

Application Ref NP/0198/FUL
Case Officer Kate Attrill
Applicant Adventure Beyond (Jet Moore)
Agent Archi-Tech (Stewart Corbett)
Proposal Proposed building and change of use to outdoor adventure centre, with art studio and storage space above, and associated works.
Site Location The Old Bus Depot, Moylegrove, Cardigan, SA43 3BW

This application is being presented to the Development Management Committee as the Community Council have expressed concern, and the Director/Development Management Manager believes it raises wider issues which need considering by the Development Management Committee.

A site visit by the Development Management Committee is scheduled to take place prior to consideration of this report by Members.

Summary

The application for an adventure centre, art studio and associated storage has been submitted on the site of a former bus depot which has been disused for a number of years.

Considerable objections have been received in relation to the proposal, raising a range of issues including concerns about design, impact on residential amenity, impact on the wider environment at Ceibwr and conflict with local policies and the Sandford Principle.

Through the application process a revised design has been submitted as an amendment which is considered to better respect the local vernacular of an edge of settlement development, and re-consultation has taken place.

Officers are satisfied that the proposal complies with relevant National and Local Planning policies and that it is acceptable in terms of design, amenity and highways safety. A recommendation of approval is therefore made.

The relevant plans and supporting documentation can be found on-line at - [Citizen Portal Planning - application details \(agileapplications.co.uk\)](https://www.agileapplications.co.uk)

Consultee Response

Nevern Community Council: 15th May response – Concern

4th June response: Objection to revised scheme – detailed below

CADW: No objection

Natural Resources Wales: No objection

PCC Public Protection: Conditional consent

Highways Authority: Conditional consent – further comments on revised Transport Assessment expected before Committee

Drainage Engineer: Advisory

Heneb – The Trust for Welsh Archaeology: No adverse comments

National Trust: No response
PCC Access Officer: Advisory
Dwr Cymru / Welsh Water: Conditional consent

Public Response

A site notice and neighbour notification letters were posted, in accordance with requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, which requires that proposed developments are advertised by way of either neighbour letters or a site notice. In this case, both methods of notification were utilised.

A number of objections have been received.

Objections are summarised below:

- that the grant funding received has prejudiced the Local Authorities ability to determine
- that the grant application referred to increased visitors which the planning statement directly contradicts
- visual impact
- over-bearing impact on adjacent properties
- loss of privacy
- noise
- pollution from visiting vehicles
- insufficient parking
- late evening use likely to impact on residential amenity
- lack of community benefit
- danger from increased use of electric bikes on narrow roads
- lack of assessment of alternative sites
- lack of clarity over need for storage / upstairs use
- lack of drainage strategy
- risk of pollutants and contamination
- detrimental to wildlife and ecosystems
- distance between Ceibwr and site of development
- that the site should be used for affordable housing
- conflict with the Sandford Principle
- conflict with PCNPA Local Plan Policies

The Community Council have objected stating: *The previous plans were more adequate for the needs of this business, the proposed building is now too big and overbearing. There are less parking spaces on site, and as there is very limited parking in the village there is a concern about traffic management around the site. The proposal that clients will use electric bikes to go back and forth to Ceibwr Bay is also of concern as the roads are very narrow and busy with cars and farm traffic. Councillors think that the proposal is not suitable for the area.*

Where material, these concerns are discussed in the main body of this report.

Policies considered

Please note that these policies can be viewed on the Policies page of Pembrokehire Coast National Park website -

<http://www.pembrokeshirecoast.org.uk/default.asp?PID=549>

LDP2 Policy 01 - National Park Purposes and Duty

LDP2 Policy 07 – Countryside

LDP2 Policy 08 - Special Qualities

LDP2 Policy 11 - Nationally Protected Sites and Species

LDP2 Policy 14 - Conservation of the Pembrokehire Coast National Park

LDP2 Policy 29 - Sustainable Design

LDP2 Policy 30 - Amenity

LDP2 Policy 38 – Visitor Economy

LDP2 Policy 43 - Employment Sites and Live/Work Units

LPD2 Policy 60 – Impacts of Traffic

PPW12

SPG - Landscape Character

SPG - Biodiversity

SPG -Sustainable Design and Development

TAN 5 – Nature, Conservation and Planning

TAN 12 – Design

Future Wales - The National Plan 2040 (FW which was adopted on 24th February 2021)

