

Application Number: DM/2023/01030

Proposal: Proposed residential development of 46 affordable dwellings, car parking, landscaping and associated works

Address: Land to the north of Caldicot School, Situated off Woodstock Way, Caldicot

Applicant: C/o Agent

Plans: PL 00 Site Location Plan,
PL 01_Rev.F Site Layout Plan, 06.12.23
PL 02_Rev.D Block Plan, 06.12.23
PL03 REV B Roof Plan 06.12.23
PL 04_Rev.D Boundary Plan, 06.12.23
PL 10 2B 4P House A,
PL 11 2B 4P House B,
PL 12 3B 5P House A,
PL 13 3B 5P House B,
PL 14 3B 5P House C,
PL 15 4B 7P House A,
PL 16 1B 2P Walkup,
PL 17 1B 2P Walkup Block,
PL 16 Mixed Block Types,
PL 19 Mixed Block,
PL 20 Large Block Types,
PL 21 Large Block Plans,
PL 22 Large Block Eles,
PL 23 Streetscenes 1 & 2,
PL 24 Streetscenes 3 & 4,
Design and Access Statement 231206 06.12.23
Flood Consequence Assessment and Drainage Strategy v.4 06.12.23,
Engineering Layout 2391-100-rev.J 06.12.23
Site Sections 2381-109-rev.A PHG Consulting

902 PL02 Landscape Management Plan 06.12.23
501 PL01 Soft Landscaping tree pit 06.12.23
402 PL02 Detail Planting Plan 06.12.23
401 PL02 Detail Planting Schedule 06.12.23
201 PL06 Soft Landscape Green Infrastructure Plan, 06.12.23
001 PL01 Green Infrastructure Context Plan 06.12.23
901 PL01 Soft Landscape Specification 06.12.23

Preliminary Ecological Appraisal 05.12.23
Transport Statement TS01 06.12.23
Transport Note - Further Information for Highway Authority
C22158/TN02_Iss.2 Apex Transport Planning,

Green Infrastructure Statement 19.04.23 Soltys Brewster,
Tree Constraints Plan 13.02.23,
Treescene Tree Survey 13.02.23 Treescene,
Site Investigation 14166/LS/23/SI Intégral Géotechnique (Wales),
Executive Summary 14166/LS/23/SI Intégral Géotechnique (Wales)
Pre-Application Consultation Report June 2023,

RECOMMENDATION: APPROVE

Case Officer: Amy Longford
Date Valid: 20.07.2023

This application is presented to Planning Committee due to the land being in Council ownership

1.0 APPLICATION DETAILS

1.1 Site Description

1.1.1 The application site comprises a formerly developed (brownfield) but currently vacant parcel of land adjacent/ north of Caldicot High School. The land was formerly occupied by the previous school buildings which have since been demolished. The topography of the site is such that the land is level with Woodstock Way to the north/ west but is raised relative to the road to the north/ east with a slight banking and grass verge separating the road from the site boundary.

1.1.2 The site measures approx. 0.75 ha and is located within the development boundary as identified by the Proposals Map of the Monmouthshire Local Development Plan (LDP) and is adjacent to the town centre. Part of the site is allocated as an Area of Amenity Importance.

1.2 Proposal Description

1.2.1 This application seeks consent for the redevelopment of the site to provide 46 affordable homes, car parking, landscaping and associated works. Access comprises one vehicular access point utilising the existing access on the north/ west boundary from Woodstock Way.

1.2.2 The existing pedestrian crossing on Woodstock Way has been considered in the design and layout of the proposed development with a pedestrian access point linking to the crossing; a pedestrian link through the site is proposed providing opportunity to link the town centre with the leisure centre to the south.

1.2.3 The dwellings are proposed to be arranged around the perimeter of the site with flats proposed on the exterior boundaries and houses proposed against the internal boundary with the school. The flats range between 2 and 3 storeys with the houses all 2 storey and arranged as an angular crescent terrace.

1.2.4 All development is built around a central area of open space which hosts landscaping, planting and a pedestrian access link. Parking is proposed in blocks throughout the development and is broken up by location and planting to avoid a mass area of parking. Electric Vehicle charging has been incorporated from the outset with just under half of the spaces having EV charging available.

1.2.5 Overall the proposed design is contemporary with inspiration being drawn from the High School and other built forms in the area. Additional detail in respect of scale, design and position of the development is illustrated in full on the submitted drawings.

