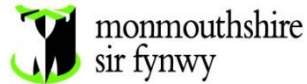


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Neuadd y Cyngor
Y Rhadyr
Brynbuga
NP15 1GA

Dydd Gwener, 22 Mai 2026

Hysbysiad o gyfarfod

Pwyllgor Cynllunio

Dydd Mawrth, 2ail Mehefin, 2026, 2.00 pm,
Neuadd Y Sir, Y Rhadyr, Brynbuga, NP15 1GA

AGENDA

Eitem Ddim	Eitem	Tudallennau
1.	Etholiad Cadeirydd.	
2.	Penodi Is-gadeirydd.	
3.	Ymddiheuriadau am absenoldeb	
4.	Datganiadau o Fuddiant	
5.	Cadarnhau cofnodion y cyfarfod blaenorol	1 - 4
6.	Ystyried yr adroddiadau Ceisiadau Cynllunio canlynol gan y Prif Swyddog Lle a Llesiant Cymunedol (copïau wedi eu hatodi):	
6.1.	Cais DM/2025/00495 - Mae'r datblygiad arfaethedig yn cynnwys newid defnydd tir, a ddefnyddir bellach fel maes parcio, i leoli un fan/trelar bwyd/diod dros dro ym maes parcio a reolir gan CNC. Bydd y fan/trelar wedi'i leoli ar y llawr caled presennol o fewn y maes parcio. Ni fydd unrhyw lawr caled newydd na strwythurau parhaol yn cael eu creu. Ni fydd y fan/trelar wedi'i leoli ar y glaswellt nac unrhyw lystyfiant arall i leihau'r aflonyddwch i'r seilwaith gwyrdd cyfagos. Ni chaniateir i'r fan/trelar barcio dros nos, rydym yn rhagweld oriau agor tymhorol o 9am i 5pm. Bydd trwydded yn cael ei rhoi i ddeiliad y consesiwn i sicrhau eu bod yn cadw at rwymedigaethau penodol. Maes Parcio Whitestone/Bargain Wood, Dyffryn Gwy, Llandogo, NP16 6SN.	5 - 14
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	oriau agor tymhorol arfaethedig o 9am i 5pm. Ni fydd cyflenwad trydan a dim generaduron diesel na generaduron allanol. Coed Beacon View, Ffordd Beacon, Tryleg, Sir Fynwy.	
6.3.	Cais DM/2025/01041 - Newid defnydd rhan o ardal parcio ceir yng Nghoedwig Great Barnets ar gyfer darparu un fan bwyd/diod symudol ym maes parcio yng Nghoedwig Great Barnets. Nid oes unrhyw loriau caled newydd na strwythurau parhaol wedi'u cynnig. Ni chaniateir i'r fan/trelar barcio dros nos, oriau agor tymhorol arfaethedig o 9am i 5pm. Ni fydd cyflenwad trydan a dim generaduron diesel na generaduron allanol. Coed Barnets, B4235 Mounton Brook i Gas-gwent, Cas-gwent.	25 - 36
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Paul Matthews

Prif Weithredwr

CYNGOR SIR FYNWY

MAE CYFANSODDIAD Y PWYLLGOR FEL SY'N DILYN:

Cynghorwyr Sir:

Jill Bond
Fay Bromfield
Rachel Buckler
Emma Bryn
Jan Butler
John Crook
Tony Easson
Steven Garratt
Meirion Howells
Su McConnel
Jayne McKenna
Phil Murphy
Maureen Powell
Sue Riley
Dale Rooke
Ann Webb

Gwybodaeth Gyhoeddus

Gofynnir i chi nodi y bydd Cyngor Sir Fynwy yn ffilmio'r cyfarfod hwn ac y bydd ar gael i'w weld ar-lein ar ffurf fyw ac archif. Mae'n bosibl y gellid ffilmio ardaloedd lle mae'r cyhoedd yn eistedd a drwy fynd i mewn i'r Siambr rydych yn cydsynio i gael eich ffilmio a defnydd posibl y delweddau hynny a recordiad sain ar gyfer dibenion gwe-ddarlledu. Os ydych yn gwneud sylw i'r cyfarfod bernir eich bod wedi cydsynio i gael eich ffilmio.

Caiff recordiadau o'r cyfarfod eu cadw yn unol â pholisi'r Cyngor ar gadw data. Dim ond os yw'r Swyddog Monitro yn ystyried bod angen hynny oherwydd bod y cyfan neu ran o gynnwys y gwe-ddarllediad yn neu'n debygol o fod yn groes i unrhyw ddarpariaeth statudol neu athrawiaeth cyfraith gyffredin, er enghraifft deddfwriaeth Diogelu Data a Hawliau Dynol neu ddarpariaethau yn ymwneud â gwybodaeth gyfrinachol neu eithriedig, y caiff gwe-ddarlleduadau neu rannau o we-ddarlleduadau a archifwyd eu tynnu o wefan y Cyngor.

Bydd rhaid i unrhyw person sydd eisiau siarad yn Y Pwyllgor Cynllunio cofrestru gyda Gwasanaethau Democraidd erbyn hanner dydd ar diwrnod cyn y cyfarfod. Mae manylion ynglŷn a siarad yn cyhoeddus ar gael tu fewn i'r agenda neu yma [Protocol ar gyfraniadau gan y cyhoedd mewn Pwyllgorau Cynllunio](#)

Mynediad i gopiâu papur o agendâu ac adroddiadau

Gellir darparu copi o'r agenda hwn ac adroddiadau perthnasol i aelodau'r cyhoedd sy'n mynychu cyfarfod drwy ofyn am gopi gan Gwasanaethau Democraidd ar 01633 644219. Dylid nodi fod yn rhaid i ni dderbyn 24 awr o hysbysiad cyn y cyfarfod er mwyn darparu copi caled o'r agenda hwn i chi.

Edrych ar y cyfarfod ar-lein

Gellir gweld y cyfarfod ar-lein yn fyw neu'n dilyn y cyfarfod drwy fynd i www.monmouthshire.gov.uk neu drwy ymweld â'n tudalen Youtube drwy chwilio am MonmouthshireCC. Drwy fynd i mewn i'r ystafell gyfarfod, fel aelod o'r cyhoedd neu i

gymryd rhan yn y cyfarfod, rydych yn caniatáu i gael eich ffilmio ac i ddefnydd posibl y delweddau a'r recordiadau sain hynny gan y Cyngor.

Y Gymraeg

Mae'r Cyngor yn croesawu cyfraniadau gan aelodau'r cyhoedd drwy gyfrwng y Gymraeg neu'r Saesneg. Gofynnwn gyda dyledus barch i chi roi 5 diwrnod o hysbysiad cyn y cyfarfod os dymunwch siarad yn Gymraeg fel y gallwn ddarparu ar gyfer eich anghenion.

Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein Pwrpas

- i ddod yn sir ddi-garbon, gan gefnogi lles, iechyd ac urddas i bawb ar bob cam o'u bywydau.

Amcanion rydym yn gweithio tuag atynt

- Lle teg i fyw lle mae effeithiau anghydraddoldeb a thlodi wedi'u lleihau;
- Lle gwyrdd i fyw a gweithio gyda llai o allyriadau carbon a gwneud cyfraniad cadarnhaol at fynd i'r afael â'r argyfwng yn yr hinsawdd a natur;
- Lle ffyniannus ac uchelgeisiol, lle mae canol trefi bywiog a lle gall busnesau dyfu a datblygu;
- Lle diogel i fyw lle mae gan bobl gartref maen nhw'n teimlo'n ddiogel ynddo;
- Lle cysylltiedig lle mae pobl yn teimlo'n rhan o gymuned ac yn cael eu gwerthfawrogi;
- Lle dysgu lle mae pawb yn cael cyfle i gyrraedd eu potensial.

Ein gwerthoedd

- **Bod yn agored:** anelwn fod yn agored ac onest i ddatblygu perthnasoedd ymddiriedus
- **Tegwch:** anelwn ddarparu dewis teg, cyfleoedd a phrofiadau a dod yn sefydliad a adeiladwyd ar barch un at y llall.
- **Hyblygrwydd:** anelwn fod yn hyblyg yn ein syniadau a'n gweithredoedd i ddod yn sefydliad effeithlon ac effeithiol.
- **Gwaith tîm:** anelwn gydweithio i rannu ein llwyddiannau a'n methiannau drwy adeiladu ar ein cryfderau a chefnogi ein gilydd i gyflawni ein nodau.
- **Caredigrwydd** – Byddwn yn dangos caredigrwydd i bawb yr ydym yn gweithio gyda nhw, gan roi pwysigrwydd perthnasoedd a'r cysylltiadau sydd gennym â'n gilydd wrth wraidd pob rhyngweithio.

Diben

Diben yr adroddiadau a atodir a'r cyflwyniad cysylltiedig gan swyddogion i'r Pwyllgor yw galluogi'r Pwyllgor Cynllunio i wneud penderfyniad ar bob cais yn y rhestr a atodir, ar ôl pwysu a mesur y gwahanol ystyriaethau cynllunio perthnasol.

Dirprwywyd pwerau i'r Pwyllgor Cynllunio wneud penderfyniadau ar geisiadau cynllunio. Mae'r adroddiadau a gynhwysir yn yr atodlen yma'n asesu'r datblygiad arfaethedig yn erbyn polisi cynllunio perthnasol ac ystyriaethau cynllunio eraill perthnasol, a rhoi ystyriaeth i'r holl ymatebion ymgynghori a dderbyniwyd. Daw pob adroddiad i ben gydag argymhelliad swyddog i'r Pwyllgor Cynllunio ar p'un ai yw swyddogion yn ystyried y dylid rhoi caniatâd cynllunio (gydag awgrym am amodau cynllunio lle'n briodol) neu ei wrthod (gydag awgrymiadau am resymau dros wrthod).

Dan Adran 38(6) Deddf Cynllunio a Phrynu Gorfodol 2004, mae'n rhaid i bob cais cynllunio gael eu penderfynu yn unol â Chynllun Datblygu Lleol Sir Fynwy 2011-2021 (a fabwysiadwyd yn Chwefror 2014), os nad yw ystyriaethau cynllunio perthnasol yn awgrymu fel arall.

Disgwylir i'r holl benderfyniadau a wneir fod o fudd i'r Sir a'n cymunedau drwy ganiatáu datblygu ansawdd da yn y lleoliadau cywir, ac ymwrthod â datblygiad amhriodol, ansawdd gwael neu yn y lleoliad anghywir. Mae cysylltiad uniongyrchol i amcan y Cyngor o adeiladu cymunedau cryf a chynaliadwy.

Gwneud penderfyniadau

Gellir cytuno ar geisiadau yn rhwym ar amodau cynllunio. Mae'n rhaid i amodau gyflawni'r holl feini prawf dilynol:

- Angenrheidiol i wneud y datblygiad arfaethedig yn dderbyniol;
- Perthnasol i ddeddfwriaeth cynllunio (h.y. ystyriaeth cynllunio);
- Perthnasol i'r datblygiad arfaethedig dan sylw;
- Manwl;
- Gorfodadwy; a
- Rhesymol ym mhob cyswllt arall.

Gellir cytuno i geisiadau yn amodol ar gyfundeb cyfreithiol dan Adran 106 Deddf Cynllunio Tref a Gwlad 1990 (fel y'i diwygiwyd). Mae hyn yn sicrhau goblygiadau cynllunio i wrthbwysu effeithiau'r datblygiad arfaethedig. Fodd bynnag, mae'n rhaid i'r goblygiadau cynllunio hyn gyflawni'r holl feini prawf dilynol er mwyn iddynt fod yn gyfreithlon:

- Angenrheidiol i wneud y datblygiad yn dderbyniol mewn termau cynllunio;
- Uniongyrchol gysylltiedig â'r datblygiad; ac
- Wedi cysylltu'n deg ac yn rhesymol mewn maint a math i'r datblygiad.

