

**Application Number:** DM/2025/01039

**Proposal:** Change of use of part of car parking area in Beacon View for the provision of one mobile food/drink van in the car park. 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:** Beacon View Wood, Beacon Road, Trellech, Monmouthshire

**Applicant:** Cathrin Jones

**Plans:** Location Plan, Block Plan Beacon View

**RECOMMENDATION: Approve**

Case Officer: Ms Jo Draper  
Date Valid: 28.10.2025

**This application is presented to Planning Committee/Delegated Panel due to there being 5 or more objections**

## **1.0 APPLICATION DETAILS**

### 1.1 Site Description

The application site relates to a car park that serves the woodland area that is Beacon View Wood. The application site is an existing car park that is situated adjacent to the public highway, but located on higher ground and not within viewpoint of the main highway. The site is accessed via a short length of track that joins the public highway.

The car park and surrounding woodlands are managed by NRW. The car park is informal with no delineation of car parking spaces. The application site is within the Wye Valley National Landscape.

### 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 grass areas would not be impacted. There will be no losses to green infrastructure.

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/2025/01039	Change of use of part of car parking area in Beacon View for the provision of one mobile food/drink van in the car park. 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  
EP3 LDP Lighting  
NE1 LDP Nature Conservation and Development  
GI1 LDP Green Infrastructure  
LC4 LDP Wye Valley AONB  
LC5 LDP Protection and Enhancement of Landscape Character  
RE6 LDP Provision of Recreation, Tourism and Leisure Facilities in Open Countryside

## 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**

### 5.1 Consultation Replies

#### **Trellech United Community Council: Refuse**

Due to environmental concerns over littering and the lack of toilet facilities. There are also further issues over the poor state of the surface of the minor access road, the small size of the car park and the amount of space that would be taken up by any potential coffee van, particularly if it was a trailer and towing vehicle. Turning in this car park is already difficult as it is not that wide, and there is no barrier to prevent a vehicle going off the edge. The location plans are also not correct, and we think that there are other more suitable sites that could be used.

#### **Wye Valley National Landscape:**

Thank you for consulting the Wye Valley National Landscape (WVNL) Team on the application. 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, dependent on suitable conditions should the application be approved, and adequate management by NRW to prevent an increase in littering and food waste being left in the area.

#### **MCC Highways: No objection**

The application proposes the siting of a food truck within an existing car park. The site is accessed via a short length of track that joins the public highway along the unclassified C50.3. The truck is to be located within an existing car park adjacent to the public highway but located on higher ground and not readily in view. 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. 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.

#### **MCC Biodiversity: 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 Several component sites of the Wye Valley and Forest of Dean Bat Sites are located within 10km, the closest being approximately 2km southeast. 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)'. The site is located adjacent to a Natural Resources Wales Priority Area: Plantation on Ancient Woodland Site. 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 x bat boxes on trees surrounding the car park. 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.

**Natural Resources Wales:** No further comment

Thank you for consulting Natural Resources Wales on the above application. We have reviewed the planning application submitted to us, and from the information provided we do not consider that the proposed development affects a matter listed on our Consultation Topics, Development Planning Advisory Service: Consultation Topics (September 2018):

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/our-role-in-planning-and-development/our-role-in-planning-and-development/?lang=en>. No ecological information has been submitted in support of this application. We note that there are records of dormice at the site. We recommend you seek the advice of your Authority's internal ecological adviser about the requirement for further information to be submitted in support of the application, the need for bespoke surveys and the scope of further information, where required.

## 5.2 Neighbour Notification

Approximately 30 objections from local addresses, some from the same household and some associated with a local walking group.

