

Application Number: DC/2018/00156

Proposal: Full Planning application and Conservation Area Consent for refurbishment of existing structures to provide 12 units, new-build apartment block comprising 12 units, demolition of outbuildings, and associated works

Address: Brecon Road, Abergavenny, Monmouthshire

Applicant: Henstaff Construction Ltd

Plans: 1126/FF/506 REV B, 1126/PL/01, 1126ELE/504 REV B, 1126/SF/507 REV B, 1126/GF/505 REV C, 1126/LC/01 REV A, 04 Rev A - Proposed Drainage Layout, 1126RET/302, 1126ELE/508

RECOMMENDATION: APPROVE

Case Officer: Ms Kate Bingham
Date Valid: 01.02.2018

1.0 APPLICATION DETAILS

- 1.1 This application relates to an existing group of former shops and flats in the centre of Abergavenny. The site is presently disused, and has been for a number of years. It is in a poor state of repair and this application is seeking to restore the site through refurbishment of the existing structures and construction of a new-build element to the rear of the site.
- 1.2 It is proposed to create 12 dwellings within the existing structures, and the same number through a new-build structure to the rear of the site. The new build is required in order to ensure an economically viable scheme.
- 1.3 The site lies within the Abergavenny Conservation Area but none of the structures are listed. It has a north-south orientation, facing onto Brecon Road to the south (opposite the junction with Merthyr Road) and onto St Michael's Road to the north. Although the site is no longer in commercial use, it lies within the central shopping area, as defined by the Local Development Plan (LDP).
- 1.4 The site has some relevant planning history in the recent past, with an application having been approved for residential conversion of the existing structures in 2006. Unfortunately the conversion works were not considered viable and the site has been redundant since that time.

4.0 REPRESENTATIONS

4.1 Consultation Replies

Abergavenny Town Council - Recommends refusal.

Considered to be significant over-development of the site to accommodate 24 units. The floor space afforded by the individual units is very small.

LDP Policy H9 - Flat conversions, explicitly states that:

Proposals for the conversion of properties into flats within town and village development boundaries will be permitted provided that the development:

- a) will not adversely affect the particular qualities of the street or area where the proposed conversion is located;
- b) will not adversely affect the particular qualities of the buildings, particularly where they make a positive contribution to the character of Conservation Areas;
- c) provides reasonable levels of amenity and privacy of adjacent properties through careful consideration of the positioning of entrances and fire escapes, and noise transmission issues; and
- d) ensures that car parking and service requirements are met in a manner which preserves the character and appearance of the area and do not have an adverse impact on highway safety or cause traffic congestion.

The height of the part of the development at 2.5 storeys is out of character with the area contrary to H9 a) and the parking as commented on below is contrary to H9 d).

Car Parking Provision

There is an inadequate number of car parking spaces to be provided. The Transport Statement justifies a lower level of parking provision on the grounds of sustainable location, predicted level of car ownership and on-street parking capacity. The Transport Statement refers to an on-street parking survey, this was carried out on only one night. This is not considered to be a robust sample on which to base the claims that there is on street parking capacity. The local view is that on-street parking capacity in this area is already at full capacity and cannot accommodate additional vehicles and as such is contrary to the LDP policy MV1 which states:

"Where appropriate, development proposals will be expected to satisfy: a) the adopted highway design guide; and b) the adopted parking guidelines. In town centres, if the parking provision cannot reasonably be achieved on-site, then suitable alternative provision should be made."

The impact of this development would be to increase the demand on on-street parking in the surrounding congested narrow streets, this is unacceptable. This is not suitable alternative provision.

Local Member (Cllr Paul Jordan) - Whilst I welcome the proposal for the development of this site in general I do have some reservations as to the provision for parking. I endorse the views of the Civic Society in this regard. Car parking is at a premium in this area. The majority of existing properties have no off street parking. We do not have any enforcement ability at present and vehicles are already parked at night on the A40 Brecon Road. The parking issue could be resolved by reducing the number of apartments and incorporating a design solution similar to the apartments situated in Brewery Yard where parking is accommodated below the units.

