

Application Number: DM/2024/00441

Proposal: Change of use from previous vehicle repair workshop to domestic. To develop four residential properties

Address: The Old Quarry, West End, Undy, NP26 3HJ

Applicant: Russell Griffiths

Plans: All Existing Plans MH-7557 - Existing Site Plan, All Existing Plans MH-7558 - Existing 3D, All Proposed Plans MH-7559 REV B - Proposed Site Plan, All Proposed Plans MH-7561 Rev F - Proposed Layout, All Proposed Plans MH-9882 - Existing Site Plan, Transport Statement Transport Impacts - Connect TNO1, Landscaping Plan 24 1058 01 Rev A - , Landscaping Plan Landscape Maintenance Schedule V2, Green Infrastructure Appraisal/Statement

RECOMMENDATION: Approve subject to S106 agreement

Case Officer: Kate Young
Date Valid: 08.04.2024

This application is presented to members of the planning committee as there have been five or more objections received from local residents

1.0 APPLICATION DETAILS

1.1 Site Description

The application site is located on West End in Undy which is a no through road. The site, a former quarry, is set at a lower level than the surrounding residential properties. The site has previously been used as a vehicle repair shop but at the time of the site visit in May 2024 the site was being used for car sales and storage. There are two single-storey buildings on the site that are in a dilapidated condition. There is an existing vehicle access off West End. The site is surrounded by up to 3-5m high rock faces of the former quarry which have largely vegetated over. The site is within the Gwent Levels Area of Archaeological Sensitivity. In respect of flood risk the application site falls within Zones 2 and 3 (Sea) on the flood maps for planning, and prior to the change to the guidance in TAN15, Flood Zone C1.

1.2 Proposal Description

This application seeks full planning consent for the construction of four two-storey detached dwelling houses, accessed off a single private driveway. Three car parking spaces, bicycle storage and bin store would be provided for each property. The dwellings would be finished in render with riven slate on the roofs. The scale, design and position of the development is illustrated in full on the submitted drawings. In order to accommodate the dwellings the two existing buildings on the site would have to be demolished.

The Application is accompanied by the following documents:

Flood Consequences Assessment
Environmental Site Assessment
Geotechnical Report
GI Statement
Landscape Maintenance Plan
Bat Survey

2.0 RELEVANT PLANNING HISTOREY (if any)

Reference Number	Description	Decision	Decision Date
DM/2018/01736	A two-storey rear extension, addition of a dormer window and minor internal alterations.	Approved	15.03.2019
DM/2021/00533	Discharge of conditions 3 (external fittings) and 4 (historic environment mitigation) relating to application DM/2018/01736.	Split Decision	14.05.2021
DM/2024/00441	Change of use from previous vehicle repair workshop to domestic. To develop 4 residential properties.	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

Development Management Policies

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
SD3 LDP Flood Risk
SD4 LDP Sustainable Drainage
GI1 LDP Green Infrastructure
NE1 LDP Nature Conservation and Development
EP1 LDP Amenity and Environmental Protection
EP5 LDP Foul Sewage Disposal
MV1 LDP Proposed Developments and Highway Considerations
DES1 LDP General Design Considerations

Supplementary Planning Guidance

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

Infill Development SPG November 2019:
<https://www.monmouthshire.gov.uk/app/uploads/2020/02/Appendix-2-Infill-Development-SPG-Latest-Version-for-Final-Adoption-2020-Dave-adjustments-00000002.pdf>

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Planning Policy Wales (PPW) Edition 12

Technical advice note (TAN) 2: planning and affordable housing

Technical advice note (TAN) 12: design

Technical advice note (TAN) 15: development and flood risk (2004)

Technical advice note (TAN) 18: transport

5.0 REPRESENTATIONS

5.1 Consultation Replies

Magor with Undy Town Council - No reply to date.

Welsh Water - No objection.

The foul flows are proposed to discharge into the public foul sewer where it eventually drains to Nash Wastewater Treatment Works where there is sufficient hydraulic capacity to accommodate the foul flows and foul flows only of the proposed development. Highways: No objection.

MCC Ecology - No objection.

MCC Highways – Advised acceptable.

