

Application Number: DM/2019/01041

Proposal: Reserved matters application for the erection of 271 dwellings with ancillary works

Address: Land Development South Of Crick Road, Portskewett

Applicant: Melin Homes

Plans: Elevations - Proposed 2356_(04)_307_01 - REV.A, All Drawings/Plans 2356_(04)_308_01 - REV.B, All Drawings/Plans 2356_(04)_308_02 - , All Drawings/Plans 2356_(04)_311_01 - Rev.A, All Drawings/Plans 2356_(04)_311_02 - Rev.A, Landscaping Plan EDP5822_D003 Rev E Drawings 1-17 - , Elevations - Proposed 16117 (05) 311.01 - REV.A, Other 16117 (05) 112 - REV.E, Other 16117 (05) 118 - REV.C, Parking Layout 16117 (05) 120 - REV.A, Garage Plans 16117 (05) 303 - REV.A, Garage Plans 16117 (05) 304 - REV.B, Elevations - Proposed 16117 (05) 314 - REV.B, All Drawings/Plans 16117 (05) 309.01 - REV.A, All Drawings/Plans 16117 (05) 312 - Rev B, Elevations - Proposed 16117 (05) 317 - REV.B, Garage Plans 16117 (05) 351 - , Parking Layout 16117 (05) 119 - REV.D, Garage Plans 16117 (05) 300 - REV.A, Garage Plans 16117 (05) 354 - , All Drawings/Plans 2356_(04)_202 - , All Drawings/Plans 2356_(04)_207 - , All Drawings/Plans 2356_(04)_210 - , All Drawings/Plans 2356_(04)_302_01 - REV.A, All Drawings/Plans 2356_(04)_306_02 - REV.A, All Drawings/Plans 2356_(04)_310_02 - REV.A, All Drawings/Plans 2356_(04)_317_01 - Rev A, All Drawings/Plans 2356_(04)_317_02 - , All Drawings/Plans EDP5822_D006 - Rev.B, Other EDP5822_D010 - Rev.C, Garage Plans 16117 (05) 301 - REV.C, Elevations - Proposed 16117 (05) 313 - REV.B, Elevations - Proposed 16117 (05) 302.02 - , All Drawings/Plans 16117 (05) 306 - REV.A, All Drawings/Plans 16117 (05) 310.01 - REV.A, Elevations - Proposed 16117 (05) 311 - REV.B, Garage Plans 16117 (05) 350 - , All Drawings/Plans 2356_(04)_209 - , All Drawings/Plans 2356_(04)_211 - , All Drawings/Plans 2356_(04)_302_02 - , All Drawings/Plans 2356_(04)_304_01 - REV.A, All Drawings/Plans 2356_(04)_305_01 - REV.A, All Drawings/Plans 16117 (05) 121 1800 Render boundary wall - (Boundary render), Elevations - Proposed 2356_(04)_305_02 - Rev A, All Drawings/Plans Existing Ground Sections 16117 (05) 102 - , Other EDP5822_r006 Rev A - Landscape Management Pla, Garage Plans 16117 (05) 353 - , Elevations - Proposed 2356_(04)_304_02 Rev A - , 16117 (05) 117 - , 16117 (05) 115 - , 16117 (05) 116 - , All Proposed Plans 16117 (05) 305 - Rev A, Elevations - Proposed 16117 (05) 307.02 - Rev A, Site Layout 16117(05) 111 - Rev S, Elevations - Proposed 2356_04_204 - , All Proposed Plans 2356_04_206 - , All Proposed Plans 2356_04_208 - , Elevations - Proposed 2356_04_307_01 - Rev A, Elevations - Proposed 16117 (05) 308 - Rev.B, All Drawings/Plans 2356_(04)_217 - , Elevations - Proposed 2356_(04)_306_01 - REV.A, Elevations - Proposed 16117 (05) 315 - Rev.B, Floor Plans - Proposed 16117 (05) 353 - , Elevations - Proposed 2356_(04)_309_01 - Rev.A, Elevations - Proposed 2356_(04)_310_01 - Rev.A, Other EDP5822_r005 Rev B - CEMP, Landscape Planting Plan EDP5822_d010 Rev C - Hedgerow Translocation, Method Statement EDP5822_r003 - Hedgerow Translocation, Other EDP5822_r004 Rev B - GI M'ment Plan, Location Plan 16117(05) 100 - , 16117(05) 113 Rev B - (Sheet 2 of 2), Landscaping Plan EDP5822_D002 Revision E - (Sheet 1 to 17), Method Statement EDP5822_R001 Rev C - Arboricultural, Ecology Report Preliminary Ecological Appraisal Addendum by Soltys Brewster dated May 2018 - , Ecology Report Extended Phase 1 habitat and species assessment and bat and bird assessment by Just Mammals dated Au - , Ecology Report Update letter Just Mammals dated May 2016 - , Ecology Report Barn Owl and Hedgerow Assessment by Soltys Brewster dated December 2016 - , Ecology Report Barn Owl Mitigation strategy dated July 2019 - , Ecology Report Hedgerow Translocation Plan dated January 2020 - , Ecology Report Ecological Mitigation Plan - , Ecology Report Technical note Badger Sett, January 2020 - , Method Statement EDP/ 5822/R001/A. Arboricultural Method Statement - , All Drawings/Plans 2356(04)205 -

RECOMMENDATION: APPROVE

Case Officer: Ms. Jo Draper
Date Valid: 27.08.2019

1.0 APPLICATION DETAILS

1.1 This application for the construction of 269 homes and ancillary works at Crick Road (68 affordable housing) follows the approval of the outline application DM/2018/00696 on 30 March 2019. This was described as:

"Outline application (with all matters reserved except for access) for residential development of up to 291 dwellings, a care home and public open space, landscaping and associated infrastructure work".

This Reserved Matters application is in relation to the residential element only and for the discharge of the following conditions:

Condition 1 (Plans - layout, scale, access, appearance and landscaping);

Condition 6 (Lighting Strategy);

Condition 7 (Barn Owl Mitigation Strategy);

Condition 9 (Tree Protection Report); and

Condition 15 (Landscaping Scheme)

The remaining conditions are to be addressed separately via the submission of separate discharge of condition applications. The other current planning applications are as follows:

DM/2019/01629 (Care Home)

DM/2019/01485 (Drainage)

DM/2019/00846 (Phasing)

The parcel to the west of the residential element on the overall site, identified in the LDP for B1 uses, is proposed to accommodate a care facility. This care home proposal is addressed separately as part of DM/2019/01629, although it forms an integral part of the consideration of this site with regard to how this use works alongside the residential development. The two other current applications relating to drainage and phasing are not ready for determination at this stage as there are outstanding details still to be considered. These matters will therefore not be subject to discussion as part of the two applications for the residential development and care home.

