

Application Number: DM/2020/00720

Proposal: The erection of a two-storey, two-bedroom house in the parking lot at the rear of 11 Bank Street, Chepstow.

Address: 11 Bank Street, Chepstow, NP16 5EN

Applicant: Ms. Sarah Stockley

Plans: All Proposed Plans 140 PL02 Rev G - G, Location Plan 140-PL01 Rev G - G, Site Sections 140-EX01 - , Design and Access Statement - , Elevations - Proposed PL03 A - Rev A, Other 140 - 3 D Views,

RECOMMENDATION: APPROVE

Case Officer: Ms. Kate Young
Date Valid: 08.06.2020

This application is presented to Planning Committee as there is an unresolved objection from the Highway Authority

1.0 APPLICATION DETAILS

1.1 Site Description

Number 11 Bank Street is a Grade II listed building located within the Chepstow Development Boundary, the Chepstow Conservation Area and the designated Central Shopping Area. There is a shop on the ground floor with residential accommodation above covering two levels. To the rear of the property is a very long narrow garden with a garage and parking accessed off The Dell Car Park. The plot is a long narrow strip of ground approximately 6.7m wide. The south-western boundary is flanked by a high stone wall while the north-eastern boundary is the rear elevation of a row of small shop units. The surface of the plot is currently compacted gravel. Planning permission (DM/2019/00482) was granted in 2019 for two dwellings to be erected in the site immediately to the west of this plot at no. 10 Bank Street. That approval was an alteration to a scheme approved in 2013.

1.2 Value Added

Following extensive negotiations with officers the design of the proposal has been significantly amended and reduced in size.

1.3 Proposal Description

The application seeks the demolition of the timber storage shed on the site and the erection of a detached dwelling. The dwelling, which would have an overall footprint of 4.8m by 15m, would comprise two sections - a two storey element 8.8m wide and a single storey element closer to the existing dwelling measuring 6.2m. The two storey element would have a ridge height of 6m while the single-storey part would be 4.2m high to the ridge.

The single storey section would contain the main living accommodation and would have patio doors on the south-eastern elevation facing towards the listed building. The proposed dwelling would be finished in painted render and would have a slate roof. The existing vehicular access from the car park would be utilised and three off road car parking spaces would be provided.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision
DM/2020/00720	The erection of a two-storey, two-bedroom house in the parking lot at the rear of 11 Bank Street in Chepstow.	Pending Determination

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 LDP The Spatial Distribution of New Housing Provision

S2 LDP Housing Provision

S4 LDP Affordable Housing Provision

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

RET2 LDP Central Shopping Areas

SD4 LDP Sustainable Drainage

NE1 LDP Nature Conservation and Development

EP1 LDP Amenity and Environmental Protection

MV1 LDP Proposed Developments and Highway Considerations

DES1 LDP General Design Considerations

HE1 LDP Development in Conservation Areas

Supplementary Planning Guidance

Affordable Housing SPG July 2019:

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

Infill Development SPG November 2019:

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

Chepstow Conservation Area Appraisal (March 2016):

<http://www.monmouthshire.gov.uk/planning-policy/supplementary-planning-guidance/chepstow-conservation-area-appraisal>

Monmouthshire Parking Standards (January 2013)

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking-Standards-SPG-Jan-2013.pdf>

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040

Future Wales is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. Future Wales - the national plan 2040 is the national development framework and it is the highest tier plan, setting the direction for development in Wales to 2040. It is a framework which will be built on by Strategic Development Plans at a regional level and Local Development Plans. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.

Planning Policy Wales (PPW) Edition 11

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 of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty.

A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities.

5.0 REPRESENTATIONS

5.1 Consultation Replies

Chepstow Town Council - Approve subject to the following conditions

1. That the proposed development is moved slightly away from the adjacent building to allow easier access for maintenance;
2. That the drainage plan is submitted

MCC Heritage - No objection

The application has been subject to many revisions seeking to address the main issues of bulk, mass and visual appearance in the Conservation Area.

The most recent plans show the significant reduction in the first floor element of the proposals and amendments to the materials.

The proposals involve a residential unit to the rear of the listed building, in the long garden plot that extends from the back of Bank Square to the car park. The ground rises up from the street and levels up at the car park. In this respect the principle of development here is acceptable and therefore is subject to the above issues.