MCC Drainage/SuDS - No objection.

Heneb (GGAT) - The proposal will require archaeological mitigation. This can be ensured by condition.

Natural Resources Wales (NRW) - We have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching a condition requesting a CEMP, a preliminary risk assessment for land contamination and land remediation.

The submitted FCA is considered acceptable.

Network Rail - No objection.

MCC Landscape - Holding objection (now resolved).

MCC Active Travel - This site is 15 minutes' cycle ride to Severn Tunnel Junction railway station, in an area with good and improving sustainable transport connections, therefore we support the use of the land and would like to see plans to maximise the active/sustainable travel potential of this site.

Residential cycle parking should be provided and detailed in the plan in line with ATAG/ Active Travel Act guidance.

5.2 Neighbour Notification

This application was advertised by means of a site notice and direct neighbour notification.

Letters of objection were received from five addresses.

Adverse impact on neighbouring business.

Poor access

The anticipated volume of construction traffic will severely affect the daily operations of existing business.

Inadequate visitor parking.

Noise, dust and restricted access during construction will deter customers from visiting our business and may cause delays in suppliers delivering stock.

Lack of notification.

Requests that construction hours are controlled.

Some of the land is inaccessible and this means it will be difficult to maintain.

The gardens are too small, one of the plots should be removed from the scheme.

Require details of how the retaining wall will be maintained.

May lead to increased flooding elsewhere, contrary to TAN15.

Overlooking and loss of privacy.

Over development.

The site should be developed with two bungalows.

Increase in traffic.

Danger to pedestrians, this is a single track road.

The new houses are too tall.

The site is in a flood zone.

Insufficient information provided.

No turning area within the site.

Questions about the red line boundary.

Letters of support from two addresses:

We need new houses to be built locally.

Development of brownfield sites is a good thing.

Residential use is more suitable than a commercial use.

5.3 Local Member Representations

None Received

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

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

6.0 EVALUATION

6.1 Principle of Development

The application site is within the settlement boundary where there is a presumption in favour of development and the efficient use of land is encouraged. The land falls within the definition of previously developed as per the definition within PPW 12 which states:

(3.5.5) "Previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome".

PPW 12 also states that proposals for housing on infill and windfall sites within settlements should be supported where they accord with the national sustainable placemaking outcomes.

This is a sustainable location for a new residential development as it is located within an existing residential area. The site is within easy walking distance of a range of facilities including shops and community facilities in the settlement of Magor. The site is located close to two primary schools and within walking distance of a bus route. The proposal accords with a key objective of PPW12 providing residential accommodation in a sustainable location.

The site is located within the Magor with Undy Development Boundary. Policy S1 of the LDP says that the main focus for new housing development is within main towns and the Severnside sub-region. Undy forms part of that Severnside sub-region. Policy H1 of the LDP supports new residential development within development boundaries, subject to detailed planning considerations. The plot is of sufficient size to accommodate four new dwellings with associated parking, access and amenity space. The principle of new residential development in this location is acceptable in policy terms. This application needs to be considered against the Infill Development Supplementary Planning Guidance which was adopted in November 2019.

The application site falls within a flood zone. Flooding is an in-principle issue which will be covered in greater detail in a separate section of this report.

6. 2 Sustainability

The application site is within the settlement boundary, in an existing residential area where there is a presumption in favour of development and the efficient use of land is encouraged. Future occupiers would be well served by the local amenities and access to public modes of transport therefore no objection is raised in respect of the sustainability of the application site.

6.3 Placemaking/Good Design

Policy DES1 of the LDP requires development to respect the character and appearance of an area. The adopted SPG on Infill Development says that the design of the infill proposal should reflect the prevailing character of the adjacent properties in terms of scale, mass and rhythm of the street scene. This area of West End has a mixed architectural vernacular with old traditional cottages and modern infill. The houses to the north and east of the site are raised at a higher level and are relatively modern; however the new dwellings will not be seen in the same context. The new dwellings will be set away from the street view inside the quarry walls. Therefore, the proposal is not considered to result in any unacceptable visual impact that would be harmful to the character of the area.