The following issues are therefore under consideration as part of this planning application:

Layout, design, access, appearance, ecology, landscaping, and trees

1.2 The application site is located directly to the north-west of the village of Portskewett and some 1.1 km east of Caldicot Town Centre. The site is identified as a strategic allocation for mixed uses (housing and employment) in the adopted Monmouthshire Local Development Plan (Policy SAH2). The Application Site comprises of a roughly diamond shaped area of land measuring 10.95 hectares in area, located to the south of the B4245 Caldicot to Chepstow Road, and north of

Portskewett. The eastern boundary runs along Crick Road, an unclassified road, while to the west, beyond a disused railway line, is a large industrial unit, occupied by Mitel, as part of a larger area of employment land (Castlegate Business Park) which lies between the settlements of Caldicot and Portskewett. Caldicot Town Centre lies just over 1 kilometre to the west, while the village centre of Portskewett lies 600-900 metres to the south-east.

1.3 The outline planning consent approved one detail which are the two access points. The primary vehicular access is via a priority junction with the B4245 to the north-west of the development site. The secondary vehicular access is via a priority junction with Crick Road to the east of the development site, immediately to the north of the Treetops residential estate. The two approved access points and the retention of original field boundaries have as far as practicable established the form and nature of the housing layout.

1.4 There is a hierarchy of routes proposed. These include the creation of a Greenway, forming an extension of the main village street running alongside retained and new hedgerows. There are secondary streets (which will serve the majority of the housing phases), and a series of mews streets and private drives along with main pedestrian routes. The access from Crick Road serves a secondary road that is deliberately more arduous by design for motorists; the intention is to make this the less attractive vehicular access option for occupiers within this site with the exception of those living in the eastern part of the site.

1.5 The highway provides a route through the site to link Crick Road and the B4245. The scheme has been revised to improve the design of the internal road layout, particularly with regard to the secondary route that runs to the east of the site to ensure safe and convenient movement across the site that is accessible to all members of the community. There is a street hierarchy incorporated within the design of this scheme that seeks to balance the needs of cars, pedestrians and cyclists. Where possible, within each development area the roads will have a design speed of 20 mph or less, negating the need for designated cycle lanes by providing streets that can be safely shared by pedestrians, cyclists and cars. Car parking is integrated into the layout in a variety of ways, including on-street perpendicular and parallel parking, courtyard parking, garages and side parking. Turning heads are proposed to facilitate service and emergency vehicles to enter and egress the site in a forward gear. A small number of private drives are proposed, serving no more than a maximum of 5 dwellings.

1.6 The outline planning consent secured improvements in connections to Portskewett and Caldicot. This has been delivered through the pedestrian footways being created along Crick Road linking the site to the existing residential area to the south and the schools and amenities in Portskewett. The footpath provision alongside the B4245 provides links with Caldicot and the employment areas to the west. The developers have sought to deliver permeability within the site with footpaths that connect areas within the site to these key footpath links outside of the site. There is an additional pedestrian access point proposed onto the B4245 to the west of the site that is to serve the residential properties and care home to the south of the site. There are pedestrian links proposed throughout the site providing short cuts and formalising desire routes to connect with the amenity spaces/ green links and access points around the site. These green links in turn connect beyond the site to the disused railway, B4245 and Crick Road.

1.7 As agreed in the outline approval there is amenity space proposed in three key areas with green routes linking these areas to each other throughout the site. The largest area of amenity land is the parcel of land that abuts Crick Road, maximising the benefits of the mature oak trees that exist on there. There is a two-pronged link from this area to the LEAP that is central to the site; one is a village street and Greenway that runs through the development area adjacent to the main access route. This green corridor varies in size between 8 and 12m, separated from the highway by a combination of retained existing hedgerow, wildflower planting and amenity grassland. There is a second green link that is partly pedestrian only, separated from a private drive that serves just 4 dwellings by a newly planted hedgerow, woodland mix planting and wildflower planting. It is proposed to link the central LEAP via a footpath that runs to the front of the care home and the attenuation basin, the surrounding space around the basin to be planted with grassland, wildflowers and structural planting. This links to the south west of the site that connects to the disused railway line to the west. There is a green link proposed that connects the

east and south east of the site with this greenway/village street. This runs adjacent to a retained hedgerow further bolstered by structural planting, amenity grassland and wildflower planting.

1.8 As agreed, a LEAP is proposed centrally within the site. The LEAP is proposed to be informally bound by hedgerows, trees, structural plating, footpaths and change of materials including block paving. All equipment including a balance beam, horizontal triangular net, chain path, climbing wall and horizontal bar is proposed to be positioned on a resin bound safety surface. The area includes a number of benches and litter bins. There will be a synthetic turf with free drainage and depending on fall heights on the play equipment there will be provision of additional shock pads sandwiched between the carpet system.

1.9 The majority of perimeter trees (including the four mature oak trees to the north of the site) and hedgerows are retained and integrated within the proposed development. In accordance with the approved strategy, verges beside existing and new hedgerows are proposed to be sown with flower mix and plugs to ensure an attractive and biodiversity rich natural environment. The attenuation pond is proposed to be a dry basin. As detailed within the accompanying Ecological Mitigation Strategy Plan the most appropriate sections of the hedgerows, to be removed, are proposed to be translocated on site. The new hedgerow mix proposed encompasses all species identified at outline/strategy stage. In full accordance with the recommendations identified in the approved Interim Works Report, a protection zone of 50m has been implemented between the two Oaks supporting the nest and roost and the nearest proposed residential units. The mitigation area, notably the 50m buffer zone is proposed to comprise of rough, tussocky grass as per the recommendation of the ecological survey. Woodland planting and a 1.2m high post and wire fence would prevent human activity within 20m-30m of the nest. A timber gate is proposed for maintenance access into this area. An informal footpath (mown grass) is to be located around the perimeter of the mitigation area to direct walkers away from the Oak trees. A community orchard is proposed along the site's eastern boundary, directly north of the mature oak trees. In accordance with the outline strategy, native structural planting is proposed to the west of the proposed orchard and to the south of the mature oaks, providing a buffer along the site access. All species agreed at outline have been incorporated into the detailed design.

1.10 The siting and layout of the dwellings have been considered (with additional revisions undertaken to drive further improvement) to minimise the impact of the development upon the surrounding properties. There is specific regard to the siting of properties in relation to the south and east boundary to ensure that they do not adversely affect the amenity or privacy currently enjoyed by the occupiers of properties along Tree Tops and Arthurs Close. The privacy distances from units 1-39, provide a minimum 10.5m separating distance to common boundaries and 21m between first floor windows. The developer has sought to achieve minimum separation distances within the development itself. There are a small number of dwellings that have adjusted on the site layout plan to make the angle between windows more acute. Where the privacy viewpoint is tight to the common boundary there are trees proposed to private gardens along the boundaries to provide a visual separation.

1.11 The house type elevations have been subject to revisions during the course of this application. The variety of house types proposed have been reduced in number and changes have been made to simplify the design with a view to making the dwellings a more bespoke to this site. The design is traditional with eight different house types proposed for the private housing finished in either a red clay multi-facing brick or a through coloured render to the walls, both with either imitation roof slates or concrete interlocking terracotta tiles. The same finishes and design are consistent with the range of Affordable Housing proposed for the site.

The following finishes are proposed for the render options:

- Fibre cement roof slate
- Through-coloured render (colours defined as off-white, light blue, sand and dusky pink)
- Colour uPVC Windows (colour tbc)
- uPVC fascia and soffits
- Black rainwater goods
- Blue engineering brick below dpc
- Grey reconstituted stone sills

- GRP chimneys

The brick option is the same with the exception of brick replacing render and there are bath stone/buff reconstituted stone sills.