1.2.6 Car parking has been carefully considered with an emphasis on sustainable travel and connectivity to alternative modes of public transport given the sites proximity to the town centre. In addition, cycle parking has been provided for all residents across the site encouraging increased active travel participation. The site has also been designed with high levels of sustainability in mind and built in line with the Wales Housing Quality Standards 2023. All homes will have to meet EPC rating of A and will make the best use of renewables such as solar panels.

2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2023/01030	Proposed residential development of 46 affordable dwellings, car parking, landscaping and associated works.	Pending Consideration	

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 LDP The Spatial Distribution of New 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
S4 LDP Affordable Housing Provision
S5 LDP Community and Recreation Facilities

Development Management Policies

CRF2 LDP Outdoor Recreation/Public Open Space/Allotment Standards and Provision
DES1 LDP General Design Considerations
EP3 LDP Lighting
EP5 LDP Foul Sewage Disposal
GI1 LDP Green Infrastructure
H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
LC5 LDP Protection and Enhancement of Landscape Character
MV1 LDP Proposed Developments and Highway Considerations
MV2 LDP Sustainable Transport Access
NE1 LDP Nature Conservation and Development
SD1 LDP Renewable Energy
SD2 LDP Sustainable Construction and Energy Efficiency
SD4 LDP Sustainable Drainage
CRF3 LDP Safeguarding Existing Recreational Facilities and Public Open Space

Supplementary Planning Guidance

Affordable Housing SPG July 2019
Renewable Energy and Energy Efficiency SPG March 2016
Green Infrastructure April 2015
Monmouthshire Parking Standards (January 2013)

4.0 NATIONAL PLANNING POLICY

Future Wales - the national plan 2040;
Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking
Policy 3 - Supporting Urban Growth and Regeneration - Public Sector Leadership
Policy 6 - Town Centre First
Policy 7 - Delivering Affordable Homes
Policy 9 - Resilient Ecological Networks and Green Infrastructure

Planning Policy Wales (PPW) Edition 11

Technical Advice Notes

Technical advice note (TAN) 2: planning and affordable housing
Technical advice note (TAN) 12: design

5.0 REPRESENTATIONS

5.1 Consultation Replies

Caldicot Town Council: It is recommended that the application be refused.

The reasons for refusal - lack of information in application/research, lack of consultation with local community, initial use of land was promised to community, inadequate links with active travel.

MCC Highways: No Objection

Originally objected in relation to the proposed one way road layout and the level of parking. However, after revisions to create a two way road system the Highway Authority (HA) would confirm that it is now acceptable.

With regards to parking provision, the HA still maintain the view that it does not accord with the parking standards however it is understood that the Planning Authority are prepared to accept parking as proposed based on the site's sustainable location in terms of active travel, public transport and access to local amenities.

MCC Environmental Health: Concerns, recommends conditions.

EH suggested that a noise assessment should be undertaken to assess the impact of noise on both the internal and external elements of the proposed development.

In addition it is proposed that a Construction Environmental Management Plan be conditioned and submitted which shall identify steps and procedures that will be implemented to minimise noise. Restrictions on the proposed construction hours are also suggested.

In terms of Air Quality, depending on the potential increase in traffic generated by the development an Air Quality Assessment might be required.

In terms of contaminated land, conditions are proposed and the contents of the Contaminated Land Site Investigation Report provides sufficient information to partially address remediation conditions.

MCC Ecology: Holding Objection

A PEA has been submitted in relation to the proposed scheme. Original comments considered the scheme suitable and the level of GI and Biodiversity enhancement features were considered to be of suitable net benefit. However, the reduction in green central green space has reduced the GI which should be reinstated. The proportion of native planting was previously low, and has subsequently been reduced further, which is requested that this be rectified.

MCC Active Travel: Qualified Objection.

Objections relate to the internal layout of pathways and pavements in relation to width and location, raising concerns that these are not ideal from a pedestrian point of view.

That the SE corner of the development would not be linked to the school as the school require a contained site with few entrances and exits. Therefore this limits direct access to the site from the school and suggest access could be achieved onto Woodstock way from the SE corner

Concerns that cycle parking is not ideally or conveniently located to maximise the opportunities and use of cycles for the residents

MCC Drainage Team: No objection subject to condition.

The application has demonstrated an adequate means of surface water discharge and will be subject to SAB.

There are no objection on flooding grounds.

Conditions are suggested to manage surface water to prevent hydraulic overloading.

MCC Affordable Housing Officer: No objection.

MCC Landscape Officer: No objection subject to condition.

Following amendments the application for the proposed development have been submitted with a revised set of plans that are acceptable from Landscape and GI perspective.

Dwr Cymru – Welsh Water (DC-WW): No objection subject to condition.