The two-storey dwellings would have a relatively simple design with a two-storey gable to the front. The use of riven slate on the roof and cladding and render on the walls is in keeping with the character of the area. The design of the new dwellings is considered acceptable in this context. The proposal accords with Policy DES 1 of the LDP which seeks that all development should be of high-quality sustainable design respecting local character and distinctiveness.

6.4 Biodiversity/Green Infrastructure

LDP policies NE1 and GI1 seek to ensure that green infrastructure is protected, enhanced and the effects of climate change mitigated, such requirements accord with policy and guidance within Future Wales 2040 and Planning Policy Wales. A Preliminary Ecological Assessment was submitted as part of the application. The survey has been undertaken by a suitably experienced ecologist and follows good practice guidelines. The former quarry walls range between 2 and 4 m and in areas are covered with dense ivy.

There are two existing single-storey buildings and the quarry floor is made up ground used for car parking, with some ruderal boundary vegetation but limited value for wildlife. The survey identified low potential for bats in both buildings on site, and low potential in the walls of the quarry. With the exception of some limited potential for nesting birds, the potential for other protected species to be present is negligible, which the biodiversity officer agrees with.

The preliminary ecological assessment identified low potential for bats in both buildings on site which will be removed as part of the proposal. There is one tree with low potential for bats.

The report also identifies low potential for bats in the quarry wall faces, due to many cracks and crevices. A Bat Survey report (produced Ecological Services Ltd., dated June 2025, v1) has been submitted to provide details of follow up surveys undertaken. Activity surveys followed good practice guidelines for low-potential buildings (one survey visit) and survey effort agreed for the rock faces (one visit per season). Bat activity was low during the surveys and no roosting activity was confirmed in either building or rock face.

The report recommends that features for roosting bats and nesting birds are included in the building to provide net benefit for biodiversity. Considering the initial condition of the site and constraints, the Council's Biodiversity Officer considers this appropriate for this site.

MCC Ecology agree with the finding of the submitted report and offer no objection to the proposal.

Section 6.2 of Planning Policy Wales 2024 (12th Edition) requests that all Planning Authorities adopt a strategic and proactive approach to green infrastructure. Paragraph 6.2.12 advises that a green infrastructure statement should be submitted with all planning applications. The approach to green infrastructure within planning applications needs to be proportionate to the scale and nature of the development proposals. A Green Infrastructure Statement was submitted as part of the application and is considered to be proportional to the development.

PPW 12 sets out that the planning system has a key role to play in helping to reverse the decline in biodiversity and increase the resilience of ecosystems, at various scales, by ensuring

appropriate mechanisms are in place to both protect against loss and to secure enhancement. It is clear that the planning system should ensure that overall there is a net benefit for biodiversity and ecosystem resilience, resulting in enhanced wellbeing. In line with planning policy and the requirements of the local planning authority, a scheme of biodiversity net benefit is required.

In this case the following enhancements are proposed:

Bird and bat boxes will be incorporated in to the buildings as described in the submitted report "Bat Survey: Old Quarry, Undy. Produced Ecological Services Ltd., dated June 2025, v1" and are shown on the Elevational Drawings.

These enhancements are considered to be proportionate to the scale of the proposals. The proposal meets the requirements of LDP policies NE1 and EP3 in this regard.

6.5 Landscape

The site is located to the south of Undy, south of the main railway line and bounding the Gwent Levels Cadw-registered historical landscape and Gwent Levels SSSI to the south from West End road. The site is set back from the access road and lies within a small square shaped quarry with relatively low partially-vegetated vertical rock faces, circa 2 – 4m above the existing quarry floor and hard surfaced flat base. The site is within Flood zone (sea) Zone 3.

There are several small buildings associated with the current use and the site is surrounded by residential properties at a higher topographical elevation.

Policy S13 Landscape, Green Infrastructure and the Natural Environment highlights that development proposals must maintain the character and quality of the landscape by preserving local distinctiveness, sense of place and setting as well as maintain, protect and enhance the integrity and connectivity of Monmouthshire's green infrastructure network. From a policy perspective Policy LC5 - Protection and Enhancement of Landscape Character - highlights that development will be permitted provided it would not have an unacceptable adverse effect on the special character or quality of Monmouthshire's landscape in terms of its visual, historic, geological, ecological or cultural aspects. The Council's Landscape Officer considers that from a Landscape and GI perspective that the proposal is broadly acceptable and will not have a significant adverse visual and landscape impact on localised and wider landscape character and setting.

