

Application Number: DM/2025/01041

Proposal: Change of use of part of car parking area in Great Barnets Wood for the provision of one mobile food/drink van in the car park at Great Barnets Wood. There are no new hardstandings or permanent structures proposed. The van/trailer will not be permitted to park overnight, proposed seasonal opening hours of 9am to 5pm. There will be no electricity supply and no diesel or external generators

Address: Barnets Wood, B4235 Mounton Brook To Chepstow, Chepstow

Applicant: Ms. Cathrin Jones

Plans: Location Plan, Site Plan, All Drawings/Plans Recreation and Access PROW, Block Plan

RECOMMENDATION: Approve

Case Officer: Ms Jo Draper
Date Valid: 28.10.2025

This application is presented to Planning Committee due to 5 or more objections and at the request of the Local Member

1.0 APPLICATION DETAILS

1.1 Site Description

The application site relates to a car park that serves the woodland area that is Barnets Wood near Chepstow. The site is accessed via a length of track approximately 100m, that joins the public highway along the classified B4235. The car park and surrounding woodlands is managed by NRW. The car park is informal with no delineation of car parking spaces. The application site is situated in the open countryside and in the Wye Valley National Landscape. There are no designated sites within 1km of the site.

Public Rights of Way 573/50, 573/50A, 573/76 cross in close proximity of the site.

1.2 Proposal Description

The proposed development includes a change of use of land, to site one temporary food/drink van/trailer in the NRW managed car park. The van/trailer takes the space of approximately three vehicles; however, the car park is informal, and spaces are not delineated. There are no proposed changes to the parking facility as the van/trailer will be located on the existing hardstanding within the car park with no new hardstanding or permanent structures proposed.

The supporting information states that the van/trailer will not be located on the grass or any other vegetation. The van/trailer will not be permitted to park overnight with anticipated seasonal opening hours of 9am to 5pm. A licence will be issued to the concession holder to ensure that they adhere to specific obligations. Trees and grassed areas would not be impacted. There will be no losses to green infrastructure

A revised block plan has been provided that plots the Public Rights of Way in relation to the proposed area identified for the food van/trailer.

The supporting information has provided more detail on the responsibilities and obligations of the permit holder that operates the proposed van/trailer. This includes:

The successful applicant will be issued with a licence. The licence will state that the licensee is responsible for adhering to all waste regulations, including recycling and we therefore anticipate that the licensee will have recycling bins on site, and they will be responsible for disposing of the waste legally. They will also be responsible for ensuring that the site is tidy and free of litter. The Licence will also include requirements to comply with the Environmental Protection (Single-use Plastic Products) (Wales) Act 2023. Recyclable or biodegradable food and drink containers should be used. NRW are also looking for eco-solutions, as diesel generators will not be permitted on site.

Ecological enhancement is proposed in the form of four Bat Boxes to be sited on trees surrounding the car park.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2025/01041	Change of use of part of car parking area in Great Barnets Wood for the provision of one mobile food/drink van in the car park at Great Barnets Wood. There are no new hardstandings or permanent structures proposed. The van/trailer will not be permitted to park overnight, proposed seasonal opening hours of 9am to 5pm. There will be no electricity supply and no diesel or external generators.	Pending Determination	

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S10 LDP Rural Enterprise
 S13 LDP Landscape, Green Infrastructure and the Natural Environment
 S17 LDP Place Making and Design

Development Management Policies

DES1 LDP General Design Considerations
 EP1 LDP Amenity and Environmental Protection
 NE1 LDP Nature Conservation and Development
 GI1 LDP Green Infrastructure
 EP3 LDP Lighting
 LC1 LDP New Built Development in the Open Countryside
 LC4 LDP Wye Valley AONB
 LC5 LDP Protection and Enhancement of Landscape Character

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with 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 well-being of our communities. Future Wales - the national plan 2040 is the national development framework and it is the highest tier plan, setting the direction for development in

Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

Planning Policy Wales (PPW) Edition 12

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.