The design features have been altered to reflect a more uniform design with consistent features throughout the site including the affordable units. This has involved retaining the traditional proportions and design of the properties (e.g. banding removed to the bottom of houses, brick headers added, a more traditional porch overhang design). The boundary materials to the front are defined where possible with hedgerows, the side boundaries in the public domain feature a 1.8m high masonry wall finished in similar materials to the house it adjoins (so it will be either a facing brick or a through-coloured render wall). The rear and side boundaries not in the public domain are finished in a 1.8m high close boarded fence.

The mix of open market house types are as follows:

2	1 bed apartments (Fog)
2	2 bed apartments
51	2 bed dwellings
68	3 bed dwellings
78	4 bed dwellings
Total 201	

1.12 The proposals feature 68 Affordable Housing Units that have been pepper potted throughout the site. This meets the Council's Affordable Housing requirement of 25% that was secured through the outline planning permission. The proposed residential accommodation comprises a mixture of one, two and three bedroom properties. The schedule of accommodation is as follows:

12	1 Bed Flats,
27	2 Bed Houses,
22	3 Bed Houses,
7	2 Bed Bungalows

1.13 The developer had provided an updated summary in support of the Reserved Matters Submission. The key points from this Dementia Friendly Urban Design is summarised below:

- i) It identified that Dementia-friendly neighbourhoods are places that are familiar, legible, distinctive, accessible, comfortable and safe and that improvements at a neighbourhood scale are an opportunity to enhance independent lives for people affected by dementia.
- ii) The Design of the care element is distinctly different in both scale, architectural style and material finishes which identify clearly as a building of a different use.
- iii) Architectural features and street furniture are in designs familiar to or easily understood by older people. Architectural design includes traditional roofscape, massing, and key features including bays, porches, canopies and chimneys that are recognisable and comfortable.
- iv) The village greenway and main street is recognisable by the mature landscape character set by the retained hedgerow which sits within a 9-12m green landscaped route along its length. In addition the streetscape along the village greenway are of a predominantly rendered finish contrasting to the other street types summarised below. There is a hierarchy of street types, such as main streets, side streets, alleyways and passages.
- v) The secondary shared surface street forms a continuous route from the care scheme to the ecology area adjacent to the secondary entrance. Characterised by hedge lined front gardens with occasional irregular street trees the architectural finish is predominantly brick until a change in finish is used to support wayfinding.
- vi) Deviations in the street alignment give it a more sinuous character than the linear main street/village greenway with the streetscape opening up at regular intervals to form pockets on informal open space. These pocket spaces, with street furniture placed to support people pausing, are placed at junctions where alternative routes are available or to mark changes in direction.
- vii) The material finish of the street around these pocket spaces is also changed from brick to render - a marked contrast - to support wayfinding. The colour of the finish is less significant than the obvious change in texture as the ability to perceive colours can diminish over time for dementia sufferers.

viii) With the exception of the principal street the greenway, which follows the line of the existing retained hedgerows, the original illustrative masterplan shows how the majority of the site can be developed with a series of well-connected short streets at the lower end of the street hierarchy where they can be narrower.

ix) Latent cues are positioned where visual access ends, especially at decision points, such as junctions and turnings. Along the secondary street the streetscape opens up at regular intervals to form pockets on informal open space. These pocket spaces, with street furniture placed to support people pausing, are placed at junctions where alternative routes are available or to mark changes in direction. The material finish of the street around these pocket spaces is also changed from brick to render a marked contrast to support wayfinding. The colour of the finish is less significant than the obvious change in texture as the ability to perceive colours can diminish over time for dementia sufferers. This all contributes to latent cues for wayfinding.

x) Built form is used to support the legibility of the street character as set out above. A cross the site a mixture of detached, semi-detached and short terraces form the streetscape and support the differing character of the street types. Around the central open space the scale is increased to 2.5 storey to mark the significance of this space.

xi) There is a variety of landmarks including historic and civic buildings, distinctive structures and places of activity. Key built landmarks include:

The distinct character and form of the care element

Strong architectural character of the main street

Contrasting character of the secondary street and the pocket open spaces

xii) Key GI landmarks form a significant part of the distinctive character of the neighbourhood:

The Greenway

The central formal POS with LEAP

The informal POS around the Oak tree

The secondary open space and attenuation feature along the southern boundary

The informal green spaces that break up the more linear secondary street route along the Eastern boundary

xiii) The landscape has been designed to have distinctiveness, legibility and familiarity in line with the Dementia-friendly urban design strategy. In particular, an informal circular walk has been introduced within the development starting and ending near the entrance of the care facility. Strategic points along this route (adjacent to the LEAP, adjacent to unit 128 and along the frontage of units 83-84) seating areas have been proposed to give an opportunity to stop and rest.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2018/00696	Outline application (with all matters reserved except for access) for residential development of up to 291 dwellings, a care home and public open space, landscaping and associated infrastructure works		Approved 30.03.2019
DM/2019/00846	Discharge of condition no. 4 of outline planning consent DM/2018/00696.	Pending Consideration	

DM/2019/01485	Discharge of conditions 5 and 11 of planning consent DM/2018/00696 (drainage strategy)	Pending Consideration
DM/2019/01629	Application for reserved matters pursuant to DM/2018/00696 relating to Layout, Scale, Appearance of Buildings, Means of Access (where not already approved) and Landscaping for the construction of a care home and associated works	Pending Consideration, also on this agenda

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S3 LDP Strategic Housing Sites
S4 LDP Affordable Housing Provision
S13 LDP Landscape, Green Infrastructure and the Natural Environment
S16 LDP Transport
S17 LDP Place Making and Design
S3 LDP Strategic Housing Sites
SAH2 LDP Crick Road, Portskewett

Development Management Policies

CRF2 LDP Outdoor Recreation/Public Open Space/Allotment Standards and Provision
DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
GI1 LDP Green Infrastructure
NE1 LDP Nature Conservation and Development
MV1 LDP Proposed Developments and Highway Considerations
MV2 LDP Sustainable Transport Access
LC5 LDP Protection and Enhancement of Landscape Character
SD2 LDP Sustainable Construction and Energy Efficiency
SD4 LDP Sustainable Drainage

4.0 NATIONAL PLANNING POLICY

Planning Policy Wales (PPW) Edition 10

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places.

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

5.0 REPRESENTATIONS

5.1 Consultation Replies

Portskewett Community Council : Approve

Caldicot Town Council : Development noted

Glamorgan Gwent Archaeological Trust (GGAT): Approve subject to a pre-condition requiring a secured agreement for a written scheme of historic environment mitigation to be submitted and approved by the Local Planning Authority.

MCC Highways: The application is for reserved matters for the erection of 269 dwellings with ancillary works.

- The general development of the site and its impact on the local highway network has been considered and approved at the outline planning stage.
- The internal layout of the site, subject to this reserved matters application, was extensively considered by the Highways Authority through ongoing collaboration with the applicant and their agents to achieve a suitable estate road design.
- Having assessed the revised details submitted as part of this application, we would confirm that the layout now meets the requirements of the Highway Authority.
- In light of the above, we have no highway grounds to sustain an objection to the application subject to relevant conditions being attached to the planning approval.