A Landscape Plan has been submitted indicating the proposed planting and the Landscape Maintenance Plan is relatively comprehensive, providing a scheme of landscaping that gives an attractive sense of place, integration of development into the wider setting and enhancement of ecological connectivity and diversity. These are positive elements. The GI officer considered that there was insufficient strategic landscaping outside of private ownership to ensure the provision of GI and net biodiversity benefits can be secured.

Since those comments were made, more strategic landscaping has been provided on the entrance to the site which is now considered acceptable.

6.6 Impact on Amenity

Policy EP1 requires all development proposals to have regard to the privacy, amenity and health of occupiers of neighbouring properties. The site is surrounded by residential properties but they are all set at a higher level. To the south of plot 4 is Rocklands, a two-storey detached dwelling with a detached garage to the side and The Laurels, a two-storey dwelling that is side onto the road. It is the blank side elevation of plot 4 which faces towards the rear elevation of Rocklands and The Laurels. There would be approximately 10 metres between the rear elevation of Rocklands and the side elevation of Plot 4. The existing single-storey office building along the common boundary would be demolished. The Laurels is set further away from the common boundary. To the west of the application site is a residential property known as The Quarry, this bungalow is set at a higher level. Its side elevation is approximately 4.5 metres from the common boundary and contains two habitable room windows. It is the rear elevation of plot 1 that faces towards The Quarry, but it is at an acute angle. Bedroom 2 of plot 1 would not have a window facing towards The Quarry.

The rear elevations of plots 2 and 3 face towards the residential properties of The Hollies and Saxon House; there is a difference in height of approximately 4 metres. Each of these properties has an outbuilding on the common boundary. Plot 2 looks towards the side garden of The Hollies. Plot 3 faces towards the rear elevation of the Hollies; there is a distance of approximately 12 metres between the two. There will be no overlooking from the ground floor windows of the new dwelling as it is set at a much lower level in the quarry. The two first-floor windows on the first floor that both serve bedrooms would be angled towards the north-east to ensure no

unacceptable overlooking or loss of privacy, and even here the levels are lower for the proposed dwelling compared to the existing.

To the east of the site are the rear gardens of numbers 2, 3, 4 and 5 Whitehall Gardens. The length of these rear gardens ranges between 5 metres and 26 metres. The rear elevation of 5 Whitehall Gardens faces the blank side elevation of plot 3 and is at least 13 metres away. No. 4 Whitehall Gardens faces the parking area of the new development. The rear elevation of 3 Whitehall Gardens is over 20 metres from the rear elevation of plot 4. Due to the difference in levels the existing properties will look over the top of the proposed new dwellings. The new dwellings will not have an overbearing impact on the existing neighbours or streetscene. The proposal accords with the advice given in the SPG on infill development and also with the objectives of Policy EP1 of the LDP which requires that new development should have regard to the privacy, amenity and health of the occupiers of neighbouring properties.

6.7 Highways

6.7.1 Sustainable Transport Hierarchy

PPW12 refers to the Sustainable Transport Hierarchy where walking and cycling are the highest priority and public transport second with private motor vehicles being the least desirable. In this case the site is in an existing residential area where future occupiers would be well served by the local amenities and access to public modes of transport. There is a primary school in Undy and a range of retail, and service facilities in Magor which is within easy walking distance of the site.

6.7.2 Access / Highway Safety

The site is located at the southern point of Undy and is accessible from the nearest main arterial route the B4245 approx. 0.55km south over the rail bridge onto the county classified highway known as The Ramp and then turning west onto the county unclassified highway known as West End. The site benefits from an existing shared vehicle access with a neighbouring property, The Quarry. The shared access apron is very large which benefits the application site under its extant use for recovery vehicles and trailers.