Mae gan yr ymgeisydd hawl apelio statudol yn erbyn gwrthod caniatâd yn y rhan fwyaf o achosion, neu yn erbyn gosod amodau cynllunio, neu yn erbyn methiant y Cyngor i benderfynu ar gais o fewn y cyfnod statudol. Nid oes unrhyw hawl apelio trydydd parti yn erbyn penderfyniad.

Gall y Pwyllgor Cynllunio wneud argymhellion sy'n groes i argymhelliad y swyddog. Fodd bynnag, mae'n rhaid rhoi rhesymau am benderfyniadau o'r fath ac mae'n rhaid i'r penderfyniad fod yn seiliedig ar y Cynllun Datblygu Lleol (LDP) a/neu ystyriaethau cynllunio perthnasol. Pe byddai penderfyniad o'r fath yn cael ei herio mewn apêl, bydd yn ofynnol i Aelodau Pwyllgor amddiffyn eu penderfyniad drwy'r broses apêl.

Prif gyd-destun polisi

Mae'r LDP yn cynnwys y prif bolisiâu datblygu a dylunio. Yn hytrach nag ail-adrodd y rhain ar gyfer pob cais, caiff y geiriad llawn ei osod islaw er cymorth Aelodau.

Polisi EP1 - Gwarchod Amwynderau a'r Amgylchedd

Dylai datblygiad, yn cynnwys cynigion ar gyfer adeiladau newydd, estyniadau i adeiladau presennol a hysbysebion roi ystyriaeth i breifatrwydd, amwynder ac iechyd defnyddwyr adeiladau cyfagos. Ni chaniateir cynigion datblygu a fyddai'n achosi neu'n arwain at risg/niwed annerbyniol i amwynder lleol, iechyd, cymeriad/ansawdd cefn gwlad neu fuddiannau cadwraeth natur, tirlun neu bwysigrwydd treftadaeth adeiledig oherwydd y dilynol, os na fedrir dangos y gellir cymryd mesurau i oresgyn unrhyw risg sylweddol:

- Llygredd aer;
- Llygredd golau neu sŵn;
- Llygredd dŵr;
- Halogiad;
- Ansefydlogrwydd tir; neu
- Unrhyw risg a ddynodwyd i iechyd neu ddiogelwch y cyhoedd.

Polisi DES1 – Ystyriaethau Dylunio Cyffredinol

Dylai pob datblygiad fod o ddyluniad cynaliadwy ansawdd uchel a pharchu cymeriad lleol a nodweddion neilltuoel amgylchedd adeiledig, hanesyddol a naturiol Sir Fynwy. Bydd yn ofynnol i gynigion datblygu:

- a) Sicrhau amgylchedd diogel, dymunol a chyfleus sy'n hygyrch i bob aelod o'r gymuned, yn cefnogi egwyddorion diogelwch y gymuned ac yn annog cerdded a seiclo;
- b) Cyfrannu tuag at naws o le wrth sicrhau fod maint y datblygiad a'i ddwyyster yn gydnaws gyda defnyddiau presennol;
- c) Parchu ffurf, maint, lleoliad, casglu, deunyddiau a gweddwlun ei osodiad ac unrhyw adeiladau cyfagos o ansawdd;
- d) Cynnal lefelau rhesymol o breifatrwydd ac amwynder defnyddwyr adeiladau cyfagos, lle'n berthnasol;
- e) Parchu'r golygfeydd adeiledig a naturiol lle maent yn cynnwys nodweddion hanesyddol a/neu amgylchedd adeiledig neu dirlun deniadol neu neilltuoel;
- f) Defnyddio technegau adeiladu, addurniad, arddulliau a golau i wella ymddangosiad y cynnig gan roi ystyriaeth i wead, lliw, patrwm, cadernid a saerniaeth mewn defnyddio deunyddiau;
- g) Ymgorffori a, lle'n bosibl, wella nodweddion presennol sydd o werth hanesyddol, gweledol neu gadwraeth natur a defnyddio'r traddodiad brodorol lle'n briodol;
- h) Cynnwys cynigion tirlun ar gyfer adeiladau newydd a defnyddiau tir fel eu bod yn integreiddio i'w hamgylchiadau, gan roi ystyriaeth i ymddangosiad y tirlun presennol a'i gymeriad cynhenid, fel y'i diffinnir drwy broses LANDMAP. Dylai tirlunio roi ystyriaeth i, a lle'n briodol gadw, coed a gwrychoedd presennol;
- i) Gwneud y defnydd mwyaf effeithiol o dir sy'n gydnaws gyda'r meini prawf uchod, yn cynnwys y dylai isafswm dwysedd net datblygiad preswyl fod yn 30 annedd fesul hectar, yn amodol ar faen prawf l) islaw;
- j) Sicrhau dyluniad sy'n ymateb i'r hinsawdd ac effeithiol o ran adnoddau. Dylid rhoi ystyriaeth i leoliad, cyfeiriadu, dwysedd, gweddwlun, ffurf adeiledig a thirlunio ac i effeithiolrwydd ynni a defnyddio ynni adnewyddadwy, yn cynnwys deunyddiau a thechnoleg;
- k) Meithrin dylunio cynhwysol;
- l) Sicrhau y caiff ardaloedd preswyl presennol a nodweddir gan safonau uchel o breifatrwydd ac ehangder eu gwarchod rhag gor-ddatblygu a mewnlenni ansensitif neu amhriodol.

Cyfeirir at bolisiau perthnasol allweddol eraill yr LDP yn adroddiad y swyddog.

Canllawiau Cynllunio Atodol (SPG):

Gall y Canllawiau Cynllunio Atodol dilynol hefyd fod yn berthnasol i wneud penderfyniadau fel ystyriaeth cynllunio perthnasol:

- Seilwaith Gwyrdd (mabwysiadwyd Ebrill 2015)
- Canllawiau Dylunio Trosi Adeiladau Amaethyddol (mabwysiadwyd Ebrill 2015)
- Polisi H4(g) LDP Trosi/Adfer Adeiladau yng Nghefn Gwlad i Ddefnydd Preswyl - Asesu Ail-dddefnydd ar gyfer Dibenion Busnes (mabwysiadwyd Ebrill 2015)
- Polisiâu H5 a H6 LDP Anheddau yn Lle ac Ymestyn Anheddau Gwledig yng Nghefn Gwlad (mabwysiadwyd Ebrill 2015)

- Arfarniad Ardal Cadwraeth Trellech (Ebrill 2012)
- Garejys Domestig (mabwysiadwyd Ionawr 2013)
- Safonau Parcio Sir Fynwy (mabwysiadwyd Ionawr 2013)
- Ymagwedd at Oblygiadau Cynllunio (Mawrth 2013)
- Drafft Tai Fforddiadwy (Gorffennaf 2015)
- Drafft Ynni Adnewyddadwy ac Effeithiolrwydd Ynni (Rhagfyr 2014)
- Drafft Nodyn Cyngor Cynllunio ar Asesu Tirlun Datblygu ac Effaith Gweledol Tyrbinau Gwynt
- Drafft Prif Wynebaw Siopau (Mehffin 2015)

Polisi Cynllunio Cyhoeddus

Gall y polisi cynllunio cenedlaethol dilynol hefyd fod yn berthnasol i wneud penderfyniadau fel ystyriaeth cynllunio berthnasol:

- Polisi Cynllunio Cymru (PPW) 12
- Nodiadau Cyngor Technegol (TAN) PPW:
- TAN 1: Cydastudiaethau Argaeledd Tir Tai (2014)
- TAN 2: Cynllunio a Thai Fforddiadwy (2006)
- TAN 3: Symleiddio Parthau Cynllunio (1996)
- TAN 4: Datblygiadau manwerthu a masnachol (Tachwedd 2016)
- TAN 5: Cadwraeth Natur a Chynllunio (2009)
- TAN 6: Cynllunio ar gyfer Cymunedau Gwledig Cynaliadwy (2010)
- TAN 7: Rheoli Hysbysebion Awyr Agored (1996)
- TAN 8: Ynni Adnewyddadwy (2005)
- TAN 9: Gorfodaeth Rheoli Adeiladu (1997)
- TAN 10: Gorchmynion Cadwraeth Coed (1997)
- TAN 11: Sŵn (1997)
- TAN 12: Dylunio (2014)
- TAN 13: Twristiaeth (1997)
- TAN14: Cynllunio arfordirol (2021)
- TAN 15: Datblygu, llyfogydd ac erdu arfordirol (Mawrth 2025)
- TAN 16: Chwaraeon, Hamdden a Gofodau Agored (2009)
- TAN 18: Trafnidiaeth (2007)
- TAN 20: Yr iaith Gymraeg (2017)
- TAN 21: Gwastraff (2014)
- TAN 23: Datblygu Economaidd (2014)
- TAN 24: Yr Amgylchedd Hanesyddol (2017)
- Nodyn Cyngor Technegol Mwynol (MTAN) Cymru 1: Agregau (30 Mawrth 2004)
- Nodyn Cyngor Technegol Mwynol (MTAN) Cymru 2: Glo (20 Ionawr 2009)
- Cylchlythyr Llywodraeth Cymru 016/2014 ar amodau cynllunio

Materion eraill

Gall y ddeddfwriaeth ddilynol arall fod yn berthnasol wrth wneud penderfyniadau

Deddf Cynllunio (Cymru) 2016

Daeth Adranau 11 a 31 y Ddeddf Cynllunio i rym yn Ionawr 2016 yn golygu fod y Gymraeg yn ystyriaeth cynllunio berthnasol. Mae Adran 11 yn ei gwneud yn ofynnol i'r gwerthusiad cynaliadwyedd, a gymerir wrth baratoi LDP, gynnwys asesiad o effeithiau tebygol y cynllun ar ddefnydd y Gymraeg yn y gymuned. Lle mae cynllun integredig sengl yr awdurdod wedi dynodi bod y Gymraeg yn flaenoriaeth, dylai'r asesiad fedru dangos y cysylltiad rhwng yr ystyriaeth ar gyfer y Gymraeg a'r prif arfarniad cynaliadwyedd ar gyfer yr LDP, fel y'i nodir yn TAN 20.

Mae Adran 31 y Ddeddf Cynllunio yn egluro y gall awdurdodau cynllunio gynnwys ystyriaethau yn ymwneud â'r defnydd o'r Gymraeg wrth wneud penderfyniadau ar geisiadau am ganiatâd cynllunio, cyn belled ag mae'n berthnasol i'r Gymraeg. Nid yw'r darpariaethau yn rhoi unrhyw bwysiad ychwanegol i'r Gymraeg o gymharu ag ystyriaethau perthnasol eraill. Mater i'r awdurdod cynllunio lleol yn llwyr yw p'un ai yw'r Gymraeg yn ystyriaeth berthnasol mewn unrhyw gais cynllunio, a

dylai'r penderfyniad p'un ai i roi ystyriaeth i faterion y Gymraeg gael ei seilio ar yr ystyriaeth a roddwyd i'r Gymraeg fel rhan o broses paratoi'r LDP.

Cynhaliwyd gwerthusiad cynaliadwyedd ar Gynllun Datblygu Lleol (LDP) Sir Fynwy a fabwysiadwyd yn 2014, gan roi ystyriaeth i'r ystod lawn o ystyriaethau cymdeithasol, amgylcheddol ac economaidd, yn cynnwys y Gymraeg. Cyfran cymharol fach o boblogaeth Sir Fynwy sy'n siarad, darllen neu ysgrifennu Cymraeg o gymharu gydag awdurdodau lleol eraill yng Nghymru ac ni ystyriwyd fod angen i'r LDP gynnwys polisi penodol ar y Gymraeg. Roedd casgliad yr asesiad am effeithiau tebygol y cynllun ar y defnydd o'r Gymraeg yn y gymuned yn fach iawn.

