

**Application Number: DM/2020/01495**

**Proposal:** A new 4-bedroom dwelling on land adjacent to The Royal George Hotel

**Address:** Land to the west of the Royal George Hotel, Forge Road, Tintern

**Applicant:** Mr. Richard Secular

**Plans:** Location Plan Location Plan - , Ecology Report Ecological Assessment - Pure Ecology 712 05/12/1, Floor Plans - Proposed MED/RS/21/20 - 13/12/21 Proposed Floor, Site Layout MED/RS/23/21 Rev B - Rev B Layout, Elevations - Proposed MED/RS/22/21 - Proposed Elevations, Other MED/RS/3 /20 - Existing Site Levels, Ecology Report 90227 V1 10/03/21 - E Jeffery Unda Consulting, Ecology Report Ecology construction Method Statement - Vintage Oak Buildings

**RECOMMENDATION: APPROVE SUBJECT TO A SECTION 106 AGREEMENT**

Case Officer: Kate Young Date

Valid: 15.10.2020

**1.0 BACKGROUND**

This application was deferred from Committee held on 1 March 2022 to allow officers to negotiate with the applicant with a view to identifying the number of parking spaces available and where they will be located on the site. The application would then be re-presented to a future Planning Committee meeting for consideration.

A further representation from a local objector was received after the last meeting which sets out the following three points:

"1. From the Meeting it was not made clear whether the square meterage used in the calculation, to determine the number of car parking spaces required, has been physically and independently verified. The planning officer verbally confirmed to me that no one from the Council had been out to check on the square meterage used in this calculation or to count the spaces, relying instead on the applicant's figures which cannot be relied upon. Committee Members have since been out to the site to count the number of spaces but was the square meterage measured? This would involve an internal visit of the whole premises.

Again, we would ask that ALL public areas, present and potential, be taken into account – does it include the old function room, now called The Snug, all the bedrooms upstairs (refurbished and yet to be refurbished), the outdoor pizza area, semi-permanent marquee, coffee and gift shop and the gardens which are used extensively – the site is so much more than the pub area? During the summer there were a number of tables (approx. 10) and benches (approx. 4) in the grounds which at 4 per table could seat another 56 customers – this does not include the seating provided beneath the marquee or any customers seated on the grass as shown in the photos. In our minds these all should be taken into account when the required parking space calculation is done.

Future expansion is highly likely and promises not to hold weddings or further expand are worthless. It was never made transparent in the application that the above new areas were going to be added yet must have been in mind at the time.

We agree with Cllr Murphy's observation that any business would be loathe to remove the benches from in front of the pub as they do attract the eye. Wrought iron tables were in place here before Covid restrictions came into force, so were not just a Covid measure. If the applicant was told to remove the tables, who would ensure that they were not replaced at a later date? These gardens are used extensively by guests, and for functions and events, and we can envisage the business would be reluctant to cut into this valuable green space.

2. You commented as Development Control Officer that the rear car park could be closed by the owners at any time and they need not keep it available – it was mentioned in the Meeting that this car park was put in place as a condition of the 14 chalets being built in previous years to ensure sufficient parking was available. Why doesn't this condition still stand?

We refer you to the attached planning decision M11348 (DC/2005/00234). According to parking standards at the time 47 parking spaces were required (excluding the 6 rooms applied for). Parking was deemed adequate as it included the rear car park. How can it be feasible that a larger business with more staff and a higher footfall now needs 13 parking spaces less?

3. We don't feel enough was discussed about the safety and congestion impacts of losing the 12 spaces in the rear car park on the surrounding roads. Planning policy states that existing and possible future congestion in streets adjacent to any proposal needs to be taken into consideration in any development. This was only looked at from one point of view, that of a single dwelling. It should also include the effects of losing the 12 spaces. The area is busy most weekends not just high days and holidays as you said."

There has also been correspondence that provides:

"A decision on this application was deferred to clarify parking provision on the site. This should look at not only the parking provision provided but also the parking provision needed.

Parking Standards are designed to provide a transparent and consistent approach to the provision of parking. To ensure parking standards are correctly applied to this business a site visit is needed by both planning and highways.

This site was assessed for parking requirements in a previous planning application M/11348. The site was found to need 47 parking spaces. Since then the business has been expanded and attracts more customers. This previous application also contains many photos of the car park, showing how important it has always been to the business. The document marked 'other' gives the dimensions of the two rooms which now make up the Wild Hare Pub. (Marked as Wild Hare bar and breakfast/lounge on submitted floor plan.) These rooms total 166 square meters. Both of these rooms are fully utilized as part of the pub, open to both residents and non-residents alike.

The rear car park is used every day and is often full, not just on 'high days and holidays'. Without this car park there is going to be a significant impact on the surrounding roads. From the car park usage the parking requirements for the business seem to be understated. Also, there has been no provision made for commercial vehicle spaces or motor cycle spaces.

Staff parking - The applicant's representative in his statement to the planning committee stated that The Wild Hare employs up to 40 people at busy times. With bar staff, waiting staff, kitchen staff, coffee house staff, housekeeping etc. providing only three parking spaces for staff does not seem to be sufficient.

Parking standards state

Hotels - 1 commercial vehicle space, 1 space per three non-resident staff and one space per bedroom.  
17 bedrooms = 17 spaces.

There are 17 operational bedrooms advertised on the Wild Hare Facebook page, (27/01/2022) the 14 chalet rooms, the Wild Hare Suite with one en-suite bedroom on the first floor of the main building and The Shy Hare Suite located on the second floor of the main building. The two suites, The Wild Hare Suite and The Shy Hare Suite together with the en-suite bedroom (one of the Wonderful Bedrooms), located in the main building, are also advertised on the Wild Hare website.

