

Application Number:

DM/2024/01295

Proposal: Outline planning application for residential development of up to 110 dwellings with landscaping, public open space and associated infrastructure works at Drewen Farm, Monmouth. All matters reserved except for access points.

Address: Land At Drewen Farm, Watery Lane, Monmouth, NP25 5AT

Applicant: Lucy Atkins

Plans: Site Plan CB_78_363_000 - E, All Drawings/Plans CB_78_363_900 - D, All Drawings/Plans CB_78_363_AI01 - E, All Drawings/Plans CB_78_363_PARAM_002 - E, All Drawings/Plans CB_78_363_PARAM_003 - D, All Drawings/Plans CB_78_363_PARAM_004 - D, All Drawings/Plans CB_78_363_PARAM_005 - E, All Drawings/Plans GLS_083_158_1201_ - C, Ecology Report Outline Dormouse Mitigation Strategy. Land at Drewen Farm. EDP, dated October 2024 - edp2843_r010a, Ecology Report Ecological Technical Note for the Pipeline Route (produced by EDP Ecology) - edo2843_r014_DRAFT, Ecology Report Ecological Appraisal (produced by EDP dated October 2024) Ecological Appraisal - edp2843_r009B, Ecology Report EDP243_R015 Ecological Technical Note Active Travel Route Connection(produced by EDP June 2025) - , Other 28887-LIGH-0401ALighting Impact Assessment report dated October 2024 - , Transport Assessment P24_0693_TR02 - , Other Framework Residential Travel Plan - , Other EDP2843_r007-B Arboricultural Baseline Note - , Other EDP2843_r008-A Arboricultural Impact Assessment - , Landscaping Plan GLS_083_158_1200 Rev C - , Green Infrastructure Appraisal/Statement EDP2843_R011A - , Green Infrastructure Appraisal/Statement EDP2843_R013 B - , Other EDP2843_R010A - , Landscaping Plan GLS_083_158_1000_LVA REV.A - , Green Infrastructure Appraisal/Statement GLS_083_158_1900 - B, Transport Assessment P24-0693 TR01 - , Design and Access Statement DESIGN AND ACCESS STATEMENT - (Rev.D), All Drawings/Plans CB_78_363_PARAM_002 LAND USE PLAN - F,

RECOMMENDATION: Approve

Case Officer: Jo Draper

Date Valid: 21.10.2024

This application is presented to Committee due to the number of objections received exceeding five households

1.0 APPLICATION DETAILS1.1 Site Description

1.1 This is an outline planning application for residential development of up to 110 dwellings with landscaping, public open space and associated infrastructure works at Drewen Farm, Monmouth. All matters are to be reserved except for access points.

1.2 The Application Site measures approximately 7.1 hectares and is part of the Wonastow Road Strategic Site allocation. It comprises two agricultural fields, divided north and south into two fields. The southern part of the Application Site comprises a single agricultural field, bound by hedgerows and scattered trees. The northern portion of the Application Site is similar in character, comprising a single agricultural field which is dissected from east to west. The topography of the Application Site is gently sloping undulating lowland. An existing overhead power line routes broadly north-west to south-east through the Application Site.

There are no statutory or non-statutory nature conservation or archaeological designations that apply, there are Tree Preservation Orders situated on the boundary of the Application Site. The field to the south of the site is a designated Site of Importance for Nature Conservation (SINC).

1.3 Watery Lane abuts a small part of the north-east boundary of the site. There are fields to the north and south, with the existing Kingswood Gate development being the completed remainder

of the Wonastow Road strategic site allocation comprising 340 homes and 6 hectares of employment land bounding the western edge.

1.4 Vehicular access to the Application Site is via the existing Wonastow Road residential development to the south-west via Kingfisher Way and Belle Etoile Drive. There are no Public Rights of Way (PRoW) which cross or abut the site. However, the Kingswood Gate Meadow Active Travel Path (PRoW footpath 375 267/1) runs on a broadly east-west alignment to the south of the site, providing a connection between Midsummer Way and Wonastow Road via the Wonastow Road Industrial estate, Kings Fee and Williams Field Lane.

1.2 Value Added

Revised red line boundary at the south of the site (drainage route shifted slightly east) to accommodate the agreed drainage solution and to respect root protection zones (RPZs) on the southern boundary.

Significant negotiation to secure additional active travel routes. This site now connects with Active Travel Network Map routes MCC-M08A, MCC-M17B/C and MCC-M17A, which are part of the Welsh Government's Active Travel Network Map (ATNM). MCC-M08A

Active Travel (AT) route Williamsfield Lane (Phase 3 is in construction in the SINC south of the site). Inclusion of additional land at the active travel point on the western side of the southern boundary (encompassed by the re-located drainage route) - as requested.