Constraints

Biodiversity Issue

Ancient Monument – within 500m

Recreation Character Areas

Affordable Housing Submarkets

Landscape Character Area

Relevant Planning History

NP/20/0231/FUL – Demolition of former bus depot and development of one detached dwelling – Refused 18/11/2021

EC20/0036 – Enforcement investigation into demolition of former bus depot, Moylegrove opened 26/03/2020 – closed 31/03/2020 no planning breach

Officer's Appraisal

Site and Proposed development

The application site is that of a former bus depot which has been disused for a number of years, the demolition of the previous buildings on site has already taken place following a request from Building Control as it was considered to be a dangerous structure. The site is situated to the east of the Centre of Moylegrove with an unclassified road (U3209) immediately to the northeast and open countryside to the south and south west.

Its location outside the Centre boundary for Moylegrove means that it is considered to be a countryside location in planning terms, although the site itself is a brownfield site.

To the northeast of Moylegrove is the National Park coastline and Ceibwr Bay – a distance of approximately 1.6 miles from the application site by road. Ceibwr Bay is the closest location at which Adventure Beyond (the applicants) offer coasteering, kayaking and field studies activities.

Current Proposal

The application is for two buildings of steel frame structures to operate as an adventure centre, art studio and associated storage.

The amended design shows a large main building with a pitched roof which has a broadly agricultural style and proposes a materials pallet of corrugated steel cladding with black UPVC fascias, gutters and downpipes. A smaller storage shed with a similar material pallet is proposed to the east of the main building. Parking spaces for both cars and minibuses are shown on the plans.

Key Issues

The application raises the following planning matters:

- *Policy and Principle of Development*
- *Siting, Design and Impact upon the Special Qualities of the National Park*
- *Amenity and Privacy*
- *Transportation*
- *Land contamination*
- *Biodiversity*
- *Other matters*

Principle of Development:

Section 38 of The Planning and Compulsory Purchase Act 2004 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 for the National Park comprises Future Wales (the National Plan 2040) and the Local Development Plan 2.

Within Future Wales Policy 4 Supporting Rural Communities states that Strategic and Local Development Plans must identify their rural communities, assess their needs and set out policies to support them. On page 104, Future Wales states that: “National Park Authorities are unique planning entities with a specific remit to reflect the distinctive characteristics of their areas...” and that “Future Wales policies respect the functions of National Parks in terms of their statutory purposes...”

Policy 1 of the Pembrokeshire Coast National Park Local Development Plan 2 (LDP2) sets out the National Park’s purposes and duty, in order to ensure that development within the Park is compatible with these.

Proposals within a countryside location need to demonstrate that they are essential in order to evidence that they comply with the conservation element of the National Park's purposes.

The site is a brownfield site outside the settlement boundary of Moylegrove, which is identified as a Rural Centre (Tier 3) and is therefore classed as Countryside. Policy 7 'Countryside' strictly controls new development in the countryside and details the types of development that are acceptable, in principle. Criterion d) supports "a rural enterprise or tourist attractions or recreational activity...where the need to locate in the countryside is essential." Criterion h) supports land being released at the edge of a Centre for a small employment site, however this application is outside of the Centre. To accord with policy 7 d), the proposal would need to demonstrate that a countryside location is essential.

Policy 38 'Visitor Economy' (Strategy Policy) seeks to attract visitors outside the peak season while ensuring that the National Park environment is conserved and enhanced as a landscape of national and international importance by permitting visitor attractions, recreational and leisure activities in or adjacent to Centres. Proposals in the countryside will need to demonstrate why a 'Countryside' location is essential. Countryside proposals should make use of existing buildings wherever possible (criterion e).