The proposed development is unsuitable for this location and poses significant risks to public safety, environmental protection, and the viability of existing local businesses

The site is reached via steep, exceptionally narrow, and poorly maintained lanes with no passing places. 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

Light and litter risks harm to habitats associated with nearby SSSI and SAC woodland sites, conflicting with statutory biodiversity duties under the Environment (Wales) Act 2016

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

Impact on local businesses, several pubs, cafes and restaurants operate only minutes away, undermining the local economy rather than supporting it. Nobody needs to eat there at site

The cooking smells would be evident over a wide area

This is an area for walking quietly and harmonising with nature - for example we saw (and heard) nightjars there in the summer

The site lies within the Wye Valley AONB, a nationally protected landscape. Under Section 85 of the Countryside and Rights of Way Act 2000 (CROW Act) all public bodies, including the planning authority and NRW, must have regard to the purpose of conserving and enhancing natural beauty

The proposal also conflicts with the AONB Management Plan which requires development to protect tranquillity, biodiversity and landscape character

Approving this development would open the door to further commercialisation in an area designated for its natural tranquillity

Reduced parking capacity, the car park is small and often full. Taking up part of it for a food van would reduce parking and create turning difficulties for vehicles, negatively affecting public enjoyment of the AONB

The small car park already serves walkers and visitors. A food van would remove essential parking spaces and restrict turning, undermining public access to the AONB, contrary to policy requiring sustainable visitor management

Commercial food outlet in a remote AONB car park would set an inappropriate precedent for further erosion of this protected landscape

Beacon View car park is one of the smaller car parks and it is well used by walkers

The presence of a van and towing vehicle will also degrade the quality of the immediate environment and take up too much space in a small car park. At our recent AGM, the group unanimously agreed that this proposal would be detrimental to our aims of maintaining an attractive footpath network - The North and District Footpath Group

Infectious diseases from littering and waste being spread by rats etc

Fast food van would contribute to rural urbanisation and would be no benefit to the local culture or impact anyone in a meaningful

A mobile food van will serve to encourage more camper vans and wild campers with the associated poor behaviour to the detriment of wildlife

Can you please confirm that the vehicle engine will not be running at any time during operation and will therefore not create pollution / CO2 emissions

Any advertising on the roadside verges to try and draw business would seem totally out of place in this very rural and beautiful part of the Wye Valley AONB

Food trucks rely heavily on social media, and a single influencer post could bring a sudden surge of visitors. This small village and its fragile woodland cannot handle large or unexpected increases in footfall

The car park only has capacity for probably six to eight cars.

Two letters of support:

This will help bolster the local economy and provide walkers with refreshments after long walk.

The conditions of approving this application should be on the grounds that they provide coffee in compostable cups and are responsible for the waste, asking them to take it back with them. We should be encouraging small/boutique businesses not knocking them back.

### 5.3 Other Representations

No further comments received

### 5.4 Local Member Representations

Local Member: Councillor Richard John

- The car park is accessed from a steep, narrow derestricted lane with no passing places. The road has been repeatedly patched up by the local authority and would be unsuitable for increased traffic
- The proposed food outlet would harm established local pubs and restaurants only a few minutes' drive from Breacon View. 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 in an already small car park and limit space for vehicles to safely turn around
- The proposal would disturb local wildlife including the dormice
- There will be no toilet or handwashing facilities for staff serving food, creating potential for breaches of basic food hygiene standards
- Despite being an Area of Outstanding Natural Beauty, we already have a problem with litter in the area, particularly on verges with fast food packaging thrown from passing vehicles. The problem is particularly severe close to fast food outlets such as Euro Garages. This would make the problem even worse.

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 leisure 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 at a higher level to 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 would be 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 mostly to daylight hours and only during March - 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 will 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

### 6.2.3 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. The site is well-screened from wider views.

### **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 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 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 is to 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 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). It is considered that this development is unlikely to increase nutrient inputs.

## **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 area, 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 is managed by the operators. 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 would be 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, the closest being the public house in Trellech, the Lion Inn.

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

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

Litter is controlled 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 regards the case of 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 recreational facilities 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.

## **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.