An active travel route is to run from the Belle Etoile Drive vehicle access south towards the south-west corner. A surfaced path has replaced the original proposal for a mown path for reasons of maintenance and accessibility.

This route along Watery Lane is to be improved with the following measures:

- (i) Watery Lane to form a quiet lane for the entire length
- (ii) Improvements from Watery Lane to access point linking in with St Thomas Road
- (iii) Pedestrian links to Jordan Way linking with community facility beyond.

1.3 Proposal Description

1.3 This outline planning application seeks permission for residential development for up to 110 dwellings with landscaping, public open space and associated infrastructure works. All matters are to be reserved except for access points which are identified.

The Illustrative Masterplan indicates the key features of the Proposed Development, which include the following:

110 1-to-4-bedroom residential homes including 35% affordable housing. This will provide a mix of dwellings in terms of size and tenure. The precise mix will vary across the Application Site in response to a variety of influences including market demand and development character.

The scale and massing of buildings will be limited to 2-storey.

The application site will have two vehicular access points from the west, one off Kingfisher Way to facilitate access to the northern part of the site (i.e. properties north of the public open space) and via Belle Etoile Drive to the southern part of the site which will serve the majority of the site. A new active travel link is proposed to the southern boundary

Additional pedestrian and cycle links and emergency access are provided via Watery Lane to the east.

Parking will be designed in line with the current guidance contained within Manual for Streets.

1.4 The supporting information submitted with the application states that the proposal delivers the following:

- Low carbon, energy efficient homes that are gas-free and reliant upon renewable technologies;
- Retaining existing vegetation where possible and protecting the central trees as a feature

of the Proposed Development;

- A central focal area creating an amenity space and community growing space;
- Sustainable Urban Drainage System basins and rain gardens along the highways. The majority of roads will include rain gardens to intercept run-off with the remainder utilising permeable surfacing. Attenuation will be provided in five detention basins, with some permanent features provided in the larger basin.
- A cycle link from west to east, providing active travel links to the surrounding area; Community orchards;
- Extensive landscaped public open space and habitat areas (equating to over a third of the Application Site) with a circular pedestrian route and picnic areas, and biodiversity gains, including enhanced dormouse and bat habitat provision.

1.5 The Proposed Development provides approximately 3.27 ha of blue and green infrastructure (i.e. approximately 46% of the Application Site) through retention of buffers at the application site boundaries, incorporation of a central feature of publicly accessible open space and attenuation basins. There is no formally defined play area proposed, 'Play-on-the-way' features, community growing spaces and active travel links are proposed

1.6 The supporting information states that "the overall block structure has been designed to comply with well-established separation distances of 21m back-to-back and 11m side-on in order to maintain the privacy of private amenity spaces and ensure natural surveillance of streets.

Within the block forms, localised residential variations will provide opportunity for subtle variations in urban form and create distinctive pockets which will add variety to the masterplan.

1.7 A Landscape and Visual Appraisal has been prepared by Green Landscape Studio in July 2024 in support of the Outline Application.

The supporting information states that Green Infrastructure as a proportion of the site is indicated as being 2.88ha which is approximately 40% of the total site area not including SuDS features and rain gardens. This equates to approximately 260m² of Green Infrastructure per dwelling. An indicative layout shows points of access, development and infrastructure along with the proposed areas for SuDS, public open space (POS), active travel and pedestrian access.

The site is divided into two development areas accessed from Kingswood Gate via Kingfisher Way to the north and Belle Etoile drive to the south. The northern development layout has most of the dwellings fronting onto shared vehicle access or private shared drives. Streetscapes are indicated as being treelined in places with rainwater gardens in the streetscape and circular pedestrian access set apart from vehicle areas.

1.8 Vehicular access to the site is proposed off Belle Etoile Drive with additional pedestrian and cycle links to Kingfisher Way to the west, and Watery Lane to the east. A 3.7 metre wide Non-Motorised User (NMU) access point with a collapsible bollard is proposed onto Watery Lane to the east of the site. This facility would also enable an emergency access point to be provided to the Kingswood Gate development, which it does not currently benefit from at present. The NMU access point will connect with an internal footway / cycleway that will span across the site and connect the northern and southern development parcels, and also connect with Belle Etoile Drive and Kingfisher Way.

