

Application Number: DM/2022/00557

Proposal: A new car park is to be constructed on land to the south of Severn Tunnel Junction station

Address: Land at Severn Tunnel Junction for creation of car park, Station Road, Rogiet

Applicant: Mr Ian Fisher – Monmouthshire County Council

Plans: CH1201-AMEY-GEN-XX-DR-CH-0101 P01,
CH1201-AMEY-GEN-XX-DR-CH-0102 P06,
CH1201-AMEY-HDG-XX-DR-CD-0501,
CH1201-AMEY-HGT-XX-DR-CE-0601 P01,
CH1201-AMEY-HKF-XX-DR-CH-1101 P01,
CH1201-AMEY-HLG-XX-DR-CH-1301 P02,
CH1201-AMEY-HPV-XX-DR-CH-0701 P01,
CH1201-AMEY-HSC-XX-DR-CH-3001 P01,
T J-AMEY-01 00-Z1-DR-L-001 P01,
ST J-AMEY-01 00-Z1-DR-L-002 P01,
STJ-AMEY-0100-Z1-DR-C-006 P02,
STJ-AMEY-0100-Z1-DR-L-012 P01,
STJ-AMEY-0100-Z1-DR-L-013 P01,
STJ-AMEY-0100-Z1-DR-L-014 P01,
CH1201-AMEY-HKF-XX-DR-CH-1102 P01,
WWE20179 ECIA FINAL,
14480 GEOTECHNICAL AND GEO-ENVIRONMENTAL REPORT,
Green Infrastructure Assets and Opportunities Assessment, Green Infrastructure
Landscape Management and Maintenance Plan,
LANDSCAPE AND VISUAL APPRAISAL,
CEMP CH1201-AMEY-ELS-XX-SP-LS-3005 P01.5,
CH1201 / CH1201-AMEY-GEN-XX-RP-CH-0106,
Water Quality Assessment,
CH1202-AMEY-GEN-XX-RP-CH-0002

RECOMMENDATION: APPROVE

Case Officer: Mr Adam Foote

Date Valid: 12.04.2022

This application is presented to Planning Committee as Monmouthshire County Council are the applicants and Roget Community Council have objected; there are also unresolved objections to the application

1.0 APPLICATION DETAILS

1.1 Site Description

The application site comprises a roughly rectangular shaped parcel of land measuring approximately 200m wide and 66m deep positioned to the south of the railway line and the Severn Tunnel Junction station to the south of the settlement of Rogiet. The application site is outside of any defined settlement boundaries and is therefore classified as open countryside. Currently the land was partially laid to compacted stone surface scalplings - stone to dust in form, having previously been used as a yard area associated with the construction of a vehicular bridge that crosses the railway line to the west. Access to the site is gained by the road bridge to the west of the site from Station Road.

The site forms part of the Caldicot, Rogiet, Magor and Undy section of the Gwent Levels; is within an Archaeologically Sensitive Area and is designated in the Monmouthshire Local Development Plan (LDP) as an Area of Amenity Importance. Part of the site falls within the C1 Flood zone as defined by the Development Advice Maps that accompany Technical Advice Note (TAN) 15 - Development and Flood Risk.

1.2 Proposal Description

The application seeks full planning permission for the development of a car park area to the south of the railway line and the Severn Tunnel junction train station.

Plans submitted detail that the development would be capable of providing approximately 172 parking spaces, of which 10 would be dedicated to electric vehicle parking with 5 charging stations installed on the western boundary and a further 16 spaces capable of being converted to EV charging spaces in the future.

Access to the development would be gained via the existing junction and highway leading from Station Road that would be lengthened to provide a principal road on the southern edge of the development. Rain gardens are proposed at the southern end of each block of parking. Pedestrian access to the station would be gained via the existing ramp and bridge on the northern side of the site. The application also includes details of proposals to construct a dedicated pedestrian link between the proposed car park and the station via the railway bridge details of these improvements are outlined on Drg No CH 1202-AMEY-HKF-XX-DR-CH-1102 P02. The construction of this footway link does not require planning consent as it is located on council land and can be constructed under the Local Authorities permitted development rights however it has been outlined that this work will be conducted prior to the proposed car park coming into use.