5.0 REPRESENTATIONS

Mathern Community Council: Comments - Cllrs feel that this isn't required; concern over increased litter, no toilets available, vermin. Would question the commercialisation of the countryside

Wye Valley National Landscape: No objection.

Owing to the small and temporary nature of the proposals, there are no significant concerns regarding potential adverse landscape and visual impacts on the WVNL.

MCC Public Rights of Way (PROW): No objection.

Public Path no. 573/50, 573/50A, 573/76 must be kept open and free for use by the public at all times. No barriers, structures or any other obstructions should be placed across the legal alignment of the path, and any damage to its surface as a result of works or private vehicular use must be made good. If the path needs to be temporarily closed to allow works, the applicant should apply for a temporary traffic prohibition order.

MCC Highways: No objection

The application proposes the siting of a food truck within an existing car park. The site is accessed via a length of track, (approx. 100m,) that joins the public highway along the classified B4235. The truck is to be located within an existing car park located over 100m from the public highway. The truck takes the space of approximately three vehicles; however, the car park is informal, and spaces are not delineated. There are no proposed changes to the parking facility. Given the distance from the public highway, it is not expected to produce serious concern regarding parking or obstruction of the network. The MCC Local Parking Standards require only a single space for staff and 'adequate' parking provision for customers. Given the location within a car park, it is the opinion of the highway authority that all standards are met. Given the location it is expected that customer visits will be incidental to the existing use and will not represent a significant increase or draw for additional trips. There are no highway grounds for an objection.

MCC Ecology: No objection

It is understood that the proposed site is within an existing car park that already has picnic areas and is well used. It is also understood from communication with NRW (as the applicant) that: The successful applicant will be issued with a licence. The licence will state that the licensee is responsible for adhering to all waste regulations, including recycling and we therefore anticipate that the licensee will have recycling bins on site, and they will be responsible for disposing of the waste legally. They will also be responsible for ensuring that the site is tidy and free of litter. The Licence will also include requirements to comply with the Environmental Protection (Single-use Plastic Products) (Wales) Act 2023. Recyclable or biodegradable food and drink containers should be used. NRW are also looking for eco-solutions, as diesel generators will not be permitted on site.

Designated Sites and Protected Species No designated sites are within 1km of the site. Several component sites of the Wye Valley and Forest of Dean Bat Sites are located within 10km, the

closest being approximately 2km northwest. Given the small scale of the proposals, no adverse effects on these designated sites are anticipated. It is noted that Natural Resources Wales (NRW) have commented stating, 'we do not consider that the proposed development affects a matter listed on our Consultation Topics, Development Planning Advisory Service: Consultation Topics (September 2018)'. Information was not available regarding Sites of Importance for Nature Conservation or Priority Habitats, however based on information known regarding the local area, there is a chance that the site is located within proximity to the following:

Natural Resources Wales Priority Area: Plantation on Ancient Woodland Site; An area of ancient semi-natural woodland; Site of Importance for Nature Conservation

A variety of protected species including bats, dormice and breeding birds are likely to be present within the woodland. No additional risk to sensitive habitats within proximity to the site is anticipated, as the van is proposed within an existing carpark that is already well used, with footfall not expected to increase. There will be no external generators, minimising pollution risks and disturbance from noise. Indirect impacts to the woodland from waste/litter will be addressed as operators will require a licence to operate, which includes responsibilities for managing waste appropriately. Given the use of existing hardstanding and controlled operational hours (seasonal 9am - 5pm), the proposal is ecologically low risk. The risk to protected species or habitats that support these species is considered to be negligible.

Lighting - Due to limited operational hours the use of artificial light is not anticipated and is unlikely to cause disturbance to protected species within the woodland. Should the vans operate in the winter and require artificial lighting to operate, any unavoidable external lighting must be low-level, directional, and restricted to the van footprint (designed in accordance with Bats and Artificial Lighting in the UK (ILP, 2023). Net Benefit for Biodiversity Planning Policy Wales (PPW) 12 sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (para 6.4.5 refers).