The proposal comprises a new shared access road off the existing access apron described above which includes a small circular-shaped turning head. Each of the four dwellings would be accessed from the shared driveway and there would be a parking area for 3 vehicles per plot, which is the maximum requirement as per the Monmouthshire Parking Standards.

The Highway Authority do not object to the principle of the proposed development, the existing access onto West End has been re-engineered to a more suitable access for domestic shared use. The Highway Authority acknowledge that a 4.5m wide shared access and driveway has been provided within the site to allow two vehicles to pass safely.

In respect of traffic data, a technical note has been prepared by the applicant's consultants. Following review of the details contained in the technical note, the Highway Authority is satisfied that the vehicles trips generated by the proposed development of 4no. residential units is significantly less than that generated under the site's previous multi-use. Therefore, the traffic impact on the local highway network will be considerably reduced. The Highway Authority therefore have no concerns regarding traffic impact from the proposed development.

6.7.3 Active Travel

This site is 15 minutes' cycle ride to Severn Tunnel Junction railway station, in an area with good and improving sustainable transport connections, therefore MCC Active Travel Officers support the use of the land and would like to see plans to maximise the active/sustainable travel potential of this site. They recommend that residential cycle parking should be provided and detailed in the plan in line with ATAG/ Active Travel Act guidance, section 14.8.

The amended Site Plan submitted by the applicant shows that each plot would have cycle storage including a Sheffield Style bike rack.

6.7.4 Parking

The adopted Monmouthshire parking Standards require one parking space per bedroom up to a maximum of three for each residential unit. The proposed layout shows three off-street spaces per dwelling which is in accordance with the standards and Policy MV1 of the LDP.

6.8 Affordable Housing

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

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

In Undy the CS rate is £80.

Each dwelling would have an internal floor area of 160m².

The financial contribution for each dwelling would be £7,424. Total financial contribution would be £29,696.

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

6.9 Flooding

The planning application proposes highly vulnerable development (residential). The application was submitted in April 2024 prior to the adoption of the most recent TAN 15, therefore the application needs to be accessed under the guidance of the previous TAN15. The site is within Zone C1 of the Development Advice Map (DAM) contained in Technical Advice Note (TAN) 15: Development and Flood Risk (2004). The more recent Flood Map for Planning identifies the application site to be at risk of flooding and falls into Flood Zones 2 and 3 - Sea.

Section 6 of TAN15 requires the Local Planning Authority to determine whether the development at this location is justified. Paragraph 6.2 of TAN 15 says that new development should be directed away from zone C and towards suitable land in zone A, otherwise to zone B, where river or coastal flooding will be less of an issue. In zone C the tests outlined in sections 6 and 7 will be applied, recognising, however, that highly vulnerable development and Emergency Services in zone C2 should not be permitted. All other new development should only be permitted within zones C1 and C2 if determined by the planning authority to be justified in that location. Development, including transport infrastructure, will only be justified if it can be demonstrated that:

- 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 sections 5 and 7 and Appendix 1 found to be acceptable.

In this case the site is not in a C2 Flood Zone. The new housing will be built on previously developed land. The site is used for used car sales and contains several substantial buildings. A Flood Consequences Assessment (FCA) was submitted as part of the application.

NRW reviewed the supporting FCA 'The Old Quarry - Undy - Flood Consequences Assessment, Version 1, by JBA Consulting dated April 2024, reference MIQ-JBA-XX-XX[1]RP-Z-0001-S0-P01.01' for the proposed change of use from previous vehicle repair workshop to 4 residential properties.

Topographic site information indicates that the boundary of the site is set at a higher ground level than the centre of the site (the former base of the quarry) and the main plateau. The FCA states, 'The highest elevation along the site boundary is 7.92mAOD in the south-western corner, adjacent to the site entrance. The site plateau is comprised of a general slope towards the central part of the site. Levels across the plateau range from 7.53mAOD to 6.81mAOD.'

The FCA states the development proposals are to build 4 residential properties on the site with ground levels proposed to be raised to 8.42m AOD to avoid overlooking from existing properties and 'that as the proposal is for residential use, a 100-year lifetime of development has been considered in the assessment based on highly vulnerable development use.'

