
- Amended scheme does not mitigate ecological impacts.
- Site is unsuitable requiring considerable work to be usable.
- A large amount of construction work is required with an impact on biodiversity.
- No local facilities such as shops etc. within walking distance.
- Out of keeping with community with no benefits.

Local Member – County Councillor M Stephens has requested that the application be referred to Planning Committee for determination if recommended for approval.

Natural Resources Wales – Had initial concerns however as a result of amendments to the scheme has no objection to the proposed development. Given the link to the Towy SAC, a Test of Likely Significant Effect has been undertaken and signed off as being acceptable.

Neighbours/Public – The application has been advertised by the posting of five site notices with 108 objections and a petition with 80 signatures received on the basis of the initial submission and 42 as a result of re-consultation raising the following matters:-

- The site is outside development limits.
- Proposal is not in keeping with the area.
- Facilities.
 - Lack of local facilities in village.
 - Visitors may need doctor etc.
 - Site shop inadequate for long stays.
- Scale of the development
- Highway safety.
 - Large vehicles onto busy road.
 - Adequacy of site entrance.
 - Visibility.
 - Increase in traffic/congestion.
 - 12.8m RV are not road legal.
 - Lack of pavement.
 - Shop would be dangerous.
 - Off-site infrastructure narrow outside main routes.
- Ecology.
 - The site is an unimproved wildflower meadow.
 - An EIA should be submitted not a survey.
 - Biodiversity Action Plan (BAP) priority habitat/species.
 - Translocation is risky.
 - European Protected Species likely to be present on site & nearby.
 - Survey has not included land outside applicant's ownership & control.
 - Survey is based on samples not whole site analysis.
 - Translocation onto a higher value ecological area does not 'enhance' as required by Policy EQ4.
 - Impact of pond not assessed.
 - History of enforcement under agricultural EIA regs.
 - Impact of visitors' pets.

- Drainage.
 - Surface water scheme will overload habitat area and increase water table.
 - Capacity of attenuation pond.
 - Foul drainage pump – what contingencies are there for pump and electric failure and long term maintenance?
 - Impact of pumped sewerage has not been assessed.
 - No assessment of impact on Nant Cwm stream to rear.
- Pollution.
 - Grass pitches wouldn't stop pollution.
 - Hard pitches would damage habitat.
 - Drainage to ditches will affect third party land.
- Amenity.
 - Noise/Disturbance to local residents TV, generators, parties etc.
 - Lighting.
 - Stress for residents.
 - Visual amenity from RV and portacabins.
 - Human Rights Act.
 - Protocol 1 Article 1 'The Right to Peaceful Enjoyment of Property'.
 - Protocol 1 Article 8 'Right to Private and Family Life'.
- Need.
 - Alternative sites are available.
 - Applicant's information is challenged.
 - If not viable alternative uses could be gypsies/caravan site/static caravans/chalets.
- Security.
- Social and political way of life.
- Localism Act – no community consultation.
- RV have high power usage.
- Inadequate power, sewerage etc. to serve the site.
- No community benefit.
- Devaluation of property.

RELEVANT PLANNING HISTORY

The following previous applications have been received on the application site:-

W/32848	Change of land use from agriculture to touring American recreational vehicle site. Construction of 15 stone hard standing and 15 grass pitches with associated infrastructure Withdrawn	08 Dec 2015
D4/22525	Electricity supply Full planning permission	21 July 1992

APPRAISAL

THE SITE

The application site is a 1.4ha parcel of land immediately adjacent to the settlement development limits of Idole. Idole is a small settlement which is approximately 4.2 km by road south south east of the A48 roundabout at Carmarthen.

The site has a 108m road frontage onto the A484 with a depth (red and blue land) of approximately 290m. The site slopes gently in a northerly direction away from the A484. The site is overlooked by properties in Idole that back onto the A484, however this is at a distance, with the A484 and the private garden areas in between.

The site is a largely unimproved meadow, however it is noted that some work has been done previously which has resulted in investigation by the Welsh Government and the site was restored to its former state. No formal enforcement action was therefore necessary. The site has mature trees around three boundaries with a hedgerow along the road frontage. There is a wet area in the north west section with rushes evident. The site as a whole is considered to have a degree of ecological value so needs careful assessment.

A similar application was submitted in 2015 and subsequently withdrawn by the applicant. The proposal was considered likely to have a significant environmental impact so the applicant was asked for an Environmental Statement. The scheme has been re-considered by the applicant in consultation with the applicant's ecologist and has been consequently amended in accordance with the ecologist's advice.

