

Application Number: DM/2020/01438

Proposal: Development of 15 dwellings (9 affordable and 6 open market) and other associated development and infrastructure

Address: Land off Ty Gwyn Road, Little Mill, NP4 0HU

Applicant: Jones Bros c/o Agent

Plans: Landscaping Plan DETAILED SOFT LANDSCAPE PROPOSALS - Rev C, Other SITE SURVEY - , Site Layout 2414 00 (02)101 REV F - , Floor Plans - Proposed 2418 (03)-202 REV A - , Floor Plans - Proposed 2418-(03)-200 REV B - , Floor Plans - Proposed 2418-(03)-201 REV A - , Floor Plans - Proposed 2418-(03)-204 - , Elevations - Proposed 2418-(03)-300 REV B - , Elevations - Proposed 2418-(03)-301 REV B - , Elevations - Proposed 2418-(03)-301 REV B - , Elevations - Proposed 2418-(03)-304 REV B, Site Sections 2418-630 - Rev A

RECOMMENDATION: APPROVE

Case Officer: Ms Kate Bingham
Date Valid: 09.10.2020

This application is presented to Planning Committee due to 5 or more objections being received

1.0 APPLICATION DETAILS

1.1 Site Description

The application site is a parcel of land adjacent to the village of Little Mill, accessed off Ty Gwyn Road. Little Mill is a village largely comprising of dwellings with some local facilities situated in the south of the village on Berthin Road, including a public house, a church, village hall, multi-use games area, equipped play area and recreation ground. In addition, there are bus stops providing services to Cwmbran/Pontypool and Chepstow.

There are residential properties to the south of the site, a railway line to the north-west and open grazing land to the north and east. This grazing land forms the remainder of the field parcel of which the site forms a part, and is also within the control of the applicant.

The site as existing is open grazing land that slopes gently downwards from the railway line, in a north-west to south-east direction. The site's boundary with the railway line comprises mature trees and hedgerows, while the boundary with residential properties to the south comprises of their rear boundaries.

The site is allocated for the development of up to 15 dwellings in the Local Plan, 60% of which are to be delivered as affordable housing units. The application site is relatively small, extending to 1.84 acres (0.74 ha). However, the applicant has secured an interest in the wider field parcel situated between Ty Gwyn Road and Ty Draw Lane. This additional land is proposed to be used to accommodate a drainage basin, pumping station, electricity sub-station and strategic landscaping.

1.2 Value Added

Extensive pre-application consultation and engagement has been undertaken to ensure the acceptability of the proposed development. This has included two meetings with the Council and the carrying out of the statutory pre-application consultation (PAC) process with the local

community. Through pre-application dialogue, Planning Officers confirmed that certain supporting infrastructure and associated development could be included outside of the allocated site's boundary. This includes drainage infrastructure, a substation and strategic landscaping. All 15 dwellings and 'usable' aspects of the development are included within the site allocation boundary.

Concerns raised at pre-application stage related to biodiversity gain, the inclusion of SuDS within the streetscape as well as how the swale links to the proposed basin and the landscape proposals around the pumping station and substation.

In response to this the layout was revised to include a strategic landscaping buffer to screen the proposed pumping station and substation, and the buffer was also extended around plots 4 – 11, thus creating a defensible boundary.

1.3 Proposal Description

The application seeks permission for 9 no. affordable dwellings and 6 no. open market dwellings comprising the following house types:

- 6 x 4-bedroom detached houses (open market) labelled as Humberstone on the drawings
- 4 x 3-bedroom semi-detached houses (affordable)
- 3 x 2-bedroom semi-detached houses (affordable)
- 2 x 2-bedroom walk-up flats (affordable)

Access will be via a continuation of Ty Gwyn Road, with residential development either side. A turning head is proposed to allow residents and refuse vehicles to enter and exit the site. Off road parking is proposed for all properties. Overhead power lines cross the site and a grounding solution is therefore proposed.

Landscaping buffers are proposed around the residential dwellings and adjacent drainage infrastructure. A substation is also proposed on the periphery of the allocated site within the landscape buffer. Agricultural fencing will bound these areas to ensure the continued agricultural use of the remainder of the field.

The land owner has entered into an agreement with Pobl Group to deliver the scheme. The open market units will be marketed for sale by Pobl Living and the social rented units will be owned and managed by Pobl.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2020/01438	Development of 15 dwellings (including 9 affordable and 6 open market) and other associated development and infrastructure.	Pending Determination	

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

- S1 LDP The Spatial Distribution of New Housing Provision
- S4 LDP Affordable Housing Provision
- S12 LDP Efficient Resource Use and Flood Risk
- S13 LDP Landscape, Green Infrastructure and the Natural Environment
- S16 LDP Transport
- S17 LDP Place Making and Design
- SAH11 LDP Main Villages

Development Management Policies

DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
GI1 LDP Green Infrastructure
LC1 LDP New Built Development in the Open Countryside
LC5 LDP Protection and Enhancement of Landscape Character
NE1 LDP Nature Conservation and Development
MV1 LDP Proposed Developments and Highway Considerations
SD4 LDP Sustainable Drainage

4.0 NATIONAL PLANNING POLICY

Planning Policy Wales (PPW) Edition 10

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 as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places.

The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.

5.0 REPRESENTATIONS

5.1 Consultation Replies

Goytre Fawr Community Council - Concerns raised:

On review of the PAC in May 2020, the following comments were submitted to the developer:

- a) On plot car parking mostly consists of in tandem parking which is likely to result in more on road parking to avoid frequent car swapping on drives. A side by side parking arrangement in front of properties would work better. The inclusion of layby(s) for visitors would also improve the development and minimise congestion / obstruction.
- b) If not included, provision should be made for the later easy installation of e-vehicle charging points.
- c) The proposal should consider the inclusion of climate change mitigation measures such as heating assisted by ground / air heat pump, solar panels, etc. technologies, thus limiting the use of fuels such as gas, oil, bio-fuels etc.
- d) The SuDS surface water management plan was well taken by the review group, and praised.
- e) The site boundary should be extended to allow the inclusion of communal green spaces, play area, allotments / orchard etc. and to allow integration with existing play area at the end of Melyn Bach Avenue.
- f) There appears to be an overhead power line crossing the development site, this should be rerouted or otherwise run underground. No overhead services should be used on the site.
- g) Houses at the entrance to the development should follow the building line of existing residences.
- h) During construction temporary solid fencing should be used to shield adjacent residential properties. The movement of vehicles delivering construction materials should be restricted to after 09.30. The usual site working day should not start before 08.00.