There is also a future proposal to construct a pedestrian walkway bridge over the railway line which would link the station on the northern side of the train line with the proposed car park. Details of this proposal is provided for context only and it does not form part of this planning application.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DC/1983/00778	Rear Extension APP_TYP 01 = Full DEV_TYP 05 = Alteration MAP_REF = 346270188020	Approved	29.09.1983
DC/1984/00391	C/U Into Two Flats APP_TYP 01 = Full DEV_TYP 04 = Change Of Use MAP_REF = 342650188020	Approved	14.06.1984
DM/2019/00388	Creation of car park.		

Request that Monmouthshire County Council adopts a screening opinion as to whether the proposed works to facilitate a new park and ride facility at Severn Tunnel Junction constitutes Environmental Impact Assessment (EIA).
The proposed railway station layout comprises a 200-space car park and a dedicated access road for buses to drop off and pick up passengers. There will also be provision for active travel and additional cycle storage at the station.

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S14 LDP Waste
S12 LDP Efficient Resource Use and Flood Risk
S16 LDP Transport
S17 LDP Place Making and Design

Development Management Policies

SD3 LDP Flood Risk
SD4 LDP Sustainable Drainage
LC1 LDP New Built Development in the Open Countryside
LC5 LDP Protection and Enhancement of Landscape Character
GI1 LDP Green Infrastructure
NE1 LDP Nature Conservation and Development
EP1 LDP Amenity and Environmental Protection
EP2 LDP Protection of Water Sources and the Water Environment
EP3 LDP Lighting
EP5 LDP Foul Sewage Disposal
MV1 LDP Proposed Developments and Highway Considerations
MV2 LDP Sustainable Transport Access
MV5 LDP Improvements to Public Transport Interchanges and Facilities
DES1 LDP General Design Considerations
DES2 LDP Areas of Amenity Importance

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040
Planning Policy Wales (PPW) Edition 11

Technical Advice Notes

Technical advice note (TAN) 5: nature conservation and planning
Technical advice note (TAN) 15: development and flood risk (2004)
Technical advice note (TAN) 18: transport
Technical advice note (TAN) 24: the historic environment

5.0 REPRESENTATIONS

5.1 Consultation Replies

MCC Highways: No objection, conditions recommended

Highways Officers raise no objections to the principle of the development, concerns were raised over a lack of supporting information in terms of traffic flows which has been addressed through a traffic flow assessment and car park management and maintenance plan. Officers are satisfied that footpath provision meets minimum standards and desire lines from the car park to the bridge. Officers are satisfied that the extension of the footpath on the northern side of the overbridge (where currently missing) provides suitable provision in advance of the new footbridge over the railway being delivered.

Officers are satisfied that the projected traffic flows will not coincide with the peak hour traffic flows on Station Road. They acknowledge the community's concerns however the likelihood of passing traffic will be minimal due to the daily direction of traffic flows, (e.g. all travelling into the carpark in the am and exiting in the pm), in addition it is considered that there is sufficient visibility from both directions to allow for users to wait for passing traffic.

Highways have no grounds to object to the application but request a Construction Traffic Management Plan and that the existing car park shall be maintained during the course of construction.

MCC Drainage: No objection.

The application will require SUDS and the applicant has submitted an application with this regard that was approved 7th September 2021. Therefore there are no objections in relation to surface water drainage.

MCC Landscape /GI: No objection.

The Authorities Landscape and Green Infrastructure Officer responded with no objections to the proposals. The Landscape and Visual Assessment is acceptable, as is the Green Infrastructure Management Plan. A condition is requested in relation to the planting plan referred to in the documents submitted requesting further details of planting and light spill reduction.

MCC Ecology: No objection, conditions recommended.

The relevant information is sufficient to assess the impact on protected species and the overall management of the site. With the measures proposed on the submitted masterplans and the Green Infrastructure Management Plan to secure favourable management of the site, net benefit can be achieved.

Rogiet Community Council: objects.