The two rooms marked storage and the staff room on the floor plan have historically always been bedrooms. What safeguards will be put in place to ensure these will not be used as bedrooms once planning is granted?

Parking Standards

Public houses and Licensed Clubs - 1 commercial vehicle space - 1 space per 3 non-resident staff and 1 space per 3 metres of public area including servery.

166 square meters = 55 parking spaces

Cafe parking 4 spaces

Motorcycle parking 5% of spaces for car parking

It is clear, to meet parking standards, this business needs more than 34 parking spaces.

Although the applicant's assessment that the business needs 34 parking spaces is insufficient, even working from that figure once the parking space for The Shy Hare Suite, the commercial vehicle space and the two motorcycle spaces are added 38 spaces would be required. Meaning the front car park would be 8 spaces short.

If there is any proposal to remove the gardens to provide parking spaces, it will have an impact on the

setting of a Grade two listed building and will need to be referred back to heritage.”

The applicant’s agent has set out in correspondence the following:

- A scaled drawing indicating 34 fully complaint car parking spaces, of which two near the hotel entrance are disabled spaces
- Floor plans indicating the existing layout which features xx hotel rooms
- The fact that the applicants are also the proprietors of the hotel is not a relevant planning consideration, and indeed, the hotel comes under separate ownership, thus divorcing the association between the two sites
- There are no records to suggest that the premises has benefited from any change of use, meaning that its lawful planning use remains as a hotel. With this in mind, referring to the Council’s adopted parking standards, there is a requirement for one car parking space per bedroom, and one parking space for every three members of staff. With the hotel being home to 16 rooms, and employing nine staff, this equates to a requirement for 19 spaces. Whilst there was extended debate about the number of spaces that the Wild Hare calls upon within its curtilage, there is no question that this requirement of 19 spaces is easily exceeded
- Hotels invariably include bars for patrons, as well as seating areas for dining. Whether or not ‘walk-ins’ are allowed does not diminish the fact that this premises is a hotel with ancillary uses, rather than a pub or café. This means that any analysis against the car parking standards that relate to pubs and cafes is irrelevant
- Tintern is a desirable location for tourists and like other similar small villages and semi-rural locations, can experience issues with car parking availability during peak season. The applicant is not debating that this is a known local issue, but it is not the responsibility of the applicant to address this. It would be regrettable were this application not to be supported simply because of a far wider issue that this application appears to be being used as a scapegoat for
- Should all of the above not be sufficient to convince members, then there is the prospect of providing additional car parking by excavating the attractive verdant grounds of the hotel, and laying it with hard standing. The applicant is understandably reluctant to do this, because the setting of the Wild Hare benefits from this grassed area, which provides a pleasant sitting out area when the weather is dry, and indeed offers an attractive outlook all-year around. One would argue that the loss of green space to lay hardstanding would impact upon the setting of the conservation area, which the Heritage Team at the Council would no doubt concur with. Further, this would be a negative contribution to placemaking, which is a key principle of latest national planning policy.
- Given the level of parking that can be provided (34 spaces) any condition requiring more would be unreasonable and not meet the tests for a valid condition.

MCC Highways have provided revised observations:

No objection.

“Following deferral of the application at planning committee on the 1st of March 2022, the applicant has submitted additional information in support of the existing parking provision for the Wild Hare.

The highway authority acknowledge that the Wild Hare is not the subject of the planning application. The planning authority has re-consulted with the highway authority specifically to comment on the existing parking provision available at Wild Hare.

The applicant has submitted a parking plan that demonstrates that the existing car park footprint can provide for 34 car parking spaces.

The applicant’s agent states that the Wild Hare is a hotel that currently offers 16 bedrooms and employs nine staff, in accordance with the councils adopted parking standards.,19 car parking spaces and 1 operational commercial parking space is required. The existing car park is more than capable of accommodating the requisite car, operational, motorcycle and cycle parking provision for the hotel.

The highway authority acknowledge that the planning committee and local community has expressed concern regarding the levels of parking provision for the Wild Hare, in this regard the highway authority note that the Wild Hare also provides additional facilities such as a coffee shop and restaurant/public bar. The applicant has not submitted suitably scaled drawings to enable the highway authority to determine the actual floor areas for the additional facilities. Therefore, on the basis that staff parking has been accounted for then the balance of 16 spaces could provide customer parking for;

Public Houses/Licensed Clubs = 45m<sup>2</sup>

Restaurants = 105m<sup>2</sup>

Café = 218m<sup>2</sup>

The highway authority in considering the above notes the following

- Hotel guests share the additional facilities with non-residents, therefore reducing public capacity
- The hotel is located directly adjacent to the A466 that provides limited waiting parking provision on street and in the layby outside the Doctors Surgery
- The hotel is within 4 – 7 minutes' walk from the Wire Works and Abbey public car park
- North and South bound bus stops are located directly outside the public house on the A466 authority.

Therefore, with reference to the above the highway authority would be unable to sustain an objection to the application due to the existing level of parking associated with the existing hotel.

Following receipt of additional information, the Flood Consequence Assessment, the highway authority has no further comments or observations to make.”

## **2.0 CONCLUSION**

2.1 The proposal for a single dwelling meets current parking standards for its own use (three spaces) and would not prejudice the ability of the adjoining hotel to serve its patrons and staff adequately and in accordance with current adopted parking standards by identifying 34 spaces for the primary hotel (and associated functions) use.

2.2 A local objector's reference to a previous application M11348 is noted but that featured a scheme for an additional number of guest bedrooms (six more) and the building also at the time had a function room and banqueting suite which are no longer in use. The current hotel floor plan shows these spaces as a breakfast room and lounge for hotel guests. There were also more staff employed at the time of the previous application than at present (16 compared to 9 staff on site *at one time*) which also reduces parking demand. Moreover, there is no condition requiring the land where the dwelling is proposed to be retained for parking for the hotel. This land could be sold off to a third party without any conflict in planning terms.