On review of the current Planning Permission Application, DM2020/01438, the following points were concluded:

- i) The Pre-Application PAC Report, document reference 19.8140, does not adequately address points raised by the Community Council. Although mentioned in the PAC report it is not clear that the points have been properly considered. Evidence of proper consideration should be submitted before any permission is granted.

j) It is recommended that allocation of 'Affordable Dwelling' units should be weighted in favour of existing local community members.

k) With regard to County Council adoption of the street(s) after completion of the development, the criteria and timeline for adoption should be clearly defined as a condition of planning permission approval.

Natural Resources Wales - We recommend you should only grant planning permission if you attach the following conditions to the permission:

Condition 1: European Protected Species - Secure implementation of measures set out in section 5.2 (Bats) of the submitted Reptile and Bat Surveys.

Condition 2: European Protected Species - Lighting Plan is submitted and approved to ensure lighting details are agreed prior to installation.

Network Rail - Further housing developments in this area would increase risk at the nearby Whitehouse FP Crossing through increased pedestrian use. There have already been a number of Near Miss Incidents reported at this location. Network Rail proposes that the Developer should seek to work with us and the Local Authority to find a suitable means of addressing this matter by covering costs to improve the level crossing or its closure should a suitable diversionary route be identified.

Without significant consultation with Network Rail and, approved mitigation measures, Network Rail would be extremely concerned if any future development impacts on the safety and operation of the level crossing. The developer should also contact the ORR regarding this application. As Network Rail is a publicly funded organisation with a regulated remit, it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.

MCC Landscape/Green Infrastructure (GI) - No objection to the principle of the proposal of development on the allocated site from a Landscape and GI perspective based on the amended information provided.

Request further clarification / amendments to be conditioned to address the following points:-

1. It is not clear from the revised plans provided if there is intended to be a formalised link from the proposed site via POS to Ty Draw lane and PROW 86. The proposed maintenance access point to the POS is not clearly indicated as to whether it is to be gated and / or accessible to the Public. Public access should be created to link to the PROW and to play area on Brynteg place if possible.
2. The GI management plan needs to include a clear spreadsheet of aftercare actions for 20 years. Some of the written prescriptions do not currently have defined visits / intervals per year.
3. Cross section details of the rain garden construction need to be provided for approval along with cross sections of the basin swale with outfall.

Should the application progress and be approved it is anticipated that the conditions should apply if the information is not satisfactorily provided during the application process (see end of report).

MCC Biodiversity - No objection subject to conditions.

MCC Highways - The highway authority does not object to the proposed development, the proposal would not lead to a deterioration in highway safety or capacity and the highway authority recommend conditions are applied to any future decision to ensure that the site is developed to the satisfaction of the highway authority (see end of report).

The site is an allocated site in the Local Development Plan and the principles of the development and the suitability of the site's location were widely consulted upon. The application is a full application proposing the development of 15 dwellings comprising 9 affordable and 6 open market dwellings.

The proposal has been the subject of extensive pre-application discussions and PAC and the general principles of the means of access and the impact of the development in terms of highway standards, highway safety and capacity of the immediate local highway network was considered and the details submitted in support of the application generally reflect the highway authority's requirements.

The highway authority have reviewed the Council's accident data and concur with the Transport Statement's conclusion that there are no specific road safety issues that warrant further investigation or assessment.

The internal layout as detailed on Drawing Ref: 2418-(02)-101 Rev: F Site Layout is acceptable in principle and the highway authority actively encourage and promote the Welsh Government guidance where streets or shared drives serving more than 5 residential dwellings shall be built to adoption standards and adopted by the highway authority. The highway authority expect the landowner / developer to enter discussion and negotiate with the highway authority to secure an adoption agreement pursuant to Section 38 of the Highways Act 1980 following a planning decision.

MCC Rights of Way - The applicant's attention should be drawn to Public Footpaths nos. 86, 85A & 87 in the community of Goetre Fawr which run close to and bound the site of the proposed development.

The Active Travel (Wales) Act requires local authorities to continuously improve facilities and routes for pedestrians and requires new road schemes to consider the needs of pedestrians and cyclists at design stage. The Act aims to make active travel the most attractive option for shorter everyday journeys (journeys to work, school, to access shops or services, etc. i.e. not purely recreational).

Public Rights of Way believes that the proposed scheme falls short of these requirements and therefore objects to the development until such time that it looks to provide high quality multiuser connections to existing road and public path network surrounding it. The proposal should at least provide links to the adopted Brynteg Place via the adjacent play area and to Ty Draw Lane which bounds the site and carries Public Footpath no. 86. Additionally, any access provision should be protected and maintained through some mechanism such as being adopted or managed under contract.

Environmental Health (noise) - Further information/clarification required.

External 'garden' noise levels:

As 50dB LAeq 16hrs is considered the onset of moderate annoyance day and evening this is the limit level which we endeavour to achieve in Monmouthshire. Note that this is considered achievable for all gardens with a solid 1.8 metre boundary fence to the rail side boundary of Plots 1-4.

Request that this proposed fence is shown on the site layout plan (which currently shows a 1.8m hit and miss fence) for ease of reference particularly with regard to discharge of conditions.

Internal noise levels:

The applicant explains that the principal reason why the windows to the majority of facades are recommended to be closed (as shown in blue / yellow on Figure 6 of 11/3/20 report) is because with open window ventilation, WHO Guidelines criteria in relation to maximum noise events are predicted to be exceeded due to passing trains. WHO Guidance states "For a good sleep, it is believed that indoor sound pressure levels should not exceed approximately 45 L_{Amax} more than 10-15 times per night". Noise mitigation measures to the glazing are effective with the bedroom windows closed on the facades lined blue / yellow in Figure 6. It is proposed that the occupiers will have the option of opening the windows which will assist ventilation and summer cooling but then

based on the report provided will potentially experience noise at night from the passing trains in excess of the guideline levels.