Please refer to the full response has been provided which can be viewed on the website. For the purposes of this report the points have been summarised below.

The current road bridge to the west of the site raises serious concerns over the safety of pedestrians and traffic due to the width of the bridge (3.4m gradually expanding to 4.3m after 30m and becomes two way after another 50m) There is almost 90m of one way traffic. This is dangerous and causes a hazard to pedestrians and vehicles.

The RCC refer to a study report from April 2011 prepared by Capita Symonds raising concerns over the suitability of the bridge for access to the proposed car park (subject of this application). They state that this report has already rejected the proposed car park as a viable project.

The RCC highlight that Rogiet Primary School is also served by Station Road (a 210 pupil school) this will cause conflict and congestion exacerbated by 172 cars accessing/exiting the car park to the end of Station Road.

The RCC state that there is no demand for two car parks. They refer to a detailed consultation proposing a car park to the north of Severn Tunnel Junction with a capacity for 175 spaces and state that this would be preferable as it avoids Station Road, provides benefits to residents of Rogiet, if both were to go ahead this would provide a total of 367 spaces.

The RCC state that the information is based on out of date traffic flows, and site discrepancies within the data, questioning its validity for the consideration of the application.

The RCC raise concerns over the use of Station Road during construction stating that the construction will breach the human rights of the residents of Station Road. Heavy goods vehicles

and construction traffic will cause harm to the residents' enjoyment of their lives, ability to travel to work and cause congestion. Station Road is not suitable for this type of traffic.

The RCC raise concerns over pedestrian safety in relation to the existing bridge and the proposed improvements are not appropriate. That the proposed footpath will decrease the width of the road and doesn't address the issues that Station Road is currently unsafe for pedestrians. The car park will generate an additional 344 vehicle movements a day causing significant safety issues.

The RCC raise concerns over the consultation of residents online referencing some residents lack of access to view plans online

Glamorgan Gwent Archaeological Trust (GGAT): No objection.

The site has no recorded finds and given the limited scale and current condition of the land there are no adverse comments.

Natural Resources Wales (NRW): Concerns raised; conditions recommended.

NRW raised concerns over Pollution Prevention requesting a condition that no surface water run off associated with this development shall enter Ifton Bank Reen and Pond. NRW raise no concerns in relation to protected species. NRW note that the site is within a flood zone (C1, zone 2 and 3) The FCA demonstrates that the risks and consequences of flooding are manageable to an acceptable level, the development is less vulnerable and that the site would be flood free in all events during the relevant breach scenarios, therefore have no objection.

Network Rail (NR): No objection.

NR raise no objections in principle, but request clarification of drainage out-fall to the western side of the car park. They note that suitable drainage or other works must not be provided within 5 m of the Railway boundary.

5.2 Neighbour Notification

This application was advertised by means of direct neighbour notification and x3 site notices. Five representations have been received, 2 in support and 3 objecting to the proposal with the main points summarised below.

Support

There is a need for a new carpark with enhanced offering, it will encourage more people to use the train for journeys opposed to private cars, will reduce the number of people parking on street in the area.

Objection (including the points made by the Community Council)

The development won't resolve the on-street parking issues in Rogiet, the facility is not needed, the width of the railway bridge is unsatisfactory to support the development, the need is based on out of date information (pre-pandemic), the development will result in disruption to local residents, the proposal is unsatisfactory in terms of pedestrian/highway safety, there has been inadequate consultation as the plans are available online and many residents are older and therefore may not have access to view plans, the carpark was rejected due to viability in a 2011 survey.

5.3 Local Member Representations

None.

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

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

6.0 EVALUATION

6.1 Principle of Development

This application seeks full consent for the development for an additional car park at Severn Tunnel Junction to encourage rail use. The application site is outside of any defined settlement boundary

and is therefore classed as open countryside where there is a presumption against new development unless justified under national planning policy and/or LDP policies S10, RE3, RE4, RE5, RE6, T2 and T3 for the purposes of agriculture, forestry, 'one planet development', rural enterprise, rural / agricultural diversification schemes or recreation, leisure or tourism. Based on the proposal it is evident that none of the above policies are applicable.