The proposed development crosses a trunk distribution watermain, therefore the developer must contact DCWW before any development commences on sites. They note the intention to drain both foul and surface water to the public sewer and have no objection, they note the requirement for SAB approval.

5.2 Neighbour Notification

This application was advertised by means of four site notices, an advertisement in the Free Press and via direct neighbour consultation. No responses have been received.

5.3 Local Member Representations

None.

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 The proposed development has been screened under the Environmental Impact Assessment Regulations and it is considered that an Environmental Statement is not required.

6.1.2 Planning Policy Wales (PPW) and Future Wales: The National Plan, set the policy framework for Planning in Wales and both place significant weight upon sustainability and sustainable developments within appropriate locations. The application site is located within the settlement boundary where there is a presumption in favour of sustainable development and the efficient use of land is encouraged. The proposal seeks consent for the construction of 46 affordable homes on previously developed land as defined by PPW. PPW states, "Previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome".

6.1.3 Future Wales sets out that the regeneration initiatives for existing settlements should promote a mixed use, high density approach for urban centres that offer residential accommodation at a walkable distance from local amenities with easy access to public modes of transport. A 'Town Centre First' approach is set out by Policy 6 of Future Wales, which clearly identifies town centres as more than the extent of designated retail areas and states they should be the focus of growth and regeneration, promoting residential development within and adjoining town centre boundaries.

6.1.4 Future Wales identifies appropriate densities for new residential developments (Policy 2) stating; "To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should increase the population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations". In this case, the proposed density would exceed the 50 dwellings per ha (approximately 61 dwellings per ha), but given the central location of the site and its access to the town centre and to public modes of transport it is considered that the scheme accords with the aims of Future Wales in respect of delivering high density residential developments within appropriate urban areas that will support the economic and social success of the town centre.

6.1.5 LDP Policies S1, H1, S4, and DES2 are applicable in establishing the principle of the development. S1 and H1 provide a local planning policy backing for the principle of building residential developments within such locations. S4 relates to the provision of affordable housing, in

this case as the proposal seeks 100% affordable housing no objection or concern is raised in this respect as this exceeds the minimum set by the policy.

6.1.6 DES2 relates to the protection of Areas of Amenity importance, a small section on the site is allocated in the LDP as an area of amenity importance, however this allocation was applied to the playing fields located adjacent to the former layout of the School. This area has since been developed and now hosts the ASDA superstore and access road. It is therefore considered that the circumstances since the earlier allocation of amenity land have significantly changed and this application would not conflict with the aims of the policy that aims to preserve active amenity space for local residents. No objection is raised to the principle of the development.

6.2 Sustainability

6.2.1 As stated above the application site is located within the settlement boundary and is in very close to Caldicot Town Centre which features a wide range of shops and services. Future occupiers would be well served by the town centre amenities and would have easy access via sustainable modes of transport. Access to public transport is easily accessible from the site with a bus route operating along Woodstock Way and a bus stop being located close by on Woodstock Way. Caldicot Train Station is located via an approximately 0.5 mile walk from the site.

6.2.2 The submission includes bike stores for all residents, with availability of lockable storage close to the flats and all homes to have lockable sheds to the rear gardens (a requirement of the Wales DQR standards) . This will encourage increased use of sustainable modes of transport, this combined with a pedestrian route linking the town centre and leisure centre as part of the submission running through the site aims to increase the opportunities for active travel. These features both add to the sustainable credentials of the scheme, encouraging sustainable modes of transport through design.

6.2.3 The proposed homes have been designed to meet Welsh Development Quality Requirement (WDQR) 2021 standards which includes energy efficient, low carbon homes (for instance, the homes will be served by solar panels). These standards ensure that all new affordable homes are built with an aim to working towards Net Zero Carbon, all new homes must achieve an EPC rating of A through considering appropriate construction, not using fossil boilers or space heating. All homes will make use of renewables and will maximise the use of solar throughout the development. Therefore, no concern is raised to this application in respect of sustainability.

6.3 Place Making/Good Design

6.3.1 The application site comprises an irregularly shaped parcel of land adjacent to both the High School and town centre, however much of the existing built form faces away from the site with the service yards of both the ASDA and Aldi supermarkets accessed via Woodstock Way and the town centre developments facing away from it. Therefore, it is considered that the proposal presents an opportunity to enhance the existing public realm in this area through the proposed development by creating active frontages along the perimeter and by providing an enhanced pedestrian link through the site from the town centre to the leisure centre.

