

Planning Statement (Including Green Infrastructure Statement)

Retrospective Application for the Erection of
4 No. Self-Contained Pods

Neuadd Wen, Penylan Road, Bassaleg,
Newport, NP10 8RW



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1. INTRODUCTION

- 1.1. This Planning, Design and Access Statement has been prepared on behalf of our client, Mr and Mrs Ashton. It relates to a retrospective application for the erection of four self-contained pods to be used for tourism and employment purposes at Neuadd Wen, Penylan Road, Bassaleg, Newport, NP10 8RW.
- 1.2. The four self-contained pods have been erected since February 2022. They were constructed whilst a concurrent application for the construction 4 No. self-contained glamping pods for tourism uses (App No: 20/1178). It was their understanding that the erection of the pods would not require planning permission and that the structures were permissible under the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2015. The purpose of the application was merely to confirm the permitted use of the pods. However, following a review of the regulations, it became apparent that planning permission would be required for the pods and the applicant is now seeking to formalise their development on site together with their permitted use.
- 1.3. The previous application for the pods was refused on 23rd November 2022. The Council's concerns predominantly related to highways matters in terms of the suitability of the current access to accommodate vehicle movements from the proposed development. In order to address, this application has been submitted alongside a substantive Transport Technical Note together with this Planning Statement. A full list of the documents submitted alongside this application is provided within the Covering Letter.
- 1.4. Following the refusal of App No: 20/1178, our clients have considered the viability and operational constraints of utilising the pods for a solely tourism use and consider that there is scope for the pods to also be used within Use Classes B1 and D2, which would ensure that the pods to be utilised/occupied without significant impacts in terms of vehicular movements and residential amenity.
- 1.5. In terms of its structure, the Statement will progress as follows:
 - Description of the application site and its surrounding context (Section 2).
 - Summary of the site's planning history (Section 3).
 - Explanation and description of the application proposals (Section 4).
 - Section 5 reviews the relevant planning policy.
 - Section 6 considers the key considerations for the determination of this application; and
 - The conclusions are provided within Section 7

2. SITE AND SURROUNDINGS

- 2.1. Neuadd Wen is located to the north of Penylan Road, Bassaleg.
- 2.2. The application site comprises a three-storey modern residential dwelling, a large, designated parking area, and a substantial body of water that covers the north eastern half of the site. The pods (which are the subject of this retrospective application) are currently located in the eastern part of the site.
- 2.3. Its access to Penylan Road is shared by the applicant and their two neighbours. These two properties; Penylan Cottage and Clearwell Farm, are located to the south and west of the application site respectively. The latter contains agricultural land that stretches to all other boundaries of the site, and also includes an access track into the application site. This access track is not the primary access for the Farm.
- 2.4. Penylan Road is a narrow rural lane that extends between Druidstone Road to the south west and The Griffin/Caerphilly Road to the north east. The application site is accessed via a junction on Penylan Road that leads through manual gates to the north. Whilst it is noted that Penylan Road is currently subject to the National Speed Limit (60mph), it is noted that other roads of a similar nature in the local area are limited to 20mph. It is, therefore, considered that there is a high likelihood that Penylan Road will be limited to 20mph in the near future.
- 2.5. The site is not locally or nationally listed, neither is the site located within a designated Conservation Area. Despite the location of the large pond to the rear of the residential property, the application site is located within Flood Zone A and has a less than 0.1% risk of flooding each year. However, a Special Landscape Area is located nearby to the east of the site (0.41km from the eastern boundary) and the site is located near a Scheduled Ancient Monument (0.24km to the South-East).
- 2.6. The site is not located within the settlement boundary of Newport. It is therefore designated as countryside within adopted Newport Local Development Plan (LDP) (January 2015). The site is not covered by any designations in the LDP, although designated local footpaths are located on the western border of the site and to the east of the site whilst a bridleway exists to the southwest of the site.