This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016. The Green Infrastructure Statement submitted as part of the application proposes 4 bat boxes on trees surrounding the car park. These enhancements are considered to be proportional to the scale of the proposals. Evidence of implementation of mitigation and net benefit measures for biodiversity must be provided to the LPA no more than three months later than the first beneficial use of the development.

MCC Surface Water Drainage: No objection.

Flood informative to add to consent

Flood risk maps provided by Natural Resources Wales indicate the site to be at risk of surface water flooding. From the block plan it looks as though the proposed location will be outside of the modelled flood extents from NRW's Surface Water and Small Watercourses layer. We suggest the proposed location is maintained, and the applicant should be aware that the access and forestry tracks may channel surface water.

5.2 Neighbour Notification

Approximately 20 objections received.

This will be detrimental to the very essence of the area.

These chosen areas are actually very small and there simply isn't space for this kind of venture. If you consider the wonderful parts of the Forest of Dean such as Beechenhurst and Mallards Pike there is ample parking, sufficient bins, staffing and a whole infrastructure to support more visitors, refreshments and toilets as they enjoy the woodland responsibly. By simply allowing a fast food van you will be undermining the whole ethos of the wonderful Wye Valley which is an ANOB.

Food options already exist in the area - local pubs and cafes which rightly deserve our trade and offer a high quality of service - from small light bites, teas and coffees to larger meals and drinks.

The size of the car park is pretty small and is accessed from a steep, narrow, derestricted lane, with no passing places and a national speed limit in place. The proposed food outlet would harm established local pubs and restaurants, only a few minutes' drive from the area. While the applicant says they will consider applications from local bidders, it is more likely the proposal will be harmful to local businesses. The proposed food outlet would reduce the space for parking by locals and tourists.

The proposed development is unsuitable for this location and poses significant risks to public safety, environmental protection, and the viability of existing local businesses
This infrastructure cannot safely support increased commercial traffic, especially given existing parking overflow onto woodland verges during peak times.

Located within an AONB, the area is home to protected species, including dormice.

The proposal threatens the site's "wild woodland nature" through increased litter (already an issue) and noise pollution, disturbing wildlife and causing pollution.

The complete lack of toilet and handwashing facilities for staff and visitors raises severe food hygiene concerns and presents a public health hazard in a public recreational area. Harm to Local Businesses

It is difficult enough to park here at peak times to walk my dog, so losing space to a food van would make it harder.

There is little benefit to provision of a food van, users of the car park are there to use the natural resources so limited value for a proprietor as there are unlikely to be sufficient customers unless additional traffic is encouraged. If more people are encouraged purely to use the food van services then it will impact those of us attempting to visit the woods.

It's a heavily used open green space which feels like a relaxed and safe pocket for mental and physical wellbeing. Having an area that will become a hub for people to gather at the entrance/exit will put off people coming to enjoy the woodland to relax.

There is ample shops before you enter the road to get food and drinks before or after visiting the woods. It doesn't seem necessary

The proposal would ruin the tranquillity of the site.

Taking children here is one of few cost free activities and a food van would just pressure people to spend money when they are actively trying to avoid this. Unfortunately a small number of people leave their dog waste in plastic bags dotted around the woods so am worried that others may follow suit and do the same with coffee cups and other waste from food van purchases.

The car park becomes heavily potholed regularly throughout the year requiring maintenance. With the additional visitors this would simply be exasperated to a point where it may become unusable unless it is maintained more frequently than it is currently.

Lack of bins is a concern as it is relatively litter free currently.

Should be restricted to certain days of the week, such as the weekend, to ensure that those who want to park to walk, rather than to simply stop to enjoy a coffee or snack, can schedule this for a time where parking won't be a problem

inappropriate commercialisation of a woodland environment.

Barnets Wood is valued as a natural recreational area for walkers, cyclists and visitors seeking quiet enjoyment of the countryside. Introducing a commercial food outlet into this setting would

fundamentally alter the character and use of the site and may have wider environmental and policy implications.