The site is on a public transport route between Llanelli and Carmarthen via Kidwelly and the applicant has provided details of the service which passes the site.

THE PROPOSAL

The application seeks a change of use of the agricultural land to a site for the stationing of American Recreational Vehicles (RV). The application proposes 27 serviced pitches with electricity, water and foul water disposal.

Given the previous ecological concerns, the pitches are arranged on the site so as to avoid areas of ecological interest.

Foul and surface water drainage details have been submitted with the application.

Foul drainage originally included a package treatment plant on site, however after concerns were raised by third parties, the applicant has amended the scheme and proposes to pump foul water to the public sewer which is situated within the A484.

Surface water is collected on site and drains to an attenuation pond which percolates into the ecological habitat area in the north western part of the site. Oil interceptors are proposed to be conditioned to ensure that the surface water is not polluted by the RV.

Access to the site is directly off the A484. The access point is positioned to ensure that adequate visibility is achieved.

Ecological issues have shaped the amended scheme, which has been designed to ensure that there is no significant environmental impacts. The application includes management of parts of the site for ecology to ensure that any potential harm is mitigated on site.

The proposal also includes ancillary amenity and maintenance buildings to serve the site.

PLANNING POLICY

In the context of the current development control policy framework the site is outside the settlement development limits of Idole as defined in the Carmarthenshire Local Development Plan (LDP) Adopted 10 December 2014.

Policy SP1 Sustainable Places and Spaces states:

Proposals for development will be supported where they reflect sustainable development and design principles by:

- a) Distributing development to sustainable locations in accordance with the settlement framework, supporting the roles and functions of the identified settlements;
- b) Promoting, where appropriate, the efficient use of land including previously developed sites;
- c) Integrating with the local community, taking account of character and amenity as well as cultural and linguistic considerations;
- d) Respecting, reflecting and, wherever possible, enhancing local character and distinctiveness;

- e) Creating safe, attractive and accessible environments which contribute to people's health and wellbeing and adhere to urban design best practice;
- f) Promoting active transport infrastructure and safe and convenient sustainable access particularly through walking and cycling;
- g) Utilising sustainable construction methods where feasible;
- h) Improving social and economic wellbeing;
- i) Protect and enhance the area's biodiversity value and where appropriate, seek to integrate nature conservation into new development.

Policy GP1 Sustainability and High Quality Design states:

Development proposals will be permitted where they accord with the following:

- a) It conforms with and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing, elevation treatment, and detailing;
- b) It incorporates existing landscape or other features, takes account of site contours and changes in levels and prominent skylines or ridges;
- c) Utilises materials appropriate to the area within which it is located;
- d) It would not have a significant impact on the amenity of adjacent land uses, properties, residents or the community;
- e) Includes an integrated mixture of uses appropriate to the scale of the development;
- f) It retains, and where appropriate incorporates important local features (including buildings, amenity areas, spaces, trees, woodlands and hedgerows) and ensures the use of good quality hard and soft landscaping and embraces opportunities to enhance biodiversity and ecological connectivity;
- g) It achieves and creates attractive, safe places and public spaces, which ensures security through the 'designing-out-crime' principles of Secured by Design (including providing natural surveillance, visibility, well lit environments and areas of public movement);
- h) An appropriate access exists or can be provided which does not give rise to any parking or highway safety concerns on the site or within the locality;
- i) It protects and enhances the landscape, townscape, historic and cultural heritage of the County and there are no adverse effects on the setting or integrity of the historic environment;

- j) It ensures or provides for, the satisfactory generation, treatment and disposal of both surface and foul water;
- k) It has regard to the generation, treatment and disposal of waste;
- l) It has regard for the safe, effective and efficient use of the transportation network;
- m) It provides an integrated network which promotes the interests of pedestrians, cyclists and public transport which ensures ease of access for all;
- n) It includes, where applicable, provision for the appropriate management and eradication of invasive species.

Proposals will also be considered in light of the policies and provisions of this Plan and National Policy (PPW: Edition 7 and TAN12: Design (2014)).