As recognised by Acoustics, Ventilation and Overheating Residential Guide Jan 2020 there is a need for an integrated approach to consider noise, ventilation, and overheating in residential developments. Given the extent of the proposed closed window strategy which affects all dwellings, Environmental Health remain of the view that the matter needs further consideration. This may include for example further examination of:

- o The noise climate noting that the report is based on a 24 hr survey and there is minimal evaluation of Chart 1 and the LAF max levels obtained including the frequency of events.
- o Potential noise mitigation measures e.g. is there scope for bunding / fencing etc. between the rail line and proposed houses to reduce the extent of the closed window proposals.
- o Applicant's intentions for enhanced ventilation in the affected dwellings which will help inform consideration of a ventilation strategy for all dwellings subject to façade mitigation measures condition on any grant of planning permission.
- o The potential overheating concerns of the proposed acoustic strategy.

Environmental Health (contaminated land) – No objection subject to conditions.

This application is to build 15 properties on Parcel A (south-west corner of the site). From Parcel A, it appears that 3 samples were taken (TP1, TP4 and TP8). The results of sampling were compared to a generic assessment criteria. Two samples showed elevated concentrations of a PAH (Dibenzo(ah)anthracene), and one sample was at the assessment level for the same PAH (0.24mg/kg). Of these three sample one exceedance was in Parcel A TP4 and one exceedance and the sample at the assessment criteria level was in Parcel B (TP18 and TP20).

As a result, it is recommended that additional sampling should be undertaken to determine the extent of the contamination, by increasing samples around the identified contamination, and then a remediation strategy should be submitted, followed by a validation report. Any imported material must be sourced and tested to ensure they are suitable for the end use, and the results submitted to the Planning Authority.

Finally any unforeseen/unidentified contamination encountered during construction must be further assessed with site investigation and (if necessary) remediated. Should Members consider it appropriate to grant planning approval prior to a completed contaminated land site investigation and remediation strategy it is recommend that conditions be attached to ensure that the site is fully investigated and, remediated to ensure the protection of public health. N.B. These are found at the end of this report.

MCC Housing - This is one of MCC's rural 60/40 sites and the affordable homes will help meet the housing need in the area. Housing have worked with a partner RSL to agree a preferred mix and ensure DQR compliance and are in support of this application.

SEWBRc Search Results - No significant ecological record identified.

5.2 Neighbour Notification

Six representations received. Object on the following grounds:

- Unacceptable excess noise, traffic and pollution whilst being built. The access roads Millbrook Court and Ty Gwyn Road are not able to cope with the increase in traffic that this development will produce and is definitely not suitable for heavy vehicles such as HGV and plant.
- Over-development of the area as a new estate is to be built locally in Mamhilad and therefore this proposal is not necessary and will result in a loss of green space.
- If the plan goes ahead, Ty Draw Lane should be open to traffic to and from the extension of Ty Gwyn Road, and therefore not all the increased traffic would not need to go through Millbrook Court.

- Loss another greenfield site and the impact upon the environment.
- Added volume of traffic through the estate and joining onto the A472 (especially mornings and evenings) which would be brought on by developing this site.
- The vision of an earlier Local Development Plan implies that people should live in a more inclusive environment with better access to local services, facilities and employment and a good public transport system, which all contributes to reduced usage and emissions from private vehicles. Little Mill has few such facilities.
- The times of the public transport through the village towards the major towns, employment and rail links of Pontypool, Cwmbran, Newport etc. do not cater for a normal working day.
- If permission is granted for 15 homes on half of the site and with the precedent set, then how much easier would it be to develop the rest of the site in future.
- The proposed development includes a mix that responds to 'local need'. What exactly is the local need within the village that requires another housing development?
- A housing development on the land off Ty Gwyn Road has been considered a number of times over the last thirty years. Each time it has been proposed it has met with local opposition. Many of the objections raised in the past are still relevant today.
- Ty Gwyn Road and Millbrook Court are narrow residential streets which already support a considerable amount of traffic. They are unsuited to providing access for construction traffic or the increased volume of traffic which would result from the proposed fifteen houses.
- Post-Covid if more people do work from home, on current evidence, there will be considerably more commercial vehicles making home deliveries thus adding to the traffic problem.
- MCC stress the importance of 'quality of life' and how the Covid-19 situation highlights the need for 'green spaces to health, well-being and recreation'. The proposed development would have a negative impact on the health and well-being of many village residents depriving them of open, green space and a site of significant biodiversity; and, exposing them to additional air and noise pollution.
- House sales on Ty Gwyn Road and Millbrook Court, especially of family-sized properties, are difficult to sell because of their proximity to the railway line. Lack of public transport, lack of facilities, lack of local employment opportunities etc. contribute to the difficulties of selling properties. Such points suggest that additional housing within the village is not needed.

Two general comments received:

We live at 30 Ty Gwyn Rd, Little Mill and wish the following to be taken into consideration when deciding the above planning application

- 1) Re-align our driveway to enable easier and safer access and egress for vehicles.
- 2) We would prefer a 1.2m metre fence boundary with our property rather than the 1.8m proposed, this will still give privacy to plot 15 owners because our garden, lawn and drive is a good metre below plot 15 ground level.
- 3) During site development existing access road to be cleaned daily and, during dry weather, ground to be sprayed with water to reduce dust nuisance.
- 3) All vehicles associated with site development to be parked on site at all times.
- 4) Dwellings on plots 1-, 2, 3 and 4 to be moved back to a similar building line to better coalesce with existing houses in Ty Gwyn Road this will also enable laybys to be provided for visitor parking and avoid parking on existing roadways.
- 5) All existing overhead power lines to be buried or re-routed
- 6) During construction temporary solid fencing to be used to shield adjacent properties and, as we live next to the site, delivery of materials to restricted to after 9.30am and site working to start after 8.00am
- 7) Arrange residents' parking in new development to avoid a tandem arrangement which will lead to parking on road due to residents differing working hours.

