

Application Number: DM/2020/00023

Proposal: Erection of 8 no. one-bedroom mews dwellings, landscaped car parking and amenity area, electrical charging point and associated works

Address: Garages at Western Avenue, Bulwark, Chepstow

Applicant: Monmouthshire Housing Association

Plans: Floor Plans - Proposed TP104 - 3, Site Plan TP102 - 3, Floor Plans - Proposed TP103 - 4, Elevations - Proposed TP105 - 2, Location Plan TP100 - 2, Other Building Inspection Report - , Other Design Statement - , Transport Statement Transport Statement - ,

RECOMMENDATION: Approved Subject To S106 agreement

Case Officer: Mrs. Helen Hinton

Date Valid: 07.01.2020

This application is presented to Planning Committee given the constrained deadlines for the delivery of the site having regard to Welsh Government funding arrangements for affordable housing

1.0 APPLICATION DETAILS

1.1 The application seeks full planning permission for the development of eight, one-bedroom dwellings alongside associated highway, parking and landscaping works on land currently used as a parking and a garaging court to the north-east (rear) of Western Avenue, Bulwark. Vehicular access to the development would be gained via an existing access leading from Western Avenue, between numbers 39 and 41.

1.2 The layout plan indicates the development of a terrace of six dwellings in the northern part of the site, approximately 22m to the south-east (rear) of the properties in Aust Crescent; 14m to the north-east (rear) of the properties in Western Avenue and 15m to the north-west (rear) of numbers 81 and 83 Aust Crescent. The floor level and ridge line of the terrace would be staggered to follow the topography of the site. The properties would be orientated to face south-east with an area of amenity space and bin store provided adjacent to the front elevation, enclosed by 1.4m high block and render walls. A larger area of amenity space would be provided to the north (rear) of each dwelling defined by 1.8m high timber fencing. Vehicular and pedestrian access to the rear boundaries of the properties in Western Avenue and Aust Crescent would be maintained around the terrace.

1.3 A pair of semi-detached dwellings would be positioned 9.8m to the south-east (front) of the proposed terrace, 2.85m to the north (side) of 30 Somerset Way. The front elevations would be orientated to face north-east to overlook an existing pathway leading from Somerset Way to the south-east.

1.4 The dwellings would be of the same design and size, each measuring 5m wide, 12.60m deep with a single fronted, two storey front elevation with a maximum height of 7.1m falling to 5.4m. The rear roof plane would be finished with a catslide roof falling to 3.1m at eaves level. Externally the dwellings would be finished with clay pantile roof with a through colour render to the elevations and mid grey aluminium composite window units. A bank of photo-voltaic solar panels would be provided on the front roof plane of each dwelling with two roof lights in the rear roof plane. Internally the accommodation would comprise a kitchen, bathroom and open plan living-diner at ground floor level with one bedroom and a bathroom at first floor level.

1.5 As specified above each property would benefit from a semi private front garden and a enclosed rear garden which would contain a shed measuring 2m wide, 1m deep with a pitched roof measuring 2.4m high. Whilst the rear garden boundary of the terraced dwellings would be finished with 1.8m high fencing, the rear garden of the semi-detached properties, which would front the main vehicular access to the site would be enclosed by a 1.8m high block and render wall.

1.6 Nine parking spaces and a refuse store would be provided in the north-eastern part of the site, in close proximity to an existing electricity substation. Informal areas of parking would also be available adjacent to the south-western boundary, to the rear of Western Avenue.

1.7 The proposed dwellings would be constructed by Monmouthshire Housing Association and have been designed by architects as part of a larger project to build 'homes for life'. The design of the dwellings have been carefully considered to ensure high energy efficiency and versatility to adapt to change depending on the occupiers' circumstances. The design of the two storey dwellings is an evolution in design relative to the development of 4 mews housings at Elms Road, Caldicot which formed part of 'Innovative Housing Programme' (IHP1) backed by Welsh Government completed by Monmouthshire Housing Association in 2018 (application DM/2018/00380 refers). The current proposal is also the subject of a Welsh Government Innovative Housing Programme (IHP3) grant application.