Policy TSM2 Touring Caravan and Tent Sites states:

Proposals for new touring caravan and/or tent sites, and for extensions/improvements to an existing site, will be permitted where:

- a) It is directly related to an identified Growth Area, Service Centre, Local Service Centre or a Sustainable Community which exhibit appropriate services and facilities;
- b) It will not have an unacceptable adverse effect upon (and where appropriate enhances) the surrounding landscape and townscape;
- c) It will provide (where appropriate) for the significant improvement of the overall quality, appearance and setting of the site;
- d) The site will not result in an over concentration of sites within the area.

Proposals which include a need for ancillary structures should demonstrate that a sequential approach has been considered commencing with the re-use of existing buildings, followed by the need to construct new buildings. New buildings will only be permitted where they are appropriate in terms of their siting, need and scale.

Proposals for the conversion of an existing touring caravan and/or tent site to a static caravan and/or chalet site will not be permitted unless it accords with Policy TSM1.

Policy TR2 Location of Development – Transport Considerations states:

Proposals which have a potential for significant trip generation will be permitted where:

- a) It is located in a manner consistent with the plans strategic objectives, its settlement framework and its policies and proposals;

- b) It is accessible to non car modes of transport including public transport, cycling and walking;
- c) Provision is made for the non-car modes of transport and for those with mobility difficulties in the design of the proposal and the provision of on-site facilities;
- d) Travel Plans have been considered and where appropriate incorporated.

Policy TR3 Highways in Developments - Design Considerations

The design and layout of all development proposals will, where appropriate, be required to include:

- a) An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;
- b) Suitable provision for access by public transport;
- c) Appropriate parking and where applicable, servicing space in accordance with required standards;
- d) Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;
- e) Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;
- f) Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run-off from the highway.

Proposals which do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.

Proposals which will not result in offsite congestion in terms of parking or service provision or where the capacity of the network is sufficient to serve the development will be permitted. Developers may be required to facilitate appropriate works as part of the granting of any permission.

Planning Policy Wales Edition 8 – Jan 2016 sets out national policy on tourism as follows.

11.1.1 Tourism is vital to economic prosperity and job creation in many parts of Wales. It is a significant and growing source of employment and investment, based on the country's cultural and environmental diversity. Tourism can be a catalyst for

environmental protection, regeneration and improvement in both rural and urban areas.

11.1.2 The Welsh Government's aim is for:

- tourism to grow in a sustainable way and to make an increasing contribution to the economic, social and environmental well-being of Wales.

11.1.4 Tourism involves a wide range of activities, facilities and types of development throughout Wales. The planning system should encourage sustainable tourism in ways which enable it to contribute to economic development, conservation, rural diversification, urban regeneration and social inclusion, recognising the needs of visitors and those of local communities. In addition to supporting the continued success of existing tourist areas, appropriate tourist-related commercial development in new destinations, including existing urban and industrial heritage areas, should be encouraged.

11.3.1 In determining planning applications for tourism developments, local planning authorities need to consider the impact of proposals on the environment and local community. They may seek to reduce the impact of development using arrangements for traffic and visitor management.

THIRD PARTY REPRESENTATIONS

The site is outside development limits but directly related to the village. Given the nature of the proposal it is unlikely that a site would be found within a settlement so the policy allows for development in the open countryside provided it is directly related. In this case, Idole has no local facilities, however the site is well related to the road network being directly off the A484 and well related to Cwmffrwd and Carmarthen.

The village of Idole is characterised by development generally facing away from the A484 with a well-established boundary along the highway. The village is therefore inward facing with little character from the main route through it apart from the former School and former Chapel which have road frontages. The proposal is opposite the main village but set back off the road behind a translocated/reinforced hedgerow. It is also noted that the field slopes away from the road so vehicles would be at a lower level so would not be prominent. It is not therefore considered that the proposal would be out of keeping with the area.

Facilities

There is concern over lack of Local Facilities in the village. The nature of the vehicles proposed demands a site which is well related to the primary road network to ensure ease of access and egress. Owners generally have a small car or motor/bike in tow so it is not essential for them to be within walking distance of a shopping centre. Touring sites generally have an ancillary shop as part of the reception area for people to buy essential goods such as bread and milk. The concern is that the small on site shop would be inadequate to satisfy needs and hence necessitate travel to larger settlements. The nature of touring sites is that people are likely to use it as a

base but spend a considerable amount of time visiting attractions in the area, so any shopping requirements can be met whilst visiting larger settlements and not therefore generate additional travel.

On the other hand there is also concern that if the on-site shop is open to the public, it would encourage people from the village to cross the road and this is seen as dangerous. The applicant initially offered the shop as a facility for the village for essential items however given the concerns, has stated that it would be for visitors only.