6.3.2 The proposal adopts a contemporary design which is considered to be acceptable and appropriate for this location. The design has taken inspiration from the nearby High School thus ensuring there is cohesion in respect of the built form in the area and ensuring there is no unacceptable impact on the character of the area. The maximum height proposed is three-storey; this is not considered to be excessive in this location given the scale of the surrounding built form and having consideration to the height of the buildings that formerly occupied this site. This proposal is 'bespoke' to this site and offers design solutions to address its constraints as opposed to trying to disguise them - examples are the design of the block of flats which addresses the corner plot through its shape and "cut off corner" and the shape of the terraced houses with an angular crescent that responds to the wider layout of the site.

6.3.3 Whilst the proposal is considered to enhance the public realm when viewed from outside the site it is also considered to create an attractive environment inside the site by arranging all

development around a central area of open space. This area of open space is considered to be a focal point for the development, creating an attractive green feature. The open space has been designed as multi-purpose and would offer a pleasant outlook for the new dwellings, useable outdoor space, a SuDS feature and would contribute towards the biodiversity offering in the area that is accessible to all. The proposed design promotes natural surveillance in the area, both within and outside of the site, again according with the good design principles supported by the Place Making Charter and Technical Advice Note 12: Design (TAN12). The proposed pedestrian path through the site would provide a link from the leisure centre to the town centre, therefore not only enhancing the pedestrian permeability of the area but also assisting in the integration of this development into the area by making it an accessible and functional space.

6.3.4 The proposed highway network and car parking areas have been designed taking the principles of the Place Making Charter into consideration by ensuring the amount of hard surfacing is kept to a minimum with green space and pedestrian movements prioritised. The road network and the car parking spaces have been arranged to ensure there is not a large mass of hard surface/ car parking.

6.3.5 Overall it is considered that the proposed development will result in an enhanced public realm and would make a positive contribution to the amenity and character of the area. The proposed design has placed significant emphasis upon the objectives of the Place Making Charter to ensure that green infrastructure and public realm are prioritised over excessive amounts of hard surfaces and to ensure that natural surveillance is maximised both within and outside the proposed development area.

6.4 Biodiversity/Green Infrastructure

6.4.1 At present the application site has limited ecological value with scarce features for biodiversity as confirmed by the Council's Ecologist. A Preliminary Ecological Appraisal (PEA) report by Soltys Brewster Ecology has been submitted to inform the scheme. PPW11 sets out that "planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity" (para 6.4.5 refers). This policy and subsequent policies in Chapter 6 of PPW 11 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

6.4.2 The PEA recommends a number of measures to enhance the site for biodiversity including provision of bird and invertebrate boxes, native species planting and the design of SuDS features to benefit biodiversity. The Council's Ecologist has reviewed the proposed development and concludes that, despite the amended internal road layout having reduced the area of green space and wet meadow area, there has also been a reduction in the mix of native species which reduces the overall net benefit to an unacceptable level. However, a change to the planting mix and inclusion of more native species would address this concern. Therefore a condition is applied to required an enhanced planting mix increasing native species which have an enhanced biodiversity value.

6.4.3 Therefore, with that condition, the proposed development will be able to secure a net benefit in this respect resulting in an overall betterment. It is considered that the proposal meets the requirements of both local and national planning policies and the objectives of Section 6 of The Environment Wales Act. Additionally, the GI and biodiversity features are considered to result in an enhanced public realm and to make a positive impact in respect of the amenity and character of the area.

6.5 Landscape

6.5.1 The application site is within a built up area in close proximity to the town centre. The maximum height of the buildings as proposed is three storeys and this is not considered to be excessive or to result in a visually incongruous form of development in this area, particularly when viewed within the context of the neighbouring High School building. Additionally, the former High School building that occupied this site was three storeys tall. It is not therefore considered that the proposed development

would result in any unacceptable adverse impact upon the landscape/ landscape character within the area. No conflict with LDP Policy LC5 has been identified.

A condition requiring a lighting schedule for the whole development has also been included.

6.6 Impact on Amenity

6.6.1 The application site is surrounded by commercial or other non-residential uses and thus, given the separation distance between the development site and the closest neighbouring dwelling the proposed development is not considered to have any unacceptable adverse impact upon the living conditions of local residents.

6.6.2 Consideration has been given to the amenity/ living conditions of future occupiers, and it is considered that the proposed development is acceptable in this respect as future occupiers will be well served by sufficient space internally and externally. Additional facilities such as bike stores are proposed on site. The Council's Environmental Health Officer has been consulted on this application and raises no objection, although they have requested a noise impact assessment be undertaken prior to the commencement of development. This has been agreed that this will be secured through a condition to ensure a noise impact assessment and any relevant mitigation be agreed prior to commencement of development. Therefore, there is no identified conflict with LDP Policy EP1 has been identified.