3. PLANNING HISTORY

3.1. The relevant planning history for the site is summarised below:

- App No: 20/1178 – *Construction of four self-contained glamping pods for Tourism* - Application refused November 2022.
- App No: 07/1372 – *Partial discharge of condition 01 (Material) and 02 (Landscaping) of planning permission 06/0154 for the erections of a replacement dwelling* - Application approved December 2007.
- App No: 06/0154 – *Erection of replacement dwelling* - Application approved April 2006.
- App No: 05/0927 – *Erection of a replacement dwelling* - Application approved October 2005.
- App No: 04/1662 – *Erection of three storey extension and installation of dormer windows* - Application refused January 2005.
- App No: 00/0940 – *Erection of first floor extension over existing garage* - Application approved October 2000.

3.2. Of these submissions, the most relevant is the latest application for the construction of four self-contained glamping pods for tourism. This application was refused in November 2022. It is pertinent to this application, as it also sought planning permission for the 4 No. pods albeit solely for tourism purposes.

3.3. Two objections were also received on this application from the neighbours of the site (Penylan Cottage and Clearwell Farm). The objections raised related to noise, increased traffic, and that permission was required from a neighbouring landowner to use the easement for commercial purposes. However, further investigation uncovered that this was not the case as the Register of Title for the site states that access for all purposes is permitted.

3.4. The Council's Highways Department objected to the proposals on the grounds that the submitted vision splays were insufficient and that there was concern that the proposed development would intensify traffic at the access junction and that there was some doubt as to whether the vision splays were achievable (particularly the vertical visibility). Given that the applicant did not have control over their management/maintenance as the adopted highway extends over 10 metres down the track, it was considered by the Council's Highways Department that these grounds would render the junction "unsafe".

3.5. Additionally, the concerns raised by the Highways Officer as part of the refusal for App No: 20/1178 highlighted that the proposed development would result in the intensification of traffic movements at the junction leading onto Penylan Road

3.6. It is important to note that the access junction is not a private access and is currently used by the applicant and neighbours on a daily basis. Furthermore, the neighbouring farmer's businesses attract a significant number of non-residential trips that all require use of the junction due to the seasonal ventures at the farm.

3.7. The Officer's Delegated Report for the previous application assessed the proposed development against the relevant policies within the LDP. Whilst the development was refused and noted as being located in the countryside, Policy SP5 (Development within the Countryside) was satisfied due to the location of the proposed pods within the residential garden, therefore, the proposals would not result in the loss of a greenfield site.

3.8. The proposals were considered to be in accordance with all relevant policies within the LDP, apart from Policies GP2 (General Amenity), GP4 (Highways and Accessibility), and GP5 (Natural Environment) primarily due to the visibility splays associated with the main access junction on Penylan Road.

3.9. In light of the above, Newport City Council refused application ref. 20/1178 due to three reasons associated with highways. The full list of reasons provided by the Council are provided in full below:

"01 The proposed development would result in the intensification of traffic movements at the junction leading onto Penylan Road. Insufficient and inaccurate information has been submitted which means that a full and proper assessment cannot be undertaken of the harm relating to highway safety. This would be contrary to policy GP4 (Highways and Accessibility) of the Newport Local Development Plan 2011-2026 (adopted January 2015).

02 Insufficient and inaccurate information has been submitted to enable an assessment of any proposals to improve visibility splays at the junction and the impact that this would have on the visual amenity and character of this countryside location, resulting from the

loss of any hedgerows. This would be contrary to policy GP2 (General Amenity) of the Newport Local Development Plan 2011-2026 (adopted January 2015).

03 Insufficient and inaccurate information has been submitted to enable an assessment of any proposals to improve visibility splays at the junction and the impact that this would have on the loss of biodiversity resulting from the loss of any hedgerow. In addition, insufficient information has been submitted to demonstrate that the development would achieve net bio-diversity gain on the site as required by policy GP5 (Natural Environment) of the Newport Local Development Plan 2011-2026 and paragraph 6.4.5 of Planning Policy Wales (Edition 11)."