2.3 Based on the current, adopted parking standards (and even accepting there may be 17 rather than 16 guest bedrooms) the scheme is compliant, and the application is therefore again presented for approval. It is also worth noting that the hotel is a long-established facility, and some latitude needs to be provided for older businesses when applying the parking guidelines which were developed to assess new developments. An additional condition is recommended below:

11. Prior to the dwelling being brought in to use, the hotel car park shall be laid out in accordance with the approved car parking plan MED/ RS/ 20/ 22 Scale 1:200 and maintained thereafter in perpetuity.  
Reason: to ensure the development does not give rise to on-street parking which could cause harm to local amenity and highway safety in accordance with LDP policies DES1 d) and MV1.

2.4 Should, however, Members consider the parking be insufficient, a reason for refusal is set out below:

### **Reason**

1. The construction of the proposed dwelling would remove an area historically used for parking for customers and staff of the hotel and its associated functions. Its loss for that purpose would be likely to lead to increased on-street parking in the locality on narrow lanes to the detriment of local amenity and highway safety and would be contrary to Policy DES1 d) of the Monmouthshire Local Development Plan.

## **PREVIOUS REPORT (MARCH 2022)**

**This application is presented to Planning Committee due to the number of objections received (exceeding four) and at the request of the Local Member**

### **1.0 APPLICATION DETAILS**

#### 1.1 Site Description

The application site which measures approximately 55m by 22m has a road frontage onto Forge Road. The front of the site is used as a car park and bin store for the Royal George Hotel in Tintern. The rear of the site, which is part of the hotel garden, is adjacent to the Angidy River. The car park area is flat, constructed of compacted gravel and the land to the north of the site falls away steeply towards the river. To the west of the site is a row of three terraced properties, while to the east is a

block of chalets that is run in connection with the Royal George Hotel. The chalet building is set at a much lower level than the car park. There is a coniferous hedge between the application site and the chalets. There is a mixed hedgerow at the rear of the car park. There is a 1.8m high close boarded timber fence forming the side boundary of the property to the west, between that and the car park is a ditch which was dry at the time of the site visit. Some shrubs have been planted in this area.

The site is located within the Tintern Conservation Area and the Wye Valley Area of Outstanding Natural Beauty (AONB). Tintern has been identified in the LDP as a Minor Village. The site is located within an Archaeologically Sensitive Area and the northern part of the site is within a C2 flood zone.

### 1.2 Value Added

Detailed pre-application advice was given and there have been detailed negotiations with the the Council's Heritage Team concerning the design of the dwelling.

### 1.3 Proposal Description

The application seeks the erection of a two-storey detached dwelling facing towards Forge Road. The main part of the new dwelling would measure approximately 8m by 12m and be 8.15m in height to the ridge. There would be a protruding gable to the rear, resulting in the building becoming "T" shaped. The floor plans of the gable would measure approximately 5m by 3.5m. The new dwelling would have a roof of natural slate, the walls would be finished in rough-cast render with a brick plinth and detailing. The windows will be white painted timber. The footprint of the dwelling would be at least 5m outside of the designated flood zone.

The dwelling would be set back approximately 12.5m from the road. To the front house there would be a gravel driveway to provide for off road car parking for at least 4 vehicles. There would be a low rendered wall to the front of the driveway, and this would contain 1.2m high timber gates. The access splay would be finished in tarmac.

The hedge between the site and the chalets would be reduced in height and a new timber fence would be erected between the site and the existing beer garden. An ecological assessment and method statement were submitted as part of the application.

## **2.0 RELEVANT PLANNING HISTORY (if any)**

<b>Reference Number</b>	<b>Description</b>	<b>Decision</b>	<b>Decision Date</b>
DM/2020/01495	A new 4 bedroom dwelling on land adjacent to The Royal George Hotel.	Pending Determination	

### **3.0 LOCAL DEVELOPMENT PLAN POLICIES**

#### **Strategic Policies**

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

#### **Development Management Policies**

H3 LDP Residential Development in Minor Villages  
SD3 LDP Flood Risk  
SD4 LDP Sustainable Drainage  
LC4 LDP Wye Valley AONB  
NE1 LDP Nature Conservation and Development  
EP1 LDP Amenity and Environmental Protection  
EP2 LDP Protection of Water Sources and the Water Environment  
EP5 LDP Foul Sewage Disposal  
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](https://www.monmouthshire.gov.uk/app/uploads/2020/02/Appendix-2-Infill-Development-SPG-Latest-Version-for-Final-Adoption-2020-Dave-adjustments-00000002.pdf)

Tintern Conservation Area Appraisal (March 2016):

<http://www.monmouthshire.gov.uk/planning-policy/supplementary-planning-guidance/tintern-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>

#### National Planning Policies (If Any)

Technical Advice Note (TAN) 15: Development and Flood Risk (2004):

<http://gov.wales/topics/planning/policy/tans/tan15/?lang=en>

### **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

##### **Tintern Community Council (response to amended plans)**

The new application now ties in more appropriately with planning guidelines, but because of objections received from members of the public we would request that this matter goes to full planning committee please.

Further comments are made in relation to clarity over:

Parking arrangements – whether this is sufficient and identification of where they are and conflict with the pub parking

Request that the proposed new dwelling should be permanently tied in with the hotel business.

Request more information on possible flooding risks and the ecological construction management plan on habitat.

Requires an archaeological planning condition.

New hedges should be planted

##### **Welsh Water - No objection**

The development may require approval of Sustainable Drainage Systems (SuDS) features.

Outlines a condition that surface water should not discharge into the public sewer.