Conflict with the Well-being of Future Generations (Wales) Act 2015 Natural Resources Wales, as the land manager and applicant, is a Welsh Government sponsored body with statutory responsibilities under the Well-being of Future Generations (Wales) Act 2015. Public bodies are required to act in accordance with the sustainable development principle and to contribute to the well-being goals for Wales. This proposal appears inconsistent with several of those goals, particularly the objectives of creating a resilient Wales and promoting a healthier Wales.

The application documentation acknowledges the potential presence of protected species within the woodland including bats, dormice and breeding birds. The introduction of a food outlet within this setting could result in increased litter, food waste and disturbance which may attract scavenging species such as rats, gulls and foxes, thereby altering wildlife behaviour and impacting the ecological balance of the woodland.

While the application proposes the installation of bat boxes, this measure alone does not address the broader ecological risks associated with food waste, noise and increased human activity in a woodland environment.

Fire Risk within a Woodland Setting - Mobile catering units typically use LPG gas cylinders, cooking oils and heat-producing cooking equipment. The introduction of such activities within or immediately adjacent to woodland vegetation raises legitimate concerns regarding fire risk. During periods of dry weather woodland areas can be particularly vulnerable to fire spread. The documentation accompanying the application does not appear to include a fire risk assessment or mitigation strategy to address these risks.

The application assumes that footfall will not increase as a result of the food outlet; however, food vendors often attract additional visitors who would not otherwise visit the site. Increased vehicle movements and parking pressure may present safety risks for pedestrians, cyclists and walkers using the rural road network and accessing the woodland.

Public Rights of Way Public footpaths 573/50, 573/50A and 573/76 cross the site and must remain open and unobstructed.

Food preparation activities introduce substances such as cooking oils and grease which could contaminate drainage routes or woodland soils if not properly controlled. The application does not appear to provide detailed pollution prevention or waste management measures addressing this risk.

Conflict with Natural Resources Wales Statutory Role Natural Resources Wales is not acting simply as a private landowner but as a public body with statutory duties relating to environmental protection and the sustainable management of natural resources. The introduction of a commercial fast-food outlet within woodland land managed primarily for conservation and recreation appears inconsistent with those responsibilities.

Planning Policy Wales and Countryside Protection Planning Policy Wales emphasises the need to protect the countryside from inappropriate development and to safeguard landscape character and biodiversity. A commercial fast-food outlet within a woodland car park introduces an urbanising element into a natural landscape and risks eroding the character of the countryside environment.

Approval of this proposal may create an undesirable precedent for similar commercial uses within woodland car parks and countryside recreation areas managed by Natural Resources Wales. leading to incremental commercialisation of woodland environments across the region.

5.3 Other Representations

No further comments received

5.4 Local Member Representations

Councillor Louise Brown

I am writing to object to part of the car park in Barnets Wood being used for a burger van.

Whilst Highways indicate that it will only use 3 car parking spaces, it is proposed to use this on a seasonal basis from 9am to 5pm. During the seasonal time it is used there is likely to be more use of the limited area at the entrance of the wood for this informal car park area and could restrict the primary use of the woods as a nature woodland/ green space area for all ages.

The B4235 Usk road is not suitable to park on and so would lead to overspill parking which would damage the highways grass verge in this area.

The point of a walk in the woods is for healthy exercise not to pile on the calories with beef burger buns and therefore contrary to the Well Being legislation which also applies to planning.

In Monmouthshire, dog control orders have been used to stop dog fouling in public open places because of the danger to children. When requests in the past have been made for NRW to provide dog bins, the answer has been that they use the stick and flick method for dog fouling. Dog fouling is already a concern in relation to people who walk this wood and combining this with food and drink raises an environmental health concern.

For example, a child sitting on a log eating a beef burger next to a dog fouling mess.