Policy 43 'Employment Sites and Live/Work Units' (Strategy Policy) protects existing employment sites for employment uses. Criterion a) seeks to direct "small-scale employment proposals to appropriate locations in or adjacent to the Local Development Plan's identified Centres or buildings suitable for conversion in the countryside". The site is located outside of and is approximately 20 – 30 metres from the settlement boundary for Moylegrove. Any buildings that were on site have been demolished and the proposal seeks permission for two new agricultural style buildings. One building would be a store/bike store and the second building would provide an open space with kitchenette on the ground floor, together with toilet and shower facilities. On the first floor the building would provide an art studio and storage space.

Criterion b) seeks to allow "rural enterprises in the countryside where a need to locate in a 'Countryside' location is demonstrated to be essential. Rural enterprises should make use of existing buildings wherever possible." The proposal would support the continuing business of Adventure Beyond Ltd. The supporting statement submitted with the application reads:

"Adventure Beyond ("AB") offers a wide range of outdoor activities in various locations in Pembrokeshire as set out on our website: <https://adventurebeyond.co.uk/>. Ceibwr Bay, where we offer mainly coasteering, kayaking and field studies is one of our key locations."

The application would support the continued business of an existing outdoor activity centre to provide storage for equipment and vehicles for activities at Ceibwr Bay.

The Supporting Statement submitted with the application states that the business currently utilises Morawelon Farm, however, there is a risk the lease will not be

renewed and an alternative location for equipment and vehicle storage may be required. The statement reads “The Old Bus Depot Site is the only suitable commercial site for us to transfer our operations to.”

As an established business operating within the area, which requires a countryside location in which to operate, there is a clear need for the business to be located in reasonable proximity to Ceibwr Bay. The site proposed is not within the Centre of Moylegrove and is technically a countryside location, however it is very closely adjacent to the Centre boundary of Moylegrove. The necessity for a countryside location, the existing business use linked to Ceibwr Bay and the close proximity of the site to the Centre of Moylegrove means that the proposal is considered to comply with the requirements of Policy 43 Employment Sites and Live/Work units, Policy 7 Countryside and Policy 38 Visitor Economy. Furthermore, the land in question is previously developed land, which was used historically for employment use. Planning Policy Wales supports the use of previously developed land and identifies prioritising the use of previously developed land as a National Sustainable Placemaking Outcome.

The art studio element of the proposal has had less justification provided and further information has been requested.

To summarise the principle of an employment use on this brownfield site is considered acceptable in the proposed location and to meet the requirements of National and Local planning policies.

Siting, Design and Impact upon the Special Qualities of the National Park

Policy 8 of the Pembrokeshire Coast National Park Local Development Plan (LDP) is a strategy policy which refers to the special qualities of the National Park and lists priorities to ensure that these qualities will be protected and enhanced. This includes ensuring that the historic environment is protected and where possible enhanced.

Policy 14 of the LDP seeks the conservation of the Pembrokeshire Coast National Park, resisting development that would cause significant visual intrusion, be insensitively or unsympathetically sited within the landscape, and/or fail to harmonise with, or enhance the landform and landscape character of the National Park.

Policy 29 of the LDP requires all development proposals to be well designed in terms of place and local distinctiveness.

Amended plans have been received following discussion around the most appropriate design for this location. The final design proposed is for two steel frame buildings, where corrugated steel is the chosen material. The design is considered to reflect a broadly agricultural style which is appropriate for this semi-rural location, slightly removed from the Rural Centre of Moylegrove.

The proposed location is within 500metres of a Scheduled Ancient Monument (PE386 Penrallt yr Esgob Cairn). CADW have been consulted and have advised that whilst there might be a very slight visual change in the view from the monument, this will not have any effect on the way that it will be experienced, understood and

appreciated. Consequently, the proposed development will have no impact on the setting of the scheduled monument PE386.

Given the above, the proposed development is considered acceptable in terms of matters of siting, design and impact of the Special Qualities of the National Park and to comply with the relevant national and LDP2 policies in this regard.