6.6.3 In addition the Environmental Health Officer requested a condition requiring a Construction Environmental Management Plan and proposed hours of construction work. A condition has been applied requiring a Construction Management Statement and a CTMP which also includes hours of operation.

6.7 Highway Safety/Parking Provision

6.7.1 The Council's Highways Department has been consulted on this application and had initially raised an objection on the basis that the proposed parking provision is below the adopted standards and due to the arrangement of the highway network as a one way system. The applicants and their highway engineers have reviewed the proposed layout to incorporate a two way system that has been reconsidered and is now deemed acceptable by the Council's Highway Engineers.

6.7.2 The proposed parking provision would be lower than is required to accord with the Council's current adopted parking standards, the proposed development would provide one parking space per dwelling. The parking spaces are proposed to meet the size requirements as requested by Highways and a swept analysis has been undertaken which demonstrates that service and emergency vehicles can access/egress the site in a safe manner. It is noted that the adopted parking standards are guidance only, were adopted in 2013 and have therefore been superseded by both PPW11 and Future Wales, both of which advocate for lower levels of car parking or car-free developments in suitable locations (see excerpts below). In this instance, given the highly sustainable location of the application site in conjunction with the proximity to public modes of transport and the active travel principles that are incorporated into the scheme, therefore planning officers have no objection to the proposed parking provision within the proposed resultant scheme.

6.7.3 Furthermore, it is noted that this application seeks consent for 100% affordable homes where on average, car ownership is lower when compared with open market homes. Therefore, the need for parking is considered to be less in this instance and provides further justification for the relaxation of parking standards in this highly sustainable location. Car ownership across the entire MCC area has been reviewed. The Census shows a total of 5,288 socially rented households, of which 88% have either no car ownership (46%) or have one car (42%). This equates to an average of 0.69 cars per socially rented household, compared with 1.54 for owner occupied housing. As such, the significant majority of social rented households in MCC have low car ownership and the level of ownership is broadly half that of owner occupied housing. Additionally, car ownership of social rented households within the most comparable output area is 0.41 cars per household, so is lower again with 97% owning one car or less. As such, the level of ownership for affordable housing within the centre of Caldicot is very low, which reflects the highly sustainable location. Based on this data,

it is considered that potential future residents would be less likely to own a car or may own one car, and sustainable modes would provide realistic and attractive alternatives and these are currently being used by existing residents.

PPW11

4.1.50 "Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed".

4.1.52 "Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places".

Future Wales

Policy 12 page 83 "Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time".

Policy 12 Page 86 "Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport".

Policy 12 Page 87 "Whilst we do not know what the future holds, the location and design of car parking should enable conversion to other uses over time".

Given the above more recent adopted national planning policy it is considered acceptable and appropriate to accept the reduced parking level as proposed. In addition, 32 EV parking spaces have been provided which is considered to be far more than policy compliant.

6.7.5 In respect of Active Travel (AT), a qualified objection has been received by the AT Officer, and following this written representation clarification has been sought and confirmed that the paths within the site are designed to AT guidance as sought and therefore no concern is raised in this respect. The AT Officer has expressed a desire for further pedestrian and AT links from this site, but when considering the scale of the proposal and its central location in combination with the extent of land ownership and the extent of the highway verge it is considered that the links as proposed are suitable to serve this relatively small development. Concerns have been raised in relation to the location of the cycle stores, however these are located between the flats where they serve the north-eastern, north-western and eastern-most corner; whilst they are not at the entrance to the flats they are available and accessible. Concerns were also raised in relation to the rear access lane in terms of safety and security. However, the rear lane is required in accordance with the Welsh DQR standards which require an additional means of escape from the garden in the event of a fire. Therefore, in order to improve the safety of the lane, a condition requiring details of lighting and security measures to restrict the use of the lane to residents of the terrace only is proposed.

6.8 Affordable Housing

6.8.1 This application is submitted on behalf of Monmouthshire Housing Association and seeks to provide 100% affordable homes. This exceeds the policy requirement of 25% for residential developments in this area. The mix of housing proposed reflects the need within the area; the Council's Affordable Housing Officer has been consulted on this application and raises no objection. As Monmouthshire Council are the current land owners, the affordable housing provision will be secured through a unilateral undertaking as this is more appropriate than a S106 agreement in this instance.

