

Application Number: DM/2025/00379

Proposal: Erection of a detached single storey dwelling with integral garage, small curtilage buildings, new driveway paths and landscaping. Minor alterations to existing access.

Address: Land to the north of 29 Main Road, Portskewett, NP26 5SA

Applicant: Mr Vivian Danks

Plans: Site Plan 763 P03 Rev B - Proposed Site Plan, Elevations - Proposed 763 P08 Rev A - Garden Shed, Design and Access Statement - , Ecology Report EIA - Ecological July 25 V2, Location Plan 763 P01 - , Floor Plans - Proposed 763 P04 Rev A - , Other S240909.4 - Arboricultural Report, Green Infrastructure Appraisal/Statement - , Other Arctic Cabin - A 1 to 6, Elevations - Proposed 763 P05 - SE and NE, Elevations - Proposed 763 P06 - NW and SE, Elevations - Proposed 763 P07

RECOMMENDATION: Approved Subject To S106 agreement

Case Officer: Kate Young
Date Valid: 20.03.2025

This application is presented to Planning Committee due to the number of unresolved objections received

1.0 APPLICATION DETAILS

1.1 Site Description

The site which is to the north of Main Road in Portskewett, covers approximately 0.9ha including 0.23 ha of woodland. There is a track into the site between nos. 27 and 29 Main Road. The site is located within the Portskewett Development Boundary. The access track is within an Archaeologically Sensitive Area. The site is not in a designated flood zone identified in the DAM maps of TAN 15 or the Flood Maps for Planning. To the north of the site runs a Public Right of Way and beyond that the land is designated as a Minerals Safeguarding Area.

The site comprises a triangular shaped paddock. The land falls approximately 5.5 metres across the site to a small area of mixed woodland in the south-east corner. To the north-west of the site there are two fields extending up to Portskewett Common and Portskewett Hill. The north-east boundary comprises of a poorly maintained native hedge row separating the site from fields and a recreation area known as Richard's Quest. There are residential properties along the southern boundary of the site.

The owner of the fields behind the site has a right of access over the access track and along the south-west boundary to an existing field gate in the northwest corner.

1.2 Proposal Description

The current full application seeks the erection of one single storey, three-bedroom bungalow with a linked garage, two outbuildings, an access and driveways. The main house is designed as three distinct sections to reflect the use. The main central section accommodates an open-plan sitting/dining/kitchen area and a study/craft room. Bedrooms and bathrooms are housed in the section to the right (east) and the left-hand (west) block contains garaging and service areas. The blocks are connected by two flat-roofed links accommodating the main entrance and laundry. The house will be constructed with a highly insulated timber frame, finished externally with vertical timber cladding. Small contrasting areas will be finished with horizontal timber cladding

and natural Welsh cropped slate stone walling. The main roofs will be slates or a riven artificial slate, black photovoltaic panels will be fixed in roof trays so that they are finished flush with the adjacent slates, windows and external doors are aluminium with a dark grey polyester paint finish. There would be an air source heat pump on the side of the proposed dwelling. A shed to house site maintenance/ gardening equipment including a small tractor is proposed at the southern edge of the site. This will be a lightweight timber structure built off a shallow reinforced concrete raft foundation. It is proposed to erect a small summer house in the opening within the woodland.

The application is accompanied by the following documents:

Design and Access Statement

Ecological assessment prepared by Ecological Services Ltd, dated August 2024.

Badger Activity Report prepared by Badger Ecology, dated October 2024

Arboricultural Report prepared by TR33 Environments, dated March 2025.