Boundary hedgerow is cut and layered by a neighbouring resident and is managed from the field side with the landowner's verbal permission for access. Within the proposed plans, it seems apparent that the developer is utilising this hedge line as the boundary preventing maintenance. Written confirmation that this hedgerow is the responsibility of the neighbour and therefore a part

of that property. Adequate space would therefore be required to allow future maintenance of the hedgerow.

6.0 EVALUATION

6.1 Strategic & Spatial Choices

6.1.1 Principle of Development

The principle of residential development at the site is established through the allocation in the adopted LDP. Policy SAH11 allocates sites within the Main Villages for up to 15 units. Allocation reference SAH11(v) includes land subject to this application, known as 'land north of Little Mill.'

In respect of sites allocated in the main villages under LDP Policy SAH11, the Affordable Housing Supplementary Planning Guidance (2019) confirms:

The mix and tenure of the 60% affordable provision should be based on local housing need on a site-by-site basis.

While the provision of open market units is facilitated by the policy, the sole purposes of allocating these sites is to deliver affordable housing.

The normal approach of 'pepper-potting' affordable throughout a development is not required for these sites. Grouping the market housing to allow them to achieve their full potential is the best way to ensure financial subsidy for the affordable units is achieved.

The proposed development is for 15 units in line with Policy SAH11 and includes 60% affordable provision in accordance with Policy S4. As such, the proposed development is considered policy-compliant.

Policy S4 provides for planning obligations to be sought if required to make the development acceptable. Supplementary Planning Guidance supporting Policy S4 confirms that such contributions are not sought on the allocated 60:40 sites due to their economic viability.

6.1.2 Good Design/ Place making

The proposed development includes nine affordable dwellings and six open market dwellings, in line with the site allocation requirements (60% affordable). The allocated site forms the net developable area and net density therefore equates to approximately 29 dwellings per hectare.

The layout has been designed to have an active frontage to replicate the dwellings along the A472 and the recent housing development in the south-east of the village. Plot 15 in particular has been orientated on a corner so the front elevation is visible on approach to the site rather than a less interesting side elevation. The dwellings themselves are traditional in design with simple front elevations with conventionally proportioned windows and front door designs. The palette of materials proposed for the development reflects the materials of the local area. The proposed dwellings are all to be finished in a smooth painted render. Plots 7 - 8 have a projecting front porch which will be finished in stone. The proposed fascias, soffits and bargeboards are uPVC and will be finished in white. The proposed windows on all dwellings will be uPVC finished in white. The window cills are proposed to be reconstituted stone. The roofs would be finished in fibre cement slates coloured blue/grey. The proposed rainwater goods are black uPVC. It is considered these proposed finishes are in keeping with the existing area and the dwellings will not appear incongruous within the village setting.

The principles of place making provide that design goes beyond architecture and extends to the relationship between people, spaces and buildings. In terms of the site, it is small in size and the best way to achieve place making aspirations is to integrate it with the existing village as best as possible. In this case a logical continuation of Ty Gwyn Road is proposed, along with a similar character of property including traditionally proportioned semi-detached and detached houses.

In terms of open space, as a small allocated site, there is not a significant amount of public realm included within the development, as there is not capacity. However, the inclusion of street trees

and a footway adjacent to swales on the southern side of the highway will help to create a sense of place. Unfortunately, although the applicant has secured some control over the adjacent field, this area will continue to be grazed as agricultural land and it is not therefore possible to open up this land for use by the public or provide any footpath links.

A mixture of parking to the front and side of properties is used, while on street parking for visitors is deemed appropriate in this location. Detached garages are also provided with the open market units. This follows the existing pattern of parking arrangements in the rest of the village.

The supporting drainage infrastructure is proposed in the south-east corner of the wider field. This is relatively small in area and will be well landscaped to ensure it will not lead to any urbanisation of the rural character of the village edge.

Other than a Grade II Listed Building 400m north-east of the application site, the site and surrounding locality is free from heritage constraints; thus there will be no detrimental impact on heritage as a result of the proposed development.

The proposed design is considered acceptable in terms of layout, form, scale and materials and will not adversely affect wider visual amenity. As such, the development accords with the requirements of LDP Policy DES1 and PPW10.

6.1.3 Impact on Amenity/ Promoting Healthier Places

The dwellings have been sited to ensure that there are no overbearing or overlooking issues within the new development or upon existing dwellings. Overlooking distances meet the standard 21 metres distance between habitable rooms and are therefore sufficient to prevent any adverse residential impact. Plot 15 has been orientated so that the side elevation with no habitable room windows faces the nearest existing neighbouring dwelling.

The site is adjacent to the main railway line and therefore an Environmental Noise Assessment has been submitted with the application. This report demonstrates an acceptable impact from the railway on the proposed development where appropriate mitigation measures, including façade information and ventilation provision, are provided. The noise from the railway (50dB LAeq 16hrs) is considered the onset of moderate annoyance over the day and evening; this is the limit level which the Authority seeks to achieve. It is noted that this is considered achievable for all gardens with a solid 1.8 metre boundary fence to the rail side boundary of Plots 1- 4. The inclusion of this should be conditioned provided Members are minded to approve the application.

The habitable rooms falling in the Blue and Yellow Zones (as shown in the acoustic report) will have non-openable bedroom windows and therefore will be ventilated via attenuated means. With the mitigation measures installed to habitable rooms of the dwellings in the rooms noted above, the predicted internal noise levels are below British Standard 8233:2014 and WHO (1999) criteria and, on this basis noise ingress from the adjacent railway line is considered to be suitably controlled.

The applicant has had discussions with the Council's Environmental Health Officer and as a result has commissioned an overheating assessment to demonstrate how the houses with non-opening windows will be kept cool as well as ventilated. The noise report is also to be amended accordingly. The overheating assessment and revised noise report together with Environmental Health's final comments will be reported as late correspondence.