6.9 Surface Water Drainage

6.9.1 The proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems - designing, constructing, operating and maintaining surface water drainage systems'. The applicant has undertaken pre-application discussions with MCC's Drainage Department. Whilst formal approval for the SuDS scheme has not been received yet, this will be required prior to the commencement of development and it appears that the site can achieve a SuDS compliant system. The Council's Drainage Department have been consulted on this application and raise no objection to the proposed development in respect of drainage.

6.10 Foul Drainage

6.10.1 The development site is located in an area served by Dwr Cymru - Welsh Water sewers and therefore the intention is to connect the proposed development to the existing sewerage system. DC-WW have been consulted on this application and raise no concern or objection in relation to the capacity of the network in the area. The area is outside of any affected Special Area of Conservation and therefore no issue is raised in respect of phosphate/nitrate pollution entering the water network.

6.11 Environmental Health

6.11.1 Environmental Health Officer commented in relation to noise which is addressed in the Amenity section of the report, above. However, further comments have been provided in relation to contaminated land and air quality.

Given the site is vacant land following the demolition of the school buildings in 2018, the EH officer recommends that site investigation/risk assessment is carried out to assess land contamination. This could be managed through a condition requiring site assessment and any remedial work necessary. The Site Investigation Report that has been submitted partly addresses the information required as part of a remediation and validation condition and therefore the remaining parts d-e are conditioned only. These have been added to the list of proposed conditions at the end of the report.

In terms of air quality, the development proposes more than 10 residential units and car parking spaces, therefore an air Quality Impact Assessment would be required if the development will have a change of vehicle flows of more than 500 annual average daily traffic. The Traffic Assessment submitted with the application shows that the average daily traffic is 124, well below the 500 threshold and therefore an Air Quality Assessment is not required.

Irrespective as to whether an air quality impact assessment is undertaken they provide further advice as to how the development could implement good air quality design principles to reduce emissions, a number of which have been implemented within the proposed scheme, others are addressed through separate legislation and requirements, such as the Building Regulations.

6.12 Planning Obligations

6.12.1 This scheme will deliver 100% affordable housing (46 homes). Therefore, no additional financial contributions will be sought. The affordable homes will be secured via a legal agreement between the applicant and the Council.

6.13 Response to the Representations of Third Parties and Town Council

The Town Council have recommended that the proposed development is refused citing the following reasons:

Lack of information in application/research: No further clarification has been provided on what additional information is deemed to be lacking. It is the view of the LPA that there is sufficient information for the application to be determined.

Lack of consultation with local community: The applicant has undertaken the required level of community engagement prior to this application being submitted, including a Public Pre-application

Consultation (PAC) and the planning authority has exceeded the publicity as required for this level of application; therefore it is considered that the consultation as undertaken is sufficient.

Initial use of land was promised to community: The LPA must consider the use of the land as proposed through this application only. The use of the land for 100% affordable housing is considered to be a benefit to the community and the proposal is considered to improve the public realm within the area and to provide enhanced pedestrian links within the town.

Inadequate links with active travel: No further details have been provided in respect of this comment. Comments in relation to active travel have been cited and addressed in the above sections of the report.

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

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

6.15 Conclusion

The proposed development would deliver 46 much needed affordable homes within a highly sustainable location on brownfield land. The proposed development would deliver a bespoke design solution for the site which is considered to respond well to the area, resulting in a benefit visually and contributing positively to the objectives of the Place Making Agenda. The application demonstrates an acceptable means of dealing with surface water drainage and would provide a net benefit in respect of biodiversity and green infrastructure in the area. Following amendments to the layout there are no unacceptable impact in terms of highway safety. The proposal accords with the aims and objectives of both local and national planning policies and is therefore recommended for approval subject to conditions and a legal agreement securing the affordable housing provision.

7.0 RECOMMENDATION: APPROVE

Subject to a Legal Agreement requiring the following: All 46 proposed properties will be for Affordable Housing.

Unilateral Undertaking Heads of Terms

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

Conditions:

5 YEARS

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.

APPROVED PLANS

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.

NOISE

3 Prior to commencement of development, a noise assessment shall be submitted to and approved in writing by the Local Planning Authority assessing the impact of existing noise on the both the internal and external elements of the proposed development. The assessment shall be undertaken by a suitably qualified acoustic consultant and have regard to relevant standards such as BS8233:2014 and 'guidance on sound insulation and noise reduction for buildings' and BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' and WHO Guidelines for Community Noise 1999. Where appropriate the report shall propose suitable mitigation to guide the design of the development including the potential for overheating within those properties where windows are required to be kept closed. Mitigation proposals shall be in line with current Building Regulations and shall be agreed in writing with the Local Planning Authority prior to the commencement of development. The development shall only proceed in accordance with the details hereby approved.