- 3.10. Based on the above reasons set out by Officers, the application was refused by Newport City Council on 23rd November 2022.

4. APPLICATION PROPOSALS

- 4.1. This retrospective application seeks full planning permission for the development of 4 No. pods to be used for tourism and employment uses. The pods are already in situ and are constructed of a composite wood panelling and measure 9m in length and 4m in width. This size ensures that the units can provide suitable space for the wide variety of tourism and employment uses that will help to boost the rural economy of the area.
- 4.2. For ease of understanding, please see below a brief list of potential uses that our client considers best summarises the potential occupiers of the development:
- Short term tourism accommodation.
 - Art Gallery.
 - Pilates Studio.
 - Office Space.
 - Physiotherapist; and
 - Mental Health Services (counselling/hypnotherapy)
- 4.3. As stated, the pods were erected in February 2022, as it was the applicant's understanding that planning permission was not required for the erection of the pods merely the permitted use. However, they agree that consent is required and hence the submission of this application for the pods as well as their permitted use.
- 4.4. The pods are equipped and installed with the adequate appliances and installations to allow for tourism and employment uses to suitably occupy the spaces. The appliances provided within each of the 4No pods are low energy and include efficient insulation to lower their associated carbon impact. Each pod is currently served by one designated parking space, which is located within the existing hardstanding used by Neuadd Wen. This allows for each individual unit to have their own car parking space. The location of the allocated car parking spaces is to the west of the pods, adjacent to Neuadd Wen.
- 4.5. The current submission is the same as the previous application (App No. 20/1178) due to the materials, location, scope and scale of the physical development not being altered from the previous application. However, the material difference is the proposed uses of the pods is for both tourism accommodation and a range of office and employment uses.
- 4.6. The benefits of broadening the proposed uses from the previous application will allow for any future occupiers to produce less operational noise and can assist in providing a less labour-intensive development overall. The expansion of proposed uses will also ensure that the development can maintain its viability. Finally, the development will assist in diversifying the rural economy and leading to an economic boost within the local area.

5. PLANNING POLICY CONSIDERATIONS

- 5.1. This section assesses relevant extant local policy within the Local Development Plan. It also considers guidance at a national level, as well as supplementary planning documents.

Adopted Newport Local Development Plan 2011-2026 (January 2015)