**NRW** - We recommend you should only grant planning permission if you attach the following conditions to the permission. Otherwise, we would object to this planning application.

Condition 1: Flood Risk - Secure implementation of submitted plans and documents. Condition

2: Protected Species - Secure implementation of submitted plans and documents.

Condition 3: Designated Sites - A revised Construction Environmental Management Plan (CEMP).

##### **Flooding**

We consider that the applicant has demonstrated the risks and consequences of flooding can be managed to an acceptable level, subject to a condition referring to the mitigation given in the FCA.

##### **Protected Species**

NRW do not consider the proposal will be detrimental to the maintenance of the favourable conservation status of the species, subject to the mitigation measures identified in the CEMP being secured by condition.

##### **Designated Sites: River Wye Special Area of Conservation**

Given the location of the site within 150m of the River Wye Special Area of Conservation (SAC) concerns are raised that a significant effect from the proposed development on the River Wye SAC cannot be ruled out. To manage the risks to the SAC and protect the water environment during construction, NRW recommend a condition be attached to any planning permission granted requiring that a revised CEMP that fully details how construction will be carried out to avoid run-off to the Angidy River and ultimately the River Wye SAC.

##### **Habitats Regulations Assessment**

NRW have reviewed the HRA Screening Matrix & Appropriate Assessment, prepared by your Authority in respect of the above application. We are satisfied with the conclusions of the Appropriate Assessment and agree that the development is unlikely to have a significant effect on

the River Wye Special Area of Conservation (SAC), provided that the planning conditions are adhered to.

#### Designated Sites: River Wye Site of Special Scientific Interest

The risks from the proposal to the River Wye Site of Special Scientific Interest (SSSI) are the same as to the River Wye SAC as outlined above. Providing the impact pathways referenced above for the SAC are adequately addressed, we consider the features of the SSSI will also be adequately safeguarded.

#### **MCC Highways** - No objection.

Following notification of additional information submitted by the applicant in support of the application and specifically addressing concerns raised, namely additional information regarding existing parking provision at the Royal George Hotel and the amended Drawing No.

MED/RS/23/20 Rev A, the highway authority offers the following:

##### Parking Provision.

The additional details submitted by the applicant demonstrates that the current parking provision provided easily accords with the Council's adopted parking standards, and the highway authority would therefore be unable to sustain an objection on the loss of parking provision.

The highway authority welcomes the proposed amendments to the means of access and offers no objection to the proposed central point of access ensuring that equal visibility is afforded in both directions and the internal arrangement enables all vehicle to park and to access and egress in a forward gear.

**Glamorgan Gwent Archaeological Trust** -The proposal will require archaeological mitigation; this can be secured with a suitable condition.

#### **MCC Ecology**

A HRA (Appropriate Assessment) has been carried out. It is considered that the recommended CEMP condition can be used to secure appropriate enforceable safeguards for protected species in addition to measures to protect the SAC.

#### **MCC Heritage** - No objection subject to conditions following amended plans.

Following significant revision on the scheme, both massing, detailing and materials are far more appropriate to the context and setting of the listed buildings and conservation area.

The building is set down, had been broadly traditionally finished in roughcast render with rear offshoot, also set in and down to mask the scale, whilst fenestration and architectural elements have been simplified. Although the location of the development does not lend itself in terms of setting to the development per se, should the required conditions be attached, I do not feel the proposal is sufficiently detrimental in terms of setting alone, that it merits a refusal.

#### **MCC Highways & Flood Management**

The applicant's FCA does not appear to take into account historic flooding of the site and we are aware of flows of floodwater from a tributary of the Angidy River. The application has not demonstrated that the dwelling will be protected from such events. We therefore object to the granting of planning permission for the proposed development.

Should the applicant demonstrate an understanding of the flood risk at the site and demonstrate how the dwelling would be adequately protected from future flooding, without increasing flood risk to existing properties, it is likely that we would remove our objection.

Notwithstanding the above the site will still require SAB approval as per our previous response, details of the proposed drainage solutions have been discussed and a solution found that will be included within the SAB approval.

#### 5.2 Neighbour Notification

Letters of support from two addresses include the following issue:

The development would enhance the space and be in keeping with the area.  
There is not considered to be a parking issue as the car park is rarely full.



Letters of objection received from six addresses

include the following issues:

The land should be retained as parking for the public house which has been reduced in capacity and no alternative is available. On street parking will cause a hazard and the roads are narrow.

Health and safety concerns relate to traffic

Insufficient parking provision for the hotel

The development is close to adjoining properties and will have a loss of privacy

Not in accordance with the LDP

The development by reason of its bulk, size, and design is incongruent, discordant, excessively dominant and neighbourly that would have a adverse impact on the significance of Tintern

Conservation Area and the adjacent listed buildings

Contrary to the infill guidance SPG, the site has reached capacity

Proximity to the Archaeologically Sensitive Area and should be subject to archaeological restraints

Proximity to a stream and flood zone, potential flooding implications.

Inaccuracies in the information and out of date information

Insufficient notification of the application

Implications of flooding and the nearby culvert

Concerns over precedent

Tree Officer should be consulted.

### 5.3 Other Representations

As Chair of the Tintern Business Forum, I am writing in support of this planning application. The applicants have invested heavily in The Wild Hare, made many improvements to the premises and transformed the business into a highly successful and popular venue for residents and visitors to Tintern. Most importantly they have created employment in the area and contribute to the dynamism of the wider tourist economy in the village. It is completely understandable that the applicants want to live in the immediate vicinity of their business to ensure that consistently high standards of management and quality are maintained.