The revised plans show a reduced mass and scale of the whole building addressing concerns that the first floor created an overtly dominant feature. As now proposed it is considered that the changes address these concerns and that given the building is set back into the plot and will be read with the backdrop of the taller listed buildings to the front of the site.

The design has been presented as a modern interpretation of a coach house or similar back-land development, therefore the modern roof finish matches this design approach and is considered appropriate. Given the proposed changes, it is not considered that as amended the proposals fail to preserve the special character of the conservation area.

Glamorgan Gwent Archaeological Trust (GGAT) - The proposal will require archaeological mitigation.

The Historic Environment Record shows the application area is situated within the medieval town, in the Chepstow Archaeologically Sensitive Area, some 70m inside the Port Wall, a Scheduled Ancient Monument. Archaeological work in the town has shown the survival of archaeological features, including archaeological work at the adjacent property, which encountered remains of surfaces, walls and finds of between Medieval and Modern date. It is our professional opinion that archaeological deposits exist within the development area. The existing area has been disturbed to some extent and has structures on it, however, the disturbance caused by these is unlikely to have removed archaeological deposits and given our understanding of the nature of the archaeological resource there is a medium to high potential of these being encountered during the development.

We therefore recommend that a condition should be attached to any consent granted to ensure appropriate mitigation. This condition will require the applicant to submit and implement a programme of archaeological work in accordance with a written scheme of investigation.

Dwr Cymru-Welsh Water - Requests a condition requiring a drainage management scheme.

MCC SAB Authority - A surface water management scheme will be required by condition. SAB approval will be required prior to any works commencing on site.

MCC Ecology - No objection

The ecological assessment covers the development site and the potential impacts on adjacent properties as a result of the development. The sheds present on site currently hold negligible potential for bats, the adjacent buildings were inspected from the site and it was noted that there were some areas of potential at the fascia which on closer inspection have been ruled out. Due to the presence of these features it is proposed to adopt precautionary measures during construction

works, these methods should be secured via condition. There is also potential for limited impacts on birds, hedgehogs and reptiles during construction work.

We have reviewed the proposals against the potential for impacts on Special Areas for Conservation, as the site falls within the buffer zone for the Wye Valley and Forest of Dean Bat Sites SAC, the Wye Valley Woodlands SAC and the Severn Estuary SAC, SPA, RAMSAR. It is considered that due to the location, the scale of the proposal and the potential impacts that a HRA assessment is not required. The ecology report details bird mitigation and enhancement measures which are acceptable but will need to be secured on plan prior to determination.

MCC Highways - Object

The application proposes the change of use of the existing informal car parking area to the rear of the property currently accessed via the Council's Welsh Street car park. The proposed dwelling will be accessed from the car park and provide the requisite number of car parking spaces in accordance with the council adopted parking standards; unfortunately the current parking provision for the commercial premises and residential (flat) associated with 11 Bank Street will be lost as a consequence of the development.

The highway authority consider that the number of parking spaces lost as a consequence of the proposal is not acceptable and will place further stress on the local streets and lead to further demand for non-retail or visitor parking in the car park. It is recommended that the council, are approached as land owner for their views and observations regarding the change of use and access from the car park.

The highway authority object to the proposal on the grounds that the level of off street parking proposed is not sufficient for the overall development.

5.2 Neighbour Notification

None Received

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

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

6.0 EVALUATION

6.1 Principle of Development

With regards to the principle of new residential properties in this location the site is within the Chepstow Development Boundary. Policies S1 of the LDP says that the main focus for new housing development is within or adjoining Main Towns and Chepstow is one of the three main towns. Policy H1 of the LDP presumptions in favour of new residential development within development boundaries, subject to detailed planning considerations. The principle of new residential development in this location is therefore acceptable in policy terms. PPW Ed.11 recognises the need to provide sufficient housing in an area to meet housing need.

6.2 Sustainability

The Local Development Plan and PPW encourage sustainable development and promote making the most efficient use of brownfield land. This is a very sustainable location for new housing development being located within the town centre within easy walking distance of a large range of facilities including shops, places of entertainment and medical facilities. The site is also within walking distance of a train and bus station. The proposal accords with a key objective of PPW Ed.11 providing residential accommodation in a sustainable location. The proposal is to develop on a brownfield site.

6.2.1 Good Design

The proposal is for a small, low level dwelling. The design has been presented as a modern interpretation of a coach house. This design approach is considered appropriate. The architecture is simple and complemented by a palette of high-quality materials that integrates the development with its surroundings. Following extensive negotiation between officers and the architect, the design of the proposal has been significantly altered and the two storey element reduced in size. The revised plans show a reduced mass and scale of the whole building, addressing concerns that the first floor created an overtly dominant feature.