Rheoliadau Asesiad Effaith ar yr Amgylchedd 1999

Mae Rheoliadau Cynllunio Tref a Gwlad (Asesiad Effaith ar yr Amgylchedd) (Lloegr a Chymru) 1999 fel y'i diwygiwyd gan Reoliadau Cynllunio Tref a Gwlad (Asesiad Effaith ar yr Amgylchedd) (Diwygiad) 2008 yn berthnasol i'r argymhellion a wnaed. Bydd y swyddog yn tynnu sylw at hynny pan gyflwynwyd Datganiad Amgylcheddol gyda chais.

Rheoliadau Cadwraeth Rhywogaethau a Chynefinoedd 2017

Lle aseswyd bod safe cais yn safle bridio neu glwydo ar gyfer rhywogaethau Ewropeaidd a warchodir, bydd angen fel arfer i'r datblygydd wneud cais am "randdirymiad" (trwydded datblygu) gan Cyfoeth Naturiol Cymrau. Mae pob rhywogaeth o ystlumod, pathewod a madfallod cribog mawr yn enghreifftiau o'r rhywogaethau gwarchodedig hyn. Wrth ystyried ceisiadau cynllunio mae'n ofynnol i Gyngor Sir Fynwy fel awdurdod cynllunio lleol roi ystyriaeth i Reoliadau Cadwraeth Rhywogaethau a Chynefinoedd 20120 (y Rheoliadau Cynefinoedd) ac i'r ffaith mai dim ond lle cyflawnir tri phrawf a nodir yn Erthygl 16 y Gyfarwyddeb Cynefinoedd y caniateir rhanddirymiaid. Caiff y tri phrawf eu nodi islaw.

(i) Mae'r rhanddirymiad er budd iechyd a diogelwch y cyhoedd, neu am resymau hanfodol eraill o ddiddordeb pennaf i'r cyhoedd, yn cynnwys rhai o natur economaidd a chanlyniadau buddiol o bwysigrwydd sylfaenol i'r amgylchedd.

(ii) Nad oes dewis arall boddhaol.

(iii) Nad yw'r rhanddirymiad yn niweidiol i gynnal y boblogaeth o'r rhywogaeth dan sylw drwy statws cadwraeth ffafriol yn eu hardal naturiol.

Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015

Nod y Ddeddf yw gwella llesiant cymdeithasol, economaidd, amgylcheddol a diwylliannol Cymru. Mae'r Ddeddf yn gosod nifer o amcanion llesiant

- **Cymru lewyrchus;** defnydd effeithiol o adnoddau, pobl fedrus ac addysgedig, cynhyrchu cyfoeth, darparu swyddi;
- **Cymru gref;** cynnal a chyfoethogi bioamrywiaeth ac ecosystemau sy'n cefnogi hynny ac a all addasu i newid (e.e. newid yn yr hinsawdd);
- **Cymru iachach;** cynyddu llesiant corfforol a meddyliol pobl i'r eithaf a deall effeithiau iechyd;
- **Cymru o gymunedau cydlynol:** cymunedau yn ddeniadol, hyfyw, diogel a gyda chysylltiadau da.
- **Cymru sy'n gyfrifol yn fyd-eang:** rhoi ystyriaeth i effaith ar lesiant byd-eang wrth ystyried llesiant cymdeithasol, economaidd ac amgylcheddol lleol;
- **Cymru gyda diwylliant egniïol a'r iaith Gymraeg yn ffynnu:** caiff diwylliant, treftadaeth a'r Gymraeg eu hyrwyddo a'u diogelu. Caiff pobl eu hannog i gymryd rhan mewn chwaraeon, celf a hamdden;
- **Cymru fwy cyfartal:** gall pobl gyflawni eu potensial beth bynnag yw eu cefndir neu amgylchiadau.

Caiff nifer o egwyddorion datblygu cynaliadwy hefyd eu hamlinellu:

- **Hirdymor:** cydbwyso angen tymor byr gyda'r hirdymor a chynllunio ar gyfer y dyfodol;
- **Cydweithio:** cydweithio gyda phartneriaid eraill i gyflawni amcanion;
- **Ymggyfraniad:** cynnwys y rhai sydd â diddordeb a gofyn am eu barn;
- **Atal:** rhoi adnoddau i ateb problemau rhag digwydd neu waethygu;
- **Integreiddio:** cael effaith gadarnhaol ar bobl, yr economi a'r amgylchedd a cheisio bod o fudd i bob un o'r tri.

Mae'r gwaith a wneir gan awdurdod cynllunio lleol yn cysylltu'n uniongyrchol â hyrwyddo a sicrhau datblygu cynaliadwy ac yn anelu i sicrhau cydbwysedd rhwng y tri maes: amgylchedd, economi a chymdeithas.

Trefn Troseddu ac Anrhefn 1998

Mae Adran 17(1) Deddf Troseddu ac Anrhefn 1998 yn gosod dyletswydd ar awdurdod lleol i weithredu ei wahanol swyddogaethau gan roi ystyriaeth ddyledus i effaith debygol gweithredu'r swyddogaethau hynny ar, a'r angen i wneud popeth y gall ei wneud yn rhesymol i atal troseddu ac anrhefn yn ei ardal. Gall troseddu ac ofn troseddu fod yn ystyriaeth cynllunio berthnasol. Tynnir sylw at y pwnc hwn yn adroddiad y swyddog lle mae'n ffurfio ystyriaeth sylweddol ar gyfer cynnig.

Deddf Cydraddoldeb 2010

Mae Deddf Cydraddoldeb 2010 yn cynnwys dyletswydd cydraddoldeb sector cyhoeddus i integreiddio ystyriaeth cydraddoldeb a chysylltiadau da ym musnes rheolaidd awdurdodau cyhoeddus. Mae'r Ddeddf yn dynodi nifer o 'nodweddion gwarchoddedig': oedran, anabledd, aillbennu rhywedd; priodas a phartneriaeth sifil; hil; crefydd neu gredo; rhyw; a chyfeiriadedd rhywiol. Bwriedir i gydymffurfiaeth arwain at benderfyniadau a wnaed ar sail gwybodaeth well a datblygu polisi a gwasanaethau sy'n fwy effeithlon ar gyfer defnyddwyr. Wrth weithredu ei swyddogaethau, mae'n rhaid i'r Cyngor roi ystyriaeth ddyledus i'r angen i: ddileu gwahaniaethu anghyfreithlon, aflonyddu, erledigaeth ac ymddygiad arall a gaiff ei wahardd gan y Ddeddf; hybu cyfle cyfartal rhwng pobl sy'n rhannu nodwedd warchoddedig a'r rhai nad ydynt; a meithrin cysylltiadau da rhwng pobl sy'n rhannu nodwedd warchoddedig a'r rhai nad ydynt. Mae rhoi ystyriaeth ddyledus i hyrwyddo cydraddoldeb yn cynnwys: dileu neu leihau anfanteision a ddioddefir gan bobl oherwydd eu nodweddion gwarchoddedig; cymryd camau i ddiwallu anghenion o grwpiau gwarchoddedig lle mae'r rhain yn wahanol i anghenion pobl eraill; ac annog pobl o grwpiau gwarchoddedig i gymryd rhan mewn bywyd cyhoeddus neu mewn gweithgareddau eraill lle mae eu cyfranogiad yn anghymesur o isel.

Mesur Plant a Theuluoedd (Cymru)

Mae ymgynghoriad ar geisiadau cynllunio yn agored i'n holl ddinasyddion faint bynnag eu hoed; ni chynhelir unrhyw ymgynghoriad wedi'i dargedu a anelwyd yn benodol at blant a phobl ifanc. Yn dibynnu ar faint y datblygiad arfaethedig, rhoddir cyhoeddusrwydd i geisiadau drwy lythyrau i feddianwyr cyfagos, hysbysiadau safle, hysbysiadau yn y wasg a/neu gyfryngau cymdeithasol. Nid yw'n rhaid i bobl sy'n ymateb i ymgynghoriadau roi eu hoedran nac unrhyw ddata personol arall, ac felly ni chaiff y data yma ei gadw na'i gofnodi mewn unrhyw ffordd, ac ni chaiff ymatebion eu gwahanu yn ôl oedran.

Protocol ar gyfraniadau gan y cyhoedd mewn Pwyllgorau Cynllunio

Dim ond yn llwyr yn unol â'r protocol hwn y caniateir cyfraniadau gan y cyhoedd mewn Pwyllgorau Cynllunio. Ni allwch fynnu siarad mewn Pwyllgor fel hawl. Mae'r gwahoddiad i siarad a'r ffordd y cynhelir y cyfarfod ar ddisgresiwn Cadeirydd y Pwyllgor Cynllunio ac yn amodol ar y pwyntiau a nodir islaw.

Pwy all siarad

Cynghorau Cymuned a Thref

Gall cynghorau cymuned a thref annerch y Pwyllgor Cynllunio. Dim ond aelodau etholedig cynghorau cymuned a thref gaiff siarad. Disgwylir i gynrychiolwyr gydymffurfio â'r egwyddorion dilynol: -

(i) Cydymffurfio â Chod Cenedlaethol Ymddygiad Llywodraeth Leol. (ii) Peidio cyflwyno gwybodaeth nad yw'n:

- gyson gyda sylwadau ysgrifenedig eu cyngor, neu
 - yn rhan o gais, neu
 - wedi ei gynnwys yn yr adroddiad neu ffeil cynllunio.

Aelodau'r Cyhoedd

Cyfyngir siarad i un aelod o'r cyhoedd yn gwrthwynebu datblygiad ac un aelod o'r cyhoedd yn cefnogi datblygiad. Lle mae mwy nag un person yn gwrthwynebu neu'n cefnogi, dylai'r unigolion neu grwpiau gydweithio i sefydlu llefarydd. Gall Cadeirydd y Pwyllgor weithredu disgresiwn i ganiatáu ail siaradwr ond dim ond mewn amgylchiadau eithriadol lle mae cais sylweddol yn ysgogi gwahanol safbwyntiau o fewn un 'ochr' y ddadl (e.e. cais archfarchnad lle mae un llefarydd yn cynrychioli preswylwyr ac un arall yn cynrychioli manwerthwyr lleol). Gall aelodau'r cyhoedd benodi cynrychiolwyr i siarad ar eu rhan.

Lle na ddeuir i gytundeb, bydd yr hawl i siarad yn mynd i'r person/sefydliad cyntaf i gofrestru eu cais. Lle mae'r gwrthwynebydd wedi cofrestru i siarad caiff yr ymgeisydd neu asiant yr hawl i ymateb.

Cyfyngir siarad i geisiadau lle cyflwynwyd llythyrau gwrthwynebu/cefnogaeth neu lofnodion ar ddeiseb i'r Cyngor gan 5 neu fwy o aelwydydd/sefydliadau gwahanol. Gall y Cadeirydd weithredu disgresiwn i ganiatáu siarad gan aelodau o'r cyhoedd lle gallai cais effeithio'n sylweddol ar ardal wledig prin ei phoblogaeth ond y derbyniwyd llai na 5 o lythyr yn gwrthwynebu/cefnogi.

Ymgeiswyr

Bydd gan ymgeiswyr neu eu hasiantau a benodwyd hawl ymateb lle mae aelodau'r cyhoedd neu gyngor cymuned/tref yn annerch pwyllgor. Fel arfer dim ond ar un achlysur y caniateir i'r cyhoedd siarad pan gaiff ceisiadau eu hystyried gan Bwyllgor Cynllunio. Pan ohirir ceisiadau ac yn arbennig pan gânt eu hailgyflwyno yn dilyn penderfyniad pwyllgor i benderfynu ar gais yn groes i gyngor swyddog, ni chaniateir i'r cyhoedd siarad fel arfer. Fodd bynnag bydd yn rhaid ystyried amgylchiadau arbennig ar geisiadau a all gyfiawnhau eithriad.