Dwr Cymru - Welsh Water - No objection subject to the submission of a drainage scheme demonstrating how surface water will be removed from the site. The existing buildings have an existing consent to discharge both foul and surface water to the public sewer but the proposed new build cannot drain surface water to the public sewer.

Glamorgan Gwent Archaeological Trust - No objection. There is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features

may be disturbed during the course of the work. In this event, please contact this division of the Trust.

Welsh Government Highways Division – Highways Authority for the A40 Trunk Road. No objections subject to condition requiring details of construction compound (see below).

MCC Highways - Object.

The transport sustainability of the site is recognised and the proposal is well served by existing pedestrian and cycling facilities with provision to travel to all available amenities within a reasonable distance of the proposed development. It is also noted that the proposal is well served by public transport, the availability of bus stops in reasonable walking distance from the proposal are available for local commuting and further afield and the location of the rail station at station road although lacking in parking provision is reasonably well served by local buses with stops on Brecon Road.

Brecon Road / A40 is a Trunk Road and therefore falls under the remit and control of the Welsh Government to comment on all highway related issues.

St Michaels Road is a local road and its description of a residential through road is incorrect the road serves both residential and numerous commercial buildings, namely a vehicle repair garage, etc. The existence of double yellow lines along the southern edge of the carriageway and on street parking on the western / residential side demonstrates the historical difficulties and the need to manage on street parking. The street and other streets in the immediate local are not dissimilar and are also prone to significant parking stress.

The transport assessment indicates the following;

St Michaels Road: The proposal will be utilising and improving an existing, that will serve 6 parking spaces and provide access for communal refuse and recycling collection.

Brecon Road: The proposal, will be utilising and improving an existing access that will serve 9 parking spaces, Brecon Road is a trunk road and the Welsh Government should be consulted. It is noted that the Welsh Government have provided a response but have not offered any objection or comment in respect of the use of the existing means of access etc.

Parking Provision

The Transport assessment indicates a total provision of 15 spaces for 24, 1 & 2 bed units.

MCC Adopted Parking Standards require the following;

Type	No. of units	Parking Standards	No. of spaces
1 Bed	18	1 space per bedroom	18
2 Bed	6	2 space per bedroom	12
Visitors		1 space per 5 units	5
Total No. of spaces			35

This equates to a shortfall of 20 parking spaces. The Transport Assessment, 3.3.10 states the reduced level of parking can be justified as;

The site lies within a highly sustainable location, with access to a range of local amenities and facilities, as well as access by a range of transport modes;

The Highway Authority consider a 58% shortfall in parking provision to be unacceptable for this location and will only lead to a significant increase in on street parking stress in St Michaels Road and other streets in reasonable proximity to the development. It is accepted that the proposal is located in a reasonably sustainable location in Abergavenny but the level of car ownership cannot be guaranteed or controlled and that insufficient capacity is available on street to accommodate the additional parking that would undoubtedly be generated by a development of this type and scale.

In light of the aforementioned the traffic generated by the development would not be a real concern as it would not be that much different to the existing and previous use of the site. However the need to park outside working hours and on weekends would be considerably different.

Therefore, the highway authority object as the proposal falls well short of acceptable parking provision and would lead to a real deterioration in highway safety and capacity.

MCC Biodiversity - No objection subject to conditions.

4.2 Neighbour Notification

3 no. objections.

1. Traffic and parking is already a severe problem on St Michael's Road and also Brecon Road. there is already a development being built as we speak at the end of St Michaels road which will bring extra traffic and where are all the cars going to park ?

2. The proposed development is not in keeping with the character and appearance of the Conservation Area as set out in the Councils Abergavenny Conservation Area appraisal and management proposals. The design is unimaginative and lacks ambition.

3. The materials proposed are not in keeping in quality, type or colour of the existing buildings within the Conservation Area and will not engender a feeling of civic pride in this development. 3. Sustainability is mentioned but I can see nothing regarding the buildings achieving their required Code for Sustainable Homes or BREEAM certification.