- 5.2. Policy SP5 sets out that development in the countryside will only be permitted where the use is appropriate in the countryside, respects the landscape character and biodiversity of the immediate and surrounding area and is appropriate in scale and design. Housing development, rural diversification, and rural enterprise uses, beyond settlement boundaries, will only be appropriate where they comply with national planning policy. The proposed development aligns with this policy in that it will attract tourists and professionals to the local area.
- 5.3. Support for such tourism projects is included in the LDP under Policy CF8, which states that new and improved tourism related developments, including hotel and other visitor accommodation, conference and exhibition facilities, heritage interpretation facilities, rural tourism and activity tourism in the countryside will be permitted, particularly where regeneration objectives will be complemented. In these terms, it is noted that the pod-style development are becoming increasingly popular and desired by end-users.
- 5.4. In Paragraph 9.32, tourism is recognised as an important economic activity in the Newport economy, providing employment through serving the business tourism, leisure tourism and more local recreational sectors. However, care will be needed to ensure that any development complements and does not detract from the characteristics of the area concerned.
- 5.5. Paragraph 9.33 further confirms that in accordance with Planning Policy Wales (PPW), rural enterprise in the countryside will be encouraged where proposals do not impact unacceptably on the local amenity and environment. In developing countryside related development, it will be important to ensure that it is sustainable, resulting in a low impact on the environment and local culture, while helping to generate income and employment.
- 5.6. Policy GP1 states that development proposals should be designed to withstand the predicted changes in the local climate by mitigating future flood risk, minimise energy requirements by design and incorporate low or zero carbon energy sources where possible, and reuse or recycle existing construction materials present on site. The design of the pods to include low energy appliances and efficient insulation to lower their carbon impact, therefore, accords with Policy GP1.
- 5.7. Policy GP2 outlines that development will be permitted where there will not be a significant adverse effect on local amenity, it will not be detrimental to the visual amenities of nearby occupiers or the character and appearance of the surrounding area, an inclusive design is promoted, there is adequate amenity for future occupiers, and it is designed to mitigate crime and anti-social behaviour. Due to the nature and location of the development, it is not considered that there has been any significant adverse effect on local amenity. The location of the pods is within the curtilage of the residential land of Neuadd Wen and the utilisation of larch cladding gable ends and metal roof tiles (provided with wood colouring) allows the development to be in keeping with the immediate surroundings. It is, therefore, considered that the proposed development accords with Policy GP2.
- 5.8. Policy GP4 lays out the requirement that development proposals should provide appropriate access for pedestrians, cyclists and public transport, be accessible by a choice of means of transport, reduce transport noise and air pollution by design, provide adequate car parking and cycle storage, provide suitable and safe access arrangements, ensure that development will not result in traffic generation exceeding the capacity of the highway network. The existing access junction has been assessed by Miles White Transport and has been confirmed to be suitable and safe for access associated with the proposed development. It is considered that the proposed development, therefore, does not need to include any access works and will be in accordance with Policy GP4.
- 5.9. Policy GP6 requires good quality design to be sought after in all forms of development. The aim is to create a safe, accessible, attractive and convenient environment, In considering development proposals all development should be sensitive to the unique qualities of the site and respond positively to the character of the area, maintain a high level of pedestrian access, connectivity, and minimise noise pollution, and reflect the character of the locality. As stated above, the utilisation of composite wood panelling allows the development to be in keeping with the immediate surroundings and therefore it is considered in accordance with Policy GP6.
- 5.10. With regards to Transport, Policy T4 specifies that development will be required to provide appropriate levels of parking, within defined parking zones, in accordance with adopted parking standards. The proposed development includes 4 No dedicated parking spaces that have been defined using the required standard dimensions of 4.8m x 2.4m due to the site's location within Zone 6 (Deep Rural) of the Newport Parking Standards SPD. It is, therefore, considered that the proposed development accords with Policy T4.

National Planning Policy

- 5.11. In addition to the Development Plan, consideration also needs to be given to guidance at the national level such as Planning Policy Wales (PPW), Future Wales: The National Plan 2040 and the Technical Advice Notes on Design and the Historic Environment. There is also the Wellbeing of the future Generations (Wales) Act 2015.
- 5.12. In terms of PPW Edition 12, Paragraphs 5.6.10 - 13 states planning authorities should adopt a positive approach to diversification projects in rural areas. Additional small business activities can often be sustainably located on farms and provide additional income streams. Diversification can strengthen the rural economy and bring additional employment and prosperity to communities.
- 5.13. Whilst every effort should be made to locate diversification proposals so they are well-served by public transport, it is recognised that certain diversification proposals will only be accessible by car. While initial consideration should be given to adapting existing farm buildings, the provision of a sensitively designed new building on a working farm within existing farm complexes may be appropriate where a conversion opportunity does not exist.
- 5.14. In terms of sustainable development, it should be recognised that many small rural diversification proposals providing local services will actually reduce the journey length for users who would otherwise need to travel greater distances to access these services. Small rural diversification schemes can also contribute to the viability of a community by providing a focus for community life and hubs of economic activity.

Emerging Newport LDP

- 5.15. It is noted that an emerging Newport LDP Plan is currently being progressed within the Council, however, this has not yet progressed through to the publication of the Councils Deposit Plan. A Delivery Agreement Plan was published by Newport City Council in January 2023 that stated the publication of the Deposit Plan would take place between October and December 2024, with formal submission occurring in Many 2025.
- 5.16. As the emerging LDP has not yet reached an advanced stage, this Statement will not consider any emerging policies within the Replacement Local Development Plan. As such, limited weight should be afforded to its policies in the determination of this application.