Cofrestru Cais i Siarad

I gofrestru cais i siarad, mae'n rhaid i wrthwynebwyr/cefnogwyr yn gyntaf fod wedi gwneud sylwadau ysgrifenedig ar y cais. Mae'n rhaid iddynt gynnwys eu cais i siarad gyda'u sylwadau neu ei gofrestru wedyn gyda'r Cyngor.

Caiff ymgeiswyr, asiantau a gwrthwynebwyr eu cynghori i aros mewn cysylltiad gyda'r swyddog achos am ddatblygiadau ar y cais. Cyfrifoldeb y rhai sy'n dymuno siarad yw gwirio os yw'r cais i gael ei ystyried gan y Pwyllgor Cynllunio drwy gysylltu â'r Swyddog Cynllunio, a all roi manylion o'r dyddiad tebygol ar gyfer clywed y cais. Caiff y drefn ar gyfer cofrestru'r cais i siarad ei nodi islaw.

Mae'n rhaid i unrhyw un sy'n dymuno siarad hysbysu Swyddogion Gwasanaethau Democraidd y Cyngor drwy ffonio 01633 644219 neu drwy e-bost i registertospeak@monmouthshire.gov.uk. Caiff unrhyw geisiadau i siarad a gaiff eu e-bostio eu cydnabod cyn y dyddiad cau ar gyfer cofrestru i

siarad. Os nad ydych yn derbyn cydnabyddiaeth cyn y dyddiad cau, cysylltwch â Gwasanaethau Democrataidd ar 01633 644219 i wirio y cafodd eich cais ei dderbyn.

Mae'n rhaid i siaradwyr wneud hyn cyn gynted ag sydd modd, rhwng 12 canol dydd ar y dydd Mercher a 12 canol dydd ar y dydd Llun cyn y Pwyllgor. Gofynnir i chi adael rhif ffôn y gellir cysylltu â chi yn ystod y dydd.

Bydd y Cyngor yn cadw rhestr o bobl sy'n dymuno siarad yn y Pwyllgor Cynllunio.

Gweithdrefn yng Nghyfarfod y Pwyllgor Cynllunio

Dylai pobl sydd wedi cofrestru i siarad gyrraedd ddim hwyrach na 15 munud cyn dechrau'r cyfarfod. Bydd swyddog yn cynghori ar drefniadau seddi ac yn ateb ymholiadau. Caiff y weithdrefn ar gyfer delio gyda siarad gan y cyhoedd ei osod islaw:

- Bydd y Cadeirydd yn nodi'r cais i'w ystyried.
- Bydd swyddog yn cyflwyno crynodeb o'r cais a materion yn ymwneud â'r argymhelliad
- Os nad yw'r aelod lleol ar y Pwyllgor Cynllunio, bydd y Cadeirydd yn ei (g)wahodd i siarad am ddim mwy na 6 munud
- Yna bydd y Cadeirydd yn gwahodd cynrychiolydd y cyngor cymuned neu dref i siarad am ddim mwy na 4 munud.
- Bydd y Cadeirydd wedyn yn gwahodd yr ymgeisydd neu asiant a benodwyd (os yn berthnasol) i siarad am ddim mwy na 4 munud. Lle mae mwy na un person neu sefydliad yn siarad yn erbyn cais, ar ddisgresiwn y Cadeirydd bydd gan yr ymgeisydd neu'r asiant a benodwyd hawl i siarad am ddim mwy na 5 munud.
- Fel arfer cydymffurfir yn gaeth â chyfyngiadau amser, fodd bynnag bydd gan y Cadeirydd ddisgresiwn i addasu'r amser gan roi ystyriaeth i amgylchiadau'r cais neu'r rhai sy'n siarad.
- Dim ond unwaith y gall siaradwyr siarad.
- Bydd aelodau'r Pwyllgor Cynllunio wedyn yn trafod y cais, gan ddechrau gydag aelod lleol o'r Pwyllgor Cynllunio.
- Bydd y swyddogion yn ymateb i'r pwyntiau a godir os oes angen.
- Yn union cyn i'r mater gael ei roi i'r bleidlais, gwahoddir yr aelod lleol i grynhoi, gan siarad am ddim mwy na 2 funud.
- Ni all cynrychiolydd y cyngor cymuned neu dref neu wrthwynebydd/cefnogwyr neu'r ymgeisydd/asiant gymryd rhan yn ystyriaeth aelodau o'r cais ac ni allant ofyn cwestiynau os nad yw'r cadeirydd yn eu gwahodd i wneud hynny.
- Lle mae gwrthwynebydd/cefnogwr, ymgeisydd/asiant neu gyngor cymuned/tref wedi siarad ar gais, ni chaniateir unrhyw siarad pellach gan neu ar ran y grŵp hwnnw pe byddai'r cais yn cael ei ystyried eto mewn cyfarfod o'r pwyllgor yn y dyfodol heblaw y bu newid sylweddol yn y cais.
- Ar ddisgresiwn y Cadeirydd, gall y Cadeirydd neu aelod o'r Pwyllgor yn achlysurol geisio eglurhad ar bwynt a wnaed.
- Mae penderfyniad y Cadeirydd yn derfynol.
- Wrth gynnig p'un ai i dderbyn argymhelliad y swyddog neu i wneud diwygiad, bydd yr aelod sy'n gwneud y cynnig yn nodi'r cynnig yn glir.
- Pan gafodd y cynnig ei eilio, bydd y Cadeirydd yn dweud pa aelodau a gynigiodd ac a eiliodd y cynnig ac yn ailadrodd y cynnig a gynigwyd. Caiff enwau'r cynigydd a'r eilydd eu cofnodi.
- Bydd aelod yn peidio pleidleisio yng nghyswllt unrhyw gais cynllunio os na fu'n bresennol drwy gydol cyfarfod y Pwyllgor Cynllunio, y cyflwyniad llawn ac ystyriaeth y cais neilltuol hwnnw.
- Bydd unrhyw aelod sy'n ymatal rhag pleidleisio yn ystyried p'un ai i roi rheswm dros ei (h)ymatal.
- Bydd swyddog yn cyfrif y pleidleisiau ac yn cyhoeddi'r penderfyniad.

Cynnwys yr Arweithiau

Dylai sylwadau gan gynrychiolydd y cyngor tref/cymuned neu wrthwynebydd, cefnogwr neu ymgeisydd/asiant gael eu cyfyngu i faterion a godwyd yn eu sylwadau gwreiddiol a bod yn faterion cynllunio perthnasol. Mae hyn yn cynnwys:

- Polisiâu cynllunio cenedlaethol a lleol perthnasol
- Ymddangosiad a chymeriad y datblygiad, gweddllun a dwysedd

- Cynhyrchu traffig, diogelwch priffordd a pharcio/gwasanaethu;
- Cysgodi, edrych dros, ymyriad sŵn, aroglau neu golled arall amwynder.

Dylai siaradwyr osgoi cyfeirio at faterion y tu allan i gylch gorchwyl y Pwyllgor Cynllunio, megis:

- Anghydfod ffiniau, cyfamodau a hawliau eraill eiddo
- Sylwadau personol (e.e. cymhellion neu gamau gweithredu'r ymgeisydd hyd yma neu am aelodau neu swyddogion)
- Hawliau i olygfeydd neu ddibrisiant eiddo.

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MONMOUTHSHIRE COUNTY COUNCIL

**Minutes of the meeting of Planning Committee held
at The Council Chamber, County Hall, The Rhadyr, Usk, NP15 1GA on Tuesday, 14th
April, 2026 at 2.00 pm**

PRESENT: County Councillor Phil Murphy (Chair)

County Councillors: Jill Bond, Fay Bromfield, Rachel Buckler, Emma Bryn, Jan Butler, John Crook, Tony Easson, Steven Garratt, Meirion Howells, Su McConnel, Jayne McKenna, Maureen Powell and Ann Webb

OFFICERS IN ATTENDANCE:

Andrew Jones	Head of Planning
Philip Thomas	Development Services Manager
Paige Moseley	Solicitor
Richard Ray	Paralegal
Richard Williams	Democratic Services Officer

Due to technical issues County Councillor Ann Webb did not vote in respect of application DM/2020/01884.

Due to technical issues County Councillor Jill Bond did not vote in respect of application DM/2024/00441.

Due to technical issues County Councillor Tony Easson did not vote in respect of application DM/2024/00441.

APOLOGIES:

None received.

1. Declarations of Interest

County Councillor Phil Murphy declared a personal, non-prejudicial interest pursuant to the Members' Code of Conduct in respect of application DM/2025/01483 as he had previously acted as an accountant to the applicant.

2. Confirmation of Minutes

The minutes of the Planning Committee meeting dated 3rd March 2026 were confirmed as an accurate record.

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Planning Committee held
at The Council Chamber, County Hall, The Rhadyr, Usk, NP15 1GA on Tuesday, 14th
April, 2026 at 2.00 pm

3. Application DM/2020/01884 - Full planning application for the redevelopment of the site to form 4 no. walk-up apartments with associated parking and works. Land At St Andrew's Crescent Garages, St Andrew's Crescent, Abergavenny, NP7 6HF

We considered the report of the application and late correspondence which was recommended for approval subject to the conditions outlined in the report and subject to a Section 106 Agreement, including an additional condition that would allow for full details of all means of enclosures to be submitted to and approved in writing prior to the commencement of development.

https://www.youtube.com/live/gssQluq9_x4?si=hbSAZv7Q0ujrQE1X&t=461

In noting the detail of the application and the views expressed, it was proposed by County Councillor Emma Bryn and seconded by County Councillor John Crook that application DM/2020/01884 be approved subject to the conditions outlined in the report and subject to a Section 106 Agreement, including an additional condition that would allow for full details of all means of enclosures to be submitted to and approved in writing prior to the commencement of development.

Upon being put to the vote, the following votes were recorded:

For approval	-	13
Against approval	-	0
Abstentions	-	0

The proposition was carried.

We resolved that application DM/2020/01884 be approved subject to the conditions outlined in the report and subject to a Section 106 Agreement, including an additional condition that would allow for full details of all means of enclosures to be submitted to and approved in writing prior to the commencement of development.

4. Application DM/2024/00441 - Change of use from previous vehicle repair workshop to domestic. To develop four residential properties. The Old Quarry, West End, Undy, NP26 3HJ

We considered the report of the application and late correspondence which was recommended for approval subject to the conditions outlined in the report, including reviewing the contamination conditions in the officer report against the comments outlined in late correspondence by the Environmental Health Officer with a view to amending or adding to the condition as necessary, and subject to a Section 106 Agreement.

https://www.youtube.com/live/gssQluq9_x4?si=0o2xMsp0zuZaF7ty&t=2499

In noting the detail of the application and the views expressed, it was proposed by County Councillor John Crook and seconded by County Councillor Su McConnel that

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Planning Committee held at The Council Chamber, County Hall, The Rhadyr, Usk, NP15 1GA on Tuesday, 14th April, 2026 at 2.00 pm

application DM/2024/00441 be approved subject to the conditions outlined in the report, including reviewing the contamination conditions in the officer report against the comments outlined in late correspondence by the Environmental Health Officer with a view to amending or adding to the condition as necessary, and subject to a Section 106 Agreement.

Upon being put to the vote, the following votes were recorded:

For approval	-	12
Against approval	-	0
Abstentions	-	0

The proposition was carried.

We resolved that application DM/2024/00441 be approved subject to the conditions outlined in the report, including reviewing the contamination conditions in the officer report against the comments outlined in late correspondence by the Environmental Health Officer with a view to amending or adding to the condition as necessary, and subject to a Section 106 Agreement.

5. Application DM/2025/01483 - Two-storey side extension. Lower Glyn Farm, Road From Ty Du Road To Nex Common, The Glyn, Devauden, Monmouthshire

We considered the report of the application and late correspondence which was recommended for approval subject to the conditions outlined in the report.

https://www.youtube.com/live/gssQluq9_x4?si=hj0cl-W2EIWnPWui&t=4716

In noting the detail of the application and the views expressed, it was proposed by County Councillor Su McConnel and seconded by County Councillor Emma Bryn that application DM/2025/01483 be approved subject to the conditions outlined in the report.