Natural Resources Wales: Comments to date relates to drainage (there is a requirement for further technical information) which is not being considered at this point.

Welsh Water: Comments relate to foul drainage and in particular planning application (DM/2019/01485) which is being considered separately. No objection

MCC Green Infrastructure Officer: From a Landscape and GI perspective the submitted details relating to the residential development external environment as detailed in the covering letter detailing planning application and reserved matters drawings, plans and information dated 15.01.2020 are now substantially acceptable subject to the provision of :-

- o Updated landscaping plan inclusive of non-strategic landscaping
- o Schedule of landscape maintenance
- o Site development layout inclusive of dementia friendly routes
- o A plan showing land management responsibilities eg adopted, private, management company which will link to the GI management plan

Subsequent submitted amendments to plans in response to further comments have also been reviewed and assessed at the time of this response inclusive of:-

- o Site Development Layout 1-500 16117 (05) 111 Rev Q dated 23.01.2020 which needs to be updated to reflect revised landscape plans. The current plan is missing detail and should not be accepted
- o We have concerns that the existing boundary hedge between the site and residencies in Tree Tops will not have adequate access provision or management prescriptions and would therefore require confirmation in writing that the GI management plan will address an ongoing solution to the hedge aftercare as part of the 20yr post development GI management. To be addressed in Condition 8.

The improvements since the approved outline application which had by definition less detail have been substantial inclusive of improved street layouts, improved GI green corridor connectivity both N/S and E/W through the site and the inclusion of dementia friendly street design as described in the 'Dementia friendly urban design for Crick road, Portskewett' summary report 21.01.2020 .

Boundary improvements to the north of the site inclusive of new hedgerow, protected barn owl habitat and the acceptable layout of the proposed community orchard are welcome. The species mixes and densities, grass and wildflower mix, planting details and management prescriptions proposed for public open spaces as per plans 1-17 are acceptable

The design and greenway connectivity has improved with the significantly improved W/E connectivity through plots 173-157 and changed road hierarchy and alignments increasing GI

provisions on the SE secondary route, GI link from plot 89-53 and GI improvements in the proximity of plots 152-127. The principle approach into the site from the Chepstow road is much improved in terms of GI connectivity and aesthetic appearance which is welcome however based on current information the areas where there can still be improvements include

- o Parking courts
- o Sight lines between close properties eg 135/143, 74/81 and 69/66 which we understand will be addressed in subsequent landscape plans and will be considered as strategic planting
- o Potential linkages from the eastern attention area, POS to the southern boundary path of the car home

The landscape treatment to the southern pumping station is acceptable based on recent sketch plans edp5822-sk003.

MCC Ecology: Ecological information used to assess the impact of the application includes:

Extended Phase 1 habitat and species assessment and bat and bird assessment by Just Mammals dated August 2014

Update letter - Just Mammals dated May 2016

Barn Owl and Hedgerow Assessment by Soltys Brewster dated December 2016

Preliminary Ecological Appraisal - Addendum by Soltys Brewster dated May 2018

Barn Owl Mitigation strategy dated July 2019 TO BE APPROVED via a separate planning condition.

Hedgerow Translocation Plan dated January 2020 TO BE APPROVED as part of the reserved matters (RM)

Ecological Mitigation Plan TO BE APPROVED as part of RM

Technical note - Badger Sett, December 2019 TO be APPROVED subject to agreed update

Ecological surveys have been undertaken at the site since 2014 and are ongoing to give an adequate baseline for the Local Planning Authority to make a sound decision on the principle of development at the outline stage and the detail of the site in the reserved matters application and future discharge of conditions.

Priority Habitat - Hedgerows

Lengths of hedgerow that have to be removed to facilitate the infrastructure of the development will be translocated and supplemented with new planting (Hedgerow translocation plan and Ecological Mitigation Plan). Large trees and existing vegetation at the peripheries of the site will be protected during construction via detail of a Construction Environmental Management Plan covered by condition 10 of the outline application DM/2019/00696.

Barn Owl

Barn owl has been considered by safeguarding the existing roosting site by restricting the proximity of development and fencing off the existing nest site from public space users (Barn Owl Mitigation strategy dated July 2019). Provision of an offsite compensation site has also been made including improving foraging an area and will remain within the control of the Local Planning Authority. This shall also be considered under planning condition 7 of the outline application DM/2019/00696.

Bats

Emphasis for conservation of this group of species is via hedgerow retention and additional landscape planting. Lighting detail will also be critical and shall be considered via planning condition 6 of the outline application DM/2019/00696. Further survey of offsite trees will be undertaken in relation to the installation of surface water infrastructure and is controlled via the drainage condition (condition 5 DM/2019/01485).

Badgers

As previously identified, a badger sett occurs close to the development infrastructure.

Tunnels/underground chambers may be partially destroyed by the proposals. A Technical Note - Badger Sett details measures to protect badgers during the course of the works. We welcome the inclusion of temporary sett closure during works to mitigate the risk to badgers. No replacement artificial sett will be required, due to the type of sett (likely to be a subsidiary sett). The Landscape Plans (Sheets 11 & 14) illustrate vegetation (Native Structural Planting) which shall provide screening between the development and the sett. Further considerations will be needed under the discharge condition application for drainage (condition 5 DM/2019/01485).

In previous comments we stated that we required the following information to be provided as a badger mitigation strategy:

MCC Tree Officer : With reference to Condition 9 of Outline Application DM/2018/00696 I am satisfied that the tree protection information is satisfactory and that the Condition may now be discharged. A simple tree protection condition could be appended to both 2019/01041 and 2019/01629 upon approval of the scheme:

MCC Affordable Housing Officer: No objection subject to revised plans being submitted to reflect tenure neutral delivery we have requested.

There is no issue with the amended mix, we should be receiving:

12 X 1 bedroom flat

27 X 2 bedroom house

22 X 3 bedroom house

7 X 2 bedroom bungalow

Based on previous conversations the placement of the bungalows looks to be acceptable, they have been dispersed through the site which was the preferred option of Social Care.

5.2 Neighbour Notification

There have been 33 representations received to date from different people, the comments are summarised below:

Close to adjoining properties

Conflict with Local Plan

Inadequate access

Inadequate parking provision

Increased danger of flooding

Increase in traffic

Increase of pollution

Loss of privacy

Over development

Strain on existing community facilities

Traffic or Highways

Inadequate public transport provisions

Loss of light

More open space needed on development

Noise nuisance

Block of 4 affordable houses overlooking neighbour's property

Residential Amenity

The social housing has been relocated to behind neighbour's property

Social housing allocation should not be next to current properties in the village

This planning needs an outside review as the council and Melin homes are not looking at the comments/objections

Affect local ecology Information

missing from plans

Not enough info given on application

Out of keeping with character of area particularly along Treetops, characterised by detached dwelling not 4 terraced properties as proposed

Potentially contaminated land

Caldicot is at bursting point. Air quality, traffic congestion, local services horrendously overwhelmed... Not needed

Where are all these extra families going to go to school, and doctors

Concern regarding lack of communication from Council

Letters should go to all Portskewett tax payers

Why are constantly having to object to what is basically the same plans

A more eco-friendly use should go on the site such as Solar panels so animals and wildlife can still use the land.