Parking Standards Supplementary Planning Guidance

- 5.17. The Newport City Council Parking Standards Supplementary Planning Guidance (SPG) was adopted in August 2015 and provides detailed parking requirements according to land use and type of development. The underlying rationale for the guidance was to provide sufficient parking to avoid the need for vehicles to park on-street and thereby cause congestion, danger and visual intrusion.
- 5.18. It is noted that the Parking Standards described within the SPG inform the observations made by the Highway Authority at Newport City Council on applications received for Planning Permission.
- 5.19. Defined Parking Zones are provided within the SPG that range from Zone 1 (City Core) to Zone 6 (Deep Rural) and describe how each distinct zone should accommodate parking within new development. The SPG describes Zone 6 (Deep Rural) as follows:

“Scattered individual buildings. Areas with no local facilities within walking distance. Motorised travel is required for all journeys but the most local. Public transport services are very infrequent or beyond walking distance. There is no shortage of land for parking provision within the site but the adjacent highway system offers no opportunities to park cars because of the narrowness of the highway.

Notes relating to parking Zones:

i) References above to ‘public transport’ should be taken to mean bus or train services.

ii) Bus service frequencies above must operate consistently between 7am and 7pm to qualify.

iii) For information on acceptable walking distances refer to the IHT document Guidelines for Journeys on Foot and the DETR advice note Encouraging Walking.

iv) The standard dimensions of car parking spaces are 4.8m x 2.4m. An additional pedestrian access of 900 mm will be required to any dwelling (the footpath may be shared with adjacent dwellings). Where parking spaces abut a structure such as a wall, fence or garage, the length of the space must be increased to 5.5 m to alleviate any overhang of the public highway.

v) Developers are advised to read Appendices 1-6.

- 5.20. As described above, the proposed development accords with the requirements of the Parking Standards SPG and is, therefore, considered to be acceptable in parking terms.

Summary

- 5.21. Specifically, Policies GP2 (General Amenity), GP4 (Highways and Accessibility), and GP5 (Natural Environment), which formed the three reasons for refusal of planning application ref. 20/1178 have been addressed as part of this application through the submission of a Transport Technical Note produced by Miles White Transport.
- 5.22. This Technical Note has provided significantly robust and clear evidence that the proposed access junction is currently fit for purpose and would not require any works to either the immediate highway, or adjoining hedgerows, to allow for the necessary visibility splays to be achieved. The Technical Note also provides confirmation that the proposed uses of the proposed development will not lead to an unsuitable or significant increase in trip generation.
- 5.23. Additionally, it is considered that the Council have previously concluded, through application ref. 20/1178 that the proposed development accords with all other relevant local and national policy.
- 5.24. It is, therefore, concluded that the retrospective application for the erection of 4No. existing low impact single storey pods accords with all relevant local, national, and emerging planning policies.

6. KEY CONSIDERATIONS

- 6.1. Whilst the pods are located within the Countryside as prescribed by the adopted LDP, Officers at Newport City Council took the view that the proposed pods would be located within a residential garden and would not result in the loss of a greenfield site. The development was also considered to occupy a relatively small portion of the large garden. Additionally, Officers considered that the countryside location would be part of the attraction to the proposed pods.
- 6.2. Officers also considered that the rural setting and outdoor activities could not be achieved in a more urban area. The proposed use would, therefore, not be out of context because Pen-Y-Groes campsite is located approximately 0.1m further along Penylan Road.
- 6.3. As such, App No: 20/1178 was considered by Officers to accord with the following LDP policies:
- Policy SP1 (Sustainability).
 - Policy SP5 (Countryside).
 - Policy GP1 (Climate Change).
 - Policy GP3 (Service Infrastructure).
 - Policy GP6 (Quality of Design).
 - Policy T4 (Parking).
 - Policy T5 (Walking and Cycling); and
 - Policy CF8 (Tourism).
- 6.4. The Parking Standards Supplementary Planning Guidance (August 2015) is also relevant and was considered to be satisfied through the previous application. It is, therefore, noted that only Policies GP2 (General Amenity), GP4 (Highways and Accessibility), and GP5 (Natural Environment) were referenced within the Council's reasons for refusal.
- 6.5. Officers considered that insufficient and inaccurate information had been submitted which meant that a full and proper assessment was unable to be undertaken of the harm relating to highway safety, impact of the development on the visual amenity and character of the site's countryside location, or the loss of biodiversity resulting from the loss of any hedgerow.
- 6.6. The development of the pods at the application was, therefore, largely considered favourably by the Council in their decision, with the focus of concern, and reason for refusal, surrounding the access arrangements. It is considered that the retrospective application should be considered in a similar light.