It is inevitable that food and drink in the form of paper, cups, cans and possibly bottles will damage the flora and fauna of the wood and could injure a walker. This is also a biodiversity concern. It would end up spoiling a country walk.

It is highly unlikely that those using the burger van will not just stand by it but will carry on with the walk.

Whilst a burger van operator may clear up the mess in the vicinity of the van it is highly unlikely that the operator will be able to walk through out the whole wood to collect all the litter.

Litter is also likely to end up on the highway verges. It is doubtful if NRW would do any clearing up in view of the attitude to dog fouling and not even providing and emptying dog bins. The role and responsibilities of NRW are stated on their website to be: "We are Natural Resources Wales. We are the largest Welsh Government Sponsored Body, focussed on tackling the climate, nature and pollution emergencies. The work that we do to protect and enhance Wales' environment impacts everything that matters most - our communities, our wildlife and our future. Our mission

Focussing our passion and collective action towards:

Nature's recovery resilience to climate change minimising pollution through the sustainable management of natural resources."

Hence, the job of NRW is to protect our woods and forests not to damage them through litter pollution and asking for bids for burger vans is contrary to the role NRW should be performing. The countryside should not be commercialised and I do hope that NRW are not planning to do the same across the woods in Wales for a relatively small income return. It is inappropriate development with the urbanisation of a countryside area. If the officer is minded to approve this application rather than refuse then I would request the opportunity to comment to consider whether or not the application should be referred to the delegated panel or planning committee.

Please note all representations can be read in full on the Council's website:

<https://planningonline.monmouthshire.gov.uk/online-applications/?lang=EN>

6.0 EVALUATION

6.1 Principle of Development

The application seeks full planning permission for the change of use of part of the woodland car park to site a catering van between the months of March and October from 9am to 5pm every day during that time. The site is in an area of open countryside.

In this instance the proposed catering van is a use not a building and is considered for the purposes of supporting recreation and tourism. LDP Policy RE6 is the applicable policy in this case, this states that 'Development proposals for recreation, tourism and leisure uses in the countryside will be permitted provided that they are of a small-scale, informal nature and subject to detailed planning considerations, including adequate safeguards for the character and appearance of the countryside (particularly its landscape, biodiversity and local amenity value)'.

The intensity of the operation is limited by its scale, hours of operation, operational constraints (no toilets, running water etc.), and siting, which is on an unclassified highway off the main highway and screened by surrounding trees with no clear viewpoints of the site from the main highway. The result of these factors is that the proposed use is very small scale, will be sited on a seasonal basis, and is restricted to day time hours with no overnight stays, the use is ancillary to the overall woodland tourism use and the principle of the development is acceptable in that this provides refreshments and supports tourism by offering drinks and food to visitors to this woodland. The detailed issues are considered below.

6.2 Sustainability

The change of use will be limited to mostly daylight hours and only from March to October. This proposal is small in scale and, given it is for a removable van/trailer, informal in nature with no permanent imprint left on site. The van would not be sited in any area of high ecological value. The area is used as a car park and therefore vehicles being parked there is a common feature of the area.

The issue of possible litter and other rubbish resulting from use of the catering van would be for the landowner, in this case Natural Resources Wales, to monitor with the person/company operating the van.

6.2.1 Good Design

There are no design issues as it relates to the use of a small part of the car park for a mobile refreshment van/trailer, the appearance of this vehicle cannot be controlled under planning legislation

6.2.2 Green Infrastructure

Chapter 6 of Planning Policy Wales (PPW) 12 highlights that a Green Infrastructure (GI) statement should be submitted with all planning applications and will be proportionate to the scale and nature of the development. The statement which will need to be informed by a GI assessment of the site will describe how green infrastructure will be incorporated into the proposal and how the step wise approach to protecting biodiversity, habitats and GI onsite will be managed. A step wise approach considers what impacts may occur as a result of development activity to any identified biodiversity, habitats and green infrastructure assets and networks that may be present on or bounding a site. The approach then seeks to manage any harm that may occur by (a) avoiding (b) minimising (c) Mitigate / Restore.