4. It's acknowledged by LRM Planning and Henstaff Construction Ltd that the parking provision of 14 parking spaces for 18 one bed and 6 two bed dwellings falls well below the LPA's car parking standards of 1 space per bedroom per property (therefore 30 for this development). The Transport Statement is frankly ridiculous; using a London Borough's parking survey methodology in a rural market town; counting yellow line parking as available parking spaces on Merthyr Road etc etc. Car ownership / usage is not decreasing, particularly in rural towns and this development could potentially add 40+cars into the local area. For the developer to not even provide the minimum to meet local standards is likely to cause huge disruption to the existing residents and the LPA should consider their apparent support of this provision.

5. There do not appear to be any accessible parking spaces within the development (or accessible dwellings from what is shown)

6. I note the previous planning permission (2006) was granted for 14 dwellings and not the 24 now proposed. A development of the proposed number on a plot of this size would appear to be recreating the folly of previous generations, considering profit over humane and good societal design.

7. There are no room dims shown on the drawings but using a parking space as a rough comparison (presuming they are draw at 11.5m² as per national standards) then many of the rooms in this development do not meet the current minimal building standards for domestic dwellings.

8. To describe this site as lying within the defined central shopping area boundary is stretching reality. It is in the most western boundary and only half the site appears to be within this boundary.

9. The site is described as being in a state of disrepair - this is solely due to Henstaff Constructions neglect of the site over the past 12+ years.

10 As a resident of this area I am amazed that no bat roosts have been found during the ecology survey.

Two representations of support:

1. Initial planning permission was given over ten years ago for this development and there is a desperate need to make progress.

2. Very much hope that the proposal is approved and the work is done quickly.

4.3 Other Correspondence

Abergavenny and District Civic Society - Object.

We are very disappointed to find that the applicants' PAC rejects all criticisms made during the recent pre-application community consultation and therefore submits unchanged plans for approval. This uncompromising attitude would appear to be partly due to your acceptance of the scheme in principle last July, including the very substandard parking provision.

As no changes have been made by the applicants and our objections remain the same, we submit the views expressed at the pre-application consultation. I have highlighted key objections:

1 The Society has long been concerned by the condition of this site and has been urging the planning authority to serve notices to remedy the situation. We are therefore encouraged to see some evidence of the owners' intention to proceed with refurbishment/redevelopment.

2 We also welcome the intention that the development should in part reproduce the form of the buildings that have been here since about 1840, incorporating parts that survive. While elements of the proposals appear to speculate about the original details (see 10 below), the preservation of the unusual courtyard form is probably preferable to redevelopment with a built-up frontage to Brecon Road, whether in period or modern style.

3 However, these credits are more than offset by the wish to over-develop the site in a way that will cause unacceptable problems for both the local area and for residents themselves. The plans approved in 2006 provided 14 homes within a similar building footprint to that now proposed for 24 units. Repeating a questionable trend elsewhere in the town, the proposed flats have poor space standards, probably less than those required by social housing, and it is claimed that the density of development is necessary to ensure the viability of the development. While some compromises may be acceptable in town centre conservation areas to achieve the desired result, in this case we feel that the proposals considerably exceed reasonable tolerances.

4 The site has a mixed-use history and, while we agree that retail space is unlikely to be in demand, we would have preferred some business use to be incorporated.

5 24 flats or 30 bedrooms are provided with little useful open space apart from that to be used by 15 car parking spaces, a number that falls well short of the council's standards. We reject the Transport Statement's justification for the low provision. Not only does it only cater only for an assumed present level of need, with no allowance for rising demand, but it also makes unrealistic claims about the nearby availability of on-street parking spaces. Parking up to 200m from home may be acceptable in

Lambeth; it is not so here, and again the argument ignores growth in demand. There is no nearby public off-street parking. We would oppose anything less than one space per unit.