Policy DES1 of the LDP requires that the dwelling contributes to a sense of place while its intensity is compatible with existing uses. The proposed dwelling will be seen in the context of the shops, library and public convenience accessed off the carpark rather than the properties facing onto Bank Street. This new dwelling will also be seen in the context of the two new dwellings currently being constructed on the adjacent plot. There is a mix of architectural styles in this location and there is no prevailing character of building. The design and finishing materials for the proposal are considered acceptable, and the proposal would enhance this part of the conservation area and contribute to a sense of place. The proposal will provide a house that is affordable as a starter home or for someone downsizing who will appreciate the contemporary, high quality architecture and materials. The design of the dwelling is respectful of the prevailing character of the area and contributes towards a sense of place. The proposal therefore accords with the objectives of Policy DES1 of the LDP.

6.2.2 Place Making

PPW Ed.11 says that good design is fundamental to creating sustainable places where people want to live, work and socialise. The special character of an area should be central to its design. In this case the layout, form scale, visual appearance of the development does engage with its surroundings. The proposed new dwelling will not be visually prominent within the Chepstow Conservation Area but the side elevation will be glimpsed at a distance from the car park and the part of the rear elevation will be seen above the shops on Rifleman's Way. The design, massing and scale of the proposed dwelling reflect the character of traditional dwellings within the Chepstow Conservation Area. The design of the dwelling will contribute to a sense of place thus complying with one of the key objectives of PPW Ed.11.

6.2.3 Green Infrastructure

This is a relatively small area within an existing built up area; there is little scope for large scale Green Infrastructure proposals. There is no vegetation on the site at the moment, it has a surface of compacted gravel. A small enclosed garden is being proposed to the south of the property. This could contain some shrubs if the owner so wishes but the garden will not be viewed from any public vantage point.

6.3 **Historic Environment**

The site is located in the Grounds of a Grade II Listed Building and the Chepstow Conservation Area. Number 11 Bank Street was listed in 1972 due to its importance as a Georgian house/ shop and a key architectural element of the listed range of Lower Bank Street. The property dates from the 18th century and was re-modelled in the 19th and 20th centuries. The application has been subject to many revisions seeking to address the main issues of bulk, mass and visual appearance in the Conservation Area. The proposed new building is set back into the rear garden of the listed building and reads as a distinctly separate unit which may well have been a modernised outbuilding. The urban nature of the listed buildings mean that they are all close together and so there is a small intimate space to the rear of the building which is to be expected in this context and is maintained. The new building is not considered to have a detrimental impact on the special character or setting of the listed building.

The most recent plans show the significant reduction in the first floor element of the proposals and amendments to the materials. The proposed building is set back into the plot and will be read with the backdrop of the taller listed buildings to the front of the site. There is a variety of building heights and forms in the immediate vicinity and therefore it is considered that the revised scheme will protect the special character of the conservation area and will not create an incongruous or dominant building in this context. MCC Heritage officers are satisfied that the amended design will not fail to preserve the special character of the conservation area and therefore offer no objections.

6.4 **Biodiversity**

A Preliminary Ecological Appraisal and Bat Roost Appraisal was submitted as part of this application. The survey found that the existing sheds had a negligible potential for bat roost activity with no evidence of use by bats or nesting birds. A disused birds' nest was found within the historical stone wall at the south/ south-eastern boundary and as a result some precautionary working methods are proposed. There is also some low potential for the presence of common reptiles or hedgehogs and again precautionary working methods of clearance and construction

are proposed. In line with planning policy, measures to provide biodiversity enhancements are suggested. MCC Ecologists reviewed the Appraisal and agreed with its findings, being satisfied with the mitigation proposed and have suggested conditions to ensure that the work is carried out in accordance with the mitigation.

6.5 Impact on Amenity

To the north-east of the site is a row of shops which extend right up to the common boundary. They have their rear elevations abutting the site. There are no openings on the rear elevations. The rear wall of the proposal will abut these so there are no openings on the rear elevation of the proposal except for two roof lights. The existing shops will not be impacted by the proposal in terms of overlooking or overbearing impact.