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**

6.1.1 PPW 11 recognises the need to provide sufficient housing in an area to meet housing need. Tintern has been identified in the LDP as a Minor Village where small scale residential development will be allowed. Policy H3 of the LDP states that in Minor Villages planning permission will be granted for minor infill of no more than 1 or 2 dwellings resulting from the filling in of a small gap between existing dwellings provided that there is no unacceptable adverse impact on the village form and character or the surrounding landscape. In this case the plot is of sufficient size to accommodate a dwelling and the associated parking and amenity space. It does fill in a gap between existing properties. The access and dwelling are outside of the flood zone. Therefore, the principle of a new residential dwelling in this location is acceptable and complies with Policy H3 of the LDP.

6.1.2 This application needs to be considered against the Infill Development Supplementary Planning Guidance which was adopted in November 2019. The SPG says that Infill sites are normally regarded as small gaps between existing residential properties, usually with a street frontage. In this case there is a 28.5m street frontage, there is a row of three dwellings immediately to the west of the site, and a block of holiday chalets to the east of the site, the proposal therefore does represent a small gap between residential properties or buildings of a domestic appearance. The size of the infill proposal should reflect the prevailing character of the adjacent properties in terms of scale, mass and rhythm of the street scene. In this case, there is no discernible rhythm in the street scene and there is a mixture of housing styles. The houses on the opposite side of Forge Road tend to be very large with large residential curtilages. The row of three terraced properties to the west of the site are much smaller and set at roughly the same level as the proposed plot. The chalets to the east are set at a much lower level with their roofs just above the hedge line. The proposed dwelling would be read as part of the street scene. The proposal would reflect the prevailing character of the area and

is not out of context in terms of the pattern of the built form. The SPG advises that the proposal must respect the scale, form and massing of existing development in the area, there is an expectation that the massing of the proposal should be in proportion to existing neighbouring buildings, as appropriate. In this area there is a wide range of housing styles and ages, there is no prevailing character to match into. The size of the proposed property will be somewhere between the large houses to the south and the smaller ones to the west. It is therefore considered to be within existing parameters and not be incongruous in terms of its scale, mass and bulk. The proposal does accord with the advice given in the SPG for Infill Development.

## **6.2 Sustainability**

The LDP and PPW encourage sustainable development with less reliance on the car. They also promote making the most efficient use of brownfield land. Occupiers of this property could walk to the various facilities that are available in Tintern but would have to use a car to access all other facilities like shops, schools and medical facilities. There is a bus service that runs through the village. It is accepted that Tintern is not a highly sustainable location. The plot is an existing hard surfaced car park, and therefore this is development on a brownfield site, thus protecting a greenfield site from development. The proposal accords with a key objective of PPW11 providing residential accommodation in a relatively sustainable location.

### **6.2.1 Good Design**

The application proposed a two storey, four-bedroom, detached dwelling that will be set well back from the road. This is a hybrid design containing some traditional features and some contemporary details has been modified and amended following extensive negotiation with the Council's Heritage Officer. The basic form of the new dwelling is very simple. The front elevation faces the road and will be most visually prominent. The new dwelling will occupy almost the whole width of the site but there will be at least 1 metre from each of the two side boundaries. The plot narrows at its centre and this is where the new house will be positioned and because of this it will appear that there is more space around the building.

There is a wide range of dwelling sizes in this part of Tintern with some large properties on the opposite side of the road and some smaller terraced properties to the west. This size and massing of the proposed new dwelling are somewhere between these two sizes and are considered appropriate and proportionate for this plot. The ridge height has been kept purposely low so that it is no higher than the terraced properties immediately to the west of the site and it is these properties that set the context. It is the front elevation that will impact most on the street scene, and it comprises a simple form, with a small flat roofed porch just off centre and two rows of symmetrical windows.

The timber windows are Georgian in style and all rest upon stone cills. The dwelling will contribute to a sense of place but because it is set back from the road it will not be visually dominant. The rear elevation will also have a simple design with a protruding gable and a limited palette of materials. This elevation will not be seen when viewed from any public vantage point, there is woodland at the rear of the property. The scale and siting of the new dwelling will respect the character of the area. The dwelling will be finished in render with a natural slate roof, this reflects the finishing materials of adjacent buildings. The proposal will not block any views or natural panoramas through this part of the Tintern Conservation Area as the land beyond the Angidy River rises up and is woodland. The proposal therefore accords with the objectives of policy DES1 of the LDP which seeks high quality sustainable design which respects the local character and historic environment.

### **6.2.2 Place Making**

PPW 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. This area of Tintern is mainly residential although the historic Royal George Hotel and its various outbuildings are located to the east of the site. The design and scale of the proposed dwelling is such that it will contribute to a sense of place whilst the amount of development and its intensity is compatible with development in the adjacent area thus complying with one of the key objectives of PPW11.

## **6.3 Historic Environment**

6.3.1 The site is located within the Tintern Conservation Area; policy HE1 of the LDP requires that development proposals in conservation areas should, where appropriate, have regard to the Conservation Area Appraisal; in addition, they should seek to preserve or enhance the character and appearance of the area. At present the site is a car parking area of hardstanding with metal barriers along the road frontage. A new dwelling on this site, of appropriate scale and design will ensure a visual enhancement of this part of the conservation area. The new dwelling will not affect any important vistas within or into the Tintern Conservation Area given the topography of the site and surrounding buildings. The new dwelling will not affect any views of Tintern Abbey or the Royal George Hotel. The proposal therefore accords with the objectives of policy HE1. The Royal George Hotel is a Grade II Listed Building, the main part of the hotel faces onto the A466 and is set at a lower level and between this and the proposed plot is a range of outbuildings, including a more modern chalet block. Owing to this the new dwelling will not be seen in the same context as the Listed Building.

6.3.2 The site is situated within the Tintern Conservation Area and the Lower Wye Valley Registered Historic Landscape (HLW (Gt) 3), specifically the Angidy Valley Character Area (HLCA014), as defined within the Register of Landscapes of Outstanding Historic Interest in Wales.