6 The Transport Statement ignores the traffic generated on St Michael's Road by commercial premises and the St Michael's Church/Community Centre/Primary School car park. It also fails to mention that the turning head at the end of St Michael's Road has been chained off.

7 Another issue concerns the distances between facing windows. While the usual standards may be waived in the Brecon Road courtyard, there need be no such justification in the new-build St Michael's Road section. Even on the St Michael's Road frontage some windows are only about 17m from those on the opposite side of the road.

8 We also find the 2½ storey block out of scale with the character of St Michael's Road.

9 It thus becomes inescapable that the optimum form of development of this site is likely to be similar to that approved in 2006.

10 The architectural detailing will also be important. While the use of 6 + 6 sash windows, half dormers and slate roofing (with red ridge tiles?) is appropriate, the treatment of the Brecon Road section must be questioned. Four-paned square domestic windows are not characteristic of the period when this part of the town was developed, so the impression given of 18th century cottages, one embellished with a grand door case, is historically inaccurate. Some use of exposed rubble sandstone with red brick dressings would be typical of the 1840s.

11 The proposal should comply with the council's on-site affordable housing policy.

We hope that these observations will lead to a planning application for a more acceptable lower density development. No permission should be granted for such overdevelopment simply because the site was purchased at a price that now makes the acceptable 2006 project uneconomic.

We therefore hope that you will reconsider your previous advice, closely examine the applicants' viability claims and recommend refusal unless the plans are revised at least to reduce the number of units by reducing the height of the St Michael's Road block, with car parking provision closer to normal standards. To do otherwise will suggest that the usual planning requirements will be waived if an owner allows his/her property to become an unused eyesore.

We suggest that it would be prudent to take steps to ensure that the St Michael's Road section cannot be built without also completing the Brecon Road section of the development.

5.0 EVALUATION

5.1 Principle of the proposed development

5.1.1 The site is located within the Settlement Boundary of Abergavenny. Accordingly, the principle of the development is acceptable from a policy perspective, subject to relevant material planning considerations, compliant as it is with LDP policies S1, S2, S4, H1, H9, HE1, MV1 and the Council's Affordable Housing SPG.

5.1.2 The site Brecon Road frontage part of the site is also within the Central Shopping Area (CSA) and the change of use from the mixed retail/residential use to full residential therefore falls to be considered under LDP Policy RET2. This states that;

5.1.3 *Proposals which will safeguard the vitality, attractiveness and viability of the defined CSAs will be permitted but change of use to residential of ground floor premises will*

not be permitted unless evidence is provided to demonstrate that the premises is not viable for retail or commercial use, including that the premises has been vacant for at least one year and that genuine attempts at marketing the existing use have been unsuccessful.

- 5.1.4 All of the site has been vacant since the site was last sold in 2005/6 and therefore it is considered that this criteria has been met. The vacant site does nothing to attract footfall to the area, indeed it could be argued that it does the opposite in its current state with hoardings around it. The renovation of the Brecon Road frontage part of the site will therefore improve the vitality and viability of the remainder of the CSA. Furthermore, as the site is on the edge of the defined CSA, within the immediate site environs, with the exception of the aforementioned commercial uses, residential uses are dominant. This is particularly true to the southern side of Brecon Road, and also the case further west of the site.
- 5.1.5 Though large areas of Abergavenny are flood-prone, deriving from the Usk River and to a lesser extent, the Gavenny, the application site is within Flood Zone A, which defines areas considered to be at little or no risk of flooding.
- 5.1.7 It is important to note that in the case of this particular application there is an overriding objective to achieve a sufficient quantum of new development to secure the conservation of the historic ranges and the preservation of the more sensitive Brecon Road streetscape. Viability information has been submitted with the application which shows that even with 100% open market housing (the development is 50% affordable), then in the absence of any grant money the development would have a Negative Residual value of -£160,000. The need for a minimum number of residential units on the site also impacts upon the amount of parking that can be provided. This issue will be addressed under Highway Safety and Parking later in the report.