However, LDP policy MV5 - Improvements to Public Transport Interchanges and Facilities, seeks to achieve improved facilities for public transport and the integration of all modes of transport, in line with national planning policy, the RTP and Strategic Policy 16. The policy specifies the following:

"Proposals for new or improved public transport facilities, especially at railway and bus stations, will be permitted subject to detailed planning considerations. Such facilities should make provision for modal interchange between walking, cycling, buses and motor vehicles.

Land at or adjacent to existing public transport facilities that has the potential for providing improved facilities will be safeguarded from alternative non-transport development."

Being mindful of the close positioning of the development to the existing train station and the ethos of the development that seeks to enhance modal interchange facilities at the site and encourage the use of more sustainable transport options, in the interest of climate change, the principle of development is considered acceptable and in accordance with Policy MV5 of the LDP, subject to the application satisfying a number of material considerations.

6.2 Place Making/Good Design

The proposed development would introduce an urban feature into an area classified as open countryside however, given the previous use of the land and its current form which is largely laid to hardcore and scalping the development would make use of an area of previously developed land. The site is in close proximity to the urban settlement boundary and railway station; therefore it is considered that the proposed development would be read in the context of the existing built form in the area and not appear as an incongruous feature that is extending into the open countryside. The proposed layout is considered to make efficient use of the land whilst the planting and rain gardens would provide a visual enhancement relative to the existing.

6.3 Biodiversity/Green Infrastructure

The application site primarily comprises a large area of hardstanding, however some of the existing vegetation that surrounds the site would be lost as a result of the proposed development. The landscaping plan as submitted to accompany this development is considered to be sufficient to overcome any concern in this regard. The Council's Ecologist and Landscape/GI Officer have been consulted on this application and no objection has been received from either, subject to conditions.

The Council's Landscape/Green Infrastructure Officer raises no objection on the basis that the development would not have an unacceptable impact upon the landscape character of the area and that the proposed details submitted within the Green Infrastructure Management Plan are acceptable. A £1500 sum has been requested in order to provide improvements to local Public Rights of Way. However given this is an application made by the Local Authority the payment is not considered necessary or appropriate.

The Council's Ecologist is satisfied that the proposed development would not have any unacceptable adverse impact upon priority habitats or protected species within the area. The information as submitted is considered to be acceptable to support the application and with the measures proposed on the submitted Masterplan ST J-AMEY-01 00-Z1-DR-L-001 P01, and the Green Infrastructure Management Plan to secure favourable management of the site, net benefit can be achieved.

NRW have been consulted and raise no objection on the grounds of ecology/biodiversity.

6.4 Historic Environment

The site is located within an Archaeologically Sensitive Area, The Glamorgan Gwent Archaeological Trust has been consulted on this application and raises no objection. Given the former uses of the land and its proximity to the rail line it is considered unlikely that “there is unlikely to be an archaeological restraint to this proposed development”.

6.5 Impact on Amenity

The application site forms part of a wider area of amenity importance designation as referred to by LDP policy DES2. Although the site is accessible to the public given its former uses, its current condition and its location adjacent to the train line it is not considered to positively contribute to the amenity of the area or to be an obviously usable or inviting space. The proposed development includes a new pedestrian path along the southern boundary which would enhance connectivity in the area and a landscaping scheme which would provide an ecological net benefit. Given the overall benefits of the scheme, the enhanced connectivity, ecological improvements and the visual improvements that would be achieved on site would outweigh any harm caused by the loss of the space.

The application site is located approx.150m from the closest residential dwelling and is separated by the rail line. Due to the nature of the use and the amount of distance separating it from the closest residential properties it is not considered that there would be any unacceptable impact upon the living conditions of local residents.

It is acknowledged that the development has the potential to generate increased traffic movements to and from the site, however, based on the information submitted, the area suffers from a parking shortfall resulting in rail users parking on-street which leads to an obstruction of property and is detrimental to those living nearby. The proposed development has the potential to alleviate some of these impacts.