To the south of the proposed site is the rear garden of the existing property no. 11 Bank Street. The garden is set at a lower level than the proposed dwelling. There will be approximately 28m between the rear elevation of the main dwelling and the side elevation of the proposed one. This is considered sufficient distance and complies with the guideline in the SPG on Infill Development.

There is a development of two houses under construction at the rear of no. 10 Bank Street. These would have ground floor windows on the rear elevation but this would not result in overlooking because of the high stone wall along the common boundary. There will be two roof lights on the rear elevation but these will not overlook due to the relative position which is set much closer to the rear of number 10. The layout of the proposed development accords with the objectives of policies DES1 and EP1 in terms of respecting the amenity of the occupiers of existing neighbouring residential properties. The proposal also accords with the specific privacy distances outlined in the adopted SPG on Infill Development.

6.6 Highways

6.6.1 Sustainable Transport Hierarchy

PPW Ed.11 refers to the Sustainable Transport Hierarchy where walking and cycling are the highest priority and public transport second with private motor vehicles being the least desirable. In this case the site is located in the centre of Chepstow within easy walking distance to all the amenities and facilities in the Town Centre. The site is also within easy walking distance of good public transport links including the bus and railway stations. This site occupies one of the most sustainable locations in the County and the occupiers of these dwellings will be less reliant on the car to go about their daily business.

6.6.2 Access / Highway Safety

There is an existing access into the site from the Welsh Street car park and this has been used for many years. The proposal does not seek any alterations to this access. The increase in traffic generated by this small two-bedroom property will not be significant when compared to the amount of traffic currently using Welsh Street Car Park and Chepstow Town Centre as a whole. It is believed that the local road network has the capacity to accommodate the likely increase in vehicle movements as a result of this proposal especially given the sustainable location of the site. The development will not create significant or unacceptable additional traffic growth in relation to the capacity of the existing road network and it does provide a safe and easy access for road users.

The proposal therefore accords with this part of Policy MV1 of the LDP.

6.6.3 Parking

At present the site provides parking for the shop and existing flat at 11 Bank Street. The proposal is providing three off street parking spaces in total for all three units. The adopted Monmouthshire Parking Guidelines require 1 car parking space per bedroom for the new dwelling. The Highway Authority object to the proposal on the grounds that the level of off street parking proposed is not sufficient for the overall development. The flat has one allocated parking space. The shop is less than 200m² in area so only requires one parking space. The new development requires 2 spaces to be within the standards but only one is being provided. However, this space is fully in accordance with Part M access requirements. Given that this is such a sustainable location within the town centre, within easy walking distance of all facilities and adjacent to a public car park the provision of one car parking space for this modest dwelling as proposed is considered acceptable.

PPW Ed.11 states in paragraph 4.15 says that a design led approach should be taken to parking provision, which ensures that an appropriate level of car parking is integrated in a way that it does

not dominate the development. Parking provision should be informed by the local context including public transport, accessibility and other objectives that reduce the reliance on the private car and support a modal shift to walking, cycling and public transport. In this case the town centre location means that the occupier(s) of the new dwelling has good access to public transport and is within walking distance of all of the facilities in the town centre. Planning officers therefore considered that there can be a relaxation in the car parking provision as the development is located within easy walking distance of all the major attractors and amenities and accords with PPW11 in this regard.

6.7 Affordable Housing

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

The property has an internal floor area of 85 sq.m so the financial contribution required is £5,916.00

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

6.8 Flooding

The site is not in a designated flood zone identified in the DAM maps of TAN 15.

6.9 Drainage

6.9.1 Foul Drainage

The applicant has indicated that the foul drainage will go to main sewer. Welsh Water has no objection to this but recommends that a condition be imposed requiring a drainage scheme be submitted prior to development commencing.

6.9.2 Surface Water Drainage

The surface water will be disposed of by means of SuDS. There is some space within the existing garden and the parking area if a permeable surface was to be used. The SuDS will be reviewed as part of the drainage system that is being requested by condition. The system will need to manage surface water to comply with national standards and legislation. The rate of discharge will need to be reduced to the greenfield run off rates with a surface water system storing and controlling flood water up to and including the 100 year + 30% climate change event. The applicant will also need to identify any overland flow routes of excess surface water and show that these overland flows do not increase flood risk to any property on or off the development site. The scheme will require approval by the SuDS Approving Body (SAB) prior to any construction work commencing. The applicant has been informed of this.

6.9.3 Phosphates

The application is outside a phosphate sensitive area and therefore there is no potential for adverse effects to a designated SAC.