This whole application needs to go to an authority outside of the council to review it

The site is over developed, not in keeping and raises lots of genuine concerns

74 social 1/2 bed housing on a development whereby there is hardly any social housing through the VILLAGE of Portskewett- unacceptable. Apartments unacceptable and not in keeping.

No increased schooling facilities. Local school already had to take 44 in this year in reception class. Likewise no other infrastructure being put in place to absorb additional houses.

The application by the vendor and the submitted paperwork by council show different amounts of houses; one is an application for 291 the other 271 - which is it? These plans need to be withdrawn and resubmitted with the correct detail

Considering the M4 relief road was rejected on environmental grounds. Building hundreds of houses is also

Stop building unnecessary houses in this area.

There's not even any burial plots left in the village churchyard and Caldicot cemetery is nearly at capacity because there was never meant to be this many people here

Lack of police to combat the increasing crime rate that comes with the increase in population

All that is happening is people from Bristol are moving here and commuting to work putting even more stress on the hideously over crowded M4

Ruining a beautiful area

For the acreage of the site the maximum number of dwellings to meet DES Criterion 1 is 216, of which no more than 54 should be affordable homes. This proposal therefore breaches the LDP as it was approved by the Welsh Government. The distribution of social housing is disproportionate in the SE of the development compared to the rest of the site

Access road is narrow, footpath put in to allow access to the school, village, shop and church and the very limited public transport will further narrow it and is not safe

The verges outside Treetops have been tended for many years by the householders and will be considered theirs, therefore that land cannot be used for a pathway, the road is barely passable by 2 cars now so taking away some to form a footpath will make it even worse

Cumulative impact of this development alongside that in Sudbrook cannot be assessed as Sudbrook has not been completed yet

The B4245 is so busy it is dangerous, often congested

Crick Road will become even more dangerous both on foot and in a vehicle. Cars exceeding speed limit

The junctions at each end of this undulating road are dangerous and another junction joining in the middle, close to the single-file pinch point where there will be more vehicles waiting and also

Treetops, will further add to the danger

The increased traffic will also be detrimental to the air quality our children will have to breathe especially as there will be more waiting cars with engines idling. Supported by research. A less dense development should be considered

Proposing to build a bungalow outside neighbour's house, differs to the other houses around the perimeter in that our back garden is at the side of our house meaning that the back of our house is very close the perimeter of the field. Building built in that area is potentially going to impact on our privacy and light

There are no plans for the pumping station to be built directly outside neighbour's garden. Please can we have some details possibly some images so we know what to expect

Proximity of 4 two-storey social housing to existing neighbouring properties

The development will adversely impact my right to privacy, with 6 dwellings overlooking neighbouring property

There is no adequate plan for maintenance of the protected hedgerow. It is not acceptable to leave this as the border to be maintained by homeowners

Object to the amount of social housing in this plan. MCC policy is 25% of total and 73 social houses exceeds this figure by five so must be reduced accordingly.

The concentration of social housing highlighted in pink on your plans is too dense in one area particularly on the Treetops' boundary; stick them in the main roadside instead of being

inconsiderate to existing residents and devaluing their properties

These houses like those being built in Sudbrook need to be of the same brick and in keeping with adjacent properties in the village

Using MCC projections of car usage that would put an extra 1 Million car journeys per year on Crick Road. This needs revisiting

After a lengthy protest, this was subject to an Inspector's decision circa 2013/4 giving permission for planning to be made. I was to understand that the Inspector's decision was final and no appeal was allowable? Inspector made it clear that only 25% of properties should be accessed via Crick road and no connecting road was to run through the site to Crick road. This has been exceeded on this plan and the number should be reduced from 73 to 68 in order to comply.

MCC planned this site as low level industrial, refused Redrow houses as they wanted bungalows so cannot now allow 2/3 storey buildings

Maintenance track for the hedge between Treetops and this site - where is it this as it's not shown on the amendments

Impact on view

Contrary to previous promises that any proposed properties along the hedge line would be single storey

Neighbour's property in Treetops backs onto the proposed development. The plan shows our property as having a shaped conservatory (single storey). This was replaced several years ago with a double storey extension comprising a sitting room and master bedroom. The plan as submitted would breach our right to privacy

Multi-coloured painted facades are totally out of keeping will degrade quickly and require regular maintenance or become eyesores and have a negative impact on the village

There is no hedge maintenance proposal for the protected hedge between Treetops and the site and no means to access it for maintenance. This contradicts the maintenance programme as part of the plan. How will the developers ensure that this protected hedgerow is properly preserved?

There are still ongoing issues with foul water and drainage

Traffic getting on and off Crick Road to the B425. Villagers use Crick Road as a cut through due to new housing in Sudbrook. Should block Crick Road to one way only

Do not appear to have taken into the consideration of the impact on the road

system out of Portskewett into Chepstow. Pwllmeyric Hill is already congested at peak times

Once the pumping station is in place with its parameter fence difficult to maintain the hedge reassurance needed that whoever has responsibility of maintaining the pumping station is also going to have responsibility for maintaining the hedge (on their side, neighbour maintains their side but cannot reach the other side so the hedge can grow larger than our house. This is rectified when the farmer comes with the tractor and cuts it down

There are 277 documents and 14 days given to read and commit on said

bundles. I have read the amended items, the houses are different to the initial plans, the site layouts been changed; in fact very little of the last proposal exists and so I object

Company is boasting of having the go ahead and building well be started in September

A new sewage pumping station on land that drops away and where in the winter the land and surrounding fields flood

The lack of policing and planned access roads would need extreme measures to accommodate another 600 cars entering and exiting the development and village

The area has seen mass flooding which the other evening on week commencing 6th January where the rain was so bad that the Treetops junction was flooded and the water was coming over the kerb....however according to the relevant bodies the area doesn't flood. Caldicot castle under water in surrounding field for the last 4 months or so, hardly acceptable to put more strain on the area.

The proposed development takes no account of valid previous objections raised. The proposal has too high a density and is totally out of the character of the adjacent Treetops development

The revised matter application refers to new ecology information - you are removing an existing hedgerow and take no account of the barn owl that uses this land as hunting ground. The local buzzards also use this land as hunting ground. You note the existence of a badger set and the badger uses this land as hunting ground. There are bats present as I can verify by seeing them around my property - how is there no reference to the presence of bats in your ecology report

The proposal to reduce the width of the highway to provide a safe cycle and walking route (as required by WAG) is dangerous. The proposed removal of the Armco barrier protecting the railway bridge is totally against good highway practice and design. Your proposal to replace the Armco with a Trief kerb is dangerous as Trief kerbs cannot replace Armco. The proposed reduction of highway width, on this bend is quite frankly utter madness and I project there will be a serious accident as this road is used by heavy goods vehicles every day.

6.0 EVALUATION

6.1 Development Plan context & the Principle of Development

This is an allocated development site in the adopted LDP. The principle of development is therefore established. In the Deposit Local Development Plan the site was identified as a mixed use allocation for 250 dwellings together with 2 hectares of employment land in the western portion of the site. At the Hearing Sessions for the LDP in May 2013 it became apparent that the Welsh Government and other interested parties considered that the housing allocations were not sufficient and as a result the LDP Inspector, following an exercise where the County Council advertised 'Amended and Additional sites', agreed to increase the housing element to ensure that the housing land supply on adoption of the plan was sufficient. As such, 1 hectare of the employment allocation was removed in order to increase the residential capacity of the site by 35 dwellings. On adoption of the LDP, the Site was allocated under Policy SAH2 for a mixed use development of around 285 dwellings and 1 hectare of B1 land.