Site Appraisal

1.7 The application site comprises a parking and garaging court, located to the north-east (rear) of the residential properties in Western Avenue; to the south-east and south-west (rear) of the properties in Aust Avenue and to the north-west (side and rear) of the properties in Somerset Way. The site currently accommodates 46 garages that are leased to local residents by Monmouthshire Housing Association (MHA). Vehicular access is gained via a 26m long, 4.36m wide access between numbers 39 and 41 Western Avenue. A number of pedestrian pathways provide permeability through the site, leading from Aust Crescent and Somerset Way. An electricity sub station is positioned in the north-eastern part of the site. The site is positioned on a gentle gradient falling from north-west to south-east and south-west to north-east.

1.8 The site as whole is unallocated and falls within an established residential area within the development limits of Bulwark, Chepstow as identified by the Proposals Maps of the Monmouthshire County Council Local Development Plan.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2019/01975	Single storey prefabricated garage blocks	Approved	08.01.2020

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

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

Development Management Policies

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
SD2 LDP Sustainable Construction and Energy Efficiency
SD4 LDP Sustainable Drainage
NE1 LDP Nature Conservation and Development
GI1 LDP Green Infrastructure
EP1 LDP Amenity and Environmental Protection
MV1 LDP Proposed Developments and Highway Considerations
DES1 LDP General Design Considerations

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

Chepstow Town Council - No response received.

MCC Ecology and Biodiversity - Additional details required with regards to planting, landscaping and biodiversity enhancements requested.

MCC SAB - The proposed scheme will require a sustainable drainage system designed in accordance with the Welsh Government Standards for sustainable drainage. The scheme will require approval by the SuDS Approving Body (SAB) prior to any construction works commencing.

Dwr Cymru/ Welsh Water - Advice provided with regards to the needs for sustainable drainage for surface water and conditions with regards to foul water drainage.

MCC Highways - Response will be provided verbally.

SEWBRc Search Results - No significant ecological records identified.

5.2 Neighbour Notification

The application has been advertised by direct neighbour notification and the erection of site notices. Three letters of objection and representation have been received and are summarised as follows:

Given the innovative design and technologies proposed, concerns are raised as to the sale price of the properties and whether they will be compliant with the definition of affordable housing given at paragraphs 4.4.25 and 4.2.26 of Planning Policy Wales.

The external materials do not reflect the local context of post-war housing. However more sustainable technologies and design are welcomed.

The design statement shows the ridge height of the dwellings exceeding the ridge height of nearby dwellings, raising concerns with regards to impact arising due to the level change of Somerset Way relative to the site. Concerns that the units will not seamlessly respond to the context.

The siting of the dwellings do not respond to existing established and well used pedestrian desire lines across the site.

Details are lacking with regards to the design of the public realm and how the shared surface will accommodate and support high pedestrian use of the site. It is important the development does not create an enclave of private dwellings with associated parking deterring its use as a thoroughfare. Consideration should be given to the use of demarcation through the use of paving colours, textures and/ or tactile materials.

The application wrongly suggests the garages are not used. The proposal will displace the current users of the area creating on-street parking issues on neighbouring streets which already experience high volumes of traffic and parking demand.

The peripheral local overnight parking is poorly reflected in the transport assessment and the impact of removing a huge area of both private parking (within garages) and pseudo on-street parking in the garage area. A clear indication of how many vehicles are kept in the garages regularly and will subsequently be displaced is needed.

The loss of parking will result in residents seeking alternative measures with front gardens subsequently used for parking to the detriment of the amenity and biodiversity value of the area and the attenuation of storm water runoff associated with landscaped front gardens

The area already experiences parking issues and congestion. This area is characterised by private vehicle use and an ageing population that will not decrease levels of car ownership.

The transport statement make uses of invalid, insufficient or outdated (2011 census) data. Limited data collection has skewed the representation of the area.

6.0 EVALUATION

6.1 Strategic & Spatial Choices

6.1.1 Principle of Development

The application seeks to redevelop an existing garage area to the rear of Western Avenue to provide eight affordable housing units with associated parking and amenity space. Given the existing developed nature of the land, the site is deemed to be brownfield.

The site as a whole is located within an established residential area within the development boundary and community of Bulwark. The site is outside of the boundaries of the nearest flood zone as defined by the Development Advice Maps of Technical Advice Note (TAN) 15: Development and Flood Risk. Policies S1 and H1 of the LPD presume in favour of new residential development in such locations. Therefore, the principle of such this development is considered appropriate and acceptable subject to detailed planning considerations.