Upon being put to the vote, the following votes were recorded:

For approval	-	10
Against approval	-	3
Abstentions	-	1

The proposition was carried.

We resolved that application DM/2025/01483 be approved subject to the conditions outlined in the report.

The meeting ended at 3.34 pm.

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Application Number: DM/2025/00495

Proposal: The proposed development includes a change of use of land, now used as a car park to site one temporary food/drink van/trailer in the NRW managed car park. The van/trailer will be located on the existing hardstanding within the car park. No new hardstandings or permanent structures will be created. The van/trailer will not be located on the grass or any other vegetation to minimise disturbance to the surrounding green infrastructure. The van/trailer will not be permitted to park overnight, we anticipate seasonal opening hours of 9am to 5pm. A licence will be issued to the concession holder to ensure that they adhere to specific obligations.

Address: Whitestone/Bargain Wood Car Park, Wye Valley, Llandogo, NP16 6SN

Applicant: Cathrin Jones

Plans: Photography - , Location Plan - , All Drawings/Plans Whitestone Wood Block plan - , Other Green Infrastructure Statement

RECOMMENDATION: Approve

Case Officer: Ms Jo Draper
Date Valid: 08.10.2025

This application is presented to Planning Committee 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 Bargain Wood. The site is accessed via a length of track (approx. 225m,) that joins the public highway along the unclassified highway. The proposed site forms a small part of an existing car park located over 200m from the public highway and forms a space equivalent to three car parking spaces. The existing car park is informal, and spaces are not delineated.

The proposed site is located within Bargain Wood SINC an area of ancient semi-natural woodland. The site lies approximately 500m west of the River Wye SAC and SSSI, and approximately 600m west of Wye Valley Woodlands SAC. 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 will be located on the existing hardstanding within the car park. No new hardstanding or permanent structures are 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.

There are areas of grass and trees located in and around the edges of the car park, however these will not be impacted by the proposed development. Ecological enhancement is proposed in the form of 4 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/2025/00495	The proposed development includes a change of use of land, now used as a car park to site one temporary food/drink van/trailer in the NRW managed car park. The van/trailer will be located on the existing hardstanding within the car park. No new hardstandings or permanent structures will be created. The van/trailer will not be located on the grass or any other vegetation to minimise disturbance to the surrounding green infrastructure. The van/trailer will not be permitted to park overnight, we anticipate seasonal opening hours of 9am to 5pm. A licence will be issued to the concession holder to ensure that they adhere to specific obligations.	Pending Determination	

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

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

Development Management Policies

LC4 LDP Wye Valley AONB
LC5 LDP Protection and Enhancement of Landscape Character
DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
RE6 LDP Provision of Recreation, Tourism and Leisure Facilities in Open Countryside
NE1 LDP Nature Conservation and Development
GI1 LDP Green Infrastructure

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.

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

Wye Valley Community Council – Objects.

Objected on the grounds of increased traffic on a narrow and dangerous country lane, potential for more fumes and reduction in air quality as a result of drivers accessing the site for refreshments before they walk. Detrimental to the local ecology and overall presence of the area to allow the siting of a refreshment vehicle, no additional amenities available.

MCC Highways - No objection

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

Natural Resources Wales: No ecological information has been submitted in support of this application. We note that there are records of bats in the vicinity of 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.

Wye Valley National Landscape: No objection

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

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.

Designated Sites The proposed site is located approximately 500m west of the River Wye SAC and SSSI, and approximately 600m west of Wye Valley Woodlands SAC. Several component sites of the Wye Valley and Forest of Dean Bat Sites are located within 10km, the closest being approximately 6.5km north. Given the small scale of the proposals, no adverse effects on these designated sites are anticipated.

The site is located within Bargain Wood SINC an area of ancient semi-natural 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.

NRW have ruled out the use of diesel generators (minimising pollutions risks) and 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.

Protected Species A variety of protected species including bats, dormice and breeding birds are likely to be present within the woodland. 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. Due to limited operational hours the use of artificial light is not anticipated and is unlikely to cause disturbance to protected species within the woodland. Should the vans operate in the winter and require artificial lighting to operate, any unavoidable external lighting must be low-level, directional, and restricted to the van footprint (designed in accordance with Bats and Artificial Lighting in the UK (ILP, 2023).

Net Benefit for Biodiversity Planning Policy Wales (PPW) 12 sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (para 6.4.5 refers).

This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016. The Green Infrastructure Statement submitted as part of the application proposes 4 bat boxes on trees surrounding the car park.

These enhancements are proportional to the scale of the proposals. Evidence of implementation of mitigation and net benefit measures for biodiversity must be provided to the LPA no more than three months later than the first beneficial use of the development.

Conditions to control lighting and secure ecological implementation are proposed.

5.2 Neighbour Notification

One letter of support received

This is a great idea as apart from Tintern there aren't places to get a drink on the Wye Valley Walk. Whitestone is also a great destination for a walk from Llandogo and a coffee would be a nice reward.

Approximately 20 objections raising the following points:

This would cause traffic issues on a generally quiet, exceptionally narrow and unmaintained road (potholes everywhere on approach to Beacon View car park)

The approach to Beacon View car park is steep and sharp and would not facilitate an increase in cars entering and leaving on both sites

Increase in litter in what should be a protected natural area for wildlife

Litter could be detrimental to the no-fence grazing cows who are also there to support the natural habitat by reducing invasive species

No toilets or hand washing facilities

Doesn't support local businesses including pubs, cafes and restaurants, local businesses already suffering due to the floods. It will also take away business from our local pub in Trellech which a lot of walkers and visitors use when in this area. Car park itself is too small

Noise pollution from generators and engines impact on wildlife

Whitestone is an accessible site for those seeking a natural woodland experience. A food outlet would significantly change the wild woodland nature of the site, disadvantaging those unable to access other wild areas, especially if food outlets are agreed for other local sites

The site is already at capacity during peak periods with parking on nearby verges damaging the woodland surface and causing a road safety hazard

A food outlet would take up parking spaces, increasing the problem

There is no guarantee that people will consume food next to the food outlet, so even if bins are provided, an increase in litter in the woodland and surrounding roads is inevitable

Tintern village with a range of eating places is only 2 miles away

NRW should not be encouraging the idea that woodland cannot be enjoyed without a takeaway coffee or an ice cream. NRW should be promoting an understanding and appreciation of the woodland as somewhere that can be visited and enjoyed free, for its own unique peace and tranquillity

The car park is reached via a steep, narrow lane with no passing places. The road is fragile and unsuitable for extra traffic, creating safety risks

It is completely out of character with these woodland car parks in remote rural areas. Local businesses a short drive or ride away can provide the same facility in a more satisfactory manner with the additional benefit of supporting local employment. The food facilities will take up valuable parking space and reduce the amenity value of the location for those who visit to enjoy peaceful undeveloped countryside

There is already an issue with litter (mainly food and drink packaging, but also dog waste) in the car park and surrounding paths

The statement in the application ("The concession holder will be responsible for ensuring that waste is managed appropriately and to adhere to any legislation") is insufficient. There needs to be a clear plan on how this extra waste will be managed

The only reason I can see for multiple applications for food vending in rural beauty spots is the potential for additional income. What little income NRW could achieve is negligible to the damage these vending operations would cause

This is a peaceful green space

People do not need to eat and drink every minute of the day

The unsafe disposal of grey water, oils and cleaning chemicals would pose a risk to the environment. It is unrealistic to think that they would be able to operate, powering coffee machines, fridges and potential heating appliances in the forest without the need for additional power, and who is going to monitor them when they do use a generator or run their engine for hours on end

Food/Drinks vans are seldom aesthetically pleasing and would therefore be an eyesore and not in keeping with the environment

Visitors go to Whitestone for nature led activities, the potential increase in traffic from people coming to sit in the forest and drink coffee will potentially cause more vehicles & less parking spaces for those coming to enjoy the forest - it is a nature escape not a leisure destination. In general it would undermine the character and goals of a AONB

The constant unnatural noise and smells in a currently beautiful environment

This application begins to reshape the character of this natural woodland space. Not every green space needs a point of sale attached to it nor do we need to consume before or after every nature-focused excursion. Some woods should simply remain woods, without the expectation that visitors are able to buy something

The value of this place lies in its quietness.

5.3 Other Representations

No representations have been received to date

5.4 Local Member Representations

No representations have been received to date

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), the siting is well into the site out of view from the main highway. The result of these factors is that the proposed use is very small scale, will be sited on a seasonal basis, and is restricted to day time hours with no overnight stays, the use is ancillary to the overall woodland tourism use and the principle of the development is acceptable in that this provides refreshments and supports tourism by offering drinks and food to visitors to this woodland. The detailed issues are considered below.

6.2 Sustainability

The change of use will be limited to mostly daylight hours and only during the tourist season. This is small in scale and, given it is 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 or landscape value. The area is used as a car park and therefore vehicles being parked there is a common feature of the area.

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

6.2.1 Good Design

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

6.2.2 Impact on Amenity

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

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

6.3 Landscape

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

6.4 Biodiversity

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

In respect of designated sites, the proposed site is located approximately 500m west of the River Wye SAC and SSSI, and approximately 600m west of Wye Valley Woodlands SAC. Several component sites of the Wye Valley and Forest of Dean Bat Sites are located within 10km, the closest being approximately 6.5km north. 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 within Bargain Wood SINC, an area of ancient semi-natural woodland. No additional risk to sensitive habitats within proximity of the site is anticipated, as the van is proposed within an existing car park that is already well used.

NRW have ruled out the use of diesel generators (minimising pollution risks) and 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 that the van would be sited within the existing parking area there should be no impact on the ecology of the site. The hours of operation and season will be such that there should not be light spill or disturbance from the use of the van during darkness. Trees and grass areas would not be impacted. There would be no losses to green infrastructure. There are four bat boxes proposed to be sited on trees surrounding the car park. Conditions are proposed controlling lighting and ensuring ecological enhancement is implemented.

6.5 Access / Highway Safety

The proposed van/trailer is to be located within an existing car park located over 200m from the public highway. The 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, the highway engineer has confirmed that this proposal will not compromise the existing highway or parking areas.

The proposed use is incidental to the existing use and will not represent a significant increase or draw for additional trips and is not considered to result in an increase in visiting traffic.

6.6 Drainage

6.6.1 Foul Drainage

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

6.6.2 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.

6.7 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.

6.8 Tourism

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

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

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 6.5 above. Although it is noteworthy that the car park becomes congested during the peak season and the van will be taking up one or two parking spaces, 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 issue would be for the landowner, NRW, to monitor and is 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 is no other retail or tourist sites within proximity of the site that deliver the service proposed with this application.

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

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

6.10.1 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.

6.11 Conclusion

6.11.1 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 External Lighting (if required) 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.

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 Bargain 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 Narth 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.

Application Number: DM/2025/01041

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

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

Applicant: Ms. Cathrin Jones

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

RECOMMENDATION: Approve

Case Officer: Ms Jo Draper
Date Valid: 28.10.2025

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

1.0 APPLICATION DETAILS

1.1 Site Description

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

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

1.2 Proposal Description

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

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

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

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

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

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

2.0 RELEVANT PLANNING HISTORY (if any)

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

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

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

Development Management Policies

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

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Future Wales - the national plan 2040 is the national development framework and it is the highest tier plan, setting the direction for development in

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

Planning Policy Wales (PPW) Edition 12

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities.

5.0 REPRESENTATIONS

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

Wye Valley National Landscape: No objection.

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

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

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

MCC Highways: No objection

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

MCC Ecology: No objection

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

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

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

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

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

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

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

MCC Surface Water Drainage: No objection.