In terms of vibration, the measured Vibration Dose Values at the boundary of the site are below the BS6472 range for a low probability of adverse comment. Therefore, vibration is not considered to be of an adverse level at this site and vibration mitigation measures do not need to be considered further.

The development proposals are therefore considered to comply with LDP Policy EP1 in terms of residential amenity and from an acoustic perspective as well as the guidance in TAN11.

6.1.4 Sustainable Management of Natural Resources

As a registered social landlord, construction of a Pobl scheme is required to be DQR (Development Quality Requirements) compliant. This high standard for construction of affordable housing and the system of building regulations in Wales will ensure the development is energy and resource efficient.

6.2 **Active and Social Places**

6.2.1 Sustainable transport issues

The site, and Little Mill as a settlement, are not considered to be a particularly sustainable location as the area has few employment opportunities and amenities such as a school or doctor's surgery, and the area is reliant on transport to commute to facilities and amenities located in areas such as Usk, Pontypool, Cwmbran and further afield. However, in the County's context the village does benefit from public amenities and being relatively sustainable, the site was allocated for this form of development in the LDP.

The area is reasonably well served by footways and residential streets providing pedestrian and cycling access to the area and public transport bus stops located on the A472 with a controlled crossing on the A472 providing access to westbound bus stops and community facilities on the southern side of the A472. Through direct connection to the highway network, public transport stops, public rights of way and future connection proposals to formal active travel routes, the proposed development is considered to encourage both sustainable and active travel. The location of the site therefore meets the requirements of PPW's Sustainable Transport Hierarchy.

6.2.2 Access / Highway Safety

Vehicular and pedestrian access to the site is proposed through the extension to Ty Gwyn Road. Safe pedestrian access to the local facilities and public transport connections in Little Mill is proposed via the existing lit footways along Ty Gwyn Road, Millbrook Close and Berthin Road.

The proposed means of access (the extension of Ty Gwyn Road) has been designed to create a gateway and traffic calming feature that clearly demarcates the entry to the new houses, avoids conflict with existing properties' drives / means of access and promotes slow entry and exit traffic speeds.

Bus services 61, 63 and 66 serve Berthin Road (250m walk from the site) which connect Little Mill with locations throughout Monmouthshire and Torfaen. However, it is acknowledged in national planning policy that the private car is important for accessibility in more rural areas and that this is likely to remain the case for the foreseeable future. Despite the site's relatively sustainable location in Monmouthshire's context, it is an edge of village allocation and the private car will be an important transport option for residents. As such, policy compliant car and cycle parking is proposed to be provided. Sufficient car parking is provided in accordance with the appropriate maximum standards of 3 spaces per dwelling. Cycle parking is provided through the garages for the open market units and will be provided in accordance with DQR for the affordable units.

The proposed development is modest in scale, involving just 15 dwellings. The submitted Transport Statement indicates that this would generate one additional vehicle movement once every 8-10 minutes during peak times, therefore having a negligible impact on the local road network.

The internal highway layout comprises a 5.5m wide carriageway with 1.8m wide footways along both sides. This internal highway arrangement is considered suitable for the scale of the proposed development and likely vehicle speeds and MCC Highways offer no objection. A turning head at the termination of the development is also proposed to ensure refuse and emergency vehicles can enter and exit the site in a forward gear.

As such, it is considered that there will be no detrimental impact on the local highway network or trunk roads in accordance with LDP Policy MV1.

6.2.3 Recreational Spaces

Although the site is not large enough area to provide the houses and public open space within the site itself, it is located within the settlement boundary of a Main Village (as defined in LDP Policy S1) which has a number of local facilities and amenities along Berthin Road, including a village hall, multi-use games area, equipped play area and recreation ground. All these facilities are within 400m walk of the proposed development. An additional equipped play area is situated off Cae Melin.

6.3 **Productive and Enterprising Places**

6.3.1 Economic Development

The introduction of additional residents to the area could have a limited, albeit positive effect on the longevity of local facilities in Little Mill.

6.4 **Distinctive & Natural Places**

6.4.1 Landscape/ Visual Impact

The application site is not covered by any national or local landscape designations. A full suite of landscape and green infrastructure information has been prepared by TDA and submitted as part of the application. The Landscape Character and Visual Impact Assessment (LVIA) notes that due 'to the natural topography of the area combined with intervening woodland, field boundary hedgerows and hedgerow trees, the visual envelope of the site is generally restricted and the proposed development would be well screened from the majority of surrounding public viewpoints'.

Only one of the viewpoints identified in the LVIA (excluding viewpoints immediately adjacent to the site's boundary) is identified as having small glimpses of the site. This viewpoint (no. 7) already possesses the visual context of residential development and the development would be in keeping with the wider landscape character of Little Mill.

Landscape mitigation and enhancement is proposed in the Soft Landscape Proposals which will soften the edges of the development, increase biodiversity and create a strong arboricultural character. In accordance with Policies S13 and GI1 of the adopted LDP and relevant SPG, GI assets and opportunities plans have been submitted with the application. These plans demonstrate the retention and integration of GI into the development, along with the provision of new and enhanced GI, in line with the above policies and the GI SPG (2015).

6.4.2 Green Infrastructure

Green Infrastructure SPG (2015) sets out what green infrastructure (GI) is and the approach to GI in Monmouthshire. The SPG establishes a three-step approach considering on and offsite GI and embedding this within development proposals. In designing development, this process is summarised as follows:

- Identifying and mapping existing GI assets in proximity of the site.
- Considering opportunities for the development to contribute to local GI needs.
- Incorporate proposals into development design to: maintain and enhance GI and ensure connectivity to the surrounding GI network

A comprehensive approach to green infrastructure, biodiversity enhancement and sustainable drainage has been presented as part of this planning application including permeable paving, planted rain gardens, swales and an infiltration basin within the scheme to facilitate as much infiltration as possible, but safeguarding with overflow. These features represent some of the key hard and soft landscape proposals within the development. In addition, wildlife friendly planting

and a variety of native and ornamental tree planting is proposed to be used to enhance the street scene. Native tree and understory planting will be used to create a landscape buffer around the residential development and the offsite drainage features. Existing boundary hedgerows and trees are to be retained.