5.2 Design and Impact on the Abergavenny Conservation Area

- 5.2.1 The site, which measures around 0.14ha, is occupied by various buildings of differing architecture, construction and state of repair. Formerly, the site was occupied by an H-shaped arrangement of buildings, albeit that many elements of this have been demolished over the years, leaving behind either dilapidated buildings or empty spaces in the northeast, southeast and southwest corners of the site. Older images of the site show that the site was formerly home to two single storey shops that bookended the Brecon Road frontage of the site, narrowing the view into the site.
- 5.2.2 Despite the site's state of disrepair, its location within the Conservation Area and its current form means that it has heritage value that must be a consideration under any planning application for its development. The Conservation Area Appraisal for Abergavenny mentions this site amongst an 'attractive group of modestly scale[d] houses and former shops' on Brecon Road. It goes on to state that 'the courtyard group is a particularly attractive group of modest houses' that may be former stables, and the group in combination are likely to be remnants of early development along Brecon Road. With this context in mind, it was advised at pre-application stage that the site holds some value from a heritage perspective. Accordingly, Officers advised that the demolition of the primary courtyard buildings would not be supported. The two more recently constructed buildings to the site's rear - one detached and one attached, are not considered to be of particular value and thus their demolition is considered to be acceptable.

Existing Buildings

- 5.2.3 The proposed layout seeks to maintain the existing site's form and assets. The courtyard structure has steered the proposals for the front of the site and has aimed to maintain the historic characteristics of the courtyard. The new-build block fronting on St Michael's Road is in a horseshoe-shaped block. In general terms, the site's current plan form would be both respected and retained by the proposals - with two courtyards to the north and south. The retention of the plan form in the southern half of the site would preserve the sense of enclosure viewed from Brecon Road, as well as the setback of the built form away from the frontage in the central section. The roof covering would be a natural Spanish slate, a sample of which can be conditioned.

New Build

- 5.2.4 The proposed new development to the north is proposed to be of two and a half storey form with a lower central element with vehicular and pedestrian access below. The townscape along St. Michael's Road comprises a linear expanse of late 20th century semi-detached residential dwellings of little architectural sophistication. There is therefore a contrast in terms of the quality of built form adjoining the site on Brecon Road to the south and St. Michael's Road to the north; making the latter comparatively less sensitive in terms of development. In spite of it being the 'Old Brecon Road', there is little evidence to indicate that the road formed any focus for activity, with the current character and appearance being of a secondary thoroughfare away from the main street, and with a broad diversity of built form represented. As such, the northern portion of the site where the new build is proposed is considered to be less sensitive in heritage terms, in large part because of the nature, appearance and significance of the adjoining built development on St. Michael's Road to the west and north. Even still, the proposed arrangement of new build development adopts a rectilinear plan form to create a second enclosed courtyard and retains views through to the northern elevation of an existing structure from the street. The siting and arrangement of the proposed new building is considered to provide clear spatial and visual separation from the Brecon Road frontage and the more sensitive elements of the Conservation Area.
- 5.2.5 The existing residential houses on St. Michael's Road are of conventional two storey construction although there are some older and higher buildings towards the junction with Brecon Road and also some ad hoc industrial development upon the south side of the street. In this context the development of two and a half storey buildings to St Michael's Road is considered to be justified because of the amount of this scale of built development throughout the historic built environment of the surrounding conservation area character area.
- 5.2.6 The architectural form and materials palette is sympathetic to the surrounding context of the conservation area throughout the proposed development. This extends to the use of dormer windows, pitched roofs, some sash windows and a highly characteristic six panelled door in a classical architrave on the Brecon Road frontage. The proposed materials for the development comprise the following;

Walls - Clay facing brickwork - colour red/brown multi. Render to be Parex Monorex through-coloured "smooth finish" or similar approved. Colour to be Natural White G00. Thermowood Timber cladding stained to match main entrance doors.

Window cills - reconstituted stone in feature locations. Colour smooth buff.

Roofs - Redland Cambrian reconstituted slated. Colour to be Slate Grey Pre-weathered.