6.3.3 An archaeological watching brief was undertaken to the immediate west of the application site during the construction of a new dwelling in 2018. The watching brief noted that the site had been extensively backfilled in the mid-20th century however, it was also concluded that the base of the made-up ground had not been reached and any archaeological remains present may be encountered beneath the made-up ground. The extent of the made-up ground in the immediate vicinity is unknown and the adjoining site is separated from the proposed application area by a stream, which might indicate that backfilling of the ground may not have occurred to the east of the stream within the application area. The stream runs along the western border of the application site, and adjoins the River Angidy which borders the site to the north. Records and historic maps also indicate that watercourses were diverted from the River Angidy, to feed into a large millpond. It is considered appropriate for an archaeological watching brief to be undertaken during the course of the construction work required for the development, in order to ensure that any archaeological features that are revealed are recorded. GGAT recommend that a condition requiring the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted.

6.3.4 The Heritage Officer has offered no objection to the proposal but requests that the doors and windows to the road facing façade shall be made of timber and traditionally painted; this can be imposed by condition.

## **6.4 Biodiversity**

6.4.1 An ecological assessment based on a desk study and a Phase 1 habitat survey has been undertaken to evaluate the nature conservation interest of the site and assess the potential impacts of development on wildlife. The Site lies close to the River Wye Special Area of Conservation (SAC), a site that has been designated for nature conservation at European level. Ecological protection measures will be put in place during construction to prevent any impacts occurring on this designated site. The assessment concluded that habitats within the site have intrinsically low ecological value, and no meaningful potential for protected species to be present. However, it is bounded by watercourses on two sides, which feed into the River Wye SAC and the Ecology Construction Method Statement sets out Biodiversity Protection Zones and the measures that will be put in place to avoid impacts to the SAC that could result from disturbance or pollution of the bounding watercourses.

6.4.2 Ecologists from both MCC and NRW have reviewed the ecological assessment and offer no objections. NRW note that the ecological assessment submitted in support of the application has identified the proposed development has the potential to affect protected species specifically otters, bats and dormice but they do not consider the proposal will be detrimental to the maintenance of the favourable conservation status of the species. Both NRW and MCC Ecologists require a revised Construction Environmental Management Plan (CEMP) is submitted to manage the risks to the SAC and protect the water. This can be requested by condition.

A Habitats Regulations Assessment was carried out by MCC ecologist. NRW reviewed the HRA Screening Matrix & Appropriate Assessment and are satisfied with the conclusions of the Appropriate Assessment; they agree that the development is unlikely to have a significant effect on

the River Wye Special Area of Conservation (SAC), provided that the necessary planning conditions are adhered to. Biodiversity Enhancements have been included on the elevational drawings in the form of a bird box under the eaves on the west elevation and a bat box on the top of the gable on the north-eastern elevation; this is commensurate with the scale of the proposal. This will ensure that the provisions of policy NE1 of the LDP are met with regards to providing biodiversity enhancements.

## **6.5 Impact on Amenity**

6.5.1 The property closest to the site is no 3 Anghidi Close. It has a blank side gable wall facing into the site, there is a 1.8 metre timber fence along the common boundary and then a ditch along which some shrubs have been planted. The proposed new dwelling will have one ground floor opening on its west elevation and this will be a door at ground floor level; this will ensure that there is no overlooking or loss of privacy for the occupiers of no. 3 Anghidi Close. The new dwelling has been designed so that the narrowest part of the dwelling is on the west and this will help to ensure that the new dwelling will not have an overbearing impact on the existing dwelling. To the east of the proposed dwelling is the chalet block, associated with the hotel. These are within the applicant's ownership and can be reconfigured if necessary to alter their aspect. The chalet building is set at a much lower level than the proposed dwelling and a new timber fence will be erected between the chalet block and the new dwelling. Some of the hedge along the common boundary will be retained but will be reduced in height where necessary to ensure safe visibility along the highway. This will ensure adequate privacy for the guests or staff staying in the chalet. On the east elevation there are two small first floor windows these both serve en-suite bathrooms; a condition can be imposed that these be of obscure glazing to ensure no unacceptable direct overlooking or loss of privacy for the occupiers of the chalet building. There is also a ground floor window on the eastern elevation that is serving the living room; the new 1.8m high fence between the chalet and the new dwelling will ensure no unacceptable overlooking between the two.

6.5.2 To the south of the proposed plot and on the opposite side of the road is the garden of Crown Lodge, although this garden is set at a much higher level. The proposed new dwelling will be set back approximately 12.5m from the road and therefore there will be approximately 15m between the front elevation of the new dwelling and the garden area of Crown Lodge. Crown Lodge itself is set further down the road and looks towards the chalet block. The new dwelling will not overlook Crown Lodge.

6.5.3 Part 7.4 of the SPG on Infill Development considers distance between dwellings. The Council's normal privacy standard for new development is that there should be a minimum of 21m between directly facing elevations containing main habitable windows. The proposal accords with this as there are no existing dwellings either in front or behind the proposed dwellings. The proposal accords with the advice given in the SPG on infill development and also with the objectives of policy EP1 of the LDP which requires that new development should have regard to the privacy, amenity and health of the occupiers of neighbouring properties.

## **6.6 Highways**

### 6.6.1 Sustainable Transport Hierarchy

PPW11 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 village of Tintern, and occupiers of the new dwelling would be able to walk to the facilities in Tintern but would have to use a car to access all other facilities such as supermarkets, schools and medical facilities. Tintern is regarded as a relatively sustainable settlement in County terms having several local facilities that reduce the need to travel by car. Moreover, it is intended that the owner of the Royal George (now called The Wild Hare) would occupy the dwelling. In this regard the development is sustainable as the applicant would not have to commute to his place of work.