As with any touring site, there may be occasions when a visitor may need medical attention. The NHS has emergency procedures which are outside the normal surgery arrangements however this is not a material planning consideration.

The scale of the development has been reduced from the original proposal that was withdrawn. The number of pitches is low for the size of the application site as this is proposed as a specialist American RV site and the size of the vehicles proposed necessitates larger pitches. If a general caravan and camping site was proposed, the number would be much higher and there is fear that it could become a different type of site. However, this is proposed to be restricted by conditions limiting it to motorhomes (which would not preclude smaller motorised vehicles in order to ensure viability) and fixing the internal layout.

Highway safety has been carefully considered by the Head of Transport, and the access, visibility, splays etc. have been amended in accordance with the requirements of the highway department. The access shows tracking to indicate that it is fit for purpose for the type of vehicles proposed. The site is directly accessed off the A484 which is suitable for large vehicles and the level of traffic generated is not considered likely to be unacceptable.

It should be noted that entrance proposed is not the current gated access, and hedgerow translocation is required to ensure a safe access. Translocation is common practice and will not be detrimental to the hedge.

The legality of the size of vehicles as proposed is not a material planning consideration as they have to be licensed and registered to be able to drive on British roads.

There is no pavement on the side of the A484 where the site is proposed. This has been subject to assessment by the Highways section and it is concluded that the proposal is satisfactory.

There is local concern that off-site road infrastructure is narrow outside main routes. This however gives support for the site to be located off a main route to avoid larger vehicles having to negotiate narrow lanes.

Ecology

The site is an unimproved wildflower meadow, albeit one that has been disturbed in the past so has been subject to some damage. The site has been subject to a

detailed study in December which acknowledged that further survey work was necessary. The follow up survey has given a more detailed analysis, and the mitigation is based on the best knowledge available.

The previous application was subject to correspondence from Welsh Government that an EIA was necessary as it would have a significant impact. However given the amendment to the scheme and mitigation proposed, it is considered that the amended proposal would not have a significant impact so an EIA has not been requested. If Welsh Government disagrees with this conclusion, they have the power to issue a direction or call it in for determination by Welsh Ministers. No such action has been taken to date.

The report acknowledges that there are some Biodiversity Action Plan (BAP) priority habitat/species on the site and a mitigation and management plan is therefore recommended by condition. The site has no statutory local or national designation so the test is whether the proposal would cause unacceptable harm or whether it would enhance the site. In this case, with proper management, the site is considered likely to have a net overall benefit compared to doing nothing with it, and therefore is considered to comply with policy.

Part of the mitigation is the translocation of species from the part of the site which is proposed to be developed. Translocation is a well-established means of moving species from one site to another and with proper care and management, is generally successful. It is therefore considered that the proposal would not have a lasting impact on the species present.

The impact on ecology including European Protected Species have been assessed. The survey was not extended beyond the applicant's ownership and control however the impact on the site is not considered unacceptable, therefore the impact beyond is not likely to be unacceptable.

The survey has been carried out in accordance with good practice, but an experienced ecologist, therefore is considered to be fit for the purpose of assessing the proposal.

Third parties opine that translocation onto a higher value ecological area does not 'enhance' as required by Policy EQ4. This has been assessed specifically by the applicant and has been accepted by the County Ecologist.

The pond has been suggested as a sustainable form of drainage on the site and is designed to filter into the wetland to maintain the hydrology.

For clarity, the site has been subject to investigation by the Welsh Government under the agricultural EIA regulations. However it should be noted that the owner at the time remedied the works that were undertaken so no formal enforcement action taken. The works have disturbed parts of the site so its value in biodiversity terms is not universal across the site, hence only part of the overall site is proposed to be used.

Impact of visitor's pets is not material as they are under the control of the visitors and the site is subject to a management plan.

Drainage

The surface water scheme has been assessed by the ecologists and drainage engineers and after amendments there are no objections.

Foul drainage was originally proposed to be disposed of via a package treatment plant, however in response to concerns from third parties, it is proposed to be pumped to the mains in the A484. It is understood that a double pump arrangement is proposed in case of failure. The onus is on the applicant to ensure a proper maintenance schedule is undertaken so that the likelihood of failure is minimised. The use of mains sewerage is the preferred option in a sewered area and it minimises the impact on the site as it does not have an on-site discharge of treated water.