GI Statement

2.0 RELEVANT PLANNING HISTOREY (if any)

Reference Number	Description	Decision	Decision Date
DM/2025/00379	Erection of a detached single storey dwelling with integral garage, small curtilage buildings, new driveway paths and landscaping. Minor alterations to existing access.	Pending Determination	

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 LDP The Spatial Distribution of New Housing Provision

S4 LDP Affordable Housing Provision

S12 LDP Efficient Resource Use and Flood Risk

S13 LDP Landscape, Green Infrastructure and the Natural Environment

S15 LDP Minerals

S16 LDP Transport

S17 LDP Place Making and Design

Development Management Policies

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements

SD2 LDP Sustainable Construction and Energy Efficiency

SD4 LDP Sustainable Drainage

GI1 LDP Green Infrastructure

NE1 LDP Nature Conservation and Development

EP1 LDP Amenity and Environmental Protection

MV1 LDP Proposed Developments and Highway Considerations

DES1 LDP General Design Considerations

LC5 LDP Protection and Enhancement of Landscape Character

EP5 LDP Foul Sewage Disposal

EP3 LDP Lighting

Supplementary Planning Guidance

Affordable Housing SPG July 2019:

<https://www.monmouthshire.gov.uk/app/uploads/2019/09/Final-Adopted-SPG-July-2019.pdf>

Infill Development SPG November 2019:

<https://www.monmouthshire.gov.uk/app/uploads/2020/02/Appendix-2-Infill-Development-SPG-Latest-Version-for-Final-Adoption-2020-Dave-adjustments-00000002.pdf>

Domestic Garages SPG (January 2013):

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Domestic-Garage-SPG-Jan-2013.pdf>

Monmouthshire Parking Standards (January 2013)

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking-Standards-SPG-Jan-2013.pdf>

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

Portskewett Community Council - no objection, recommend approval.

MCC Highways - No objection.

Lead Local Flood Authority and SuDS Approval Body - No objection

As the site will have a total construction area greater than 100m², SAB approval will be required. The application has now demonstrated a means of surface water discharge to infiltration.

Natural Resources Wales (NRW) - No objection.

The application site is located within 750m of Bushy Close Site of Special Scientific Interest (SSSI). We have considered the Preliminary Ecological Assessment (PEA) by Ecological Service Ltd. (August 2024). Based on the information submitted, we consider the proposed development is not likely to damage the features for which Bushy Close SSSI is of special interest.

The application site is located within 1km of the Severn Estuary European Marine Site. From

the information submitted, we consider the proposed development is not likely to have a significant effect on the Severn Estuary as there are no potential pathways to the protected site.

Heneb (GGAT) - No objection.

The application is within an area of high archaeological potential, the size and nature of the proposal is such that it will be within an area already disturbed by the construction of the house itself. Therefore, the impact of the proposed development upon any buried archaeological resource is considered to be low.

Welsh Water - No objection.

The site lies within the catchment of Nash WwTW where we can confirm there is sufficient hydraulic capacity to accommodate the foul flows and foul flows only from this network.

No amount of surface water will be permitted to communicate directly or indirectly with the public combined sewerage system.

MCC Tree Officer - No objection.

MCC Ecology - No objection.

MCC Public Rights of Way - No objection.

5.2 Neighbour Notification

Letters of objection received from 8 addresses.

This is agricultural land

Highway Safety and Traffic Concerns

Adverse impact on wildlife including badgers

Dangerous access into the site, opposite to Wedgewood Drive

On-street parking

May set a precedent

Loss of privacy

Previous access into the site was refused

Loss of view

Impact on the footpath

Loss of visibility due to cars parked on the road

Wildlife - the badger reports seem to lack evidence and is inconclusive even though badger hair and foraging has been identified on site

The layout is contrary to good practice in highway design and safety

The existing access is an important wildlife corridor, its loss will impact bats and conflict with local and national biodiversity objectives

Concerns about the size of the proposed property, it could be divided into two properties in the future, leading to more traffic on the small lane

Loss of residential amenity, neighbouring property have windows facing the access track

Do not want any more building, retain our green spaces

Increase in noise levels

Traffic Congestion

Detrimental to the quality of life for current residents and undermine the character and sustainability of the local community

Removal of hedgerows

There are bats roosting in the woodland

Boundary dispute

There is a covenant restricting weight limit on the access track

No mud or debris should affect the highway.