Although the proposal has the potential to increase traffic movements within the area Highways are satisfied that these flows will not coincide with the peak hour traffic flows on Station Road. The impact of this must be weighed up in relation to the benefits that would arise to the wider community in terms of a reduction in pollution and traffic congestion as a result of an increased number of vehicles being removed from the road, as rail users take advantage of enhanced access to the facility, and the amenity benefits to be enjoyed as a result of parked cars being removed from the highway due the current under-provision in the area.

On balance, being mindful of the current context of the area and the traffic flows already experienced it is considered that the detrimental effects generated would be outweighed by the benefits and the development would not be so detrimental to the amenity of the wider area to warrant or sustain a reason for refusal. Based on the above, the application is considered compliant with LDP policies S13, S17, EP1 and DES1.

6.6 Highways / Highway Safety

The proposed development would provide an additional (approx.) 170 spaces for rail users in the area, 10 of the proposed spaces would be Electric Vehicle Charging spaces with the potential to add an additional 16 EVC spaces as demand for such spaces increases. Future Wales advises that Local Authorities should seek 10% EVC spaces as part of new non-residential developments. The initial 10 spaces would fall short of the 17 required however as an additional 16 are able to be converted as demand increases this is considered to be a pragmatic approach that would not undermine the objectives of national planning policy. The site is maintained and owned by the Local Authority who would have a duty to provide these spaces in the future.

No accessible spaces are proposed within the new carpark as this would provide a challenge to users in accessing the station from the opposite side of the rail line, instead additional accessible spaces are proposed within the existing car park which is adjacent to the station. This is considered to be acceptable.

The Local Authority's Highways Department have been consulted on this application and raise no objection regarding highway safety. Initial concerns relating to traffic flows have been overcome by additional information being submitted.

The overall development proposal includes providing a dedicated footway link from the proposed car park to the station as outlined in Drg CH 1202-AMEY-HKF-XX-DR-CH-1102 P02. The improved footpath over the existing rail bridge will improve pedestrian links to and from the site and ensure that pedestrians can access the station from the car park safely. The delivery of this footway link is within the council's gift and it would be a condition of the development that this link is constructed prior to the car park coming into beneficial use. Concerns have been raised over the suitability of the road bridge for pedestrians and vehicles however given this proposed improvement with the creation of a dedicated pedestrian link between the car park and the station the Authority's Highways officers are satisfied that the development proposal is acceptable.

Whilst it is acknowledged that the development has the potential to generate increased traffic movements in the area, it is considered that the wider network has capacity to accommodate the increased traffic flow proposed. Based on the information submitted it is considered that the development would provide an enhanced offering to serve an existing shortfall in provision, helping to reduce on-street parking and the detrimental impact this has on the amenity of the area. It is therefore considered on balance that the development would not have a significantly detrimental effect on the highway safety and free flow of traffic in the area, and is considered compliant with LDP policies S16, MV1, MV2 and MV5.

6.7 Flooding

Due to the nature of the proposal, the development is classified as less vulnerable development. In line with the current DAM of TAN 15 the site is located in a C1 flood zone. In zone C1 less vulnerable development will only be justified if it can satisfy the following tests;

- i. Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required to sustain an existing settlement or,
 - ii. Its location in zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region;
- and,
- iii. It concurs with the aims of PPW and meets the definition of previously developed land (PPW fig 2.1); and,
 - iv. The potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained

In this instance the proposed development is a local authority scheme that will provide an enhanced offering, support public transport, assist in reducing cars from the road and provide EVC spaces regenerating an existing railway sidings. The land is formerly developed brownfield land and the FCA as submitted demonstrates that flood risk is not of any unacceptable level. NRW have been consulted and raise no objection in relation to flood risk at the site. On the basis of the above and in light of the consultation responses received, the application is considered compliant with LDP policies S12 and SD3.

6.8 Drainage

The site is positioned outside of the riparian Special Area of Conservation and phosphate sensitive area, with no additional foul water connections proposed as part of the development. It is therefore considered that the development would not generate any increased phosphate outfall and the application is considered compliant with policies S13 and EP5.