The application site is linked hydrologically to the Towy SAC via the Nant Cwm stream to rear and there is concern that drainage to the stream via ditches will affect the stream and third party land. The impact has been assessed and a Test of Likely Significant Effect has been carried out and scrutinised by NRW. The conclusion is that there will be no significant effects from the proposal.

Pollution

There is concern over of grass pitches not preventing, pollution and on the other hand the impact of hard pitches damaging the habitat. The proposal has been assessed by public protection and NRW and there are no objections.

Amenity

Local residents are concerned that the proposal would result in Noise & Disturbance from TVs, generators, parties etc. and that lighting would cause a nuisance. There is also concern that the visual amenity of the site will be affected from their homes by the stationing of vehicles and cabins etc. This is said to be a likely cause of stress and affect Human Rights.

The proposal has been assessed carefully and whilst the presence of activity on a field that is currently unused will not be to neighbours liking, it is considered that the separation distance between the site and neighbouring properties, with the A484 between, and the topography of the site being lower than the neighbouring properties, the impact is not considered likely to be unacceptable.

In respect of noise, it is noted that the site is proposed to be fully serviced with electric points so there would be no need for generators. Many RV also have solar panels to charge leisure batteries. The proposal has been assessed by Public Protection and it not considered likely to have a detrimental impact.

Need

The applicant has done market research which suggests that there is demand for such a site, however objectors content that there are alternative sites available. Need is not a requirement in Policy, with the criteria being that there is not an over concentration of sites. In this case, it is considered that there are opportunities for such vehicles to stay, however these are limited and many sites are constrained by the road network. The application site is an opportunity for users to have easy access from the primary road network in order to park up and visit attractions within the County and beyond. It is suggested that many of these visitors tow a small car or motorbike so that they don't need to move the main vehicle day to day, so the location proposed appears to be ideal to take advantage of the good road access and to be in a convenient location to tour Llanelli and the Pembrey Peninsular on one side with Gower beyond and Rural Carmarthenshire the other with Pembrokeshire and Ceredigion beyond. The applicant therefore seeks a high quality site that will attract owners from around the country to what is seen as a gateway location to explore West Wales.

The applicant's information however is challenged and independent research is said to conclude that there are pitches at Nantgaredig, Bynea and Pembrey where such vehicles can park. There is however a good separation distance between these locations so it is not considered to be an over concentration of sites. There is concern that the applicant posed as a potential client to glean information from other site owners, however this is not material.

If the site does not turn out to be viable, there are fears that it could be used for alternative uses such as for gypsies/travellers, a caravan site/static caravans/chalets. The description is for a Touring American Recreational Vehicle site, however, given the variety of sizes and designs of such vehicles, it would be unreasonable to restrict it to a particular length of vehicle. It is therefore recommended that a condition be imposed to limit it to motor homes which would allow smaller vehicles. It is recommended that the use is restricted so that it precludes caravans of any description, which would also preclude its use for chalets and statics which would be caravans by definition.

There is concern that visitors pose a security risk to neighbouring properties. This is not considered to be a material planning consideration as it would be a police matter.

The impact on the social and political way of life of the village is not a material planning consideration. The site is proposed as a touring site and not for permanent or year round occupation and is not likely to have an impact on local politics.

The Localism Act and community consultation procedures and community benefits etc. apply to England and not Wales.

There is concern that there is inadequate power supply, sewerage etc. to serve the site. The applicant would need to ensure that capacity is acceptable or the site would not be able to operate. It is understood that the utility companies have agreed in principle, however will not enter into a formal contract to supply without grant of

planning. The applicant has been made aware of these requirements and the particular power needs of this type of vehicle.

Community contributions would not normally be expected from developments of this nature.

Devaluation of property is not a material planning consideration.

CONCLUSION

In accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, the application has been screened to establish whether an Environmental Impact is required. Given the scale and nature of the proposal, the development is considered to be of no more than local impact and in terms of the above regulations, will not give rise to any significant adverse environmental impacts upon the site and surrounding area. Moreover, the site does not occupy an environmentally sensitive location and is considered to be of little historical importance. On this basis, the requirements of an Environmental Impact Assessment are not considered to be applicable to the application. In arriving at this decision the authority have taken into account the selection criteria as set out in Schedule 3 of the above regulations.