Flood informative to add to consent

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

5.2 Neighbour Notification

Approximately 20 objections received.

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

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

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

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

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

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

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

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

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

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

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

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

The proposal would ruin the tranquillity of the site.

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

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

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

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

inappropriate commercialisation of a woodland environment.

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

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

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

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

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

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

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

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

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

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

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

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

5.3 Other Representations

No further comments received

5.4 Local Member Representations

Councillor Louise Brown

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

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

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

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

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

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

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

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

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

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

Focussing our passion and collective action towards:

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

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

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

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

6.0 EVALUATION

6.1 Principle of Development

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

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

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

6.2 Sustainability

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

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

6.2.1 Good Design

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

6.2.2 Green Infrastructure

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

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

6.3 Landscape

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

6.4 Biodiversity

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

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

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

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

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

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

6.5 Impact on Amenity

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

6.6 Transport

6.6.1 Access / Highway Safety

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

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

6.7 Drainage

6.7.1 Foul Drainage

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

6.7.2 Surface Water Drainage

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

6.8 Noise

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

6.9 Tourism

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

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

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

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

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

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

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

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

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

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

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

6.12 Conclusion

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

7.0 RECOMMENDATION: APPROVE

Conditions:

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

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

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

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

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

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

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

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

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

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

Application Number: DM/2026/00294

Proposal: The proposed development involves repurposing Thornwell Pavilion into a family-oriented soft play centre with an integrated cafe, to provide affordable indoor leisure and recreational facilities for children aged 0 - 12 and their parents and carers

Address: Thornwell Pavilion, Tenby Lane, Thornwell, Chepstow

Applicant: Robert Harper

Plans: Location Plan - , Site Plan - , Existing Floor Plans - , Proposed Floor Plans - , Biodiversity Net Gain - May 2026

RECOMMENDATION: Approve

Case Officer: David Wong
Date Valid: 31.03.2026

This application is presented to Planning Committee on the basis that more than five objections have been received from third parties. No technical objections have been raised by consultees

1.0 APPLICATION DETAILS

1.1 Site Description

1.1.1 This application relates to a change of use of the former Thornwell Pavilion into a family-oriented soft play centre with an integrated café. This space is aiming to provide indoor leisure and recreational facilities for children aged 0 - 12 and their parents and carers.

1.1.2 No external or internal alteration is proposed; the proposal would simply utilise the main pavilion room to create the designated soft play space with tables and chairs for parents and carers.

1.1.3 Thornwell Pavilion is a single-storey community building located adjacent to the Thornwell playing fields. It is understood that the building has historically been used by Chepstow FC for sports related activities and community gatherings. The club has since ceased operations at the pavilion, and the building is currently vacant.

The building comprises:

- o A main hall
- o Kitchen
- o Male, female, and accessible toilets
- o Ancillary circulation space

1.1.4 There is no change to pedestrian access or parking arrangements. The building is located adjacent to the public parking provision associated with the playing fields.

1.2 Value Added

1.2.1 In this instance, two bird boxes are being proposed to serve as the Biodiversity Net gain enhancement measure.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
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DM/2019/00054	Erection of a children's activity play area. Also the construction of a disabled accessible walled patio area with benches and seating for all. The walls to be topped with flowers.	Approved	29.04.2020
DM/2026/00294	The proposed development involves repurposing Thornwell Pavilion into a family oriented soft play centre with an integrated cafe, to provide affordable indoor leisure and recreational facilities for children aged 0 - 12 and their parents and carers.	Pending Determination	
DC/2007/00664	Extension of existing car park, additional 10 spaces.	Approved	24.08.2007

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S5 LDP Community and Recreation Facilities
S8 LDP Enterprise and Economy
S13 LDP Landscape, Green Infrastructure and the Natural Environment
S16 LDP Transport
S17 LDP Place Making and Design

Development Management Policies

DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
EP3 LDP Lighting
CRF1 LDP Retention of Existing Community Facilities
GI1 LDP Green Infrastructure
MV1 LDP Proposed Developments and Highway Considerations
NE1 LDP Nature Conservation and Development

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

Chepstow Town Council - recommends approval.

Welsh Water - No objection.

MCC Public Rights of Way - No objection.

LREC Search Results - No significant ecological record identified.

5.2 Neighbour Notification

Six Supporters highlight the pavilion is underused - proposal would benefit local children and families, providing a safe play area currently lacking in Chepstow (especially after Whirlikids' closure).

Economic & community benefits - Would create jobs, bring positive economic impact, and serve as an asset for Thornwell and Chepstow.

Seven objectors stress loss of community asset - the pavilion was built as a community hub; changing use to commercial would violate its intended purpose and displace volunteer-led services (football, youth clubs, mental health charity).

Parking & traffic concerns - Car park already full during football; adding a play centre would cause overspill, congestion, pedestrian risks, and harm residential amenity.

Demand & competition questioned - Recent closure of Whirlikids and existing soft play at Chepstow Rugby Club (with adequate parking) suggest insufficient demand.

No consultation or notice - Applicants failed to engage current users (e.g., Thornwell R&W FC) or display statutory notices properly.

Noise & operational impact - Continuous daytime operation (including Sundays/bank holidays) would increase noise, footfall, vehicle movements, and alter quiet residential character; neighbours request strict conditions on parking, hours, noise mitigation, and child safety.

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

6.1.1 Community facilities are essential for promoting quality of life and sustainability in local communities. LDP Policy CRF1 seeks to protect and retain existing community facilities in Monmouthshire's towns and villages. The change of use or conversion of neighbourhood or village shops, halls, public houses, and other community facilities will only be permitted where:

a) the local community would continue to be adequately served by facilities with easy and convenient access by non-car modes; or, in respect of commercially-operated facilities,

- b) there is evidence that the facility is not, and could not reasonably be expected to become, financially viable, or that the facility (if non-operational) has been vacant for a substantial period; and
- c) genuine attempts to market the facility, whether in use or vacant, have been unsuccessful.

6.1.2 The building is owned by Monmouthshire County Council. The Council's Landlord Services confirmed that construction of the Pavilion was funded by the National Lottery and gifted to MCC. It was previously let to a football club for hosting events and games evenings. Unfortunately, the football club breached their conditions, leading to repossession of the building in September 2024. Subsequently, extensive outreach was undertaken to community groups, with support from the Council's Community Support Network Lead and GAVO to liaise with their contacts. However, no community groups came forward to express interest. Marketing via Rightmove and the MCC website generated interest from several parties. As multiple parties were interested at the time (December 2025), a tender submission deadline was set, but only one party submitted a tender. Therefore, criterion c) of LDP Policy CRF1 is satisfied, and the application will be treated on its own merits, discussed further below.

6.2 Design/Place Making

6.2.1 There is no change to the design of the building; all changes are internal only. The site lies within the Chepstow Town Boundary, one of the most sustainable locations in Monmouthshire. Planning Policy Wales Edition 12 (PPW12) emphasises that effective economic planning requires authorities to work strategically and co-operatively, directing development and investment to the most efficient and sustainable locations. This proposal therefore aligns with the ethos of Place Making as set out in the Welsh Government's vision. There is no conflict with LDP Policy DES1.

6.3 Green Infrastructure/Landscape

6.3.1 Chapter 6 of PPW12 requires a Green Infrastructure (GI) statement proportionate to the scale and nature of development. A step-wise approach considers impacts on biodiversity, habitats, and GI assets present on or adjacent to a site, seeking to manage harm by (a) avoiding, (b) minimising, and (c) mitigating/restoring.

6.3.2 This application relates solely to a change of use, with no physical alteration to the building's external appearance or site envelope. No tree or hedgerow removal is required to facilitate the proposed use. Consequently, there is no harm to the site's GI, consistent with LDP Policy G11.

6.4 Biodiversity

6.4.1 PPW12 states that the planning system has a key role in reversing biodiversity decline and increasing ecosystem resilience by ensuring appropriate mechanisms to protect against loss and secure enhancement. The planning system should ensure an overall net benefit for biodiversity and ecosystem resilience, resulting in enhanced wellbeing.

6.4.2 In this instance, two bird box are proposed as the Biodiversity Net Gain enhancement measure, which is considered a proportionate response to the nature of this application (a change of use of an existing building). An appropriately worded compliance condition will be imposed accordingly, in accordance with LDP Policy NE1.

6.5 Impact on Amenity

6.5.1 Noise impact is a key consideration for this type of use. Proposed opening hours are 09:00 to 17:00, Monday to Sunday, including Bank Holidays. These are considered reasonable operational hours for this use. No extension is required to facilitate this soft play business, and the building's physical size inherently limits its capacity. The building stands in isolation, with the nearest residential property approximately 30m away, separated by an intervening tree line that provides a natural buffer. The Council's Landlord Services confirmed that when the Pavilion was previously let to the football club, no operational hours were imposed. Following liaison with the Council's Environmental Health Department, it was confirmed that no complaints have been received regarding noise generated from the Pavilion in the past. Therefore, limiting operational hours as proposed represents a significant improvement over the building's previous use (compliance of LDP Policy EP1).

6.6 Traffic Movement

6.6.1 Third-party objections raised concerns that the car park is already full during football and other sporting events, and that a play centre on this site would cause overspill, congestion, pedestrian risks, and harm to residential amenity. The Pavilion previously hosted events and games evenings regularly, and the Council's Landlord Services confirmed that no operational hour restrictions were imposed during the football club's tenancy. Therefore, the former use could have operated between 09:00 and 17:00, Monday to Sunday, including Bank Holidays. The proposed soft play use is comparable in this regard. The area has ample on-street parking. Furthermore, following consultation with the Highways Department, they confirmed no past complaints regarding overspill or congestion. Accordingly, there are no substantive grounds to refuse this application on highways grounds, and it complies with LDP Policy MV1.

6.7 Sustainable Location

6.7.1 The site is in a sustainable location (aligned with PPW12) within a predominantly residential area, accessible. This will naturally encourage users to travel to the site by non-motorised modes. The site is also accessible via the local bus service.

6.8 Parking

6.8.1 The area has ample on-street parking. The building is within walking distance of public car parking provision for users who wish to travel by motorised vehicles.

6.9 Surface Water and Foul Drainage

6.9.1 There is no change to these elements. No extension is proposed under this application, and the proposed use relies on existing arrangements. Welsh Water has raised no objection.

6.10 Job opportunities

The proposed soft play centre would generate direct employment opportunities within the locality, contributing positively to the local economy. It is currently envisaged that the centre would create one full time and two part time positions, covering roles such as customer services, facility supervision, cleaning and café operations. Operating on a daily basis, the centre would provide regular and sustained employment for local residents. These opportunities would support wage based income within the community and encourage secondary local spending by employees. As such, the development would deliver a demonstrable economic benefit to the area, inline with the economic development objectives within LDP Policy S8.

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

6.11.1 No objections received from consultees.

6.11.2 Responses to third-party objections:

The Pavilion was built as a community hub, not for a private business - Please refer to paragraph 6.1 of this report.

The proposed use will cause overspill and congestion - Please refer to paragraph 6.6.

Recent closure of Whirlikids suggests insufficient demand - The question of demand, supply, and competition is not a planning material consideration.

No consultation took place with long-standing community users - Please refer to paragraph 6.1.

Failure to display statutory notices properly - Site notices have been displayed in multiple locations, including the patio area of the Pavilion, a light column on the main road in front of the Pavilion, and on Tenby Lane.

Noise impact - Please refer to paragraph 6.5.

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

6.12.1 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.

6.13 Conclusion

6.13.1 Having assessed the potential impacts set out above, the proposed use is considered acceptable at this location. The recommendation is therefore for approval subject to conditions.

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 No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.
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 All works shall proceed in accordance with Drawing XXX. Evidence of implementation of the 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 provide biodiversity net benefit and ensure compliance with PPW 12, the Environment (Wales) Act 2016 and LDP policy NE1.