Windows - St Michael's road new-build block to be Slimline profile proprietary uPVC double-glazed units with fenestration patterns as indicated on the drawings. Brecon Road block to be timber windows painted white. Double-glazed units with fenestration patterns as indicated on the drawings.

Doors - IG Doors GRP woodgrain composite Secured by Design standard sets with door patterns as indicated. Glazed fanlight above doors where indicated. Colour to be Rosewood.

Fascias - St Michael's Road new-build block to be white UPVC. Brecon Road block to be timber painted black.

Rainwater Goods - Aluminium - colour coated black.

5.2.7 In accordance with points (b), (c) and (l) of LDP policy DES1, the development will therefore respect the existing form, scale, siting, massing, density and layout of the adjacent neighbourhood. The new-builds elements will reflect the existing buildings so that they complement each other once completed.

5.2.8 In light of the above, it is assessed that the development proposals would at least preserve, if not enhance, the character and appearance of the conservation area, most particularly in view of the site's currently poor and still deteriorating dilapidated condition.

5.3 Economic Development Implications

5.3.1 The renovation of the existing buildings on Brecon Road will improve the appearance road frontage which should in turn improve the viability and vitality of the Central Shopping Area. Additional dwellings in the area will also bring more people to the town centre which will have wider economic benefits.

5.4 Highway Safety

5.4.1 There are 14 car parking spaces proposed, which is below the requirements of the Authority's car parking standards of one space per bedroom per property (up to a maximum of three spaces per property). It can be seen from the site layout that there is limited opportunity to provide car parking on site and that this is the maximum provision that the site can accommodate. The refurbishment costs of the existing buildings mean that a certain quantum of new-build development must be achieved, thus the discrepancy between dwellings and car parking spaces arises.

5.4.2 This matter was discussed in depth at pre-application stage, where multiple meetings were held with the Local Authority Planning and Conservation Officers. The conclusion of these meetings, after extended deliberation by the Authority, was that Officers felt that in this case they could support the under provision of car parking on-site, on balance, given the value that is attributed to the retention and quality refurbishment of the existing historic courtyard buildings.

5.4.3 Aside from the retention and improvement to the heritage asset, further justification for the under provision of car parking is put forward by virtue of the site's location. The site lies within the defined central shopping area boundary and the entire breadth of the town centre is walkable within a kilometre of the site. This ensures prime accessibility to a host of services and facilities, including primary retail fare, employment uses and other wide-ranging town centre provisions. The site also lies within walking distance of bus stops on Brecon Road, which provide access to numerous local and regional destinations, including larger employment hubs such as Cardiff, Newport and Merthyr Tydfil. Abergavenny also benefits from having a train station on a main line, also within walking distance or by bus.

5.4.4 In addition, the supporting Transport Statement that is submitted as part of this application states that the level of car ownership for the proposed development (based on size and tenure of housing, as well as location) is likely to be less than 0.68 vehicles

per household. Furthermore, it goes on to address that there are around 45 spare on-street parking spaces within the surrounding area before demand exceeds 85% of capacity. Even if this figure is optimistic, it is clear that there is some parking available within the vicinity of the site if required.

- 5.4.5 On balance therefore, it is considered that because of the specific circumstances of this case, it will be acceptable for the development not to meet the required Parking Standards normally applied.

5.5 Residential Amenity

- 5.5.1 The proposed new-build block has no side windows and there is sufficient distances provided between the existing buildings on the site and the rear elevation of the new build. As a result there will be no adverse overlooking between neighbours. The conversion of the existing range of the buildings has been designed so there will be no habitable room windows overlooking neighbours on either side. The layout is therefore considered to accord with the provisions of criterion (d) of LDP Policy DES1, which relates to privacy and amenity of neighbours.