Addressing Highways Concerns

- 6.7. Given the recent refusal of the previous application, a Transport Technical Note has been prepared by Miles White Transport and is submitted alongside this Statement. The Technical Note states that the negligible potential increase in traffic levels will not have any adverse effects upon the operational performance or safety record on Penylan Road.
- 6.8. Policy GP2 (General Amenity) has been satisfied, as the submitted Transport Technical Note clearly highlights that the required visibility splays are achievable in both directions and will not require any works to be undertaken to the hedgerows along Penylan Road. As such, it is considered that there will be no impact to the visual amenity or character of this countryside location.
- 6.9. As Policy GP4 relates to Highways and Accessibility, it was important for the Transport Technical Note to robustly address the potential impacts on traffic movements as a result of the use of the proposed pods for tourism and business/offices uses. It states that the proposed uses would potentially generate a maximum of 3 and 5 two-way vehicle movements in the morning and evening peak hours respectively, equalling a maximum of one vehicle every 12 minutes.
- 6.10. Given that the visibility splays available at the existing access junction are considered by Miles White Transport to accord with current highway design guidance, it is not considered that there are any existing highway safety issues that the negligible increase in traffic flows (associated with the development proposals) would have an adverse effect upon.

- 6.11. The Transport Note confirms that the absence of any personal injury accidents on this part of Penylan Road supports the assertion that the visibility at this junction is satisfactory. This junction is used by a neighbouring landowner for various events (such as pumpkin picking during the build up to Halloween, the sale of Christmas Trees in the winter months, and a Maize Maze attraction during summer) throughout the year that generate significantly higher levels of vehicular traffic than that associated with the current development proposals.
- 6.12. The reasons for refusal also stated that due to insufficient and inaccurate information considered to have been submitted, the Council was unable to assess whether the proposals will improve visibility splays at the junction and the impact that this would have on the loss of biodiversity resulting from the loss of any hedgerow.
- 6.13. As stated above, the Transport Technical Note states that the required visibility splays are achievable on site without any works being required to the hedgerow on Penylan Road. As such, it is considered that there will be no requirement for the development to provide bio-diversity gain on the site. It is, therefore, considered that the development will accord with the principles of Policy GP5.
- 6.14. The previous reason for refusal within planning application ref. 20/1178 has been adequately addressed through the submission of the Visibility Splay Plan prepared by Miles White Transport. It is clearly shown that the access junction from Penylan Road is appropriate for the style of development proposed, it also clearly demonstrates that the nearby road network will not be adversely impacted by the increased vehicle usage anticipated from the development

Business and Employment Use of the Pods

- 6.15. Following the refusal of application ref: 20/1178, our clients have considered the viability and operational constraints of utilising the pods for a solely tourism use and consider that there is scope for the pods to also be used within Use Classes B1 and D2, which would ensure that the pods could continue to be utilised/occupied without significant impacts in terms of vehicular movements and residential amenity.
- 6.16. The benefits of broadening the proposed uses from the previous application will allow for any future occupiers to continue to produce less operational noise than other commercial-focussed uses and would assist in providing a less labour-intensive development overall. The expansion of proposed uses will also ensure that the development can maintain its viability in line with Paragraph 5.6.12 of PPW Edition 12, that states *"small rural diversification schemes can also contribute to the viability of a community by providing a focus for community life and hubs of economic activity."* Additionally, the development will assist in diversifying the rural economy and leading to an economic boost within the local area.
- 6.17. In terms of sustainable development, it should be recognised that many small rural diversification proposals providing local services will actually reduce the journey length for users who would otherwise need to travel greater distances to access these services. Small rural diversification schemes can also contribute to the viability of a community by providing a focus for community life and hubs of economic activity.