5 Notwithstanding the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no additional external lighting or lighting fixtures shall be installed on any land or buildings within the application site until an appropriate lighting strategy and plan has been submitted to and approved in writing by the Local Planning Authority. The strategy and plans shall include details of all external lighting; provide detail of lighting types, positioning and specification. No additional lighting, unless it is in accordance with the approved details, shall be installed on site.
Reason: To ensure retention of roosting/foraging opportunities for Species of Conservation Concern and to ensure compliance with LDP Policy NE1.

6 The premises shall not be used for the approved purposes outside the following times 09:00 - 17:00.
REASON: In the interests of amenity and to ensure compliance with LDP Policy EP1.

INFORMATIVES

1 Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.

2 Please note that Bats are protected under The Conservation of Habitats and Species

(Amendment) Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended). This protection includes bats and places used as bat roosts, whether a bat is present at the time or not. If bats are found during the course of works, all works must cease and Natural Resources Wales contacted immediately. Natural Resources Wales (NRW) (0300 065 3000).

3 All birds are protected by the Wildlife and Countryside Act 1981. The protection also covers their nests and eggs. To avoid breaking the law, do not carry out work on trees, hedgerows or buildings where birds are nesting. The nesting season for most birds is between March and September.

4 Welsh Water Advisory Notes:

The planning permission hereby granted does not extend any rights to carry out any works to the public sewerage or water supply systems without first having obtained the necessary permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption.

We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence (PLA0094527).

5 MCC Public Rights of Ways Informative:

The applicant's attention should be brought to Public Footpath 355/14(2) in the community of Bulwark and Thornwell which runs adjacent to the site of the proposed development.

Public Path no. 355/14(2) must be kept open and free for use by the public at all times. No barriers, structures or any other obstructions should be placed across the legal alignment of the path, and any damage to its surface as a result of works or private vehicular use must be made good. If the path needs to be temporarily closed to allow works, the applicant should apply for a temporary traffic prohibition order.

Also included is a map extract at 1:500 showing the County Council's interpretation of the public right of way alignment. This is not indicative of the extent of the public rights and is provided for information purposes only.

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Appeal Decision

by G Hall BSc (Hons) DipTP MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 23.04.2026

Appeal reference: CAS-04751-D9G0V7

Site address: Great Panta Barn, Panta Farm, Coal Road, Devauden, NP16 6SS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Alistair Brooke against the decision of Monmouthshire County Council.
 - The application Ref DM/2025/00611, dated 13 May 2025, was refused by notice dated 3 October 2025.
 - The development proposed is a 1.5 storey outbuilding in a steel frame timber clad to provide storage for external equipment, vehicles, bicycles, workshop and utility area on the ground floor and guest rooms and home office on the first floor.
 - A site visit was made on 14 April 2026.
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. The original description of development referred to a balcony on the first floor. As this element has been removed from the scheme, I have taken the description of development from the decision notice and appeal form.

Main Issue

3. The main issue is the effect of the proposed outbuilding on the character and setting of the converted barn.

Reasons

4. The appeal property is a detached, two-storey converted barn within a wider agricultural landscape setting. The site is accessed via Panta Farm, and another converted barn lies to the south. Rising land and mature trees provide a degree of enclosure to the north, west and east. A restricted byway and footpath also pass through the site.
5. The simple, functional form of the appeal property, together with the retention of original features, ensures that much of the building's agricultural character remains legible. Although elements such as modern glazing and domestic paraphernalia, including a mown lawn, driveway and play equipment, clearly indicate its residential use, the building nonetheless retains a strong visual relationship with its rural surroundings and continues to read as a former agricultural structure within the wider landscape.

6. Policy H4 of the adopted Monmouthshire Local Development Plan (LDP) sets out criteria for the conversion and rehabilitation of buildings in the open countryside for residential use. Amongst other matters, it requires that proposals respect the rural character and design of the building, are of a scale sympathetic to the surrounding landscape, and do not require the provision of ancillary buildings. It also expects that converted buildings be capable of providing adequate living space within their existing structure, with permitted development rights for extensions and ancillary buildings typically removed. The policy further says that the criteria it sets out will be applied to proposals to extend buildings that have already been converted. As the policy and its supporting text clearly make reference to ancillary buildings, I am satisfied that the policy applies to both extensions and to ancillary buildings and is applicable in this case.
7. The Council's 'Rural Conversions to a Residential or Tourism Use' Supplementary Planning Guidance (SPG) provides further guidance on extensions and ancillary buildings and says that new build outbuildings will not normally be acceptable except where modest in size and sensitively located. These principles are also reflected in criterion c) of LDP Policy DES1, which says that development proposals are required to respect the existing form, scale, siting, massing, materials and layout of its setting and any neighbouring quality buildings.
8. The proposal is for a substantial detached outbuilding comprising two levels and including a double garage, guest bedrooms, a bathroom, a home office, a workshop and a utility area. Whilst it would be physically separate from the main barn, the amount of floorspace and range of domestic functions would result in a building that would read as a significant new structure, rather than a modest and sensitively located outbuilding.
9. Although the building would adopt a relatively simple design, its scale, massing, siting and multi-level form would mean that it would not appear subordinate to the host barn. Instead, it would be perceived as a visually prominent and competing structure alongside it. This relationship would undermine the simple, functional character of the converted barn and its continued legibility as a former agricultural building, resulting in an unduly domesticated grouping of buildings.
10. This harm would be readily appreciable within the site and in views from the surrounding land, including the restricted byway and footpath. In these close-range views, the outbuilding would be seen in direct association with the barn, where its scale and presence would detract from the barn's rural character and setting. Whilst I acknowledge that wider visibility may be limited, and that visibility alone is not determinative, the harm would arise from the relationship between the buildings in their immediate context and is not diminished by the extent of public views.
11. The appellant has referred to a number of other cases said to be comparable. However, based on the information before me, these differ in terms of their context, scale and policy background. In particular, there is no clear evidence that LDP Policy H4 was a material consideration in all cases, and some appear to pre-date the current development plan or relate to extensions or alterations rather than new outbuildings. Whilst I have had regard to these examples, they do not provide a direct comparison with the appeal proposal, which I have therefore determined on its own merits having regard to the specific circumstances of the site and the development plan.
12. I have also considered the appeal decision at St Brides (Ref: CAS-04028-C1T1X9). However, that case concerned an extension to a converted barn within a more developed hamlet context, where other buildings were present nearby. Both the nature of the development and its setting differ materially from the current proposal, and I therefore attach limited weight to that decision.

13. I therefore conclude that the proposal would be harmful to the character of the converted barn, contrary to criteria a), b) and f) of LDP Policy H4, the guidance within the SPG, and criterion c) of LDP Policy DES1.

Other Matters and Conclusion

14. The appellant explains that the existing dwelling cannot readily accommodate their functional needs and that there is a desire to provide vehicle and bicycle storage, workshop and utility space, outdoor equipment storage and guest accommodation in one building, rather than through smaller structures spread around the site. Whilst I do not doubt that the proposal would provide practical benefits, these are personal considerations and attract limited weight. They do not outweigh the harm I have identified to the character of the converted barn.

15. I have considered the inclusion of a home office and its potential to support home working, reduce the need to travel and contribute to a better work–life balance. However, the evidence before me does not demonstrate that these needs could not reasonably be accommodated within the existing dwelling, nor that any reduction in travel would amount to a meaningful public benefit. In any event, any such benefit would be limited and would not outweigh the identified harm to the character of the host building.

16. I have also taken into account the proposed planting of additional trees and hedgerows and the contribution this would make to green infrastructure, biodiversity and the ecological value of the site. Whilst these are positive aspects to which I attach moderate weight, they do not outweigh the harm identified in relation to the main issue.

17. For the above reasons and having regard to all matters raised, I conclude that the appeal should be dismissed.

18. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

G Hall

INSPECTOR

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Appeal Decision

by G Hall BSc (Hons) DipTP MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 23.04.2026

Appeal reference: CAS-04741-D9L7J7

Site address: Marchwood, St Lawrence Road, Chepstow, NP16 5BJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mrs Sophie Daly against the decision of Monmouthshire County Council.
 - The application Ref DM/2025/01100, dated 10 July 2025, was refused by notice dated 6 November 2025.
 - The development is Retention of boundary fence and entrance gate.
 - A site visit was made on 14 April 2026.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The appeal seeks retrospective planning permission, and I have dealt with it on that basis. There is a minor discrepancy between the description of the development in the planning application and the appeal form, referring to a 'gate' and 'gates' respectively. However, I am satisfied that there is no ambiguity as to the development carried out or the nature of the permission sought, and no party would be prejudiced by my determination of the appeal on this basis. I have therefore used the description given on the planning application form and decision notice.

Main Issues

3. The main issues are the effect of the development on:
 - the character and appearance of the area; and
 - biodiversity interests.

Reasons

Character and appearance

4. The appeal property is a detached two-storey dwelling occupying a prominent position close to the junction of St Lawrence Road and the A48. It benefits from a large front garden enclosed by a timber fence, comprising a close-boarded lower section with open trellising above along the highway frontage. Two close-boarded gates are set on pillars

within the site. The principal section of the boundary treatment sits behind a low painted wall, with a planting strip of varying width between the wall and the fence.

5. Along this part of St Lawrence Road, front boundaries are typically defined by low brick or rendered walls, sometimes incorporating railings, often accompanied by planting including hedging. Along the A48 in the vicinity of the site, boundaries are similarly characterised by low stone walls, frequently with hedging above. A tall, continuous hedge lies adjacent to the appeal fence, enclosing part of the appeal property's rear garden, and it is common ground between the parties that the appeal site was previously bounded by a hedge along the line of the existing front boundary fence.
6. Policy DES1 of the Monmouthshire County Council Adopted Local Development Plan (LDP) states that all development should be of a high-quality sustainable design and respect the local character and distinctiveness of Monmouthshire's built, historic and natural environment. Amongst other things, this policy requires proposals to contribute to a sense of place (criterion b), respect the existing form, scale, siting, massing, materials and layout of its setting (criterion c), respect built and natural views (criterion e), and incorporate and where possible enhance existing features that are of visual value (criterion g).
7. The A48 is a busy and important gateway into Chepstow with, at the time of my visit, a constant flow of traffic. The appeal site forms part of a transitional area between the surrounding countryside and the urban edge. Here, grass verges, tree planting, and predominantly low walled and planted boundary treatments combine with a high level of vegetation within plots to soften this transition and contribute positively to the character and appearance of this approach to the town. Travelling into Chepstow along the A48, as the urban form intensifies, boundary treatments begin to change and walls and fences become more prevalent.
8. The continuous timber fence appears as an abrupt and discordant feature. It introduces a strong, engineered edge to the public realm and results in a noticeably enclosed frontage that is at odds with the more open and verdant character of the area. By reason of its height, length and close-boarded form, the fence is visually dominant and incongruous in the street scene, eroding the established character of this gateway approach. The presence of trellising on the upper part of the fence does little to mitigate this effect, and I am not persuaded that painting the fence would materially alter this conclusion. Whilst a more recessive colour may help to reduce its prominence somewhat, this would not overcome the perception of enclosure or the introduction of a hard boundary in this prominent location.
9. I have had regard to the examples of more solid boundary treatments nearby, including at 'Lai See' and 'Fair View'. However, I do not have full details of these cases before me and, in any event, neither site context provides a direct comparison with the appeal site. As such, these examples do not establish a precedent that would justify the appeal scheme. The scheme must therefore be assessed on its own merits, having regard to its specific siting, design and context.
10. Drawing these matters together, the appeal scheme results in a visually dominant and incongruous feature, that fails to respond appropriately to its transitional gateway context, and which is harmful to the character and appearance of the area. It is therefore contrary to LDP Policy DES1 b), c), e) and g).