### 6.6.2 Access / Highway Safety

There is an existing access off Forge Road in this location which previously served a car park. The highway authority welcomes the proposed amendments to the means of access and offer no objection to the proposed central point of access ensuring that equal visibility is afforded in both directions and the internal arrangement enables all vehicles to park and to access and egress in a

forward gear. A development of this size and scale will not be detrimental to the safety and capacity of the immediate highway network around Forge Road. The increase in traffic movements generated by a single additional dwelling will not be significant over and above the number of vehicles using Forge Road. There is sufficient capacity within the adjoining road network to accommodate additional traffic likely to be generated by the proposed new dwelling.

The highway authority offers no objection to proposal.

### 6.6.3 Parking

The adopted Monmouthshire Parking standards for new dwellings require one off street parking space per bedroom up to a maximum of three. The proposed new dwelling meets this standard. In this case however it is pertinent to look at the parking requirement for the Royal George site as a whole given that the plot for the proposed dwelling was originally used as a car park for the hotel. There are 38 car parking spaces at the front of the hotel.

The applicant has submitted a breakdown of the parking requirements for the whole site, this has been updated in light of the recent developments on the site. This equates to:

1 space for each of the 16 operational rooms, 3 spaces for staff (there is a requirement of one space for every three staff), 11 spaces for the pub, 4 spaces for the new coffee house (requires 1 space for every 5m<sup>2</sup> of restaurant space @ 80m<sup>2</sup>). This totals 34 spaces.

The Highway authority has considered this breakdown and concurs with them, based on this information the hotel / restaurant easily complies with the parking standards SPG, and is therefore unable to sustain an objection on highway grounds due to the loss parking.

## **6.7 Affordable Housing**

6.7.1 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 3 or more units in Tintern, a main village, then a financial contribution is appropriate. The financial contribution is based on floor area and the calculation contained in Appendix 3 of the Affordable Housing Supplementary Planning Guidance (July 2019). The amount of affordable housing proposed will be based on a viability assessment.

Formula: Financial Contribution = Internal Floor Area (m<sup>2</sup>) x CS Rate x 58%

In this case the floor area is 175.15m<sup>2</sup> and the CS rate is 120 so the contribution will be £12,180.00

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

## **6.8 Flooding**

6.8.1 The planning application proposes highly vulnerable development (housing). The Flood Risk Map confirms that part of the site is within Zone C2 of the Development Advice Map (DAM) as contained in TAN15. The Chief Planning Officer letter from Welsh Government, dated 9 January 2014, affirms that highly vulnerable development should not be permitted in Zone C2 (paragraph 6.2 of TAN15). The proposed dwelling, access and parking area are all outside a designated flood zone it is only part of the proposed garden that is in the flood zone. The Angidy River runs to the north of the site along the beer garden for the hotel. The footprint of the proposed dwelling will be about 5 metres outside the recognised C2 Flood Zone and is set at a much higher level.

6.8.2 A Flood Consequences Assessment (FCA) was submitted as part of the application and additional information was sent from the applicant's consultant, dated 10th March 2021. The response later states topographic site levels range between 14.90m AOD and 16.50m AOD in the area of the proposed house and between 12.50m AOD and 14.90m AOD for the garden. The finished floor level (FFL) of the ground floor will be set 300mm above the highest adjacent ground level in the area around the proposed house.

Based on the LiDAR ground levels, the FFL of the ground floor will therefore be set at 15.20m AOD. Given the scale of the proposals, NRW are satisfied with the method of determining the flood risk in the absence of hydraulic modelling. Using this method of determining the flood risk it has been

established that the proposed dwelling will be located outside of the fluvial flood outlines for the 1 in 100-year flood event, with the inclusion of an allowance for climate change. Whilst no climate change allowance was applied, the additional climate change allowance is unlikely to result in 4m plus of flooding needed to encroach on the site levels. NRW are satisfied with the letter statement that the proposed dwelling is located outside of the tidal flood outlines. NRW conclude that:

"it is evident that the proposed dwelling will be located out of the fluvial and tidal flood outlines for the area, given the topography of the site. The ancillary garden area will be raised in part to reduce the flooding to this aspect of the development taking that into consideration, we consider the Applicant has demonstrated the risks and consequences of flooding can be managed to an acceptable level".

The site is already made of hardstanding so the proposal will not increase the rate of surface water flow. The driveway is to be of gravel chippings i.e. a porous material. As a result of using a porous material for the driveway instead of the existing tarmac the surface water flow rate may actually reduce. There is a culvert on the opposite side of the road which has been known in the past to get blocked and cause flooding of the site. Since the culvert has been cleared of debris there has been no further flooding.

## **6.10 Drainage**

### 6.9.1 Foul Drainage

It is proposed that the foul water will discharge into the main sewer. Welsh Water has offered no objection to this.

The connection of new dwellings into the main sewer is in accordance with policy EP5 of the LDP that says that in a sewered area all development shall connect to the main sewer.

### 6.9.2 Surface Water Drainage

It is proposed that the surface water will go through a sustainable drainage system and then discharge into the Angidy river to the north of the site. The 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. The applicant has been informed of this.

## **6.10 Phosphates**

Under the Conservation of Habitats and Species Regulations 2017 it is necessary to consider whether the development should be subject to a Habitat Regulations Assessment. This is in particular reference to the impact of increased concentrations of Phosphates on designated SAC's. NRW has set new phosphate standards for the riverine SAC's of the Wye and Usk and their catchment areas. Development that may increase the concentration of phosphates levels will be subject to appropriate assessment and HRA. This application is outside of the SAC catchment and so will not have a detrimental impact on any protected SAC, and as a result no further assessment is required.