REASON: To ensure that the amenities of future occupiers are protected.

PD RIGHTS LIGHTING

4 Notwithstanding the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no lighting or lighting fixtures shall be installed on any building or within the curtilage of the site until an appropriate lighting plan which includes low level PIR lighting and allows dark corridors for bats has been agreed in writing with the LPA.

Reason: To safeguard foraging/commuting habitat of Species of Conservation Concern in accordance with Section 6 of the Environment Act (Wales) 2016 and LDP policies EP3 and NE1.

ECOLOGICAL ENHANCEMENT - COMPLIANCE

5 The approved 'Ecological Enhancement Plan' drawing by Soltys Brewster Ecology, which illustrates the position of the biodiversity net benefit feature, 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 development.

Reason: To provide biodiversity net benefit and ensure compliance with PPW 11, the Environment (Wales) Act 2016 and LDP policy NE1

CMS

6 No development, demolition, earth moving shall take place or material or machinery brought onto the site until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include details of measures to protect; 1) Nesting Birds, 2) Hedgehogs, 3) Invasive Species Removal. The construction Method Statement shall thereafter be implemented in full.

Reason: Safeguarding of protected and priority species during construction works LDP policy NE1 and the Section 7 of the Environment Act (Wales) 2016.

HARD AND SOFT LANDSCAPING

7 Notwithstanding the approved plans, specifically 201 PL06 Soft Landscaping GI Plan, Prior to the commencement of development full and comprehensive details of soft and hard landscape works, including details of the proposed native planting mix, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include: Detailed scaled plans, showing existing and proposed levels and cross sections relating to the proposed bin and bikes store between the large block and mixed block on the east of the site. Hard landscape materials shall include location and details of proposed lighting and details for structures (e.g. signs, bins, stores, benches).

Reason : In the interests of visual and landscape amenity; in accordance with Policies DES1 & LC1/5, GI 1 and NE1 of the Local Development Plan

LANDSCAPING COMPLIANCE

8 All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be

carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and ensure the provision afforded by appropriate Landscape Design and Green Infrastructure LC5, DES 1, S13, and GI 1 and NE1.

SURFACE WATER

9 Surface water flows from the development shall communicate with the public surface water sewer through an attenuation device that discharges at a rate not exceeding 5.9 l/s.

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

PD RIGHTS MEANS OF ENCLOSURE

10 Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (Or any order revoking and re-enacting that Order with or without modification, no fences, gates or walls, shall be erected other than those expressly authorised by this permission.

REASON: To protect the character and appearance of the proposed development in accordance with LDP Policy DES1.

PD RIGHTS EXTENSIONS

11 Notwithstanding the provisions of Schedule 2, Part 1, Class A (sections (h) and (j), B, C and D of The Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking or re-enacting that order with or without modification, no extensions with more than one storey, roof enlargements or alterations and porches shall be erected.

REASON: To protect the character and appearance of the proposed development and the living conditions of neighbouring occupiers.

EXTERNAL FINISHES

12 Notwithstanding the details of the approved plans, prior to any works taking place above slab level, samples of the proposed external finishes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with those agreed finishes which shall remain as such thereafter 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: In the interests of the visual amenity of the application site and wider area, in accordance with policy DES1 of the LDP.

FOOTPATHS

13 Notwithstanding the approved plans, prior to the completion of the development the footpaths and service strips as shown on the approved plans shall be implemented and completed.

Reason: In the interests of highway and pedestrian safety in accordance with LDP Policy MV1

CTMP

14 Prior to the commencement of development a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority, which shall include traffic management measures, hours of working, measure to control dust, noise and related nuisances and measures to protect adjoining users from construction works. The development shall be carried out in accordance with the approved CTMP.

Reason: To ensure the development is carried out in a safe and considerable manner in accordance with the requirements of policy EP1, and DES1 of the LDP.

PARKING

15 Prior to the occupation of any dwelling, the parking space(s) for that dwelling shall be laid out within the site in accordance with the approved plans and those spaces shall thereafter be kept available for the parking of vehicles in perpetuity.

Reason: To reduce the need for on street parking in the interests of highway safety.

OCCUPATION- ROAD SURFACE

16 No building shall be occupied until that part of the road which provides access to it has been constructed to at least base course level in accordance with the approved plans.

REASON: In the interests of highway safety.