1.9 A network of pedestrian and cycle infrastructure is proposed to be provided throughout the scheme, connecting into the existing provision within Kingswood Gate and south onto Wonastow Road. The supporting information states that the development will be designed to retain an informal connection at the southwest corner of the site onto the Kingswood Gate Meadow Active Travel Path.

A pedestrian access is proposed onto the Active Travel Path from the south of the site

There are footpaths and active travel routes proposed with paths and wayfinding both within and beyond the site. The site connects to the Kingswood Gate Meadow Active Travel path to the south, with provision of paths, wayfinding and facilities. There would also be an Active Travel link leading from the site in the East onto Watery Lane. It is proposed that there will be works to this route secured via S278 and S106 funds to ensure this is a safe, attractive route for active travel, Watery Lane to form a quiet lane for the entire length, with improvements from Watery Lane to an

access point linking in with St Thomas Road and pedestrian links to Jordan way linking with community facilities beyond.

1.10 The proposed scheme is anticipated to provide car parking levels generally in accordance with the MCC guidance on parking ratios that prevail at the time of the subsequent reserved matters submission. This will be confirmed at the reserved matters stage.

Cycle parking in accordance with the Welsh Government Travel Act Guidance (2021) will be provided as appropriate. The guidance suggests that dwellings should be provided with one cycle parking space per bedroom, and the spaces should be secure and ideally covered. It is proposed in the supporting information that cycle parking will be provided within the curtilage of each plot, either within garages or sheds. For dwellings without garages, consideration to the provision of cycle hangars as part of on-street parking will be given.

2.0 RELEVANT PLANNING HISTORY

Reference Number	Development Description	Decision	Decision Date
DC/1974/00506	Open Storage Of AGR.MACHINERY APP_TYP 01 = Full DEV_TYP 04 = Change Of Use MAP_REF = 341550211505	Refused	11.04.1975

3.0 LOCAL DEVELOPMENT PLAN POLICIES

Strategic Policies

S1 LDP The Spatial Distribution of New Housing Provision S2
LDP Housing Provision
S3 LDP Strategic Housing Sites
S4 LDP Affordable Housing Provision
S5 LDP Community and Recreation Facilities S7
LDP Infrastructure 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 SAH4
LDP Wonastow Road, Monmouth

Development Management Policies

DES1 LDP General Design Considerations
EP1 LDP Amenity and Environmental Protection
H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements
SD2 LDP Sustainable Construction and Energy Efficiency SD4
LDP Sustainable Drainage
EP3 LDP Lighting
NE1 LDP Nature Conservation and Development GI1
LDP Green Infrastructure
NE1 LDP Nature Conservation and Development
MV1 LDP Proposed Developments and Highway Considerations MV2
LDP Sustainable Transport Access
MV3 LDP Public Rights of Way MV4
LDP Cycleways
LC1 LDP New Built Development in the Open Countryside
LC5 LDP Protection and Enhancement of Landscape Character

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 12

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

Monmouth Town Council: Refusal on the following grounds:

- i. Concerns regarding impact of flooding in the area.
- ii. A negative ecological impact on the biodiversity with a significant concern regarding the habitat of dormice.
- iii. Concerns regarding access for construction vehicles.
- iv. Concerns regarding increased vehicular movements through an established housing estate.
- v. The potential detrimental archaeological impact;
- vi. Concerns about site contamination as a result of the historic rifle range.

Councillors remain significantly concerned about the lack of consideration included in the plans and reports of the impact construction vehicles will have on the residents of Kingswood Gate if the proposed access routes are maintained. As an established estate, Kingswood Gate residents, including young children, are already using the space freely and there are serious concerns regarding the health and safety if construction vehicles are using the residential streets as access. Councillors looked at alternative access routes and ask that the Applicant consider using access from Wonastow Estate (by NAF building) or the established access route off Rockfield Road that was put in place for the Rockfield Estate development:

In addition, the Committee remained concerned about the impact of flooding in the area although they recognised that the Applicants had included plans that suggested mitigation.

LQAS: No comment

Thank you for consulting the Department regarding agricultural land quality and best and most versatile (BMV) agricultural land (referenced by the applicant as Agricultural Directorate). The Department has no comment to make

MCC Affordable Housing:

There are currently 1998 households on Monmouthshire's Common Housing Register with an identified housing need. Of these, 544 would prefer to live in the Monmouth area. The majority require 1 bedroom accommodation, followed by 2 bedroom accommodation. There is also a need for older person/accessible accommodation i.e. bungalows.