Letters of support from 7 addresses

Will make little impact on the surrounding environment

The applicant has made great efforts in improving the environment for future benefit to wildlife and appearance for local residents

The build would be for the applicant's disabled wife

I would rather a single storey build as opposed to a small scale housing development that would result in more traffic, noise and impact on the environment

The development has been designed taking into account the privacy of the neighbouring property, with the proposed tree planting along the shared boundary

External lighting should be kept to a minimum

Close attention should also be paid to the proposed road surface for the access path and driveway to reduce vehicle noise

A restriction should be placed on the access created to ensure no additional dwellings can be added to this or the adjoining land behind utilising this access

Increased planting makes a wildlife corridor and enhances the view from the footpath

There is already a dropped kerb access so no issues with road safety as this entrance has clearly been used for years and will put little pressure on the road

A well designed eco-dwelling

It is brilliant to see the number of new trees planted around the perimeter to improve the land and encourage more wildlife

The fact there is only one new dwelling being proposed is good

The bungalow is being tucked away in the far field behind the natural tree line, so the view out of any of the houses looking on to the piece of land isn't affected

The land is being well maintained and the introduction of the hundreds of different tree varieties is already starting to encourage more wildlife

The operating hours of construction traffic, deliveries and removals should be outside of the school run.

5.3 Other Representations

None Received

5.4 Local Member Representations

None Received

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

PPW 12 states that proposals for housing on infill and windfall sites within settlements should be supported where they accord with the national sustainable placemaking outcomes. The site is located within the Portskewett Development Boundary within which there is a presumption in favour of new residential development subject to detailed planning considerations. Policies S1 and H1 allow for new residential development to be built inside the development boundaries of Severnside Settlements of which Portskewett is one. Therefore the principle of new residential development in this location is acceptable subject to detailed planning consideration. The main constraint in this case is the width of the access track into the site. Policy DES1 of the Local Development Plan (LDP) sets out that to make the most efficient use of the land, the minimum net density of residential development should be 30 dwellings per hectare. In this case, however, the existing access adjacent to no 29 Main Road is not of sufficient width to accommodate that level of development. In this situation, given the limitation of the access, a single dwelling is considered acceptable although it would result in a significantly lower density than that advocated in the policy.

This application also needs to be considered against the Infill Development Supplementary Planning Guidance which was adopted in November 2019.

6.2 Infill Development

Character

The Infill Development Supplementary Planning Guidance (SPG) states that the proposed dwelling must respect the scale, form and massing of existing development in the area. The properties in this part of Portskewett are predominantly modern, detached dwellings on substantial plots, facing towards Main Road. The majority of properties are single storey although there are also some two storey dwellings. They are finished in a wide mix of materials including brick, timber cladding and render of varying colours. The proposed bungalow does reflect the character of the area but it should be noted that it would not be prominent within the street scene.

Distance between buildings

The SPG says that all proposals need to provide sufficient gaps between buildings to minimise any overbearing and overshadowing impact on the residential amenity of neighbouring properties. Part 7.1 looks at Privacy and Amenity. The key considerations relating to privacy and amenity for small scale infill residential development are:

- a. whether the plot would have adequate privacy to habitable rooms and private garden space
- b. whether a new house(s) on the plot would affect the privacy of neighbours
- c. whether a new house(s) on the plot would affect the host dwelling

In this case the plot is of sufficient size to accommodate a new dwelling with sufficient parking provision and private amenity space. The principal elevations containing most of the windows are facing north, south and east with adequate privacy distances. The dwelling is set about 50 metres north of the site boundary and at least 70 metres from the properties on Main Road and would be set about 50 metres to the north-east of Heston Break.