Biodiversity interests

11. Chapter 6 of Planning Policy Wales (PPW) requires development to maintain and enhance ecosystem resilience, including through improvements to the diversity, extent,

condition and connectivity of ecological networks (para 6.4.3). It also requires development to deliver a net benefit for biodiversity, with the step-wise approach providing the framework for demonstrating how this is achieved (para 6.4.5). Future Wales Policy 9 supports these objectives. LDP Policy NE1 aligns with these aims and requires, amongst other things, that development retain and where appropriate enhance nature conservation features.

12. The appellant has provided a Green Infrastructure Statement which outlines biodiversity enhancement in the form of a bird box and bug hotel. They explain that the previous hedge was in poor condition and accordingly provided minimal biodiversity value, and that they have offered to plant both in front of and to the rear of the fence to mitigate environmental impacts and enhance biodiversity. I noted that there is planting in the area between the low wall and the timber fence.
13. The evidence before me on the health and condition of the previous hedge is limited. The Council's Biodiversity Officer says that the hedgerow was a single-species non-native hedgerow which would have provided ecosystem benefits including shelter for birds and filtering pollutants.
14. The appeal scheme has resulted in the loss of this boundary hedgerow. Even if of limited species diversity, it would have contributed to habitat provision, foraging opportunities and ecological connectivity, as well as delivering wider ecosystem services. Its replacement with a solid timber fence represents a marked reduction in biodiversity value and ecosystem resilience.
15. The identified measures and the additional front planting I saw, are modest in scale and function. I am not persuaded that they provide meaningful compensation for the loss of the hedgerow or its associated ecosystem functions. On the evidence before me, it has not been demonstrated that the development would deliver a net benefit for biodiversity. Consequently, the development conflicts with the requirements of PPW, Future Wales Policy 9, and LDP Policy NE1.

Other Matters

16. The appellant explains that the fence is necessary to ensure the safety and security of their family. The front garden serves as the primary outdoor space and, without a secure boundary and gates, would not provide a safe environment for children or their dog. Particular concern is raised regarding the site's proximity to the A48, which I observed to be heavily trafficked, together with issues relating to crime and antisocial behaviour. It is also explained that the former boundary hedge attracted significant littering. A supporting representation indicates that, upon its removal, hazardous items including needles were found within it.
17. In addition to safety considerations, the appellant refers to increased traffic levels along the A48 in recent years, including activity associated with nearby commercial uses. Concerns are raised regarding idling vehicles, noise, air quality and light disturbance. Photographs submitted show vehicle lights and glare experienced from within the property, which I accept are evident even with the fence in place.
18. The concerns relating to safety and wellbeing are supported by correspondence from medical and education professionals. In the interests of privacy, I do not rehearse the details, but I have taken this evidence fully into account. I have had careful regard to the appellant's personal circumstances and the safety and security concerns raised, which are supported by professional evidence and carry significant weight.
19. The Human Rights Act 1998 incorporates into domestic law the rights set out in the European Convention on Human Rights, including Article 8 (respect for private and family

life and the home) and Article 1 of the First Protocol (protection of property). These are qualified rights, and interference may be justified where it is proportionate and necessary in the public interest, including through the proper planning of land use. I have also had due regard to the Public Sector Equality Duty under the Equality Act 2010.

20. In this case, the development gives rise to unacceptable harm to the character and appearance of this prominent gateway location and fails to demonstrate a net benefit for biodiversity. There is no substantive evidence before me to indicate that the appellant's objectives in respect of safety and security could not be achieved through alternative boundary treatments or other measures that would be less visually intrusive and more consistent with the prevailing character of the area.
21. In the overall planning balance, while I attach significant weight to the appellant's personal circumstances, they do not outweigh the identified conflict with the development plan and national policy. I am therefore satisfied that it is proportionate and necessary to dismiss the appeal.
22. I have considered the representations in support of the appeal scheme, including those from neighbours and the local member, and the suggestion that the fence assists in maintaining privacy and amenity. However, the absence of objection does not in itself indicate acceptability, nor does it overcome the identified harm. I am not persuaded that the current form of development is the only means of achieving a satisfactory relationship with neighbouring properties. I have also had regard to views that the fence improves the appearance of the property and its marketability. For the reasons given above, I do not agree that it enhances the character and appearance of the area, and the effect on property values is not a material planning consideration and therefore carries no weight in my assessment.

Conclusion

23. For the above reasons and having regard to all matters raised, I conclude that the appeal should be dismissed.
24. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

G Hall

INSPECTOR



Appeal Decision

by L. Hughson-Smith LLB MSc MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 06/05/2026

Appeal reference: CAS-04628-N1R5Q9

Site address: Swallows Nest, Tyr Pwll, Hardwick, Abergavenny Monmouthshire

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Elizabeth Pengelly, Cwtch Glamping Ltd., against the decision of Monmouthshire County Council.
 - The application DM/2022/01511, dated 18 October 2022, was refused by notice dated 6 August 2025.
 - The proposed development is described as the 'change of use of agricultural land to tourism for camping/glamping. Construction of a movable wash facilities supplemental to the glampsite. Erection of up to 2 Eco Shepherds huts, 2 luxury Shepherd hut and 4 glamping tents. Construction of a field shelter for animals. Entrance through hedge and associated car park.'
 - A site visit was made on 10 March 2026.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. I have taken the description of development from the appeal form, rather than the original planning application form, since it more precisely describes the proposed development.
3. I have taken the site address from the appeal form and decision notice, rather than the original planning application, since it is more accurate.
4. The name of the appellant, as stated on the appeal form, differs to that on the original application form. As the right to appeal is reserved solely for the original applicant, the appeal will proceed in the name of the applicant as stated on the original application form.

Main Issue

5. This is the effect of the proposal on the living conditions of occupants of nearby residential properties.

Reasons

6. The appeal site comprises a paddock in a countryside location, with a limited number of residential properties nearby. The closest of these is Amberleigh House, a detached dwelling, which lies immediately adjacent to part of the appeal site. The appeal seeks planning permission for 8no. holiday accommodation units, comprising four shepherd's huts and four bell tents, together with a washroom facility and animal shelter. A new vehicular access is also proposed to serve a new car parking area which would be positioned immediately adjacent to the shared boundary with Amberleigh House and would extend the full depth of that property.
7. Access to the appeal site would be via a rural lane that serves a small number of residential properties as well as surrounding agricultural land. The lane includes several passing places along its length, enabling space for vehicles to pass each other. However, the section of the lane where the proposed access would be located does not benefit from any formal passing places, although the lane widens significantly just beyond the access point, allowing vehicles to manoeuvre and turn, if required. Despite these features, and bearing in mind the limited number of properties served by the lane, the proposal would result in an increase in vehicular movements which, in my view, would be noticeable.
8. However, I concur with the Council's Highway Authority that, having regard to the nature of holiday uses, such movements are unlikely to regularly coincide with peak traffic periods associated with neighbouring properties. Furthermore, the need to slow, wait, or manoeuvre to allow vehicles to pass is an established characteristic of rural lanes of this nature. Therefore, whilst the proposal would likely result in a greater degree of inconvenience for existing users of the lane, I do not consider that this would be to an extent that would be materially harmful to local amenity. Accordingly, the increased traffic on the access lane alone does not warrant withholding planning permission.
9. Notwithstanding that, I do have concerns regarding the effect of the scale and nature of the proposed use on the living conditions of the occupants of Amberleigh House. During my site visit, whilst some background noise from the wider road network was evident, the area generally benefits from a quiet and tranquil environment. Although the appellant refers to noise arising from a nearby airfield and railway, I did not experience such noise during my visit, nor has substantive evidence been presented to demonstrate that these sources materially influence the area's noise environment. Based on the evidence before me and my site observations, I am of the view the area is characterised by a generally quiet environment with low levels of activity.
10. The proposal would introduce a materially different pattern and intensity of activity compared with the existing use of the land. The proposal could accommodate up to 28no. guests at one time and would likely give rise to irregular pedestrian and vehicle movements, late arrivals and early departures, luggage handling, loading and unloading, the opening and closing of car doors and raised voices. Much of this activity would occur in very close proximity to Amberleigh House and its outdoor amenity space, and the intervening parking area does not persuade me this relationship is acceptable.
11. It is also reasonable to expect that holidaymakers would keep to different times to nearby residents and would make frequent use of the outdoor space, particularly during warmer months when occupancy of the accommodation is likely to be at its highest. As a result, activity could occur during unsocial or unusual hours, when background noise

would likely be at its lowest and when the neighbouring occupants are most likely to have their windows open, increasing the potential for disturbance.

12. Given the scale of the use and low existing noise environment, I am not persuaded that the separation distance between the proposed accommodation and Amberleigh House would adequately address noise arising from the use itself. In any event, this would not address noise and disturbance arising from the parking area which does not benefit from any meaningful separation from the shared boundary. Furthermore, there is no substantive technical evidence to demonstrate that the existing and proposed boundary treatments and vegetation to Amberleigh House would provide any meaningful noise mitigation.
13. The appellant suggests that a noise management and curfew policy could be implemented and monitored, noting that they live adjacent to the site. However, insufficient information has been provided to demonstrate how such measures could operate in practice, or how they would be effectively monitored or enforced. Such measures would also rely heavily on guest behaviour, which is inherently unpredictable, regardless of whether they are seeking a quiet holiday environment. In addition, the officer's report suggests that the proposed use would be seasonal, however, there is no clear evidence to demonstrate that activity would be meaningfully limited to particular periods of the year, and in any event, periods of intensive use would still arise.
14. I note the advice contained in the Sustainable Tourism Accommodation Supplementary Guidance and I am also aware that statutory controls exist in relation to noise nuisance and site licensing. However, these factors do not override the requirements of the Monmouthshire Local Development Plan (LDP), in particular Policy EP1 which makes it clear that, amongst other things, development should have regard to the amenity of occupiers of neighbouring properties and development proposals that would cause or result in an unacceptable harm to local amenity, including in relation to noise pollution, will not be permitted, unless it can be demonstrated that measures can be taken to overcome any significant risk.
15. Drawing the above together and having regard to the quiet rural context and the appeal site's close relationship to Amberleigh House, I find that the scale and nature of the use would result in an intrusive and unacceptable level of noise and disturbance, exceeding what occupiers of that property could reasonably expect in this countryside location. Based on the evidence before me, I am not satisfied that measures can be implemented to overcome this harm. As such, I conclude that the proposal would be harmful to the living conditions of occupants of nearby properties, in conflict with LDP Policy EP1, and Policy DES1, which require all development to maintain reasonable levels of amenity for occupiers of neighbouring properties.

Conclusion

16. For the reasons given above, and having regard to all matters raised, I conclude that the appeal should be dismissed.
17. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

L. Hughson-Smith

INSPECTOR

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List of Appeals received Jan – March 2026

APPLICATION NUMBER	ADDRESS	DESCRIPTION	APPEAL TYPE	APPEAL PROCEDURE	DATE APPEAL LODGED
DM/2025/00319	Land At Puddingstone Wood, Incline Road, Upper Redbrook	Retention of a forestry building.	Appeal Against Refusal	Hearing	26-Feb-26
DM/2022/01511	Swallows Nest, Tyr Pwll, Parc Llettis Road, Coldbrook NP7 9AB	Change of use from empty residential land to tourism for camping/glamping. Construction of wash facilities supplemental to the glampsite. Construction of a field shelter for animals, doubling as an observation deck	Appeal Against Refusal	Written Reps	28-Jan-26
DM/2025/00611	Great Panta Barn, Panta Farm,Coal Road,Devauden, NP16 6SS	1.5 storey outbuilding in a steel frame timber clad to provide storage for external equipment, vehicles, bicycles, workshop and utility area on the ground floor and guest rooms and home office on the first floor.	Appeal Against Refusal	Written Reps	25-Feb-26
DM/2025/01100	Marchwood, St Lawrence Road, Chepstow, NP16 5BJ	Retention of boundary fence and entrance gate.	Appeal Against Refusal	Written Reps	26-Feb-26

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