6.1.2 Good Design/ Place making

As specified above the application site comprises brownfield land that currently accommodates 46 garages. Given the size of the site indicated, it is considered that the plot is capable of accommodating the number of dwellings proposed in conjunction with associated areas of parking and amenity space without resulting in overdevelopment of the site. It is considered that the linear form and arrangement of the dwellings would be a contemporary interpretation of a terrace already

evident in the area with proportionate areas of amenity space, connectivity and permeability maintained throughout the site. Although enclosed on all sides by existing dwellings, it is considered that the works would create modern, sustainable adaptable dwellings and would create an active development to the benefit for the visual appearance, amenity and usability of the area.

Although more contemporary in design and form, it is considered that the form of the dwellings would reflect the existing pattern of terraced and semi-detached dwellings evident in the vicinity and would introduce a distinctive, modern design that would create an interesting destination and environment. It is considered that the demolition of the underutilised garages and the development of this proposal would significantly improve the appearance of the site which is currently underused and the subject of dilapidation and vandalism.

Whilst concerns were initially raised with regards to the orientation and boundary treatments associated with the semi-detached dwellings (including a request made to re-orientate the dwellings to provide units that addressed the entrance in order to create a more welcoming appearance and greater sense of place), it is acknowledged that the siting indicated reflects the established building line of the western side of Somerset Way. It allows for increased natural surveillance of the pathways leading from Somerset Way and Aust Crescent and the proposed parking areas and positions the tallest part of the dwellings adjacent to the blank side elevation of 30 Somerset Way rather than their private amenity space (which in turn could lead to overbearing concerns). Whilst the need for the block and render wall to the rear of the gardens facing the vehicular entrance to the site has been questioned, it has been confirmed that the boundary is required to provide enclosure, privacy and to prevent car headlights shining into the habitable accommodation of the proposed dwellings.

As part of the public consultation process, concerns have been raised with regards to the mass, size and scale of the dwellings and their visual prominence when viewed from Somerset Way and the external materials proposed. It is considered that the mass, size and scale of the dwellings are modest and comparable to many surrounding the site. Although the dwellings may appear taller and potentially visible above the ridge levels of the dwellings in Somerset Way, this is predominantly as result of the rising nature of the land as it climbs up from Somerset Way to Western Avenue/ Aust Crescent, rather than the development being disproportionately tall relative to the context. It is considered that the arrangement of the buildings on site would be reflective of the strong linear pattern of development in the area, which would help the development blend with the urban context and prevent it from being visually incongruous or overbearing.

The plans detail that the dwellings would be finished with pantile roofs, through-coloured render walls with aluminium grey coloured windows and doors. Although the majority of the dwellings in the immediate locale are finished with rough cast rendered elevations with uPVC framed windows and doors and concrete tiled roofs, it is considered that the development provides a modern interpretation of these materials which in turn would complement and enhance the character and appearance of the area, help revitalise the site and integrate the scheme with the locality.

Concerns have been raised with regards to the layout inhibiting desire lines, pedestrian movement and the demarcation of the shared surfaces spaces. It is noted that all existing pathways would be maintained in a close alignment to the existing desire line, to ensure maximum pedestrian permeability and that the public realm area would be defined by the use of colour clay block paving of grey and heather to informally differentiate primary vehicle access areas and those used as parking, open space or residential access. A number of trees would also be provided to soften the development and provide a boundary demarcation between public and semi-private residential areas.

On the whole it is considered that the development proposed would respect the existing form, scale, massing, materials and layout of its setting and would provide a modern and sustainable development. The proposal would vary the house type and housing stock availability in the area to the benefit of the vitality of the wider area and the appearance of the site in accordance with the requirements of policies S1, S13, S17, EP1, DES1 and H1 of the LDP.

6.1.3 Impact on Amenity/ Promoting Healthier Places

Although the proposed dwellings would be taller than the existing structures on site the proposed dwellings have been carefully designed to reduce their impact in respect of being overbearing to neighbouring properties, causing increased overlooking or a loss of privacy to the dwellings or private amenity space around the site.

Based on the plans submitted, a minimum distance of 22m would be maintained habitable room windows with 19m maintained between the proposed first floor windows and the closest garden boundary. Such distances are considered acceptable and sufficient to maintain the privacy and amenity of existing and proposed residents.

As a result of its enclosed position, the development could generate increased overshadowing and loss of light to the rear gardens of those surrounding the site. Having said this, the asymmetric nature of the roof design with elongated catslide roofs on the rear elevation reduces that scale and bulk of the building, thereby helping to maximise light fall. Thus, it is considered that any increased impact experienced would not be significantly detrimental to residential amenity.