The proposed van/trailer are to be sited within the existing gravel parking area and no green infrastructure will be impacted by the change of use. Given this, it is considered that the development would not have an adverse impact on green infrastructure at the site.

6.3 Landscape

With the addition of a condition restricting the seasonal use of the site and not allowing overnight parking of the catering van/trailer overnight, the change of use would have an acceptable impact on the local landscape.

6.4 Biodiversity

6.4.1 PPW 12 sets out that the planning system has a key role to play in helping to reverse the decline in biodiversity and increase the resilience of ecosystems, at various scales, by ensuring appropriate mechanisms are in place to both protect against loss and to secure enhancement. It is clear that the planning system should ensure that overall there is a net benefit for biodiversity and ecosystem resilience, resulting in enhanced wellbeing.

It has been concluded that given the use of existing hardstanding and controlled operational hours (seasonal and 9am - 5pm), the proposal is ecologically low risk. The risk to protected species or habitats that support these species is considered to be negligible. There are controls proposed for lighting, which would be covered by planning condition.

6.4.2 Net Benefit for Biodiversity Planning Policy Wales (PPW) 12 sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (para 6.4.5 refers). This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016. The Green Infrastructure Statement submitted as part of the application proposes 4 x bat boxes on trees surrounding the car park. These enhancements are considered to be proportional to the scale of the proposals, and a planning condition is proposed that secures the implementation of mitigation and net benefit measures for biodiversity

6.4.3 Under the Conservation of Habitats and Species Regulations 2017 it is necessary to consider whether the development should be subject to a Habitat Regulations Assessment. This is in particular reference to the impact of increased concentrations of Phosphates on designated SACs. NRW has set new phosphate standards for the riverine SACs of the Wye and Usk and their catchment areas. Development that may increase the concentration of phosphates levels will be subject to appropriate assessment and HRA.

6.4.4 Under the Habitats Regulations, where a plan or project is likely to have a significant effect on a European site, either alone or in combination with other plans or projects, and where it is not directly connected with or necessary to the management of the site, the competent authority must carry out an appropriate assessment of the implication of the plan or project in view of the site's conservation objectives. Natural Resources Wales has set new nutrient standards for the river SACs in Wales. Any proposed development within the SAC catchments that might increase the amount of nutrient within the catchment could lead to additional damaging effects to the SAC features and therefore such proposals must be screened through a HRA to determine whether they are likely to have a significant effect on the SAC condition.

This application has been screened in accordance with Natural Resources Wales' advice for planning applications within the river Special Areas of Conservation (SACs) catchments (v5.1 issued 9th February 2026). The site is not in the impacted SAC area.

6.5 Impact on Amenity

There are concerns raised in representations that the siting of a food/drink van/trailer will have a detrimental impact upon the overall environment and ambience of the place, with a change in noise and people visiting. The supporting information states that there would be no diesel generators allowed under the license and littering would be managed by the operators (and landowner). The scale, location and operating instructions that apply limit this use and would result in it being small scale and ancillary to this woodland / recreational use. This would provide refreshments for visitors during the hours of visiting; beyond daytime hours and during winter months the proposed use would not operate. There is no adverse impact upon the sense of place in this case - to the contrary, this is a small scale offering that enhances the experience of people visiting this site.

6.6 Transport

6.6.1 Access / Highway Safety

The proposed van/ trailer takes the space of approximately three vehicles; however, the car park is informal, and spaces are not delineated. As there are no physical changes proposed to the parking facility, the proposal is not considered to take up a significant amount of space and the highway engineer has confirmed that this proposal will not compromise the existing highway or parking areas.

The MCC Local Parking Standards require only a single space for staff and "adequate" parking provision for customers. Given the location within a car park, it is the opinion of the highway authority that all standards are met. Given the location it is expected that customer visits will be incidental to the existing use and will not represent a significant increase or draw for additional trips. The location of the car park is not in clear view of the road and is not likely to draw passing traffic. There are no highway grounds for an objection.