6.3 Sustainability

The Local Development Plan and PPW encourage sustainable development. This is a sustainable location for new housing development being located within the settlement of Portskewett and being within easy walking and cycling distance to all the facilities in Caldicot. There is a primary school in Portskewett. The proposal includes solar panels on the roof of the dwelling as well as an air source heat pump. It is proposed that the new house will be constructed to an environmentally robust design with a highly insulated thermal envelope. Principal space and water heating will be provided by an air-source heat pump with supplementary heating provided by a woodburning stove carrying an SIA Ecodesign Mark and with a minimum average seasonal efficiency of 80%. A mechanical ventilation system with heat recovery will be installed. Wherever possible, building materials will be obtained from local sources. Structural and joinery timber will be obtained from a certified sustainable source such as the FSC or PEFC. The proposal accords with a key objective of PPW12 providing residential accommodation in a sustainable location.

6.4 Good Design and Place Making

The proposed single-storey dwelling would be located in the northern part of the site. It comprises of three linked sections. In total the overall length of the building is approximately 33 metres and the width 14 metres. The maximum height of the building is 6 metres. The majority of the dwelling will be finished in vertical timber cladding but there will be some cropped slate detailing on the walls and the chimney. There will be natural slate on the roof. The form, scale and massing of the new dwelling is acceptable and the proposal will respect the character of the area and the surrounding properties. It therefore accords with the objectives of Policy DES1 of the LDP, which requires that all development shall be of a high quality, sustainable design and respect the local character and distinctiveness. The tool shed will have a monopitched roof, measure 6 metres by 4 metres and be clad in timber. This design is appropriate for an outbuilding. It is also proposed to erect a 'whimsical' timber summer house in the opening within the woodland. The location is well clear of likely tree roots and will be erected off recycled short "piles". That structure will be approximately 6m long by 4m wide with a ridge height of about 2.8 metres although there would be

a turret above that height. The proposed summer house will not be visually prominent in the wider landscape and is considered acceptable.

6.5 Landscape

An Arboricultural Report prepared by TR33 Environments was submitted as part of the application. As part of the management of the woodland, some dead and dying trees will be removed as outlined in the report. The applicants have planted 150m of native hedgerow along the south-west and north-west sides of the site with over 775 whips and trees, and a further 125 whips to thicken the existing hedge along the north-eastern boundary of the site. In addition to the hedgerows, generous new tree planting will be carried out to enhance flora and fauna and improve vistas. It is intended to adopt a soft natural approach to the site landscaping with only a minimal "garden" area around the house. A small formal lawn will be created at the front of the house. Otherwise all the existing semi-improved grassland will be left/returned to its existing condition. Patios and paths at the rear of the house will be in natural sandstone and where necessary stepped retaining walls will be formed using gabion baskets filled with stone and densely planted with ground cover. The retaining structures will not exceed 1m high. The path from the house through the woodland to the summer house will be formed using a non-dig, tree root protection system and finished with chipped tree bark from the felled trees and cut logs as edging. The MCC Tree Officer has no objection to the proposal saying that the development is not close to neighbouring trees and the Root Protection Zone would not be affected.

6.6 Impact on Amenity

As explained above, the proposed new dwelling would be sited a substantial distance from existing properties, well in excess of the privacy distance outlined in the adopted SPG. Existing residential properties will not be affected by the proposal in terms of loss of privacy or overbearing impact. The only impact on other properties would be from vehicles using the access track that runs between no's. 27 and 29A Main Road. No 27 is a bungalow which has ground floor windows facing onto the access track and these windows serve habitable rooms. The access track is existing and is already used by vehicles. There are several examples of where such an arrangement have been found to be acceptable when determining similar applications, most notably the appeal decision at Pathways, Undy.

No 29A has a blank gable wall facing onto the access track.

Heston Break is the detached dwelling that lies to the west of the application site; its principal elevations face north and south although it has one first floor window that faces towards the application site. Heston Break is approximately 50 metres from the proposed dwelling which is ample. The vehicular access to Heston Break would not be affected by the proposal.