A detailed GI management plan should be secured as part of the consent that takes into consideration the Ecology and Landscape requirements and provides clear aims and objectives with detailed work schedules and management information. It is recommended that this is secured by condition should Members be minded to grant consent. Subject to the inclusion of this condition, the development is considered to meet the requirements of LDP Policy GI1.

6.4.3 Biodiversity

A Preliminary Ecological Appraisal (PEA) and bat/reptile survey reports have been prepared by Acer Ecology and submitted as part of the application. Mitigation is included for bats, reptiles, nesting birds and other species. In accordance with Policy NE1 of the LDP and PPW10, various features and assets which encourage biodiversity will be incorporated into the development. This includes hedgerow protection and management, wildlife friendly planting, provision of bird boxes and provision bat boxes/bricks.

The existing hedgerows to the western and southern perimeters are to be retained and enhanced which is welcomed in accordance with LDP Policy NE1 and the Environment (Wales) Act 2016 duty. Revisions to the site layout that provide a buffer to the existing green infrastructure are also welcomed. The buffers are narrow but will facilitate access for initial maintenance and establishment. Details of the future management of these boundaries, including measures to deal with potential future issues such as garden waste will need to be covered by the GI management plan referred to in Paragraph 6.4.2 above. The approved Landscape Plan will also need to show details of the access points to these areas as well as the SuDs area to the east.

In terms of Protected Species, the report refers to low potential for dormice. The submission of a Construction Environmental Management Plan is proposed to be conditioned should Members be minded to approve the application.

A reptile mitigation strategy condition and landscape plan condition are also proposed if Members are minded to grant consent in advance of this detail.

The mature tree to the north-west of the site is assessed as having moderate potential for bats, activity surveys were undertaken in accordance with best practice guidelines and identified a day roost for common pipistrelle bats. It is noted and welcomed that this feature is to be retained as per the Tree Protection Plan but it will be important to ensure it is protected from light spill and as such it is considered that a lighting plan needs to be submitted in the event of any grant of consent. The soft landscaping and tree planting in this area will help to buffer this feature from the development.

Finally, Planning Policy Wales (PPW) 10 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 10 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

The broad net benefit measures (integrated provision on the buildings) provided on Plans 6 and 7 of the Ecology report will need to be detailed on plans. A condition securing these details is provided at the end of this report should Members be minded to grant consent in advance of this revised detail.

6.4.4 Flooding

The development advice map provided by Natural Resources Wales website confirms that the site is in 'Flood Zone A'. Areas of land located within Flood Zone A are classified as being at little or no risk of fluvial or coastal / tidal flooding.

In terms of surface water flooding within the site, information from NRW indicates that surface water flooding does occur along Ty Draw Lane to the immediate east of the site. However, the surveyed levels along Ty Draw Lane are approximately 300mm below the eastern site boundary and a minimum 6m below the area where houses are proposed to be situated. It is therefore considered that development on the site itself would not be at risk from surface water flooding. In relation to run-off, infiltration tests have been undertaken and the results indicate that ground conditions in the eastern part of the site are suitable for the use of infiltration for discharging surface water run-off. It is therefore proposed to discharge all surface water run-off to ground. Infiltration measures proposed include permeable paving, bio-retention areas (rain gardens) and an infiltration basin situated in an area of open space. It has been calculated that these proposals will significantly reduce the rate and volume of run-off from the site in comparison to the existing situation and reduce the level of surface water flooding along Ty Draw Lane.

6.4.5 Water (including foul drainage / SuDS), Air, Soundscape & Light

The scheme will require a sustainable drainage system designed in accordance with the attached Welsh Government Standards for sustainable drainage. The scheme will require approval by the SuDS Approving Body (SAB) prior to any construction work commencing. It is understood that this application has already been submitted.

Notwithstanding the need for further SAB approval, permeable paving, planted rain gardens, swales and an infiltration basin are proposed within the scheme to facilitate as much infiltration as possible. These features represent some of the key hard and soft landscape proposals within the development.

The surface water drainage solution proposed includes swales / a pond feature in the south eastern corner of the field which the site sits within. Topographically this is the optimal location and the solution accords with the SuDS hierarchy, meaning the scheme is compliant with Policy SD4 of the LDP.

No specific details for the management of the highway drainage have been indicated but the highway authority acknowledge that the prospectively adoptable highway forms part of the wider surface water / SuDS drainage strategy and will consider those measures for adoption if the SuDS approving body consider it to be the only suitable option available, does not prejudice highway adoption and imposes unreasonable maintenance liabilities.

In terms of foul drainage, a connection is proposed to the existing public foul sewer in Ty Gwyn Road (via the proposed pumping station for certain plots). The development therefore accords with LDP Policy EP5.

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

6.5.1 Concern was raised in relation to the tandem parking proposed for some of the dwellings. The Council's Highways Authority were consulted on the application and have not objected, nor raised any concerns regarding the parking layout. The proposed parking arrangement is therefore considered to be satisfactory in planning terms.

6.5.2 The Community Council suggested that if not included, provision should be made for the later easy installation of e-vehicle charging points. Unfortunately, the applicant is not intending to provide electric vehicle charging points for the development and there is currently no planning policy requirement to provide this facility.

6.5.3 In relation to the inclusion of climate change mitigation measures such as heating assisted by ground / air heat pump, solar panels, etc., the development intends to promote energy

efficiency on site by adhering to the appropriate Building Regulations and Development Quality Requirements (DQR).

6.5.4 The size of the allocation precludes the provision of any designated open space as part of this application and it would not be appropriate to intrude further into the adjoining countryside to provide this. The applicant explored the opportunity for footpath connections across this area of land east of the proposed housing, but a path would not provide any meaningful links and further urbanisation of the countryside is not considered appropriate.

6.5.5 The overhead lines will be grounded at the southern boundary of the site and routed westward to the site entrance. From here they will follow the proposed internal highway and reconnect to the overhead lines to the north.

6.5.6 The movement of vehicles delivering construction materials will be dealt with as part of a Construction Environment Management Plan (CEMP), which would be submitted following the granting of any permission and agreed prior to construction.