CONTAMINATED LAND REMEDIATION AND VALIDATION

17 No part of the development hereby permitted shall be occupied until:

d) Following remediation, a Completion/Validation Report, confirming the remediation has been carried out in accordance with the approved details, shall be submitted to, and approved in writing by, the Local Planning Authority.

e) Any additional or unforeseen contamination encountered during the development shall be notified to the Local Planning Authority as soon as is practicable. Suitable revision of the remediation strategy shall be submitted to and approved in writing by the Local Planning Authority and the revised strategy shall be fully implemented prior to further works continuing.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

CONTAMINATED LAND – IMPORTED MATERIAL

18 Prior to import to site, soil material or aggregate used as clean fill or capping material, shall be chemically tested to demonstrate that it meets the relevant screening requirements for the proposed end use. This information shall be submitted to and approved in writing by the Local Authority. No other fill material shall be imported onto the site.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

ESTATE PHASING AND COMPLETION

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

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

MANAGEMENT AND MAINTENANCE OF STREETS

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

Reason – In the interests of highway safety

SECTION 278 AGREEMENT

21. No development shall commence until the applicant has entered into a Section 278 agreement, pursuant to the Highways Act 1980, with the Council for the works associated with the access and footway provision and associated works on Woodstock Way.

Reason: In the interest of highway safety

INTERNET CAPABILITY

22. No development shall take place until a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the (dwellings/buildings) hereby permitted has been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

REASON: to support the roll out of digital communications infrastructure across Wales in accordance with Policy 13 of Future Wales.

EV DETAILS

23. Details of the proposed electric vehicle (EV) charging points shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of the charging points.

The EV charging points shall then be installed in accordance with these details here approved.

The EV charging points shall be installed prior to the occupation of the properties.

REASON –: In the interests of highway and pedestrian safety in accordance with LDP Policy MV1

BIKE STORAGE DETAILS

24. Details of the proposed bike storage shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of the bike stores. The bike stores shall then be installed in accordance with these details hereby approved. The bike storage shall be installed prior to the occupation of the properties.

REASON: In the interests of the visual amenity of the application site and wider area, in accordance with Policy DES1 of the LDP.

REAR LANE LIGHTING AND SECURITY DETAILS

25. Full details of the proposed security to be installed to ensure adequate safety for the proposed lane to the rear of the terraced houses shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The development shall proceed in accordance with the details hereby approved.

REASON: In the interests of the amenity of the application site and wider area, in accordance with Policy EP1 of the LDP.

INFORMATIVES

1 Any person carrying out the development to which this planning permission relates must display at or near the place where the development is being carried out, at all times when it is being carried out, a copy of any notice of the decision to grant it, in accordance with Schedule 5B to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 as amended and Section 71ZB of the Town and Country Planning Act 1990 as amended by Section 34 of the Planning (Wales) Act 2015.

2 Please note that Bats are protected under The Conservation of Habitats and Species (Amendment) Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended). This protection includes bats and places used as bat roosts, whether a bat is present at the time or not. If bats are found during the course of works, all works must cease and Natural Resources Wales contacted immediately. Natural Resources Wales (NRW) (0300 065 3000).

3 All birds are protected by the Wildlife and Countryside Act 1981. 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 birds is between March and September.

4 As of 7th January 2019, all construction work in Wales with drainage implications, of 100m² or more, is now required to have Sustainable Drainage Systems (SuDS) to manage on-site surface water (whether they require planning permission or not). These SuDS must be designed and constructed in accordance with the Welsh Government Standards for Sustainable Drainage. The SuDS Approving Body (SAB) is a service delivered by the Local Authority to ensure that drainage proposals for all new developments of at least 2 properties OR over 100m² of construction area are fit for purpose, designed and built in accordance with the National Standards

for Sustainable Drainage published by Welsh Ministers. If you are in any doubt as to whether you require SAB approval, please contact: SAB@monmouthshire.gov.uk
For advice regarding the application process and general enquiries - 01495 768306
For technical advice regarding your SuDS design and meeting the National Standards - 01633 644730

5 The Naming & Numbering of streets and properties in Monmouthshire is controlled by Monmouthshire County Council under the Public Health Act 1925 - Sections 17 to 19, the purpose of which is to ensure that any new or converted properties are allocated names or numbers logically and in a consistent manner. To register a new or converted property please view Monmouthshire Street Naming and Numbering Policy and complete the application form which can be viewed on the Street Naming & Numbering page at www.monmouthshire.gov.uk
This facilitates a registered address with the Royal Mail and effective service delivery from both Public and Private Sector bodies and in particular ensures that Emergency Services are able to locate any address to which they may be summoned. It cannot be guaranteed that the name you specify in the planning application documents for the address of the site will be the name that would be formally agreed by the Council's Street Naming and Numbering Officer because it could conflict with the name of a property within the locality of the site that is already in use.