6.7 Ecology

An Ecological Impact Assessment report (produced by Ecological Services, dated July 2025, v2) has been provided. The report is informed by a Preliminary Ecological Assessment report (produced by Ecological Services, dated August 2024) which includes details of a desk study and habitat assessment and a Badger Activity Report (produced by Badger Ecology, v2 dated December 2024) provides details of a walkover survey to assess a potential badger sett identified during the PEA survey. An Outline Stewardship Plan has been provided via email on 14th August 2025.

The PEA survey identified moderately species rich grassland, which includes calcareous indicator species such as carline thistle. The Council's Biodiversity Officer has spoken to the scheme ecologists and the outline stewardship plan states that the grassland does not meet priority grassland. Even though the grassland is not priority habitat, it is still species-rich and provides habitat for a range of species. There is also a single species hedgerow along the access road, which will be lost to the proposals. The Outline Stewardship Plan includes a plan showing the site will be managed in zones including high and low meadow areas and a wildlife corridor bounding the site. The is replacement hedgerow planting and orchard trees. The biodiversity officer is satisfied that if managed appropriately the scheme would not result in a net loss to biodiversity. Appropriate avoidance measures will also be required during construction.

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 proposals include three bat boxes and three bird nesting boxes fixed to existing trees in the wooded area.

Logs from felled trees will be placed in informal brash piles, scattered within the wooded area, to create habitats for insects and small animals.

A reptile hibernaculum will be created in a suitable location within the wooded area.

These measures are considered sufficient to demonstrate net benefit.

Green Infrastructure Statement

A Green Infrastructure Statement has been submitted with the application. The Statement is proportionate to the scale of the development and references the ecology report for biodiversity features that will be provided to maintain and enhance biodiversity. New tree planting will form a scalloped north edge to the woodland to provide increased cover for small animals. The grassed wildlife corridor along the north-west boundary will be planted with a wild flower seed mix specific to the locality.

6.8 Highways

6.8.1 Sustainable Transport Hierarchy

PPW12 refers to the Sustainable Transport Hierarchy where walking and cycling are the highest priority and public transport second with private motor vehicles being the least desirable. In this case the site is in an existing residential area within walking and cycling distance to all the facilities in Caldicot as well as some local facilities including a primary school and shop within the village of Portskewett itself.

6.8.2 Access / Highway Safety

The application proposes the construction of a large detached three-bedroom bungalow and integral garage accessed via an existing 6m wide access located between 27 and 29 Mian Road, Portskewett. The access in addition to the proposed dwelling, will also provide access to the current landowner's further land to the north of the site; access to this land will be maintained via a proposed 6m wide right of way that runs parallel with the plot's south-western boundary and field gate located at the plot's north-western corner. The access junctions with Main Road via an existing adopted footway vehicular crossing.

The proposed development of one additional dwelling is not considered to be detrimental to the safety and capacity of the immediate local highway network. The proposed means of access is over an existing footway vehicular crossing, the existing visibility is slightly constrained by the proximity of the adjacent property boundary walls and hedgerows. The applicant's Design and Access Statement, Section 10 Movement (To, From & Within the Site), Site Access states "Visibility at the highway is good and will be improved by removing the existing visibility splay walls which currently trespass onto the site".

The proposed layout is considered suitable, laid out to accommodate and provide adequate turning provision within the curtilage of the development to allow all vehicles that will require access and egress to do so in a forward gear. The proposal accords with the objectives of Policy MV1 of the LDP and Highways offer no objection.

6.8.3 Parking

The proposed layout drawing indicates an attached three-bay garage. The attached garaging does not accord with the Council's adopted standards but Highways consider that the proposed garage together with the available forecourt area would be more than capable of accommodating the number of parking spaces required for the dwelling proposed.