Other Matters

Noise

- 6.18. The proposed pods are located an appropriate distance from the site boundary and the shortest distance between the pods and the neighbouring property is approximately 20 metres. This significant distance, alongside the use of the proposed pods, are not considered to pertain to a significant adverse impact to the neighbouring amenity.
- 6.19. Additionally, as part of application ref. 20/1178, the Noise and Neighbourhood Team (Environmental Health) confirmed that they do not have any objections to the application and concluded that the development would have minimal environmental effects on the local amenity.
- 6.20. The proposed expansion of uses of the pods are not indicative of producing significantly adverse impacts to the existing noise levels within the area. Due to the size of the pods, utilising the proposed tourism and employment uses will not attract large groups and it is expected that occupiers/users will either be present as individuals or in smaller groups no more than 3 or 4 people.

Biodiversity Net Gain

- 6.21. The Council considered that insufficient information was submitted to demonstrate that the development would achieve net biodiversity gain on the site. As stated above, there will be no requirement for any works to be completed to the existing hedgerows

at the vehicle access to the site and it is considered that Biodiversity Net Gain is not relevant to the development proposed through this current application.

7. GREEN INFRASTRUCTURE STATEMENT

- 7.1. PPW Chapter 6 has recently been updated and now requires that relevant applications should be supported by a Green Infrastructure Statement. The statement should be proportionate to the scale and nature of the development proposed. In the case of minor development, this will include a short description as to how the proposal will incorporate new green infrastructure and demonstrate positive multi-functional outcomes where appropriate.
- 7.2. Given the nature of the proposed development at the Neuadd Wen, the scope for new green infrastructure is relatively limited. As such, it would be expected that the proposed pods will improve the socio-economic conditions in this part of Bassaleg. It will create new locations for tourism and employment uses that are situated in a sustainable location and will benefit the local community and visitors alike.
- 7.3. Moreover, the retrospective development has been designed using sustainable materials and is located entirely within the curtilage of Neuadd Wen. It is considered that this is a sustainable approach to development and will not have any negative impacts on the wider countryside location.

8. SUMMARY AND CONCLUSIONS

- 8.1. It is considered that this Statement conveys the planning principles that have informed the proposal.
- 8.2. The level of information and investigation in this Statement is proportionate to the retrospective nature of the proposed pods at Neuadd Wen. The sites' location within the defined countryside is considered to comply with Policy SP5 due to the neighbouring Pen-Y-Gros campsite located approximately 0.1km along Penylan Road.
- 8.3. This application follows a refusal under ref. 20/1178 for identical built development, however, the current proposals slightly expand the potential uses of the pods to tourism and employment uses. It is considered that this minor expansion in uses should not impact the Councils previous conclusions that the principle of development was acceptable.
- 8.4. Other material considerations have been addressed within this Statement including Biodiversity Net Gain and Noise, concluding that the nature of the proposed development within this application would not initiate any requirement for Biodiversity Net Gain, and the location and use of the pods would not lead to a significant adverse impact, which is the planning test.
- 8.5. The previous application was objected to by the Highways Officer and subsequently refused on Highways grounds with three reasons of refusal provided. It is considered that the previous objections made by the Highways Department has been clearly and robustly addressed through the submission of the robust visibility splays and the preparation of a Transport Note that demonstrates that the required visibility splays are achievable in both directions and do not affect the hedgerows along Penylan Road in any way. The Transport Note also concludes that there will be a negligible potential increase in traffic levels and will not have any adverse effects upon the operational performance or safety record on Penylan Road.
- 8.6. The proposal is, therefore, considered to comply with the Local Development Plan as well as national guidance and adopted supplementary planning documents.