6.5.7 The site's allocation for housing means that it will contribute to the Council's overall housing land requirement. Given that it is predominantly for affordable homes, this will ensure that local residents will get the opportunity to live in Little Mill. In terms of the allocation of the affordable dwellings units, it is standard practice for housing associations and priority arrangements to be agreed with the local housing authority.

6.5.8 The transport statement which has been agreed by the MCC Highway Authority indicates that the proposed development will generate 8 vehicle movements during the am peak hour and 6 during the pm peak hour. The increase in traffic movements associated with the development are not considered to be significant and would not be detrimental to the or detrimental to the capacity and operation of the immediate local highway network, particularly Ty Gwyn Road, Millbrook Court and Millbrook Court / A472 Berthin Road junction.

6.5.9 With regard to the maintenance of the hedgerows, it is proposed that further discussions are held between the applicant/developer and the affected residents in order to reach agreement regarding access.

6.5.10 Network Rail are seeking a financial contribution to pay for an improved railway line crossing. Due to the scale of the development and the fact that no new footpaths are being provided that would provide an additional link to this crossing, it is considered that such a contribution is not considered to meet the tests for a valid planning obligation.

6.5.11 Public Rights of Way believes that the proposed scheme falls short of the requirements of the Active Travel (Wales) Act requirements and therefore objects to the development until such time that the developer looks to provide high quality multiuser connections to existing road and public path network surrounding it. The proposal connects to the existing road and footway. The applicant has not been able to secure permission from the adjoining landowners to provide any additional footpath links. Given the relatively small scale of the site and its existing connectivity to the rest of the village and facilities, it is not considered necessary to require any further footpath links to be provided to make the development acceptable.

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

6.6.1 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.

6.7 Conclusion

6.7.1 The scheme comprises of six open market and nine affordable dwellings (60% affordable), in accordance with the provisions of Monmouthshire County Council's adopted LDP, in which the site is allocated for development under Policy SAH11(v).

6.7.2 There is safe pedestrian access to the village centre and bus stops, connection to an extensive public right of way network, a proposed active travel route south of Little Mill and policy-compliant cycle storage provision. In addition, suitable vehicular access and car parking are also provided.

6.7.3 A comprehensive approach to green infrastructure, biodiversity enhancement and sustainable drainage is inherent within the scheme's design. This includes a number of features such as swales, planted rain gardens, ornamental and native planting, wildlife friendly planting, retention of existing trees, bat/bird boxes and other landscaping.

6.7.4 In accordance with the LDP, the scheme has been designed to maximise the value of the open market units to facilitate the cross-subsidisation of the proposed affordable dwellings.

6.7.5 The continuation of Ty Gwyn Road is proposed to integrate the development with this existing village, whilst also allowing the scheme to harness its own unique character. A visually interesting street scene with simple architectural design bridges the adjacent countryside with the urban area. Landscape buffers assist in achieving this and ensuring the rural character and continued agricultural use of the wider field.

6.7.6 The proposals will result in the delivery of an allocated site and provide much needed market and affordable housing in this part of Monmouthshire.

7.0 RECOMMENDATION: APPROVE

Subject to a 106 Legal Agreement requiring the following:

S106 Heads of Terms

9 units shown on the approved plan shall remain affordable in perpetuity.

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

Conditions:

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

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

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

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

3 Prior to the commencement of development, to include demolition, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Environmental Management Plan shall identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust from the site preparation, ground work and construction phases of the development together with the following biodiversity considerations:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "protection zones".

- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) General site management: details of the construction programme including site clearance, method statements, surface water management and measures, site waste management and disposal, sustainable drainage (pre- and post-construction), maintenance and monitoring programmes;
- j) Pollution prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and an incident response plan;
- k) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details;

The CEMP shall include the following as a minimum:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.
- i) General site management: details of the construction programme including site clearance, method statements, surface water management and measures, site waste management and disposal, sustainable drainage (pre- and post-construction), maintenance and monitoring programmes;
- j) Pollution prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and an incident response plan;
- k) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details;

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: In the interests of local residential amenity and to safeguard species protected under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended).

4 Prior to any works commencing on site a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the local planning authority, the CTMP shall take into account the specific environmental and physical constraints of Ty Gwyn Road and the adjoining highway network. The CTMP shall include traffic management measures, hours of working, measures to control dust, noise and related nuisances, measures to protect adjoining users from construction works, provision for the unloading and loading of construction materials and waste within the curtilage of the site, the parking of all associated construction vehicles. The development shall be carried out in accordance with the approved CTMP.

REASON: To ensure the access is constructed in the interests of highway safety and to ensure compliance with LDP Policy MV1.

5 No part of the development hereby permitted shall commence until:

a) A further intrusive site investigation has been undertaken and a Site Investigation Report to BS 10175:2011+A2:2017, containing the results of the additional intrusive investigation, has been submitted for approval in writing by the Local Planning Authority.

c) Unless otherwise agreed in writing by the Local Planning Authority as unnecessary, a Remediation Strategy, including Method statement and full Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority.

No part of the development hereby permitted shall be occupied until:

d) Following remediation a Completion/Validation Report, confirming the remediation has been carried out in accordance with the approved details, shall be submitted to, and approved in writing by, the Local Planning Authority.

e) Any additional or unforeseen contamination encountered during the development shall be notified to the Local Planning Authority as soon as is practicable. Suitable revision of the remediation strategy shall be submitted to and approved in writing by the Local Planning Authority and the revised strategy shall be fully implemented prior to further works continuing.

REASON: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

6 No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of the development.

REASON: To safeguard the landscape amenities of the area and to ensure compliance with LDP Policy G11.

7 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To safeguard the landscape amenities of the area and to ensure compliance with LDP Policy G11.