## **6.11 Planning Obligations**

A financial contribution of £12,180.00 for affordable housing in the local area will be required.

## **6.12 Response to the Representations of Third Parties and Community/Town Council**

Tintern Community Council have requested that the new dwelling should be tied to the existing hotel business. This application is being evaluated against policy H3 of the LDP as an Infill Development and is not being justified as part of the business, it is a stand alone application. The proposal complies with that policy and a new dwelling in this location is acceptable in principle. Thus there is no requirement for the new dwelling to be tied to the hotel business. The loss of parking has been considered in the main body of the report and the provision made for the dwelling and retained for the hotel considered sufficient. The tables and chairs have been put up on the car park as a temporary measure to help meet the social distancing regulation, and once the Covid 19 crisis has passed the car park will be restored. The mixed hedge through the centre of the site and part of the coniferous hedge along the eastern boundary will be removed.

Objection letters have been received from six addresses, these mostly refer to parking and access, these issues have been addressed in the main body of the report. The increase in traffic using Forge Road as the result of one additional dwelling is minimal compared to the amount of traffic already using the road, the Highway Authority is satisfied that there is sufficient capacity in the local area to accommodate one additional dwelling. The Royal George is a thriving business which is seeking to expand and occasionally large events are held at the hotel that sometimes causes parking stress that spills out onto the surrounding areas. This stress will not be significantly exacerbated by the erection of one dwelling.

With regards to the archaeology on the site GGAT were consulted and recommended that a condition be imposed requiring a written scheme of historic environment mitigation. The proposal will not set a precedent for further infill development because each planning application is determined on its own merits. As discussed above the proposal does accord with the advice in the adopted SPG for infilling. The scale, massing, design and finishing materials of the proposed dwelling do respect the character and appearance of the area and accords with the objectives of Policy DES1. The siting of the new dwelling is such that it meets the privacy distances set out in the SPG and thus it accords with the requirement that all development must respect the privacy, amenity and health of occupiers of neighbouring properties.

The proposal does not involve a detached garage.

The ecology assessment has been evaluated by MCC Ecologists and NRW and found to be satisfactory.

### **6.13 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 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.

### **6.14 Conclusion**

6.14.1 The principle of a new dwelling in this location accords with policy H3 of the LDP which allows for infill development in Minor Villages. The proposal also accords with the advice in the adopted SPG for Infill Development. The proposal accords with a key objective of PPW11 providing residential accommodation in a sustainable location. The design of the new dwelling is acceptable and will preserve the character of this part of the Tintern Conservation Area. The proposal therefore accords with the objectives of policy DES1 and HE1 of the LDP which seeks high quality sustainable design which respects the local character and historic environment. NRW are satisfied that the applicant has demonstrated the risks and consequences of flooding can be managed to an acceptable level. MCC Ecologists and NRW are satisfied with the ecology report, subject to a condition requiring a CEMP and the HRA has been completed and agreed by NRW. The highway authority have no objection to the proposed access or parking arrangements, the proposal complies with policy MV1 of the LDP. The development has an acceptable impact on residential amenity in accordance with Policy EP1. The proposal accords with the objectives of PPW11 and the policies of the LDP.

## **7.0 RECOMMENDATION: APPROVE**

Subject to a 106 Legal Agreement requiring the following:

S106 Heads of Terms

Affordable Housing Contribution of £12,180.00

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 Notwithstanding the provisions of Article 3, Schedule 2, Part 1 Classes A B C D E F & H of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 (or any Order revoking and re-enacting that Order with or without modification) no enlargements, improvements or other alterations to the dwellinghouse or any outbuildings shall be erected or constructed.

REASON: In the interests of residential amenity and to protect the visual character of the area in accordance with policy EP1 and HE1 of the LDP

4 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.

5 The first floor windows on the east elevation serving the en-suite bathrooms shall be obscure glazed to a level equivalent to Pilkington scale of obscurity level 3 and maintained thus thereafter in perpetuity.

REASON: To protect local residential amenity and to ensure compliance with LDP Policies DES1 and EP1.

6 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.



The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), ([www.archaeologists.net/codes/ifa](http://www.archaeologists.net/codes/ifa)) and it is recommended that it is carried out either by a CIfA Registered Organisation ([www.archaeologists.net/ro](http://www.archaeologists.net/ro)) or a MCIfA level accredited Member.

REASON: To safeguard any buried archaeological resource

7 No development shall take place until a revised CEMP has been submitted and approved by the LPA. The revised CEMP must fully detail how construction will be carried out to avoid

run-off to the Angidy River and ultimately the River Wye SAC. The CEMP should include: Construction methods: details of materials, how waste generated will be managed, details of silt mitigation methods.

General site management: details of site clearance, details of site construction drainage, appropriately sized buffer zones between storage areas and any watercourse or surface drain.

Pollution prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented.

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

Reason: To Safeguard the River Wye SAC. in accordance with the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Species and Habitats Regulations 2010 (as amended). To Protect European Protected Species in accordance with The Conservation of Species and Habitats Regulations 2010 (as amended) and LDP policy EP3

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

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

9 The Biodiversity net benefit measures as illustrated in plans MED/RS/22/21 entitled Proposed New Dwelling submitted 15/12/21, shall be implemented in full and shall be retained as such in perpetuity. Evidence of compliance with the plan in the form of georeferenced photographs must be provided to the LPA no more than three months later than the first beneficial use of the extension.

Reason: To ensure appropriate mitigation for protected and priority species and provide biodiversity net benefit ensuring compliance with PPW 11, the Environment (Wales) Act 2016 and LDP policy NE1

10 Rainwater goods proposed shall be of cast metal with a painted finish alone. Reason: to preserve the setting of nearby listed buildings and Tintern Conservation Area.

## **INFORMATIVES**

1 Please be advised that your 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>