After careful consideration of the site and its surrounding environs in the context of the representations received to date, the proposed development including the ecological mitigation and management within the applicant's ownership and control are considered to address the issues raised. The use is considered likely to have an economic benefit for the County and attract owners of larger motor homes to a site which is in a convenient location on the primary road network from which they can tour the County and beyond. The topography, separation distance from neighbours and proposed landscaping along the frontage is considered to ensure that the site would not have an overbearing impact on the village or have unacceptable impacts on residential amenity. The site does have a degree of ecological value, however it is not untypical of unimproved grassland and it has been disturbed previously. The management and translocation proposed seeks to ensure that there is a net enhancement of the site and therefore complies with Policy. Whilst there are concerns raised by third parties, it is considered on balance that the proposal is in accordance with the above policies and therefore is recommended for approval.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The development hereby permitted shall be commenced before the expiration of five years from the date of this permission.
- 2 The development hereby permitted shall be carried out strictly in accordance with the following schedule of plans:-
 - Definitive Site Layout dated 9 September 2016
 - Definitive Sewer Drains Plan dated 9 September 2016

- Definitive Surface Water Drains Plan dated 9 September 2016
 - Typical Pitch Cross Section dated 9 September 2016
 - 1:2500 scale Location Plan dated 20 January 2016
 - Drinking Water Pipes dated 20 January 2016
 - 1:75 scale Elevation and Floor Plan dated 20 January 2016
 - 1:500 & 1:5000 scale Proposed Access, Swept Path Analysis and Location Plan. Drawing No. 02A dated 29 February 2016.
 - Typical arrangement for Contraflow Chamber dated 28 April 2016
 - Swale Cross Section dated 4 August 2016
- 3 The development hereby approved is restricted to no more than 27 pitches, for the stationing of motorhomes only and shall not be used for caravans, tents or any other form of holiday accommodation.
 - 4 There shall be no motorhomes or any other form of holiday accommodation on site between 1st November and 28th February the following year and all motorhomes along with any other paraphernalia shall be removed from the site during this period.
 - 5 No development approved by this permission shall be commenced until an detailed ecological mitigation, management, enhancement and monitoring plan identifying all necessary ecological retentions, enhancements, creation, mitigation and ongoing management measures for the lifetime of the development, delivering the ecological recommendations listed within Section 6 and 7.2 of the Ecological Assessment and Mitigation Strategy dated 11th January 2016 by Pryce Consultant Ecologist, the National Vegetation Classification Report dated 3rd June 2016 by Pryce Consultant Ecologist. The revised drainage strategy drawing received on the 4th August 2016 and the letter from Pryce Consultant Ecologists dated 18th August 2016, is submitted to and approved in writing by the Local Planning Authority. The plan shall then be implemented as approved.
 - 6 No development shall commence until a Construction Environmental Management Plan including habitat protection zones has been submitted to and been approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved plan.
 - 7 No development or site clearance shall take place until an appropriate and comprehensive Detailed Landscape Design Scheme, which includes which includes a method statement for the translocation of the existing hedgerow along the road frontage and an implementation programme, has been submitted to and approved in writing by the local planning authority. The scheme shall integrate appropriate site specific landscape, ecological and biodiversity design proposals.

- 8 The Detailed Landscape Design Scheme, as submitted to discharge condition 8 shall be fully implemented in the first available planting and seeding seasons following the commencement of development. Any new landscape elements constructed, planted or seeded; or existing landscape elements retained; in accordance with the approved Detailed Landscape Design Scheme which, within a period of 5 years after implementation are removed; die; become diseased; damaged or otherwise defective, to such extent that, in the opinion of the local planning authority, the function of the landscape elements in relation to this planning approval is no longer delivered, shall be replaced in the next planting or seeding season with replacement elements of similar size and specification, unless otherwise agreed in writing by the local planning authority
- 9 At no time shall there be any use of generators by occupants of the touring pitches.
- 10 Oil interceptors shall be installed within the surface water drainage system at all intersections in accordance with NRW advice note PP3 (2006) to prevent potential pollution of the swale and attenuation pond. These interceptors shall be maintained every six months, or in accordance with manufacturer's instructions.
- 11 Prior to its use by vehicular traffic, the new access road shall be laid out and constructed with a minimum 10.0 metre carriageway for the first 20metres, and 10.0 metre kerbed radii at the junction with the A484 road.
- 12 Any access gates shall be set back a minimum distance of 10.0 metres from the highway boundary, and shall open inwards into the site only.
- 13 The private access shall be hard surfaced for a minimum distance of 10.0 metres behind the highway boundary, in materials which shall be subject to the prior written approval of the Local Planning Authority. The hard surfacing shall be fully carried out prior to any part of the development approved herewith being brought into use.
- 14 Prior to any use of the estate road by vehicular traffic, a visibility splay of 2.4 metres x 90 metres shall be formed and thereafter retained in perpetuity, either side of the centre line of the estate road in relation to the nearer edge of carriageway. There shall at no time be any growth or obstruction to visibility over 0.9 metres within this splay.
- 15 The access, visibility splays and turning area required, shall be wholly provided prior to commencement of any other part of the development, and thereafter shall be retained unobstructed in perpetuity. In particular, no part of the access, visibility splays, or turning area, is to be obstructed by non-motorised vehicles.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2,7+8 In the interests of visual amenity.
- 3-4 In the interests of general amenity.
- 5-6 In the interests of ecology.
- 9 To protect residential amenity.
- 10 To prevent the pollution of the surface water system.
- 11-15 In the interests of highway safety.