5.6 Ecology

- 5.6.1 The application for the proposal is informed by an ecological assessment: Ecological Impact Assessment (ECIA). Site off Brecon Road, Abergavenny. Produced by Wildwood Ecology, dated 18th May 2018, Revision F. The ECIA is informed by a phase 1 habitat survey, desk study, preliminary roost assessment and a single bat activity survey. This survey effort meets the recommended level for a site of this type. The surveys have been undertaken by suitably experienced ecologists at appropriate times of the year and following best practice.
- 5.6.2 Of the seven buildings on site, two were described as having low potential to support individual bats using the site opportunistically. The Council's Biodiversity Officer raised concerns over this conclusion because the descriptions and photographs provided appeared to show suitability to support more than an occasional roost. As a result the Officer visited the site with a colleague and the scheme ecologists and it was agreed that although there were many potential access points to the building, there were limited potential roost features. Therefore, the single bat activity survey that had been completed is considered to be sufficient survey effort to characterise bat use, in line with survey guidelines. However, it is advised that a precautionary method of works should be used in areas which have potential roost features. The revised report that has been submitted includes suitable recommendations.
- 5.6.3 The desk study that was undertaken returned records of common roost nesting birds within the search area but no evidence of birds was recorded during the surveys. It would however be advisable to follow the advice provided in the report in case birds were to start nesting between the date of the survey and works commencing on site.

The inclusion of bat and bird boxes on the buildings is welcomed as this meets policy guidance to include enhancements for biodiversity on all planning applications and the council's Biodiversity Officer is satisfied that if the report recommendations are implemented, then there should be no negative impacts on biodiversity as a result of the proposed development. Suitable planning conditions are included below.

5.7 Archaeology

- 5.7.1 Information in the Historic Environment Record, curated by the Glamorgan Gwent Archaeological Trust (GGAT), shows that the proposed application is situated adjacent to the line of the Brecon to Caerleon Roman Road (RR62a) and is within the Monmouthshire Conservation Area. It is also located immediately adjacent to the Archaeologically Sensitive Area and is approximately 500m to the northwest of Abergavenny Roman Fort, a Scheduled Ancient Monument (Cadw Ref.: MM193). However, there are no designated sites within the proposed application area.
- 5.7.2 A review of the Historic Ordnance Survey mapping of the proposed application site by GGAT shows that the property has previously undergone redevelopment with an outbuilding shown in the northern extent of the application area on the Second Edition (1901) but not present on the Third Edition (1920). The current property extends to the north, covering the same area as the outbuilding shown on the Second Edition Ordnance Survey map. Therefore, it is likely that any possible archaeology present within this area may already have been disturbed from previous construction works. Additionally, we also note from the supporting documents that ground investigations have already occurred at the site and that the trial pits and window samples indicate that made ground varies across the proposed development area at depths ranging from 0.2m to 1.5m (Drawing Number: 17.3866-02 Rev: A). Therefore, it is our opinion that it is unlikely that archaeological remains will be encountered during groundworks and the impact of the development upon the buried archaeological resource is considered to be low.
- 5.7.3 GGAT note that the buildings that are to be demolished are mid to late 20th century structures and the supporting photographs and Heritage Impact Statement undertaken by EDP (Report Ref: edp3367_r001) also details that these buildings are of low archaeological and architectural significance. Furthermore, the remaining structures which form part of the original building as shown on the early historic Ordnance Survey mapping have been partially destroyed either by demolition from earlier planning permission for redevelopment of the site or from dereliction. We note that the proposed reinstatement of the property's boundary walls is a positive factor and additionally that the proposed changes to the front and rear elevations of the property do not detract from the building's original features such as the dormer windows and the central passageway. Therefore, it is considered that the impact of the proposed development on the archaeological resource is low.

5.8 Affordable Housing

- 5.8.1 The development is to be undertaken in partnership with Melin Homes. As a result it is proposed that 50% of the units provided will be affordable. LDP Policy S4 requires 35% of the units to be social rented through a Registered Social Landlord. They must also meet DQR which all of the units in the proposed new building can achieve. The 35% will be secured via a Section 106 Agreement.

5.9 Response to the Representations of the Community/Town Council

- 5.9.1 The Town Council have objected to the proposed development on the grounds of lack of parking and the design and scale of the proposed new building. These issues have been addressed above.