As of 7th January 2019, all construction work in Wales with drainage implications, of 100m² or more, is now required to have Sustainable Drainage Systems (SuDS) to manage on-site surface water (whether they require planning permission or not). These SuDS must be designed and constructed in accordance with the Welsh Government Standards for Sustainable Drainage. The SuDS Approving Body (SAB) gave approval for this proposal in September 2021. On the basis the

development would have a sustainable surface water drainage strategy that accords with the national standards, the application is therefore compliant with LDP policies S12 and SD4.

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

The below points received in objection to the proposed development have been set out and answered below;

- *The development won't resolve the on-street parking issues in Rogiet.*

The development will provide additional parking spaces which provides a suitable alternative for the current on-street parking associated with the station. In turn this will alleviate the amount of on street parking that occurs in conjunction with use at the station.

- *The facility is not needed/ the need is based on out of date information (pre-pandemic)*

There has been an identified shortfall in parking provision at the station. It is acknowledged that the data was based on the situation pre-pandemic however in the absence of any contradictory studies this is considered sufficient. Notwithstanding the need this application has been assessed against the policies of the LDP and is considered to be acceptable.

- *The width of the railway bridge is unsatisfactory to support the development.*

The development has been assessed by the Council's Highways Department and deemed acceptable in regards of accessibility and highway safety.

- *The development will result in disruption to local residents,*

It is acknowledged that a level of noise and traffic disruption is very likely during the construction phases, however this will be limited to the construction period. This disruption will then be reduced significantly, resulting from mainly traffic movements over the bridge to the new car park. This disruption has been considered by the Highways officers who are satisfied that the road network can support this and raise no adverse comments. It is not considered that the additional traffic movements to and from the car park, when compared to the existing arrangements are of an unacceptable level that would warrant the refusal of this application.

- *The proposal is unsatisfactory in terms of pedestrian/highway safety*

The proposed development has been assessed by the Council's Highways Department which is satisfied with the proposal in terms of highway/pedestrian safety.

- *The traffic data is insufficient and inaccurate.*

The Traffic Assessment submitted has been considered and reviewed by the Council's Highways Officers who have deemed the information acceptable and sufficient for the consideration of the application. They have no objections to the positive determination of the application on this basis.

- *There has been inadequate consultation as the plans are available online and many residents are older therefore may not have access to view plans,*

The application was advertised by means of direct neighbour consultation and via x3 site notices therefore meeting the publicity criteria. The associated plans and application documentation are fully available online. The application has been publicised in accordance with the Development Management Manual which sets out guidance in relation to the legislation on the publicity of planning application in Wales.

- *The car park was rejected due to viability in a 2011 survey.*

The viability of the overall project would not be a material planning consideration and the proposed development needs to be considered in terms of whether or not the development proposal accords with the Local Development Plan.

- *That there is no need for two car parks*

The overall need for an additional car park is not the subject of this application and the proposed development needs to be considered in terms of whether or not the development proposal accords with the Local Development Plan.

- *That the use of Station Road is not sufficient for construction traffic.*

As with above, Highways Officers are satisfied with the capacity of the highway network to support the development. A Construction Traffic Management Plan is required as a condition of the application which will ensure that construction traffic is managed appropriately.

6.10 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 WCFG Act). In reaching this recommendation, the ways of working set out at section 5 of the WCFG 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 WCFG Act.

6.11 Conclusion

It is considered that the development proposed would not have a significantly detrimental impact on the landscape, biodiversity, historic or visual amenity of the area. Although the development has the potential to generate increased traffic movements, it is considered that the highway network has capacity to accommodate the increased flow. Such a situation will have an impact on the residential amenity of those living closest to the site. However, it is evident that such movements are likely to occur outside of peak hours for the village (as noted by MCC Highways). Moreover, there are wider benefits to be gained from the proposal by enhancing access to a modal interchange facility which would encourage the use of more sustainable transport options and subsequently reduce congestion and pollution in the wider area. On balance, it is considered that the detrimental impacts generated by the proposal would not be so harmful to warrant or sustain a reason for refusal.