Whilst technically backland development, it is considered that the disruption arising as result of proposed use and associated vehicle movements would be significantly less than that generated by the existing site was used and operated to its maximum capacity.

Given the above, it is considered that proposed development would not harm residential amenity and would be in accordance with Policy EP1 of the LDP.

6.2 Active and Social Places

6.2.1 Affordable Housing

As the application has been submitted by Monmouthshire Housing Association (a registered social landlord) and is to provide affordable housing, there will be no requirement for the developer to provide any financial contribution for the development. However, the application is required to sign a legal agreement to ensure that the housing would be for affordable purposes only in perpetuity. A unilateral undertaking has been submitted by the developer as part of the application.

Whilst an objector has questioned whether the resulting value of the properties would be compliant with the definition of affordable housing given in Planning Policy Wales, the applicant has provided a unilateral undertaking confirming that the dwellings would be retained as a social rented tenure and will not be sold on the open market. Rents for housing association properties are generally set within, or with reference to the Welsh Government's benchmark rent framework. The application is therefore considered compliant with the requirements of Policy S4 of the LDP.

6.2.2 Access / Highway Safety

PPW10 makes it clear that the Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The Policy moves on to require "the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles."

As specified above the application site is located within the development limits of Bulwark which benefits from facilities and services within tolerable walking distances of the site. Bulwark also benefits from public transport connections to Chepstow which is a principal town within the County with enhanced facilities and services and additional and wider reaching public transport mode options.

As part of the pre-application advice provided to the applicant, the Council's Highway Officer provided the following comments:

"Generally the highway authority considers the site to be well sited in a large residential area of Chepstow providing reasonable sustainable walking and cycling links to the main attractors and amenities.

- The local highway network is likely to be capable of accommodating the vehicle movements generated by the development of eight one-bedroom units.
- The highway authority consider that an appropriate junction with Western Avenue can be provided.
- The number of parking spaces proposed for the development for 8 one-bedroom units is considered too low, no provision for visiting parking has been provided although the layout is capable of accommodating short term parking on street.
- A garage audit will be required to substantiate and justify the loss of off street parking and determine the impact those vehicle displaced will have on the existing parking stress experienced in the area.

Further Consideration

- Loss of garaging will impact on the existing parking stress currently experienced on the local street in Bulwark. A garage audit will be required to substantiate and justify the loss of off street parking and determine the impact those vehicles displaced will have on the existing parking stress experienced in the area
- We would encourage the upgrading and adoption of a suitably designed access road and turning area
- Adequate internal provision to enable service and delivery vehicles to access and egress in a forward gear
- Applicant must take appropriate measures to ensure that MCC can operate and collect waste and recyclables from the kerbside and avoid where possible the need to travel over private areas.

In response, the applicants have provided the following information:

"It is proposed to utilise the existing lane that serves the existing (46) garages and car parking spaces, as well as garages and car parking spaces at the rear of properties fronting Aust Crescent, Western Avenue and Somerset Way. The existing lane is approximately 3.8-3.9m wide, which is not wide enough to allow two cars to pass and there is no scope to widen the access as the land either side of the lane is in third party ownership. The lane is fronted by front gardens of two residential properties on both sides of the carriageway and there is no scope to make alterations to the junction. However, from on-site observation it can be confirmed that this currently does not have an impact on vehicles accessing the existing garages.

A vehicle swept-path analysis of a range of vehicles likely to access the site from Western Avenue has been undertaken confirming that the site is accessible by a number of vehicles up to a 7.5tn box van size. As part of the re-development of the site, the bin store will be provided in the north-eastern corner of the site. It is anticipated that the refuse vehicles will collect the refuse from the turning head on Aust Crescent, where they will walk to the bin stores (approximately 15m) and collect it as part of the existing local authority refuse collection. All other servicing and deliveries will be undertaken from Western Avenue, within the site, with vehicles accessing via the lane. It is anticipated that the proposed development could generate approximately 10 service (delivery and service) vehicle trips per week. However, it is not proposed to provide any dedicated off-street facilities. Instead all deliveries will be undertaken from the internal road network.