The outline consent for 291 houses served to cement the principles of the two access points and the strategic landscaping as well as securing off site highway works through legal agreements. This has framed the layout of the site that alongside design, access, appearance, ecology, landscaping, and trees is subject to consideration as part of this Reserved Matters Application. The total number of residential units has decreased from the original outline figure of 291 to the most recent final total of 269. The agent has provided the following supporting information to explain the drop in the total number of units being delivered.

"With reference to the reduction in the number of units proposed at outline stage (291) and the subsequent RM application (269). As rightfully noted, the outline proposal that was submitted was proposed to be for 'residential development of up to 291' dwellings. At outline stage, Melin Homes were in the process of working up their own house type package; the outline illustrative masterplan was therefore completed using house types with different dimensions. Retrofitting Melin's house types into the layout has naturally reduced the number of units. The housing mix has been derived following market and sale research by Melin Homes.

Completing the detailed design layout has naturally reduced the number of units on site due to the following constraints:

- o The provision of a 9m (minimum) and maximum 12m Greenway throughout the site has naturally reduced the net developable area including the provision of an extended/ substantial Green link to the front of units 53-89 & 102-137;
- o The proposal comprises a number of bungalows in line with the Council's Housing Officer/Social Care department requirement; bungalows are land hungry and naturally decrease density;
- o The location of the Badger Sett came to light post outline consent when considering the off-site drainage route. This has resulted in a further ecological constraint; and
- o Revising the layout in line with the advice of highway officers has resulted in a reduced number of units.

The changes that have resulted in a drop in density of the site have been driven by positive improvements, embracing Green Infrastructure that forms the north-south axis of the site with the Greenway. The ecological implications of the badger sett has led to greater protected open space whilst the highway requirements result in safer, more accessible links to work with the hierarchy of streets which is integral to the design of this scheme. As regards the proposed bungalows, whilst Affordable Housing works with the social care element of the Care Home, this is a house type that is in great demand but is not often delivered due to it being land hungry and it not getting the same rate of return as a standard two-storey dwelling.

The result is a site that in principle has not compromised on its delivery of GI, an appropriate stock of Affordable Housing, appropriate ecological mitigation and a highway network that delivers a safe pedestrian and vehicular network within the site.

6.1.1 Good Design/ Place making

The Supporting information provided with the application states that:

"Two Character Areas have been established by virtue of the outline consent, these include the Village Street/Greenway and the neighbourhood core. The Village street/Greenway comprises a patchwork of traditional materials and detailing adds richness to the streetscape. The neighbourhood core is simpler in form with a wider use of brick and render to external walls."

The site layout shows landmark buildings sited along key views to create architectural interest, the vistas are framed with landscaping that leads to single and group of buildings sited to create interest and definition within the streetscene. An example of these landmark buildings includes those positioned around the boundary of the central LEAP, which is an important focal point within the site. There has clearly been consideration of placement, landscaping and in key areas, for example Units 1-5, have been treated with particular care given their prominence at the site entrance point when arriving via Crick Road. Properties positioned at key corners have been given due consideration and dual frontages have been provided to ensure a degree of prominence and surveillance. Clear attempt has been made to ensure that car parking does not visually dominate the streetscape or frontage, with soft landscaping proposed to screen and soften the visual impact of vehicles parked along or in front of a building line.

The house designs are traditional in terms of form and design; there are additional measures proposed to enable this site to read more legibly across the site. The range of house types have been reduced in number with a smaller mix of house types in both open market and affordable units. While these are different in sizes, the proportions and form are all very similar and this, coupled with the key design features like fenestration, porch treatments and brick headers, unify and bring this site together. There is a sense of uniformity across the site. It is the layout and relationship with each element combined with the landscaping, boundaries, open spaces and footpaths that help to create a strong sense of place. The mix of housing in the street scene coupled with siting provides a range of roof heights and a varying building line that reflects the character area it is within (e.g. the Greenway has a straighter, more formal building line). Secondary streets, particularly along the eastern boundary, vary and undulate in line with the respective road design that curves to deliver a different character area. This, allied to a strong landscaping scheme and network of open spaces and links throughout the site, delivers a strong design and a sense of place throughout the site.

6.1.2 Impact on Amenity/ Promoting Healthier Places

The developers have sought to deliver permeability within the site and encourage interaction and (non-car) movement by delivering footpaths that connect areas within the site to key footpath links outside of the site that lead on to key destination points, namely Caldicot and Portskewett. There are generous green corridors incorporated as a landscape backbone, both enhancing biodiversity and delivering permeability throughout the site, linking with existing GI opportunities beyond the site boundary.

External GI opportunities include links to the following assets via the disused railway line:

Caldicot Castle Country Park;
National Cycle Network no 4;
Caerwent Roman Town;
Welsh Coastal Path, and
the wider footpath network

The wider opportunities presented here combined with the internal provision within the site of linked open spaces, pockets of social areas and safe routes around the site contribute significantly to the health and well-being of the future occupiers of the site.

The neighbouring properties that are potentially impacted by this development are located adjacent to the site to the south-east and partly along the south-western boundary. There is an existing established hedgerow along these boundaries. The neighbours have raised concerns that this hedgerow forms a private boundary and therefore is likely to be undermined and eroded by individual householders in the future, thus compromising an important privacy buffer. Whilst this has been included within the gardens of neighbouring properties, there is protection offered through planning conditions imposed on the outline planning consent (DM/2018/00696). This seeks to ensure that the hedgerow is retained at a minimum height of 1.8m and if severely damaged or it dies it has to be replaced. Secondly, the provision of any other boundary material along these boundaries is also subject to the control of the local planning authority (LPA) as normal permitted development rights to erect a new boundary material in this position have been removed. This will offer resistance to the erosion of this buffer between existing and proposed new dwellings and as a minimum will protect half of what is a substantial hedgerow (as the ownership boundaries sever the hedge in the middle, thus the existing occupiers have control of the inside half of this hedge).

In addition, the siting and layout of the proposed dwellings minimise the impact of the development upon the surrounding properties. Specifically this relates to the position of the properties that occupy the southern boundary to ensure they do not adversely affect the amenity or privacy currently enjoyed by the occupiers of properties along Treetops and Arthurs Close. This is achieved through the provision of a minimum of 10m between the proposed rear elevations (units 1-34) and the boundary, which separates both curtilages. This, together with the retained hedgerow boundary will help to mitigate against any potentially adverse impact involving the neighbouring properties.

Recent revisions to the layout have driven further improvements to address neighbour concerns:

(i) Plot 9 has been moved and handed to ensure the privacy distances take into account the two storey extension undertaken by the existing neighbour at 53 Treetops.

(ii) Plots 11-14, while achieving the minimum privacy distance to the common boundary, have been moved forward to provide a larger separating distance to relieve any potential overbearing impact resulting from two pairs of semi-detached properties that back onto the neighbour at 54 Treetops.