6.9 Affordable Housing

LDP Policy S4 requires affordable housing contributions to be made in relation to developments which result in the net gain in residential dwellings. Where the net gain in dwellings is below the threshold for affordable units to be provided on site, which is 5 or more units in Severnside, then a financial contribution is appropriate. The financial contribution is based on floor area and the calculation contained in Appendix 3 of the Affordable Housing Supplementary Planning Guidance (July 2019).

Formula: Financial Contribution = Internal Floor Area (m²) x CS Rate x 58%.

In Severnside the CS rate is £80.00

The property will have an internal floor area of 300 m² so the financial contribution will be £13,920.

The applicant has confirmed they accept the payment and are willing to enter into a Section 106 agreement. As such, the proposal accords with Policy S4.

6.10 Flooding

The Flood risk maps provided by NRW indicate the site to be at no identified risk of flooding. There is a surface water flooding flow path to the north-east. The database of previous flood events records shows surface water flooding in close proximity to the site and could be exacerbated by development in this location and the database of drainage and flood assets does not record any drainage or flood assets in close proximity to the site.

The Lead Local Flood Authority have no objection to the proposal.

6.11 Drainage

6.11.1 Foul Drainage

The foul water will connect to a mains sewer. This complies with the advice from NRW that in a sewered area the preference is to connect into a mains sewer. Welsh Water have offered no objection. The site lies within the catchment of Nash Waste water Treatment Works (WwTW) and Welsh Water confirm that there is sufficient hydraulic capacity to accommodate the foul flows and foul flows only from this.

6.11.2 Surface Water Drainage

As the site will have a total construction area greater than 100m², SAB approval will be required. The application has now demonstrated a means of surface water discharge to infiltration. The scheme will require a sustainable drainage system designed in accordance with the Welsh Government Standards for sustainable drainage and approval by the SuDS Approving Body (SAB) prior to any construction work commencing. The SuDS Approving Body have offered no objection.

6.12 Public Right of Way

Public Footpath 6 in the community of Portskewett runs adjacent to the site of the proposed development. Public Path no. 376/6 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 prohibition order. The Public Right of Way officer offers no objection.

6.14 Planning Obligations

If the application is to be approved then a financial contribution for affordable housing in the local area will be required.

6.15 Response to the Representations of Third Parties

Letters of objection to the application were received from eight addresses and letters of support from seven addresses. Many of the local residents were concerned with highway safety; this has been addressed in detail in the main body of the report and the Highway Authority offers no objection. Several of the objectors were concerned that the proposal would result in additional on street parking, this is unlikely given the amount of land available on the site for car parking as well as the distance of the proposed dwelling from the road. One resident has said that previously access into the site was refused. Planning officers can find of record of this, there was a pre-application enquiry on the site when the Highway Authority said that according to highway standards the current access is only suitable to serve up to 5 dwellings. The objector also refers to an appeal decision at 65 Main Road. That appeal was dismissed as the shared access into the site was serving more than 5 dwellings and did not comply with the common standards. The circumstances in that case were very different from those of the current application to serve one plot.

The impact of the proposal on ecology and trees has been considered in great detail by MCC Ecologists and MCC's Tree Officer, all of whom offer no objection to the proposal subject of various conditions. There is a significant amount of new hedge planting on the site.

There are concerns from some residents about loss of privacy and loss of a view. As set out in the main body of the report the proposed dwelling will be a significant distance from the existing residential properties, well in excess of the guidelines set out on the SPG on Infill Development. The privacy of existing residents will be maintained in accordance with Policy EP1 of the LDP. One residential property does have habitable windows facing onto the access track, but the access track is existing and can now be used by vehicular traffic. It is acknowledged that the access track would be more intensely used as a result of this proposal but this would still not lead to a significant increase in usage. In addition, there are similar examples within the County when this type of arrangement has been approved and works reasonably.

The public right of way is outside the boundary of the site and will not be affected by this proposal. There is concern at the loss of agricultural land, however, the site is located within the Portskewett Development Boundary, within which residential development is encouraged.