8 No development, demolition, earth moving or vegetation clearance shall take place or material or machinery brought onto the site until a reptile mitigation strategy has been submitted to and approved in writing by the local planning authority. The content of the strategy shall include, as a minimum the:

a. Purpose and objectives in relation to protection of reptiles;

b. Details of a revised receptor site detailed on plan demonstrating that the area can be protected throughout the development of the site and means of protection (fences) shown on plan.

c. Detailed working methods necessary to achieve stated objectives;

d. Thresholds and actions to be taken if the number of reptiles cannot be accommodated within the receptor habitat;

e. Clear and enforceable timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction; and

f. Persons responsible for implementing the works.

The Reptile Mitigation Strategy shall thereafter be implemented in full.

REASON: Safeguarding of species protected by the Wildlife and Countryside Act 1981 (as amended).

9 A proportionate Green Infrastructure Management Plan shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the Management Plan shall include the following;

a) Description and evaluation of Green Infrastructure assets to be identified, protected and managed in the GI management plan including those that are to be privately managed and those that are to be part of strategic landscaping.

a. Trees and hedgerows

b. Green corridors

c. Rain gardens and swales

d. POS

b) Opportunities for enhancement to be incorporated

a. Management of Grassland for botanical species diversity and / or protected species including reptiles

b. Management of tree and hedge buffer strips to increase and maintain diversity, connectivity and screening

c. Maintain habitat connectivity through and or around the perimeter of the site for species

c) Trends and constraints on site that might influence management of above features.

d) Aims and objectives of management.

e) Appropriate management options for achieving aims and objectives.

f) Prescriptions for management actions.

g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a twenty-year period).

h) Details of the body or organization responsible for implementation of the plan.

i) Ongoing monitoring and remedial measures.

The Management Plan shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery as appropriate. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the Green Infrastructure Management Plan are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning Green Infrastructure objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

REASON: To maintain and enhance Green Infrastructure Assets in accordance with LDP policies, DES1, S13, GI1, NE1, EP1 and SD4. (Legislative background - Well Being of Future Generations Act 2015, Planning (Wales) Act 2015 Environment (Wales) Act 2016)

10 Prior to import to site, soil material or aggregate used as clean fill or capping material, shall be chemically tested to demonstrate that it meets the relevant screening requirements for the proposed end use. This information shall be submitted to and approved in writing by the Local Authority. No other fill material shall be imported onto the site.

REASON: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

11 Prior to commencement of any construction works (not including ground clearance and infrastructure provision) a detailed plan illustrating the biodiversity "net benefit features" to be integrated within the dwellings, based upon recommendations of "Land North of Little Mill Monmouth Reptile and Bat Surveys produced by Acer Ecology dated December 2020" shall be submitted. The plan must identify location, positioning and specification of the provision on elevation plans. The scheme shall provide for the future management and an implementation timetable and shall be submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in accordance with the approved plans and shall be retained as such thereafter.

REASON: To provide biodiversity net benefit and ensure compliance with PPW 10, the Environment (Wales) Act 2016 and LDP policy NE1.

12 Prior to installation of any lighting, a "lighting design strategy for biodiversity" for the development shall be submitted to and approved in writing by the local planning authority. The strategy shall: a) identify those areas/features on site that are particularly sensitive for wildlife and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

REASON: To safeguard protected species in accordance with Environment (Wales) Act 2016 and Conservation of Habitats and Species Regulations 2017 and in accordance with Policy NE1 of the Local Development Plan.

13 A solid 1.8 metre height boundary fence to the rail side boundary of Plots 1-4 as shown in Plan (TBC) shall be provided prior to first occupation of the residential accommodation and retained as such in perpetuity.

REASON: In the interests of residential amenity in accordance 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 It should be brought to the attention of the applicant that in the event of a new or altered vehicular access being formed, the requirements of Section 184 of the Highways Act 1980 must be acknowledged and satisfied. In this respect the applicant shall apply for permission pursuant to Section 184 of the Highways Act 1980 prior to commencement of access works via MCC Highways.

3 Any person carrying out the development to which this planning permission relates must display at or near the place where the development is being carried out, at all times when it is being carried out, a copy of any notice of the decision to grant it, in accordance with Schedule 5B to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as amended and Section 71ZB of the Town and Country Planning Act 1990 as amended by Section 34 of the Planning (Wales) Act 2015.

4 The Naming & Numbering of streets and properties in Monmouthshire is controlled by Monmouthshire County Council under the Public Health Act 1925 - Sections 17 to 19, the purpose of which is to ensure that any new or converted properties are allocated names or numbers logically and in a consistent manner. To register a new or converted property please view Monmouthshire Street Naming and Numbering Policy and complete the application form which can be viewed on the Street Naming & Numbering page at www.monmouthshire.gov.uk This facilitates a registered address with the Royal Mail and effective service delivery from both Public and Private Sector bodies and in particular ensures that Emergency Services are able to locate any address to which they may be summoned. It cannot be guaranteed that the name you specify in the planning application documents for the address of the site will be the name that would be formally agreed by the Council's Street Naming and Numbering Officer because it could conflict with the name of a property within the locality of the site that is already in use.

5 Please be advised that we believe your proposed scheme will require a sustainable drainage system designed in accordance with the attached Welsh Government Standards for sustainable drainage. The scheme will require approval by the SuDS Approving Body (SAB) prior to any construction work commencing. Details and application forms can be found at

<https://www.monmouthshire.gov.uk/sustainable-drainage-approving-bodysab>. The SAB is granted a period of at least seven weeks to determine applications.

6 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).

7 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

8 Please note that the hazel dormouse is protected under The Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended). This includes protection for individual dormice from killing, injury, capture or disturbance. It is also an offence to damage or destroying breeding sites or resting places even if the animal is not present. If dormice are found during the course of works, all works must cease and the Natural Resources Wales contacted immediately.

9 Please note that the hedgehog is protected under schedule 6 of the Wildlife and Countryside Act 1981 (as amended). This makes it illegal to kill or capture wild hedgehogs, with certain methods listed. They are also listed under the Wild Mammals Protection Act (1996), which prohibits cruel treatment of hedgehogs. The Hedgehog is a Priority Species under Section 7 of the Environment (Wales) Act 2016 identified as being of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. The hedgehog has also recently been listed on the IUCN red list as vulnerable (2020).