The application is considered compliant with the relevant policies of the Monmouthshire County Council LDP and is recommended for approval subject to conditions.

7.0 RECOMMENDATION: APPROVE

Conditions:

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

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

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

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

3 At no time shall any surface water run-off be discharged to the Ifton Bank Reen or pond identified on plan reference STJ-AMEY-0100-Z1-DR-C-003 Rev P05.

REASON: To ensure surface water run off does not impact on the integrity of the Ifton Bank Reen or pond, in compliance with LDP policies S13 and NE1.

4 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 first beneficial use of 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.

5 The approved CEMP (Outline Construction Environmental Management (CEMP) Severn Tunnel Junction – Car Park CH1201-AMEY-ELS-XX-SP-LS-3005 P01.5 dated 24/11/2021) shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To safeguard habitats and species protected under the Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 (as amended), and Environment (Wales) Act 2016.

6 Prior to any works commencing on site a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the local planning authority, which shall include traffic management measures, hours of working, measures to control dust, noise and related nuisances, and measures to protect adjoining users from construction works. The development shall be carried out in accordance with the approved CTMP.

Reason: In the interests of Highway Safety

7 The existing car park shall be maintained in its current form until the proposed new car park is in full operation, in order to minimise potential loss of parking spaces during the course of construction.

REASON: In the interests of Highway Safety and to ensure there is adequate parking provision to serve the railway station.

8 Prior to any planting or the site coming into beneficial use, full and comprehensive details of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority.

Details shall include:

o Soft landscape details for landscaping to include planting plan, specifications including species, size, density, number and location, cultivation and other operations associated with planting and seeding establishment, inclusive of rain gardens and SUDS green engineering. All grassland meadow mix seed and tree and shrub plants must only include native species of Wales provenance

REASON: In the interests of visual and landscape amenity; in accordance with Policies DES1 & LC1/5 of the Local Development Plan

9 All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

REASON: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and ensure the provision afforded by appropriate Landscape, Design and Green Infrastructure LDP policies LC5, DES 1, S13, and GI 1 and NE1.

10. Prior to the site coming into beneficial use, all works in relation to the extension of the footpath to the northern ramp of the road bridge as shown on plan CH 1202-AMEY-HKF-XX-DR-CH-1102 P02 shall be completed.

REASON: In the interests of Highways and Pedestrian Safety in accordance with MV1

INFORMATIVES

1 Following the implementation of The Sustainable Drainage (Approval and Adoption) Order 2018 the development will require a sustainable drainage system (SuDS) designed in accordance with the Welsh Government Standards. The SuDS scheme will require approval by the SuDS Approving Body (SAB) prior to any construction work commencing on site. Details and application forms can be found at <https://www.monmouthshire.gov.uk/sab>. The SAB is granted a period of at least seven weeks to determine applications. If for any reason you believe your works are exempt from the requirement for SAB approval, please contact the team on SAB@monmouthshire.gov.uk so the records can be updated accordingly.

2 Glamorgan Gwent Archaeological Trust's record is not definitive in the area of the proposal and features may be disturbed during the course of the work. In this event, please contact the Trust on 01792 655208.

3 We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents/licences relevant to their development. Please refer to the Natural Resources Wales website for further details.

4 The proposal will need to ensure the protection of surface water and we draw your attention to the requirements of all CIRIA, Environment Agency, GPPs and PPGs listed in 'Outline Construction Environmental Management Plan - Severn Tunnel Junction – Car Park' by Amey Consulting, document ref CH1201-AMEY-ELS-XX-SP-LS-3005 P01.5, dated 24 November 2021.

5 Network Rail:
SAFETY (WALES)

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwales@networkrail.co.uk.

LIGHTING

No lighting during or at the final scheme is to impact on the operational railway.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels – if altered, to be such that water flows away from the railway. Drainage is not to show up on Buried service checks.

6 NESTING BIRDS – Please note that all birds are protected by the Wildlife and Countryside Act 1981 (as amended). 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 bird species is between March and September.

7 BS 5837:2012 Trees in relation to design, demolition and construction to provide further guidance on tree protection.