The FCA confirms 'JBA updated the 2016 NRW 'Caldicot and Wentlooge Coastal Modelling

Study' inundation model in 2023, which was updated to align with current extreme sea level estimates, climate change guidance and model software versions.' Therefore the modelled data for the development site for the 0.5% annual probability event and 0.1% annual probability event, take into consideration climate change uplifts for the area. The model results for the updated Caldicot and Wentlooge Coastal Modelling Study 2123 projections have been used to assess the flood risk at the site, and are as follows:

- o 0.5% (1 in 200 year) plus climate change, 2123 flood level: 7.91m AOD

- o 0.1% (1 in 1000 year) plus climate change 2123 flood level: 8.64m AOD

Given the proposed land raising across the site, the development will be situated above the 0.5% plus climate change flood level resulting in no predicted flooding on the site. This complies with requirement of A1.14 of TAN 15.

Given the proposed land raising across the site the FCA states the site is predicted to flood to a maximum depth of 230mm during the 0.1% plus climate change event; this level is within the tolerable limits of flooding for residential development in the extreme event as defined in A1.15 of TAN 15.

The FCA confirms that despite the land raising, it is 'unlikely that the proposed development shall have a detrimental impact on flood risk to third parties due to the tidal nature of the flood risk, the infinite volume of the sea and the unlikelihood of displacing tidal waters.

Therefore, it has been assessed that the impact on flood risk to third parties is low.'

NRW are satisfied with this statement and require no further information in relation to flood risk elsewhere as a result of the land raising associated with the proposals.

The FCA recommends that residents should sign up for flood alerts and flood warnings and that given the large lead times, this will allow people to evacuate the site via West End Road safely. It also states that the flooding is also likely to be of short duration due to the change in tide levels.

The FCA indicates that the risks and consequences could be managed to an acceptable level.

The Planning Authority consider that the location of this development in a C1 Zone is justified (please see Section 6.1) and that all of the criteria set out in the tests in paragraph 6.2 of the TAN are satisfied.

6.10 Drainage

6.10.1 Foul Drainage

The foul water will connect to a mains sewer. This complies with the advice from NRW that in a sewered area development must normally connect into a mains sewer. The foul flows are proposed to discharge into the public foul sewer where it eventually drains to Nash Wastewater Treatment Works. Welsh Water have confirmed that there is sufficient hydraulic capacity to accommodate the foul flows and foul flows only of the proposed development. Welsh Water have offered no objection to the proposal but request a condition that surface water shall not connect with the public sewerage network in order to prevent hydraulic overloading of the public sewerage system.

6.10.2 Surface Water Drainage

The scheme will require a sustainable drainage system designed in accordance with the Welsh Government Standards for sustainable drainage and approval by the SuDS Approving Body (SAB) prior to any construction work commencing. The application has now demonstrated a means of surface water discharge to infiltration. As a result of the 'Infiltration Test Results' submitted in February 2026 and the information contained within, the Sustainable Drainage Approval body have no objection to the proposal.

6.11 Planning Obligations

If the application is to be approved then a financial contribution of £29,696 would be required in accordance with Policy S4 to go towards providing affordable housing in the local area.

6.12 Response to the Representations of Third Parties and/or Town Council Two letters of support were received making the point that more housing is required in the area and that housing is a more desirable use than the existing commercial use. They also made the point that developing on a brownfield site is policy compliant.

Objections were received from five addresses. Undy Building Supplies operate from a premises at the end of this no-through road and are concerned that the development would have an adverse impact on its business, especially during the construction phase. The construction phase is only temporary and the construction traffic could all be accommodated within the site. The site is currently being used for car sales, vehicle hire, repair garage and scrap yard. The traffic generated by the extant use(s) is likely to be significantly higher than that generated by four houses. The pertinent test in terms of traffic generation is the scale of any increase in traffic attraction/ generation associated with the proposed development compared to that of the existing development on the site. In other words, the difference between the fallback position and the proposed development.

A Transport Impact Study by consultants acting for the applicant was submitted to support the proposal. It compared the level of traffic generation from the existing use and compared it to the traffic generation from the proposed use. That report concluded that "The assessment shows a reduction of vehicle movements in the AM and PM peaks as well as across the day, when occupied by residential dwellings opposed to all the previous on-site uses. Based on the above, the proposed change of use would not likely have a significant impact and would therefore be acceptable from a transport perspective." The Highway Authority agree with these conclusions and have offered no objection to the proposal.