5.10 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.

6.0 RECOMMENDATION: APPROVE

Subject to a 106 Legal Agreement requiring the following:

S106 Heads of Terms

35% of the residential units must be affordable.

The new block shall not be constructed unless in conjunction with, or following the completion of the conversion and re-build of the existing buildings on the site.

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

Conditions:

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

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

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

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

3. Prior to the commencement of any other works, details of a site construction compound shall be submitted to the Local Planning Authority for written approval. This shall demonstrate how access and turning space will be maintained through construction to ensure that all vehicles entering and exiting the A40 trunk road, can do so in a forward gear.
REASON: In the interests of Highway Safety
4. Works shall be carried out in accordance with the mitigation and enhancements described in Section 5 Conclusions and Recommendations of the submitted report "Ecological Impact Assessment (ECIA). Site off Brecon Road, Abergavenny. Produced by Wildwood Ecology, dated 18th May 2018, Revision F" and as shown on the plan "Site Layout/ Block Plan. Ecology Enhancement. Produced by Hammond Architectural Ltd. Dated September 2017. Drawing number 1126/PL/01"
REASON: To safeguard species protected under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended).
5. Additional lighting on the northern elevation of the building shall be low level (<2.4m) PIR lighting only, located away from mitigation bat boxes, with directional cowls to reduce light spill.
REASON: To safeguard roosts, foraging and commuting routes in accordance with Environment (Wales) Act 2016 and Conservation of Habitats and Species Regulations 2017.
6. Notwithstanding the provisions of Article 3, Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development)(Amendment)(Wales) Order 2013 (or any Order revoking and re-enacting that Order with or without modification) no fence, wall or other means of enclosure other than any approved under this permission shall be erected or placed without the prior written approval of the Local Planning Authority.
REASON: In the interests of visual amenity and to safeguard the appearance of the area.
7. Samples of the external finishes for the development shall be submitted to and agreed by the local planning authority prior to works commencing on site and the development shall be carried out in accordance with those approved details, and retained as such in perpetuity.
8. The details of windows and doors of the development, drawn at a scale of 1:10, shall be submitted to and approved by the local planning authority prior to works commencing on site and the development shall be carried out in accordance with those approved details, and retained as such in perpetuity.

Informatives:

1. Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.
2. Any person carrying out the development to which this planning permission relates must display at or near the place where the development is being carried out, at all times when it is being carried out, a copy of any notice of the decision to grant it, in accordance with Schedule 5B to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as amended and Section 71ZB of

the Town and Country Planning Act 1990 as amended by Section 34 of the Planning (Wales) Act 2015.

3. Any material change to site access at the trunk road will require Road Safety Audit in accordance with HD19/15 of the Design Manual for Roads and Bridges. The Applicant shall agree the required measures with the Welsh Government before works commence on site and will be responsible for meeting all costs associated with these works. Any works undertaken within or forming part of the highway shall meet the requirements of Section 184 of the Highways Act 1980, and shall only be commenced with the specific agreement of the Welsh Government. No drainage from the development site shall be connected to or allowed to discharge into the trunk road drainage system.
4. The Naming & Numbering of streets and properties in Monmouthshire is controlled by Monmouthshire County Council under the Public Health Act 1925 - Sections 17 to 19, the purpose of which is to ensure that any new or converted properties are allocated names or numbers logically and in a consistent manner. To register a new or converted property please view Monmouthshire Street Naming and Numbering Policy and complete the application form which can be viewed on the Street Naming & Numbering page at www.monmouthshire.gov.uk

This facilitates a registered address with the Royal Mail and effective service delivery from both Public and Private Sector bodies and in particular ensures that Emergency Services are able to locate any address to which they may be summoned. It cannot be guaranteed that the name you specify in the planning application documents for the address of the site will be the name that would be formally agreed by the Council's Street Naming and Numbering Officer because it could conflict with the name of a property within the locality of the site that is already in use.