Amenity and Privacy:

Policy 30 of LDP2 seeks to protect the amenity of people living in the National Park and states that development will not be permitted where it has an unacceptable adverse effect on amenity, particularly where:

- a) the development would have a detrimental impact on the quality of the environment currently enjoyed by people living, working or visiting the Park; and /or
- b) the development is of a scale incompatible with its surroundings; and / or
- c) the development leads to an increase in traffic or noise or odour or light which has a significant adverse effect; and/or
- d) the development is visually intrusive

The amended design is considered to be more appropriate as a response to the specific location and not to result in a development form which is visually intrusive. The siting of the buildings is considered appropriate and not to result in a significant adverse impact on any neighbouring properties. Whilst the use of the adventure centre will result in more trip generation than the existing vacant use of the land, it is recognised that national planning policy supports the appropriate redevelopment of previously developed land. Transport impacts are discussed in more detail below, however the increased trip generation associated with a business use is not considered to be of a scale that would have a detrimental impact on the quality of neighbouring properties or the surrounding wider area.

There have been concerns of the overbearing nature of the building, combined with its height and new 1st floor windows, which were not a feature of the previous building. The windows could be obscure glazed by condition to remove the perception of being overlooked. Whilst the distance between windows is quite considerable, the sloping nature of the site exacerbates the perception of being overlooked, so obscured glazing should ameliorate that impact. Further details of the building height compared to the previous building have been requested to demonstrate the difference in previous and proposed buildings. The first floor element was deliberately pushed to the opposite end of the site in order to attempt to limit the impact on adjacent neighbours.

Concerns regarding noise and disturbance can be addressed through appropriate conditions. The previous use was unconditioned, and in this way, the impact on neighbouring properties can be better controlled.

Overall, the development is considered to have an acceptable impact on amenity and is in accordance with Policy 30 of the LDP.

Transportation:

The application site is situated on the east of Moylegrove near the edge of the centre boundary and the village is located approximately 5 miles east of Cardigan. The site has direct access onto the unclassified highway (U3209). The access is located 30m off the junction with the C3029.

Policy 29 (Sustainable Design) requires proposals to be well designed in terms of Accessibility. Policy 59 (Sustainable Transport) is consistent with these objectives, seeking to permit development which promotes sustainable travel choices and reduces the need to travel by car by ensuring new development is well designed and provides appropriate access for pedestrians, cyclists, vehicles and public transport where appropriate and not permitting proposals that cause significant concerns about potential transport impacts which cannot be satisfactorily mitigated. Policy 60 (Impacts of Traffic) prevents development where appropriate access cannot be achieved; where traffic would generate an unacceptable adverse effect in terms of congestion, times of generation or where there is an unacceptable adverse effect on road safety.

The Highway Authority have not objected to the proposal and consider that access and parking arrangements for the site are acceptable, subject to necessary conditions. The conditions necessary include requiring parking spaces and internal footpaths to be provided prior to the building being occupied; with further conditions ensuring that visibility splays are maintained and that a drain is implemented at the access to the highway prior to first use. The Highways Authority have also advised that a Construction Traffic Management Plan is necessary in order to ensure highway safety and appropriate access during construction.

Objectors have raised concerns regarding lack of sufficient parking, pollution from traffic, distance from Ceibwr Bay and the danger of e-bikes using rural lanes. With regards to these objections - the site is considered to provide sufficient parking for the proposed use. The Highways Authority have not raised concerns regarding traffic generated by the site or its relationship with Ceibwr. As part of the application Officers have sought further information from the applicant in the form of a Transport Statement in order to understand how the proposed use will operate in relation to Ceibwr Bay. The applicants have explained that at present visitors who are attending outdoor activity sessions are asked to meet and park at Ceibwr Bay, with Adventure Beyond using a van currently stored at Morawelon farm in Moylegrove to transport buoyancy aids and helmets or (for kayaking sessions) boats. This van currently drives through Moylegrove at least once per day when in use. The applicants have advised that their aim with the creation of the proposed hub is to centralise activity preparation and reduce the need for visitors to drive from Moylegrove to the coast and to park there. The proposal seeks to encourage visitors to park at the centre and then ride free rental bicycles to the coast with larger bulky equipment and some visitors then travelling in a van or minibus.