6.10 Planning Obligations

A financial contribution of £ 5916.00 towards affordable housing in the local area will be secured through a section 106 Legal Agreement.

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

The Highway Authority has objected to the proposal on the grounds on the grounds that the level of off street parking proposed is not sufficient for the overall development. This issue has been discussed in detail in the main body of the report. Chepstow Town Council has recommended approval of the application but request two conditions.

1. That the proposed development is moved slightly away from the adjacent building to allow easier access for maintenance;
2. That the drainage plan is submitted.

A drainage scheme is being requested by condition. The proposed rear elevation of the new dwelling will abut the rear elevation of the shops on Rifleman's Way. There will be no issues of maintenance as there will be no gap between the two structures. Appropriate legal agreements will be a matter to be resolved between the applicant and the owners of the premises on Rifleman's Way.

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

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

6.13 Conclusion

The site is located within the Chepstow Development Boundary in a very sustainable location. The principle of residential development is acceptable. The design of the new dwelling is acceptable and will enhance the character of this part of the Chepstow Conservation Area. MCC Heritage officers are satisfied that the amended design will not fail to preserve or enhance the character or appearance of the conservation area. The proposal is not considered to have an adverse impact on highway safety and parking provision is acceptable given the sustainable town centre location. The proposal accords with the objectives PPW Ed.11 in this regard. The development has an acceptable impact on residential amenity in accordance with LDP Policy EP1. The proposal accords with the objectives of PPW Ed.11 and the policies of the LDP.

7.0 RECOMMENDATION: APPROVE

Subject to a 106 Legal Agreement requiring the following:

S106 Heads of Terms

A financial contribution of £ 5916.00 towards affordable housing in the local area.

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

Conditions:

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

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

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

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

- 3 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.

4 Details of the proposed windows and doors to a minimum scale of 1:10 including elevations, vertical and horizontal sections with larger scale details to sufficiently describe the proposed units shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development.

REASON: To safeguard the character and appearance of the listed building.

5 The development shall be carried out in strict accordance with Section 6 "11 Bank Street, Chepstow - Preliminary Ecological Appraisal and Bat Roost Appraisal dated July 2020"

Reason: To ensure adequate safeguards for habitats / species of principle importance for conservation and to ensure compliance with LDP policy NE1

6 Prior to commencement of any construction works a detailed plan of proposed biodiversity enhancement illustrating "net benefit features" to include bird nesting and pollinator provision as provided in the approved "11 Bank Street, Chepstow - Preliminary Ecological Appraisal and Bat Roost Appraisal dated July 2020" identifying location, positioning and specification shall be submitted to an approved in writing by the Local Planning Authority. The scheme shall provide for the future management and an implementation timetable. The development shall only proceed in accordance with the approved plans and shall be retained as such thereafter.

Reason: To provide biodiversity net benefit and ensure compliance with PPW 10, the Environment (Wales) Act 2016 and LDP policy NE1

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

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

8 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, surface and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage 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.

INFORMATIVES

1 NESTING BIRDS - Please note that all birds are protected by the Wildlife and Countryside Act 1981 (as amended). The protection also covers their nests and eggs.

To avoid breaking the law, do not carry out work on trees, hedgerows or buildings where birds are nesting. The nesting season for most bird species is between March and September.

Reptiles - Please note that all reptiles are protected by the Wildlife and Countryside Act 1981 (as amended). It is illegal to intentionally kill or injure Adder, Common lizard, Grass snake or Slow worm. If reptiles are found at any time during clearance or construction, all works should cease and an appropriately experienced ecologist must be contacted immediately.

Hedgehog- Please note that the hedgehog is protected under schedule 6 of the Wildlife and Countryside Act 1981 (as amended). This makes it illegal to kill or capture wild hedgehogs, with certain methods listed. They are also listed under the Wild Mammals Protection Act (1996), which prohibits cruel treatment of hedgehogs.

The Hedgehog is a Priority Species under Section 7 of the Environment (Wales) Act 2016 identified as being of principal importance for the purpose of maintaining and enhancing biodiversity in relation to Wales. The hedgehog has also recently been listed on the IUCN red list as vulnerable (2020).

A detailed report on the archaeological work, as required by the condition, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the

archaeological fieldwork

The archaeological work must be undertaken to the appropriate Standard and Guidance set by the Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/cifa) and it is our Policy to recommend that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited MCIfA Member