It is proposed to provide nine formal car parking spaces for eight one-bedroom dwellings with additional informal parking available adjacent to the south-western boundary of the site. The Monmouthshire County Council's adopted parking standards require one space per bedroom (maximum of three spaces) and 1 space per 5 units for visitors. Being mindful of the sustainability of the site in conjunction with car ownership Census data shows that car ownership for socially rented dwellings is 0.66, where 71% are houses, with car ownership for one-bedroom properties being 0.55. The parking provision proposed is considered sufficient to service the site.

With regards to on street parking, typically, practical capacity is reached when 85% of the available spaces are occupied. Above this level of parking stress, finding a space may become

difficult and vehicles may need to circulate within an area. Also, depending on the layout and width of the carriageway, streets fully parked on both sides may have fewer passing places, which can affect vehicle circulation in an area and possibly access by large vehicles. Based on a on street parking survey of the area it has been determined that parking stress is at 50%, which is far below practical capacity, with 109 spaces available and, of these, 76 spaces available before practical capacity is reached at 85%. As part of the development it is proposed to demolish the existing garages. Assuming that all 46 garages are occupied, then these would need to be accommodated on the surrounding roads in the vicinity of the site. This would increase the parking stress in the area from 50% to 71%, with 30 spaces remaining for parking before the practical capacity is reached at 85%. Based on a garage audit it has been determined that 14 are not used for vehicular storage; 3 advised it is or has been used for vehicular storage and 29 were unconfirmed.

It is considered that the proposed on-site parking provision is more than sufficient to accommodate the likely demand generated by the proposed development as:

- The proposed development lies within a sustainable location;
- The likely car ownership for the proposed development will be low; and,
- There is sufficient capacity within the surrounding streets to accommodate any overspill parking."

Although concerns have been raised by an objector with regards to the loss of the garages and displacement of parking onto surrounding streets, based on the information supplied as part of the transport statement and garage audit, it is considered that any impact generated could be acceptably accommodated within the surrounding streets. One negative aspect of the removal of the garage block would be the subsequent loss of gardens to accommodate displaced off street parking. While this would be regrettable, given the existing relatively low level use of the site for parking, the urban context and the traffic generation associated with the development, it is considered that any increase in displaced traffic and potential alterations to the character and appearance of the area to compensate for this would not be so detrimental to the visual amenity of the area or highway safety to warrant refusal of the application.

An objector has raised concerns with regards to the use of invalid, insufficient and outdated data as part of the transport statement. It is considered that the level of work undertaken and the resulting statement submitted is commensurate to the scale of development and sufficient to allow for the consideration and determination of the application.

Whilst the concerns raised are noted and acknowledged, it is considered that the development of dwellings on the site would not be out of character with the area, the works would generate fewer vehicle movements relative to when the site was in active and full use for parking and that the proposed layout plan outlines sufficient parking provision with each property having one car parking space in accordance with Monmouthshire's Parking Guidance. The proposal is therefore considered compliant with the requirements of policies S16 and MV1 of the LDP.

6.3 Productive and Enterprising Places

6.3.1 Economic Development

As specified above, the site is located within the settlement of Bulwark. Being mindful of the position of the plot within an established residential area in close proximity to the central shopping area of Bulwark, it is considered that provision of further dwellings on the site and the income this would bring, could have a positive impact on the economic development, vitality and viability of facilities in the area.

6.4 Distinctive & Natural Places

6.4.1 Landscape/ Visual Impact

As specified above, the application site is located centrally within an established residential and urban area of Bulwark. Given the size and scale of the dwellings proposed in association with the overall site layout, it is considered that the development would be of a scale, form and density of development in keeping with and complementary to the overall character, appearance and

landscape. Furthermore being mindful of the requirements of the Council's Ecologist and Urban Designer to enhance and diversify the landscaping on the site, this could be secured by condition; the proposal is therefore considered compliant with the requirements of policies S17, EP1 and DES1 of the LDP.

6.4.2 Biodiversity and Green Infrastructure

The existing garages buildings on site have been the subject of survey and inspection with regards to potential use by bats. As a result of the constructional materials and state of disrepair, no evidence of use by roosting bats was identified and the report findings have been supported by the Council's Ecologist. However, in accordance with the requirements of Planning Policy Wales 10, biodiversity enhancements should be secured. Following consultation, the Council's Ecologist has requested the installation of integrated bird nesting and bat roosting provision and greater variety in the landscaping and planting schedules to increase the biodiversity and landscape value of the site in line with the recommendations of the Ecological Report submitted. It is felt that these matters can be adequately secured by condition ensuring the application is compliant with the requirements of policies S17, EP1 and DES1 of the LDP.