Local residents were concerned that there was inadequate parking on the site, especially for visitors and that there was inadequate turning provision within the site. The site plan shows three car parking spaces for each dwelling; this is in accordance with the adopted standards. There is also a turning circle within the site to allow vehicles to enter and leave the site in a forward gear. The Highway Authority has offered no objection to the proposal. It is unlikely that all the parking spaces will be used all of the time and there would be scope for visitors to park on the proposed driveways. Lack of visitor parking is not justification for refusing the application.

One resident is concerned about noise and dust during construction. Construction is a temporary phase, and some day-to-day disruption is common with any form of development. A Construction Management Plan can be requested by condition which will control the hours of construction and the management of construction traffic.

Some residents are concerned that it will be difficult to maintain the quarry walls due to limited access, in this regard the current situation is not altering. There is also concern that the red line boundary is inaccurate. Land ownership is a private legal matter between the parties involved and not a material planning consideration.

Some local residents believe that the proposal represents over-development with the dwellings being too high and the gardens too small; they would prefer to see two bungalows on the site. There is a need to consider the application that is before the planning authority rather than other preferences. The height of the new dwellings will be 7 metres to the ridge but even with the increase in ground levels the new dwellings would not over-dominate the surrounding properties. Whilst the rear gardens of the new dwellings are short there is garden land available to the side. It is considered by planning officers that there is sufficient outside amenity space for each dwelling. There is also concern over loss of privacy and overlooking. This has been considered in detail in the main body of the report. The orientation of the proposed new dwellings and the fact that they will be set at a lower level than the existing dwellings, means that there will not be a significant impact on residential amenity and the proposal accords with policies DES1 and EP1 of the LDP.

One resident is concerned that the proposal will lead to increased flooding elsewhere. It is correct that the site is in a flood zone, this relates to flooding from the sea. If the defences were to fail the whole Gwent Levels would flood and the amount of displacement resulting from four additional dwellings would be insignificant compared to the total scale of the flooding. NRW have no objection to the proposal on flood grounds.

The final concern from local residents was the lack of notification. A site notice was posted outside the site on the 10 May 2024 and adjoining occupiers were notified by letter. This is in accordance with the statutory requirements.

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

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

6.14 Conclusion

The application site is within the settlement boundary where there is a presumption in favour of development and the efficient use of land is encouraged. The land falls within the definition of previously developed land. PPW also states that proposals for housing on infill and windfall sites within settlements should be supported where they accord with the national sustainable placemaking outcomes. This is a sustainable location for a new residential development as it is located within an existing residential area. The proposal accords with a key objective of PPW providing residential accommodation in a sustainable location. Policies S1 and H1 of the LDP presume in favour of new residential development within development boundaries. The proposed dwellings would respect the scale, form and massing of existing development in the area. The proposed dwellings would comply with the guidance set out in the adopted SPG on Infill Development and will not result in a significant loss of outlook or privacy to the occupiers of the existing neighbouring properties in accordance with the objectives of policies DES1 and EP1 of the LDP. The plots are of sufficient size to accommodate four new dwellings with associated parking, access and amenity space. The principle of new residential development in this location is acceptable in policy terms.

A Preliminary Ecological Assessment was submitted as part of the application and the Council's Biodiversity Officer agrees with the findings. The scheme will provide adequate biodiversity enhancements in accordance with Policy NE1 of the LDP. Welsh Water have agreed that the foul water from the development can connect into the main sewer and that there is sufficient capacity. A Transport Impact Study was submitted and the Highway Authority is satisfied that the vehicle trips generated by the proposed development will be significantly less than that generated under the site's previous multi-use. Adequate parking and cycle storage is being provided within the site in accordance with Policy MV1 of the LDP.

NRW reviewed the FCA submitted by the applicant and found that given the proposed land raising across the site, the flooding will be within tolerable levels. The Planning Authority consider that the location of this development in a C1 Zone is justified and that all of the criteria set out in the tests in paragraph 6.2 of the TAN are satisfied.