It is considered that the existing business already generates travel trips through Moylegrove, which will not be significantly increased by the proposed activity centre hub. The use of bikes is a proposed element which would reduce some carbon and

assist in reducing parking pressure at Ceibwr Bay, although there is no detail on where bikes will be stored once at Ceibwr. A further transport assessment has been received from applicants just prior to the drafting of this report, on which further comments are expected from Highways.

The proposal broadly accords with the aims of LDP2 to support sustainable transport options. It is also recognised that the previous use of the site as a bus depot operated for many years with multiple journeys associated with that use.

Overall, there are no concerns as to the impacts of traffic and the proposal is considered to comply with the relevant local and national policies in relation to transportation.

Biodiversity:

PPW, TAN5 and LDP Policy 11 requires biodiversity considerations to be taken into account in determining individual applications. The presence of a species protected under UK or European legislation is a material consideration when dealing with applications that are likely to result in disturbance or harm to the species or its habitat.

In order to comply with Planning Policy Wales (2024) and the Environment (Wales) Act 2016, planning authorities are expected to ensure every development positively contributes to biodiversity. Indeed, Planning Policy Wales 12 states that all development must result in a net benefit for biodiversity.

Both an Ecological Assessment and a Green Infrastructure Statement have been received as part of this application. The Green Infrastructure Statement details how the step-wise approach advocated by Planning Policy Wales has been followed in order to avoid, minimise, mitigate and enhance biodiversity. The proposal includes provision of two bird boxes and a bat box on the proposed buildings. Planting of a mix of native bush/shrub species at the western end of the site will further enhance biodiversity. Additional planting of hedges on site is detailed as part of the Tree report with the application. Rainwater harvesting is also proposed as part of the development.

Subject to appropriate conditions to ensure that the biodiversity enhancements proposed with the scheme are delivered and maintained appropriately and to any future external lighting, overall, the proposed development is considered acceptable in terms of its impact on biodiversity and as such is considered to comply with policy 11 of the LDP.

Other matters - contaminated land, drainage and grant status:

PCC Public Protection have been consulted on the application. They note that the site dates back to the 1920s when it was a haulage yard, later becoming a bus depot operated in later years by Richard Brothers. Public Protection have advised that there is the potential for land to have become contaminated through previous iterations of use and therefore a detailed ground investigation study is recommended as a grampian condition prior to any other work taking place. Subject to the

imposition of this condition, the proposal is considered acceptable in terms of contaminated land.

The application form confirms that mains drainage will be used for the site. Conditions ensuring that surface water is appropriately disposed of and does not either connect to the mains system or the highway network will ensure that the proposal meets the requirements of LDP2 policy in relation to surface water.

Objectors have raised concerns that the previous approval of grant funding by Pembrokeshire County Council to the scheme means that Members of Committee may have predetermined the application. Members have been advised of this concern and advised to discuss whether they take part in any decision making with regards to this application with the Monitoring Officer for PCNPA. The award of grant funding is not in itself material to the determination of the application.

Conclusion

The proposed scheme is acceptable in terms of its use and design and whilst the use will generate additional trips from the site, it is not considered that these would result in significant adverse impacts on amenity. Transportation matters and drainage are acceptable subject to the imposition of appropriate conditions. Matters of potential contaminated land can also be addressed by conditions. Biodiversity and nature conservation interests can be appropriately controlled by condition and a stepwise approach has been taken as part of the design approach. Matters of grant funding are not material in terms of a planning decision.

In reaching a recommendation, regard has been given to the requirements of sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. It is considered that this recommendation is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of supporting safe, cohesive and resilient communities.

Overall, the proposal is considered to comply with relevant national and local planning policies and can be supported subject to the imposition of appropriate planning conditions.