(iii) Plots 20 -23 have been moved forward to ensure the privacy distances are fully complied with, this in combination with the existing mature high hedgerow that forms the common boundary will ensure the development does not have an adverse impact upon existing neighbouring occupiers.

(iv) Plots 36-39 on previous layouts involved two bungalows, MCC social care have established that this is too far away to meet their requirements. A row of 4 terraced properties has been located here instead and moved as far away as possible from the common boundary with 8 Arthurs Court to prevent any over-bearing impact upon the neighbouring property.

(v) The pumping station is situated adjacent to the site boundary and concern has been raised that the neighbour is unable to establish impact without seeing plans of the station. This is subject to a condition for submission as a separate planning application (neighbours will be consulted on this) although what is agreed is a green/black weld-mesh boundary treatment to enclose the pumping station with a native species hedgerow buffer, and with a further 1.5m service strip in between the pumping station and the mesh fence.

Minimum separation distances are achieved within the development itself, ensuring that the amenity and privacy of prospective residents is also prioritised. Dwellings have been grouped to ensure that they conform from a scale and massing perspective, thus ensuring that there is no unacceptable relationships from an overbearing or overshadowing position.

Further landscaping has been proposed to mitigate angled views into amenity spaces and overall the new dwellings meet the requirements in terms of privacy distances to windows and private amenity spaces.

6.1.3 The Welsh Language

Interpretation boards agreed in relation to the barn owl and open space to the north will be bilingual. (This will be secured through the GI Management Plan that will come in as a separate discharge of planning condition application).

6.1.4 Sustainable Management of Natural Resources

The site has been designed with very few north facing gardens. Where they do occupy there is plenty of space beyond (back to back gardens) to benefit from direct sunlight.

6.2 Active and Social Places

The site layout is set around a framework of community spaces and links. Green Infrastructure (GI) has been integral in the site design with the provision of open spaces, green routes, and walks interspersed with benches, interpretation and play areas. The design provides opportunities through the spaces, links and highway network for both occupiers and care home residents to mix and interact. The layout facilitates access to opportunities off the site and connection to key areas, be it roadside or along the disused railway line; this works directly with off-site highway works agreed within the outline consent. There are pedestrian links proposed throughout the site providing short cuts and formalising desire routes to connect with the amenity spaces and green links within the site. This encourages occupiers to walk or cycle to destinations within the site and beyond. It also helps to address existing shortcomings, namely the link between Portskewett/Crick and Caldicot.

This site provides the bridge that links these areas together, so that existing residents in Portskewett now

have options to access Caldicot on foot or by cycle via this site and likewise Caldicot to Portskewett.

Secure by Design principles have been implemented to reduce opportunities for crime and to create neighbourhoods where people can feel safe. There is a clear distinction between private and public areas through use of a variation of highway widths and materials, landscaping and boundary treatments. Public areas are overlooked with properties orientated appropriately. Footpaths are overlooked by adjacent properties, thus ensuring that public spaces have surveillance and people are made to feel safe. The site layout encourages interaction and non-car movement. The dwelling layout whilst characterised by neighbourhood areas, are not inward facing, so that the site always looks out onto the public domain; the zones within the site integrate well with other though the links and spaces created.

Practically, the developers have stated that sufficient space is included within the garages and curtilage areas of the proposed dwellings to accommodate cycle storage.

6.2.2 Access / Highway Safety

The highway provides a route through the site to connect Crick Road and the B4245. The scheme has been revised to improve the design of the internal road layout to ensure safe and convenient movement across the site that is accessible to all members of the community. There is a street hierarchy incorporated within the design of this scheme that seeks to balance the needs of cars, pedestrians and cyclists. The Council's Highway Engineers have confirmed that the site meets the requirements and they are satisfied with the development as proposed. The Car parking provision proposed is in accordance with the Monmouthshire Parking Standards SPG (2013).

6.4 Distinctive & Natural Places

The design of the site positively embraces the care home aspect of this development, as the layout demonstrates a commitment to advance a permeable relationship between residential development and the proposed care facility. The layout has been designed using dementia friendly design principles set out in 'Neighbourhoods for Life: Designing dementia-friendly outdoor environments', namely distinctiveness, familiarity and legibility.

The layout has been designed with features that are familiar, the functions of places and buildings are obvious. The care element is distinct from the residential. There is a clear and legible street hierarchy. Blocks are small and laid out on an irregular grid based on an adapted perimeter block pattern with the exception of the Greenway/Village Street that is distinct in that it follows the line of the original hedgerow. The roads are short and fairly narrow and are well connected and gently winding with open-ended bends to enable visual continuity.

The site is certainly distinctive, the building form is varied in how it relates to its immediate environs but the simplicity and uniformity in the design elements help the site to come together visually. Also, thought has been given to the external finishing materials of dwellings and boundaries which help to define placing on the site.

There are key GI landmarks incorporated which form part of a variety of welcoming open spaces, including squares, parks and playgrounds that make this site distinct.

The approach to distinctiveness and creation of natural places is represented in the informal circular walk proposed starting and ending near the entrance of the care facility. The circular walk is 'signposted' by a single species of tree (*Cercidiphyllum japonicum*) providing not only a visual cue but an aural one also. At strategic points along this circular walk seating areas have been proposed to give an opportunity to stop and rest. This brings together the GI and there are other links throughout the site that give the opportunity to experience key areas of open space.

The development has delivered a site that is clearly distinctive, embracing and developing the natural assets on the site to become an integral part of the overall scheme.

6.4.1 Landscape/ Visual Impact/ Green Infrastructure

Within the site there have been significant improvements in the design of this site with improved street layouts and GI green corridor connectivity both along the north-south and east-west axis that frames the site. There has been significant improvement in the overall visual impact of the site resulting from the inclusion of dementia friendly street design. The approved landscape

strategy sought to build on the retention of boundary and internal hedgerows where possible and the translocation of those to be displaced by the layout. This is reinforced by the planting of significant lengths of new, native hedgerows along internal routes. In accordance with the approved strategy, verges besides existing and new hedgerows are proposed to be sown with flower mix and plugs to ensure an attractive and biodiversity rich natural environment.

There are clear viewpoints that can be achieved of the site from B4245 and the Crick Road. Boundary improvements to the north of the site inclusive of new hedgerow, protected barn owl habitat and the layout of the proposed community orchard serves to soften viewpoints from viewpoints outside the site. The site is designed with the denser areas of the site located towards the south within a more distant viewpoint. The houses however are simple with a maximum of 2.5 storeys in the central areas of the site and framed within the existing and proposed landscape of the site, this works within the context of the site and the surrounding established development.

The principle approach into the site from the B4245 and that from Crick Road is much improved in terms of GI connectivity and aesthetic appearance. The landscape and visual impact of the proposed development is acceptable as it responds well within the surrounding area and embraces the natural landscape features that characterise this site.

6.4.2 Biodiversity

As indicated in the consultation responses, MCC Ecology is satisfied with the development as proposed.

6.4.3 Flooding

This is not an issue in the case; the site is not in a flood plain.

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

This is not subject to consideration as part of this application and is subject to a separate application relating to drainage (surface water and foul).