The proposal accords with Policy S4 of the LDP by providing a financial contribution for affordable housing in the area.

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

7.0 RECOMMENDATION: APPROVE

Subject to a 106 Legal Agreement requiring the following:

- A financial contribution of £29,696 in accordance with Policy S4 to go towards providing affordable housing in the local area.
- If the S106 Agreement is not signed within 6 months of the Planning Committee's resolution then delegated powers be granted to officers to refuse the application.

Conditions

- 1** This development shall be begun within 5 years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

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

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

3 No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

4 No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

5 No development or phase of development, including site clearance, shall commence until a site wide or phase Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- o Construction methods: details of materials, how waste generated will be managed;
- o General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse, reën, ditch or surface drain.
- o Soil Management: details of topsoil strip, storage and amelioration for re-use.
- o Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management;
- o Traffic Management: details of site deliveries, plant on site, wheel wash facilities
- o Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- o Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction.

6 No development at the application site shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:

- o all previous uses
- o potential contaminants associated with those uses
- o a conceptual model of the site indicating sources, pathways and receptors
- o potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Reason: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

7 Prior to the occupation of the development, a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Reason : To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8 Prior to the occupation of the development, a long-term monitoring plan for protected species, protected sites, habitats, water quality, and land contamination shall be submitted and approved in writing by the Local Planning Authority. The long-term monitoring plan should include:

- o Details of the methods and triggers for action to be undertaken
- o Timescales for the long-term monitoring and curtailment mechanisms e.g., a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required (for x years)
- o Timescales for submission of monitoring reports to the LPA e.g., annually
- o Details of any necessary contingency and remedial actions and timescales for actions
- o Details confirming that the contingency and remedial actions have been carried out

The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

Reason: A protected species, protected sites, habitats, water quality, land contamination etc. long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts because of development on protected species, protected sites, habitats, water quality and flood risk.

Note: The need for a long-term monitoring plan would be driven by the nature and extent of contamination and remediation that could be required. This is currently unknown. The potential impacts to local groundwater, ecology and designated SSSI areas are unknown.

9 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

Reason: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

10 No development shall commence until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation design shall be implemented in accordance with the approved details.

Reason: Piling/foundation details should be submitted to ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development.

11 The development shall incorporate bird and bat boxes in to the buildings as described in the submitted report "Bat Survey: Old Quarry, Undy. Produced Ecological Services Ltd., dated June 2025, v1" and shown on the approved plans for Houses 1 to 4, produced by Maison Design Architectural Practice, drawing numbers MH-9894 rev A, MH-9945 rev A, MH-9957 rev A, and MH 9969 rev A. The enhancements shall be implemented in full and shall be retained in perpetuity. Evidence of implementation of measures to achieve net benefit for biodiversity must be provided to the LPA no more than three months later than the first beneficial use of the development commencing.

Reason: To provide net benefit in accordance with LDP policy NE1, Planning Policy Wales and Section 7 of the Environment (Wales) Act 2016.

12 Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Construction Management Plan shall be adhered to at all times, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the amenity of local residents during the construction phase in accordance with policy EP1 of the LDP.

13 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. Planting of Trees shall be in accordance with BS8545:2014 Trees: from nursery to independence in the landscape. 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.

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 LC5, DES 1, S13, and GI 1 and NE1.

14 A schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved by the Local Planning Authority prior to works commencing and shall include details of the arrangements for its implementation inclusive of roles and responsibilities. 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 building(s) 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 ensure the provision of amenity afforded by the proper maintenance of existing and / or new landscape features.

INFORMATIVES

The proposed development (including any demolition) has been screened under the Environmental Impact Assessment Regulations and it is considered that an Environmental Statement is not required.

It is recommended that the applicant approaches the SAB for pre-application advice prior to formal submissions with the LPA as the SAB requirements can affect site layout. 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, but in practice revisions to proposals are normally required which will lead to the extension of the determination period. If for any reason you believe your works are exempt from the requirement for SAB approval, please inform us at SAB@monmouthshire.gov.uk so we can update our records accordingly.