Recommendation

APPROVE subject to the following conditions:

1. The development shall begin no later than five years from the date of this decision.
Reason: Required to be imposed pursuant to Section 91 (1) of the Town and Country Planning Act 1990 (as amended).
2. The development shall be carried out in accordance with the following approved plans and documents:
Location Plan L01
Green Infrastructure Report
Preliminary Contaminated Land Risk Assessment

Block Plan P02
Proposed Elevations & Floor Plan P01
Elevations & Sections

Reason: In order to be clear on the approved scheme of development in the interests of protecting visual amenity and the special qualities of the National Park. Policy: Local Development Plan 2 – Policies 1 (National Park Purposes and Duty), 8 (Special Qualities), 14 (Conservation of the Pembrokeshire Coast National Park) and 29 (Sustainable Design).

3. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.
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
4. The off-street parking facilities (for all vehicles, including cycles) shown on the plan CDI252- P02 hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.
Reason: To meet the objectives of the PPW and Policy 60 (Impacts of Traffic) of the Pembrokeshire Coast National Park Local Development Plan 2 (end date 2031).
5. The 2.4m by 43m visibility splays shown on plan no. CDI252-P02 shall be maintained free of any obstruction exceeding 0.6m in height for as long as the development exists.
Reason: To meet the objectives of the PPW and Policy 60 (Impacts of Traffic) of the Pembrokeshire Coast National Park Local Development Plan 2 (end date 2031).
6. The internal footpath shown on plan CDI252-P02 hereby approved shall be provided before the building is first occupied, and thereafter retained for that purpose.
Reason: To meet the objectives of the PPW and Policy 60 (Impacts of Traffic) of the Pembrokeshire Coast National Park Local Development Plan 2 (end date 2031).
7. The ACO drain shall be implemented at the access to the highway prior to first use in order to ensure that surface water run-off does not access the public highway drainage network.
Reason: To meet the objectives of the PPW and Policy 60 (Impacts of Traffic) of the Pembrokeshire Coast National Park Local Development Plan 2 (end date 2031).
8. No development shall take place until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. This shall include further information and plans on the following: a. Parking for vehicles, site personnel, operatives and visitors b. Expected levels of staff and any shift work c. Expected trip generation for the construction period d. Loading and unloading of plant and materials e. Storage of plant and materials f. Measures to prevent the deposit of materials on the highway.

Reason: To meet the objectives of the PPW and Policy 60 (Impacts of Traffic) of the Pembrokeshire Coast National Park Local Development Plan 2 (end date 2031).

9. Groundworks (other than those required for a site investigation report) shall not commence until a Phase II Intrusive Site Investigation Report by a suitably competent person has 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. In the interests of health and safety and to accord with Policy 30 Amenity of the PCNPA Local Development Plan 2(adopted September 2020).

10. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to the aforementioned condition, further groundworks shall not commence until a Remediation Strategy by a suitably competent person has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.

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. In the interests of health and safety and to accord with Policy 30 Amenity of the PCNPA Local Development Plan 2(adopted September 2020).

11. Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to the aforementioned condition, Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered [in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report] is identified or encountered on site, all groundworks in the affected area (except for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.

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. In the interests of health and safety

and to accord with Policy 30 Amenity of the PCNPA Local Development Plan 2(adopted September 2020).

12. Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy, a Validation Report by a suitably competent person shall be submitted to the Local Planning Authority. No part of the site shall be brought into use until such time as the remediation measures have been completed for (that part of) the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been 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. In the interests of health and safety and to accord with Policy 30 Amenity of the PCNPA Local Development Plan 2(adopted September 2020).
13. Any external lighting proposed to be added to the buildings hereby approved shall first be agreed in writing through the submission of a scheme to the Local Planning Authority. Such scheme as is agreed shall be implemented and not added to thereafter without further written consent.
Reason: To comply with the Wildlife & Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2017 and the Environment (Wales) Act 2016 and Policies 9 and 11 of the Pembrokeshire Coast National Park Local Development Plan.
14. The additional planting proposed within the Green Infrastructure Statement shall be installed within the first planting season after the date of this decision.
Reason: To comply with Planning Policy Wales (2021) and the Environment (Wales) Act 2016
15. Prior to the occupation of the buildings hereby approved, 2 bat boxes and a bird box shall be placed on an elevation with no external lighting at a height of a minimum of 1.8 metres. To be retained as such in perpetuity.
Reason: To comply with Planning Policy Wales (2021) and the Environment (Wales) Act 2016
16. Notwithstanding the submitted plans, all first floor fenestration to the western and northern elevations shall be obscure glazed and non openable.
Reason: In order to protect the residential privacy and amenity of the adjacent properties.
17. Notwithstanding the floor plans hereby submitted, the art studio as a separate entity to the adventure centre is not approved. The upstairs shall be used as storage for the adventure activities only, as insufficient justification for the need for a separate 2nd business at first floor level on the site has been submitted.
Reason: In order to comply with Policy 7 (countryside).

Informatives:

It is the responsibility of the Authority to provide the naming and numbering of all roads and new developments and to facilitate in the provision of service connections. To ensure suitable and accurate addressing is provided, contact the Street Naming & Numbering Officer on 01437 775224 at the earliest opportunity should this application be approved.

The developer is reminded it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecute persistent offenders. (Highways Act 1980, Sections 131, 148 and 149).

Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The highway Authority will pass on the cost of any excess repairs compared to the normal maintenance costs to the applicant/organisation responsible for the damage.

All work and submissions carried out for the purposes of the above conditions (numbers 9 to 12 inclusive) must be prepared by a suitably competent person in accordance with Welsh Local Government Association and the Environment Agency Wales' 'Development of Land Affected by Contamination: A guide for Developers' (2012), and, BS 10175:2011+ A2:2017 Investigation of Potentially Contaminated Sites. Code of Practice.

In line with the Welsh Governments decarbonisation targets, Welsh Government published the Electric Vehicle Charging Strategy, setting out its plans for charging electric cars and vans in Wales. In the interest of supporting and encouraging low emission vehicles, in the interest of air quality enhancement, and to comply with the aims and objectives of the Electric Vehicle Charging Strategy. We would encourage the provision of electric vehicle charge points and recommend the following minimum standard for numbers and power output:

One Standard Electric Vehicle Charging Point providing a continuous supply of at least 16A (3.5kW) for at least 10% of parking spaces

A Standard Electric Vehicle Charging Point is one which is capable of providing a continuous supply of at least 16A (3.5kW) and up to 32A (7kW). The higher output is more likely to be futureproof.

For developments where some or all of the parking is likely to be used for shorter stay parking (30mins to 4 hours) then Fast (7-23kW) or Rapid (43kW+) charging points may be more appropriate. If Fast or Rapid charging points are proposed together with restrictions on the times that vehicles are allowed to be parked at these points then a lower number of charging points may be sufficient.

The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.

The installation must comply with all applicable electrical requirements in force at the time of installation.

It is recommended that the applicant be informed that 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 of Habitats and Species Regulations 2017. British bats are also protected under Schedule 5 of the Wildlife and Countryside Act (1981) (as amended).

It is recommended that the applicant and contractors be informed of the possibility of encountering bats unexpectedly during works.

If bats are encountered on site works should stop immediately an NRW should be contacted (Natural Resources Wales, - General Enquiries: enquiries@naturalresourceswales.gov.uk or 0300 065 3000 Mon-Fri, 8am - 6pm) a licence may then need to be applied for from NRW. 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.

NP/24/0198/FUL

The Old Bus Depot, Moylegrove,
 Cardigan, Pembrokeshire, SA43
 3BW The Old Bus Depot, Moylegrove,
 Cardigan, Pembrokeshire, SA43 3BW



Parc Cenedlaethol
 Arfordir Penfro
 Pembrokeshire Coast
 National Park

Graddfa/Scale: 1:1,250