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

The concerns raised by the neighbouring properties have been addressed above. There are issues that are raised with regard to the principle of the development and the shortage of available services but these were addressed in the outline planning application.

The issues of amenity and overlooking are addressed, whilst the concerns raised regarding numbers, density and shortage of open space are addressed also.

There have been points raised about promises of only single storey properties along the boundary; there is no record of this.

There have been a number of concerns raised relating to affordable housing, concerning numbers and siting.

The proposal has delivered the required 25% in accordance with planning policy. Regarding the objections raised regarding the position of the affordable housing, these units have been 'pepper potted' throughout the site, with no concentration within a given area. With regard to the objection to the general provision on the site, the MCC Housing Officer has stated the following; "it is noteworthy that we have a huge affordable housing need in this area and the number of affordable units will make a real difference to those struggling to access an affordable home. Affordable housing is not just about social rented accommodation it is also about helping first time buyers and those in the private rented sector. The affordable housing provision at Crick Road will be allocated to those requiring a social rent home as well offering opportunities for intermediate rent and low cost homeownership, helping create a balanced and sustainable community".

Access, Junctions, Highways:

The access and road improvements are not considered in this application, having been addressed fully in the outline application. The MCC Highway Engineer, however, has addressed the concerns raised.

- Inadequate parking provision

The levels of parking are in accordance with the Council's Adopted Parking Standards.

- Very limited public transport will further narrow the highway and is not safe. The verges outside Treetops have been tended for many years by the householders and will be considered theirs; therefore that land cannot be used for a pathway, the road is barely passable by 2 cars now so taking away some to form a footpath will make it even worse.

The verge is a highway verge and forms part of the publicly maintained highway. The footway will be provided within the existing verge; any reduction in carriageway width will not materially affect the flow of traffic and create harm or nuisance

- Lack of public transport –

The site is in close proximity to bus stops and bus services

.

- The B4245 is so busy it is dangerous, often congested

Incorrect, data and statistics do not indicate that there is a specific road safety issue on the B4245 fronting the development. The transport assessment has analysed the impact of the development on the immediate highway network taking into account both the increased traffic generated by the development and committed development in the area such as Sudbrook Paper Mill, Sudbrook,, Rockfield Farm, Undy and no significant increase in traffic movements is predicted; however improvements to Crick Road to provide pedestrian links and control vehicle speeds are proposed.

-The junctions at each end of this undulating road are dangerous and another junction joining in the middle, close to the single-file pinch point where there will be more vehicles waiting and also Treetops, will further add to the danger

As above, the Transport Assessment thoroughly reviewed the capacity and operation of the junctions

- Using MCC projections of car usage that would put an extra 1 Million car journeys per year on Crick Road.

The Transport Assessment thoroughly reviewed the capacity of the adjoining highway network

- Traffic getting on and off Crick Road to the B425. Villagers use Crick Road as a cut through due to new housing in Sudbrook. Should block Crick Road to one way only

As above the Transport Assessment thoroughly reviewed the capacity and operation of the junctions

- Do not appear to have taken into the consideration of the impact on the road system out of Portskewett into Chepstow, Pwllmeyric Hill is already congested at peak times

The Transport assessment thoroughly reviewed the capacity of the adjoining highway network in the context of the scale, size and location of the development

-The proposal to reduce the width of the highway to provide a safe cycle and walking route (as required by WAG) is dangerous. The proposed removal of the Armco barrier protecting the railway bridge is totally against good highway practice and design. Your proposal to replace the Armco with a Trief kerb is dangerous as Trief kerbs cannot replace Armco. The proposed reduction of highway width, on this bend is quite frankly utter madness and I project there will be a serious accident as this road is used by heavy goods vehicles every day.

Incorrect; the proposal will be subject to detailed highway analysis and design and appropriate technical and road safety audits will be carried out at various stages. The B4245 at the site location is subject to a 30mph speed limit and will be further promoted by the introduction of suitable improvements on the B4245 fronting the development.

In respect of the concern raised by neighbours over hedgerow maintenance along the eastern boundary and adjacent to the pumping station, the developer has confirmed that this will be covered by a maintenance company who will be responsible subject to the specification given in the GI Management Plan (subject to a separate discharge of condition application). The lack of details for the pumping station is noted and the neighbour will be consulted when this detail is submitted as a discharge of condition. It is noteworthy that such developments are normally low key and are characterised by two small units above ground level. This element is to be landscaped, softening the visual impact of this development.

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

6.6.1 The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of

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

6.7 Conclusion

There have been significant improvements undertaken in the design and layout of this site, with improved street layouts, highway network and GI green corridor connectivity both along the north-south and east-west axis that frames the site. There have been significant improvements in the overall visual impact of the site resulting from the inclusion of dementia friendly street design. The site has been driven by GI principles. Key points such as connected multi-functional green space, incorporating a community growing area, retention of protected habitats, opportunities for formal and informal play, connection to and opportunities to access key walking routes. The result of the changes has been a drop in the density of the site that has been driven by positive improvements to the layout. The site achieves all of the objectives in terms of affordable housing provision and works alongside the care home provision in a mutually beneficial way. The outcome is a site development proposal that has not compromised on its delivery of GI, an appropriate stock of Affordable Housing, appropriate ecological mitigation and a highway network that delivers a safe pedestrian and vehicular network within the site. The site is recommended for approval accordingly.

7.0 RECOMMENDATION: APPROVE

Conditions

1. 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.

2. No development shall commence until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. The development shall be carried out in accordance the approved phasing and completion plan.

REASON: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential amenity and highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development and to safeguard the visual amenities of the locality and users of the highway.

3. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established).

REASON: In the interests of highway safety

4. No development shall take place until the applicant or his agent or successor in title has secured the agreement of a written scheme of historic environment mitigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. Thereafter, the programme of works shall 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 in accordance with Planning Policy Wales (Edition 10, December 2018).

5. Tree protection arrangements shall be in strict accordance and timetabled as per the recommendations laid down in the Arboricultural Method Statement EDP/ 5822/R001/A.

REASON: To ensure the safe, long-term retention of valuable green infrastructure assets in accordance with Council Policy S13 - Landscape, Green Infrastructure and the Natural Environment.

6. Samples of the proposed external finishes shall be agreed with the Local Planning Authority in writing before works commence and the development shall be carried out in accordance with those agreed finishes which shall remain in situ in perpetuity unless otherwise approved in writing by the Local Planning Authority. The samples shall be presented on site for the agreement of the Local Planning Authority and those approved shall be retained on site for the duration of the construction works.

REASON: To ensure a satisfactory form of development takes place and to ensure compliance with LDP Policy DES1.

7. None of the existing trees, shrubs and hedges on the site identified as being retained and/or implemented as a result of the approved landscape scheme shall be felled, lopped or topped (excluding regular trimming of hedges) uprooted or wilfully damaged. If any of these trees, shrubs or hedges are removed, or if any die or are severely damaged, they shall be replaced with others of such species, number and size and in a position to be agreed in writing with the Local Planning Authority. Any lopping or topping which may prove necessary shall be carried out in accordance with scheme previously approved in writing by the Local Planning Authority.

REASON: To protect valuable tree or other landscape features on the site in the interest of preserving the character and appearance of the visual amenities of the area in accordance with Policy LDP G11.

INFORMATIVES

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