6.7 Drainage

6.7.1 Foul Drainage

As there are no toilets proposed there are no foul drainage implications or considerations that apply in this case.

6.7.2 Surface Water Drainage

There are no surface water drainage implications as there are no physical changes to the site and the proposal relates to a vehicle parked within a given area for a temporary period of time.

6.8 Noise

As there are controls on diesel generators and the proposed use will be parked up with no engine running, there would be no vehicles or machinery that would have an impact upon noise levels within the local area.

6.9 Tourism

The van would support tourism in the area offering refreshments to users of the woodland. Whilst retail competition is not a planning matter in this case, it is noteworthy that there is currently no provision for refreshment within close proximity of the site.

6.10 Response to the Representations of Third Parties and/or Community/Town Council

6.5.1 5.1 There are concerns about the impact on wildlife.
MCC Ecology has raised no objection to the proposal.

Litter is managed by the landowner - regardless of licence requirements people will leave litter, and take refreshments / food with them, maybe for a walk.
This is to be monitored by the landowner and cannot be controlled by the planning authority.

Concern raised about the car park filling up as this proposal takes up space and will generate more traffic - this is addressed under 6.6 above. Although it is noteworthy that the car park becomes congested during the peak season, there are currently no time restrictions for users of the woodland car park so any car/vehicle could be parked there for long periods of time. This, as with the case with wild campers and camper vans that are parked up, is an issue for the landowner, NRW, to monitor and is not considered to be grounds to refuse this application.

Impact on amenity of woodland - The woods are somewhere people go to enjoy a bit of time away from all the usual pressures. The use of the van will be at the discretion of the users of the woodland.

Impact on other local food outlets, competition is not a planning consideration, although it is noteworthy that there are no other retail or tourist sites within proximity of the site that deliver the service proposed with this application.

Concerns raised about lack of toilet facilities and the impact this would have upon the hygiene of the proposed user. This is covered under separate legislation and is not a planning consideration in this case.

Concern raised regarding the type of food being served and the health implications whilst crossing with themes raised in the Well Being of Future Generations (Wales) Act 2015 as set out below, the type of food and where it is consumed is not a matter to be controlled under planning in this case.

6.11 Well-Being of Future Generations (Wales) Act 2015

6.11.1 The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act). In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

6.12 Conclusion

6.12.1 The proposal has been assessed against all relevant planning policy and is considered acceptable in this case. The proposal is recommended for approval accordingly.

7.0 RECOMMENDATION: APPROVE

Conditions:

1 This development shall be begun within 5 years from the date of this permission.

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

2 The development shall be carried out in accordance with the list of approved plans set out in the table below.

REASON: To ensure the development is carried out in accordance with the approved drawings, for the avoidance of doubt.

3 Notwithstanding the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no lighting or lighting fixtures shall be installed on the site until an appropriate lighting plan which includes low level PIR lighting, provides detail of lighting type, positioning and specification, and ensures that roosting and foraging/commuting habitat for bats is protected from light spill, has been agreed in writing with the LPA.

REASON: To safeguard roosting and foraging/commuting habitat of Species of Conservation Concern in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), Section 6 of the Environment Act (Wales) 2016 and LDP policies EP3 and NE1.

4 All works shall proceed in accordance with proposed measures to secure no net loss and net benefit for biodiversity in accordance with The Green Infrastructure Statement. Evidence of implementation of mitigation and net benefit measures for biodiversity must be provided to the LPA no more than three months later than the first beneficial use of the development.

REASON: To provide no net loss and biodiversity net benefit and ensure compliance with PPW 12, the Environment (Wales) Act 2016 and LDP policy NE1.

5 No catering van/trailer shall remain on the site overnight and no catering van/trailer shall be permitted on the site between 1st November in any one year and 24th March in the succeeding year.

REASON: To ensure that the site is not used for touring camping and caravan purposes, in the interests of visual amenity and to ensure compliance with LDP Policy RE6.