REASONS FOR GRANTING PLANNING PERMISSION

The decision to grant 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 proposal complies with policies SP1, GP1 and TSM2 of the LDP as the proposal is not likely to have an adverse impact on third parties or the visual amenity of the site or surrounding landscape.
- The proposal complies with policies TR 2 & TR3 of the LDP as the proposal has an adequate means of access and is not likely to have an adverse impact on highway safety.

NOTE(S)

- 1 Please note that this permission is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions which the Council has imposed on this permission will be listed above and should be read carefully. It is your (or any subsequent developers') responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions which require the submission of details prior to commencement of development will constitute unauthorised development. This will

necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.

Failure on the part of the developer to observe the requirements of any conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

- 2 Where any species listed under Schedules 2 or 4 of The Conservation (Natural Habitats, etc.) Regulations 1994 is present on the site in respect of which this permission is hereby granted, no works of site clearance, demolition or construction shall take place in pursuance of this permission unless a licence to disturb any such species has been granted. In accordance with the aforementioned Regulation and a copy thereof has been produced to the Local Planning Authority.

The applicant should be aware of their legal duties regarding certain protected species. All British bat species are European Protected Species by virtue of their listing under Annex IV of EC Directive 92/43/EEC ('The Habitats Directive'). This Directive has been transposed into British Law under the Conservation (Natural Habitats &c.) Regulations (1994). Bats are also fully protected under Schedule 5 of the Wildlife and Countryside Act (1981) (as amended*). Under the Conservation Regulations (1994) it is an offence deliberately to capture or kill a wild animal of a European protected species; deliberately to disturb any such animal; or to damage or destroy a breeding site or resting place of such an animal. For bats this includes roosts that are not currently being used. If bats are encountered on site works should stop immediately and NRW should be contacted (Natural Resources Wales, - General Enquiries: enquiries@naturalresourceswales.gov.uk or 0300 065 3000 Mon-Fri, 8am - 6pm) - an EPS development licence may then need to be applied for. Licences are not automatically granted by virtue of a valid planning consent and it may be possible that the necessary licence application may be refused.

Nesting Birds

In addition the applicant should be made aware of the possible presence of nesting birds using the buildings and the protection afforded to them. Under the Wildlife and Countryside Act (1981) (as amended) it is an offence to kill or injure any wild bird or damage or destroy the nest of any wild bird whilst that nest is being built or is in use. The breeding bird season is generally taken to be mid-March to mid-August. As such no work should be carried out during the breeding season, unless it can be demonstrated that nesting birds are absent.

- 3 The applicant is advised that any amendment or alteration of an existing public highway in connection with a new development shall be undertaken under a Section 278 Agreement of the Highways Act 1980. It is the responsibility of the developer to request the Local Highway Authority to proceed with this agreement and the developer is advised that the total costs

of entering into such an agreement, as well as the costs of undertaking any physical works on site, shall be met by him.

- 4 All surface water from the development herewith approved shall be trapped and disposed of so as to ensure that it does not flow on to any part of the public highway.
- 5 No surface water from the development herewith approved shall be disposed of, or connected into, existing highway surface water drains.
- 6 Advice on oil interceptors can be found in PP2 2006 produced by the former Environment Agency (now Natural Resources Wales).
- 7 It is the responsibility of the developer to contact the Streetworks Manager of the Local Highway Authority to apply for a Streetworks Licence before undertaking any works on an existing Public Highway.