

**DEVELOPMENT MANAGEMENT COMMITTEE  
(Site Inspections)**

**27 February 2017**

Present: Mr A Archer, Councillor P Harries, Mrs G Hayward, Councillor L Jenkins (Blackpool Mill only), Councillor R Kilmister, Councillor RM Lewis, Councillor PJ Morgan, Councillor R Owens (Marloes only) and Councillor D Rees (Marloes only).

(Site Inspection: Blackpool Mill: 10.00 a.m. – 12.15 p.m.  
Marloes: 1.50 p.m. – 2.20 p.m.)

**1. Apologies**

Apologies for absence were received from Councillor ML Evans, Ms C Gwyther, Councillor S Hudson, Councillor M James, Mr AE Sangster, Councillor A Wilcox and Councillor M Williams. Councillors R Owens and D Rees gave their apologies for the Blackpool Mill visit and Councillor L Jenkins for the Marloes site visit.

**2. NP/16/677FUL - Conversion & restoration of existing Mill and ancillary buildings to provide heritage tourist facility. Construction of light narrow gauge steam railway with associated station & platform. Construction of 658sq.m all-weather events barn & associated facilities, cycle parking, car parking, site infrastructure including drainage services along with hard & soft landscaping & boundary treatments. - Blackpool Mill, Blackpool Bridge, Narberth**

**NP/16/0678/LBA - Conversion & restoration of existing mill building & ancillary buildings to provide heritage tourist facility - Blackpool Mill, Blackpool Bridge, Narberth**

**NP/16/0679/FUL - Engineering works to facilitate the land train route from main resort centre, due north, to link with newly refurbished & extended car park to serve the Blackpool Mill proposal. - Blackpool Mill, Blackpool Bridge, Narberth**

The Chair welcomed Members to the meeting and reminded them that the purpose of the visits that day was purely to enable Members to acquaint themselves with the application sites and the surrounding area. No decision would be made until the planning applications were considered at a future meeting of the Development Management Committee.

It was reported that at the meeting of the Development Management Committee held on 8 February 2017, it was recommended that, as the applications listed above formed major development, the Committee view



the site and its surroundings prior to consideration of the planning and listed building consent applications at a subsequent Committee meeting.

The Committee met at the Bluestone Resort and first walked along the line of the land train route which had been marked out. Members' attention was drawn to views of the Mill and the location of the engineering works which would allow the gradient changes necessary for the land train to operate. They questioned what effect these works would have on trees in the vicinity and were advised that while these would be minimised, an arboricultural survey had been requested and was awaited. The position of the proposed turning circle and cycle shed at the end of the route was pointed out, together with the location of the planned 1.8m high close boarded fence and chainlink security fencing which would screen the adjacent farmyard.

Proceeding onto the road outside of Blackpool Mill, Members noted the public view of the property and the proposed fencing regime together with the position of the pedestrian road crossing and access to Blackpool Mill. It had been proposed to re-route an existing permissive path which had also been marked out for Members' assistance. Members were advised by the applicant's agent that the new footway would be inside the perimeter fencing of Blackpool Mill. The Committee then viewed the car park which it was proposed to extend, the applicant's agent advised that it would provide for 110 car parking spaces and the importance of appropriate landscaping and the potential for loss of trees was raised.

Entering the Blackpool Mill site, Members then viewed the site of the proposed narrow gauge railway station and walked the route of the railway; three trains were expected to run each hour. Members queried the drainage of the site and the impact of the weight of the train on the land. The applicant advised that the railway line was engineered to take account of the land conditions. It was clarified that the line would have to cross an existing hedgerow into a wooded area due to the radius of the curve required by the train. It was questioned whether prominent trees on the floodplain were protected and it was stated that historic trees would be safeguarded and that footpaths in the area would be in the style of boardwalks as they were within the floodplain. In response to a question, some details of the activities to take place in the proposed events barn, a large, double barrelled structure, were provided by the agent. This would be an all-weather space containing an educational classroom, exhibition space, restaurant and activity area. It was intended to allow the community to make use of this space outside of normal hours, and officers advised that further details of such use and events were being sought.

The location of a train platform adjacent to stone buildings (listed by virtue of being within the curtilage of Blackpool Mill) was then viewed. These



buildings would be converted as part of the development, however the main changes would be in the height of the roofs, which would be replaced in slate.

Prior to entering the Mill Members were asked to observe the noise levels at the site and viewed the Mill and adjacent field from the listed bridge structure.

Prior to entering the Mill, the Building Conservation Officer provided an outline of its history, noting that it was an important early industrial site being the location of an iron forge, with the leat dating from that time. The listed grade II\* Corn Mill had been built in 1813 and was on the Authority's Buildings at Risk register. Most of the machinery inside the building dated from 1901 and this would all be retained. With the exception of a new roof and the insertion of a new staircase (in order to preserve the original narrow staircase) and lift there would be very little disturbance to the fabric of the building. Once in the building, the proposed uses of the various spaces were explained to the Committee, who were able to access the ground, first and second floors only due to safety reasons.

Members queried the split of visitors coming to the attraction. The applicant was able to advise that it was anticipated that there would normally be 70% through Bluestone and using the land train access route (either on the train, cycle or walking) and that the remaining 30% would arrive by vehicles through Blackpool Mill lane. However she also indicated that during the high season this would flip with 70% of users accessing the attraction via the lane.

Officers explained that while it was possible that the Listed Building Application would be reported to the next meeting of the Committee, the other two applications would probably be reported to the May meeting as comments were still awaited from Natural Resources Wales. Thanking Members for their attendance, the Chair adjourned the meeting for travel to the next site.

**3. NP/16/0633/FUL – Refurbishment of existing cattle barn to form garden room, study and WC (Retrospective), 1 Square Farm, Marloes**

It was reported that at the meeting of the Development Management Committee held on 8 February 2017, it was resolved that this application, which sought retrospective planning permission for a garden room, study and WC, be deferred to allow the site to be visited by the Committee. The Committee had been advised that planning permission had originally been granted in 2012 for the replacement of a dilapidated cattle shed on the site with a new structure on the same footprint. The proposal was originally supported by officers subject to conditions including that the structure was to be only used for purposes ancillary to the residential use of the dwellinghouse.

Following investigation by the Authority's enforcement officers, the current planning application had been submitted in order to attempt to regularise the development, which had not been built in accordance with the 2012 permission. This related to the height of the building to ridge, the depth of the structure, and to the insertion of 2 roof lights to the rear elevation of the building. The dimensions of the building were, therefore 9.76 metres in length, 6.15 metres in depth and 5.56 metres in height to the ridge. This was an increase in width of the rear wing by 1.0 metre and in increase in the overall height by 0.93 metres.

Members viewed the building and walked around the outside of it, noting its width, height and the insertion of the rooflights, together with its distance from neighbouring dwellings.

Thanking Members for their attendance, the Chair concluded the meeting by advising that it was expected that the application would be brought back before the next meeting of the Committee for a decision.