6.4.3 Flooding and water (including foul drainage / SuDS)

Based on the Development Advice Maps of Technical Advice Note (TAN) 15: Development and Flood Risk, the site is outside of any flood zone designations.

Following consideration, the Sustainable Drainage Approving Body (SAB) has advised that the proposed scheme will require a sustainable drainage system designed in accordance with the Welsh Government Standards for sustainable drainage. The scheme will require approval by the SAB prior to any construction work commencing. This information has been conveyed to the Agent for consideration.

Whilst Dwr Cymru/ Welsh Water have echoed the above comments they have also requested conditions with regards to foul drainage.

Subject to the completion of the SuDS process which would be sought independently of the planning process and the imposition of the conditions requested, the development is considered compliant with the requirements of policies S5 and SD4 of the LDP.

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

Following consultation, no response has been received from Chepstow Town Council. Whilst the application has been the subject of three letters of objection, the matters raised have been addressed above and are not repeated here.

Whilst an objector has requested whether parking improvements and alterations could be undertaken in Somerset Way to compensate for the loss of parking on the application site, it is noted that the land is not owned or controlled by the applicant. The works would therefore need to be undertaken by the Council if deemed appropriate.

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

6.7 Conclusion

It is considered that the proposed dwellings would provide an innovative form of affordable housing to the community that would enhance the appearance of the site and the locality. The form, scale and design of the dwellings are considered to be appropriate for the site and the development would not have an adverse impact on the residential amenity of those living closest to the site. Subject to the imposition of conditions to secure details, it is considered that the development would not have a detrimental impact on the highway safety and free flow of traffic and has the potential to increase the biodiversity and ecological value of the site.

On the basis of the above, the application is therefore determined as compliant with the policies of the Monmouthshire LDP and is recommended for approval subject to conditions.

7.0 RECOMMENDATION: APPROVE

Subject to a s106 Legal Agreement requiring the following:

S106 Heads of Terms

The retention of the dwellings for affordable purposes only in perpetuity.

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

Conditions:

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

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

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

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

- 3 Prior to the commencement of development a detailed site layout plan shall be submitted detailing the internal access and parking layout; the development shall be carried out as approved.

REASON: In the interests of the functional operation of the site, highway safety and free flow of traffic in compliance with policies S15 and MV1 of the LDP.

- 4 Prior to the commencement of development (to include demolition), a construction management plan to included detailed site layout shall be submitted to and been approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period and shall provide for:

- parking of vehicle of site operatives and visitors
- hours of operation
- pedestrian and cyclist protection
- arrangements for turning vehicles

REASON: In the interests of safe operation of the highway in accordance with policies S13, S16, EP1 and MV1 of the LDP

- 5 Prior to installation of any landscaping, a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of the development and a detailed planting, schedule and maintenance plan, for the whole site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only proceed in accordance with the approved plan and shall be maintained as such thereafter.

REASON: In the interests of the visual amenity and landscape value of the site in accordance with policies S13, DES1 and EP1 of the LDP.

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

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

7 Notwithstanding the provisions of Article 3, schedule 2, Part 1 Classes A BC D F & H of the Town and Country Planning (General Permitted Development) Order 2013 (or any Order revoking and re-enacting that Order with or without modification) no enlargements, improvements or other alterations to the dwelling houses shall be erected or constructed.

REASON: If substantial extensions or alterations were constructed it may have an adverse impact on the design concept in compliance with policies S17 and DES1 of the LDP.

8 Prior to any works taking place above slab level of each dwelling unit, details of integrated provision for birds and bats (to include speciation, location and position to be shown on plan) shall be submitted to an approved in writing by the Local Planning Authority. The development shall only proceed in accordance with the approved plans and shall be retained as such thereafter.

REASON: To mitigate and compensate for the loss of habitats, in the interests of the biodiversity and ecological value of the site in accordance with policies S13, NE1 of the LDP.

9 Prior to any works taking place above slab level of each dwelling unit, details and samples of the proposed external finishes shall be submitted to and approved in writing by the Local Planning Authority. 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.

10 No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the local planning authority. The scheme shall provide for the disposal of foul water. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water shall be allowed to connect directly or indirectly with the public sewerage system.

REASON: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment in compliance with policy EP5 of the LDP.

INFORMATIVES

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

<https://www.monmouthshire.gov.uk/sustainable-drainage-approving-body-sab>