Local residents are concerned that this application will set a precedent and that the proposed house is too big and could be subdivided at some time in the future. It must be remembered that each application is determined on its own merits. This is a relatively modest, three-bedroom dwelling; the footprint is quite large as it is a bungalow with an integral garage.

One resident has referred to a boundary dispute and a covenant on the land. These are both private legal matters and not material planning considerations.

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

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.

6.17 Conclusion

The site is located within the Portskewett Development Boundary. Policies S1 and H1 of the Local Development Plan presume in favour of new residential development within development

boundaries. The proposal accords with a key objective of PPW12 providing residential accommodation in a sustainable location. The proposed dwelling will respect the scale, form and massing of existing development in the area. The proposed dwelling does comply with the guidance set out in the adopted SPG on Infill Development and will not result in a significant loss of outlook or privacy to the occupiers of the existing neighbouring properties in accordance with the objectives of policy DES1 and EP1 of the LDP. The Highway Authority considers that the access track is adequate to serve one dwelling and that sufficient parking provision can be provided within the plot. The proposal accords with Policy MV1 of the LDP.

The proposal accords with Policy S4 of the LDP by providing a financial contribution for affordable housing in the area. The scheme will provide adequate biodiversity enhancements in accordance with Policy NE1 of the LDP. The Ecological Impact Assessment report and Preliminary Ecological Assessment report are acceptable and MCC Ecologists agree with the findings. Welsh Water have agreed that the foul water from the development can connect into the main sewer and that there is sufficient capacity.

In conclusion, the application is considered to be policy compliant in all respects and is presented to Committee Members with a recommendation for approval.

7.0 RECOMMENDATION: Approve

Subject to a 106 Legal Agreement requiring the following:

S106 Heads of Terms

A financial contribution towards affordable housing in the local area of £13,920.

If the S106 Agreement is not signed within 6 months of the Planning Committee's resolution then delegated powers be granted to officers to refuse the application.

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 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 proposed access shall have a hard surface of concrete or bituminous material for a minimum distance of 5m from the highway boundary.

No surface water shall be permitted to discharge onto the adjacent public highway, The existing access shall be improved in accordance with the details to be submitted to and approved in writing by the Local Planning Authority before any development commences and shall be completed in accordance with the approved details before the development is brought into beneficial use.

Reason: In the interest of highway safety in accordance with Policy MV1 of the LDP

5 No development shall take place until a Long-term Management Plan has been submitted to and approved in writing by the local planning authority. The content of the plan shall be based upon the submitted document "DM-2025-00379 - Cae Caradog (Beloved Field) Outline Stewardship Plan". The management plan shall include:

- a) Detailed design(s) and/or working method(s) to achieve stated objectives.
 - b) Extent and location/area of proposed works on appropriate scale maps and plans.
 - c) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
 - d) Persons responsible for implementing the works.
 - e) Details of initial aftercare and long-term maintenance.
- a timetable of implementation and details of the body or organisation responsible for implementation. The EMP shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter. Evidence of implementation of measures to achieve net benefit for biodiversity must be provided to the LPA no more than three months later than the first beneficial use of the development.

Reason: To maintain and enhance ecological resilience in accordance with LDP policy NE1, Planning Policy Wales and Section 7 of the Environment (Wales) Act 2016.

6 No development or site preparation shall take place or material or machinery brought onto the site until a Biodiversity Construction Method Statement has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include details of measures to safeguard protected and priority species including nesting birds and reptiles during the constructions works. The content of the method statement shall include, as a minimum the:

- a) Purpose and objectives for the proposed works in relation to protection of identified species;
- b) Detailed working methods necessary to achieve stated objectives;
- c) Timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction; and
- d) Persons responsible for implementing the works.

The approved CMS shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: Safeguarding of protected and priority species during construction works in accordance with LDP policy NE1, the Wildlife and Countryside Act 1982, and Section 7 of the Environment (Wales) Act 2016.