The preference is for the homes to be neutral tenure, where tenure of housing is not

predetermined but can vary according to needs, means and preferences of households to whom it is offered.

However, for the purposes of viability modelling it can be assumed that 100% of the affordable housing units will be for social rent

Number of units (110 @ 35% = 39 units)

Mix required:

2 person 1 bedroom flat*	62%
4 person 2 bedroom house	23%
5 person 3 bedroom house	10%
7 person 4 bedroom house	3%
3 person 2 bed bungalow	2%

*walk ups, blocks of 4

Welsh Water: No objection subject to conditions

We have reviewed the submitted allocation and note that the site is allocated under Policy SAH4 in the Monmouthshire County Council Local Development Plan (LDP) 2011-2021, it is also noted that this site has been proposed to be an allocated site within the Revised Local Development Plan.

We acknowledge that the deposit plan is currently out for statutory public consultation/engagement. In light of the above, we provide the following comments for the proposed development of 110 dwellings proposed on land at Drewen Farm.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010 and the disposal of surface water will be assessed in greater detail at this stage. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, from the determining SuDS Approval Body (SAB), in accordance with the 'Statutory standards for sustainable drainage systems - designing, constructing, operating and maintaining surface water drainage systems'. DCWW is a statutory consultee for the SAB process and we will therefore, comment on Surface Water drainage at this stage. However, it is acknowledged that the submitted details indicates that Surface Water will be drained of via sustainable means and welcome this approach. It should be noted that the drainage system in the immediate area is for the disposal of Foul Water only and the discharging of surface water would not be permitted.

The water supply system in the immediate vicinity has insufficient capacity to serve the development and will also cause detriment to existing customers' water supply. The applicant is advised that as part of any future water connection application under Section 41 of the Water Industry Act (1991), a hydraulic modelling assessment and the delivery of reinforcement works may be required at the same time as the provision of new water mains to serve the new development under Section 41 and Section 51 of the Water Industry Act (1991). Information relating to our Hydraulic Modelling Assessment process is available on our website and within our guidance notes. The area planning officer will also be able to provide you within information relating to this process.

The site forms part of the allocated site under Policy SAH4. We can confirm that hydraulic capacity exists in the public sewerage network to accommodate this development. However, limited information has been submitted showing where the development intends to connect. We therefore, request that prior to development, a drainage scheme is submitted and approved in writing to the Local Planning Authority. In regard to capacity at the WwTW we make the following comments. The proposed development site is located in the catchment of a public sewerage system which drains to Wastewater Treatment Works (WwTW) and ultimately discharges to a river Special Area of Conservation (SAC). We would advise that the WwTW is currently compliant with the 95% quartile for its flow passed forward (FPF) performance, at the time of this consultation. We would also advise that this WwTW has a phosphorus consent limit but is currently failing to meet the requirements of the permit. Therefore, there is currently a lack of biological headroom at the WwTW to accommodate foul water flows from the development subject of this application. Works are due to be completed at Monmouth (Wyesham) WwTW by March 31st 2025. It is not anticipated that the developer will connect to the public sewerage network before March 31st 2025. However, if this isn't the case we request that the developer and LPA contact us.

Notwithstanding the above, we request that the following Condition and Advisory Notes are included within any subsequent planning permission.

MCC Building Control: Following our review of the submitted documents, including the Design and Access Statement, Drainage Strategy, and Flood Risk Assessments, we would like to offer the following considerations:

1. Ground Conditions and SuDS:

We note that SuDS solutions are being further investigated. Based on our experience with foundation inspections in the local area, it is common to encounter red to brown clay up to a depth of approximately 1.5 meters, with minimal occurrence of mudstone or rock layers within this range. This information may assist in evaluating drainage and foundation strategies. Additionally, DCWW has confirmed that capacity exists for the proposed 110 houses, but careful consideration is required for rainwater management.

2. Fire Safety and Access:

Fire service access and hydrant placement must be integral to the site layout from the early design stage. We strongly recommend liaising with the local fire service to ensure compliance with relevant fire safety requirements.

3. Regulatory Compliance:

Please be reminded that the proposed development will be subject to the current Welsh Building Regulations at the time of construction. Welsh regulations often differ from and take precedence over English equivalents. A comprehensive list of the applicable building regulations can be accessed through the following link: [<https://www.gov.wales/building-regulations-approved-documents>].

We trust this information will be beneficial during the design stage, and we remain available for any further consultation as the project progresses.

South Wales Fire and Rescue Service: No objection

Heneb: No objection subject to a condition.

Thank you for consulting us about this application; consequently, we have reviewed the detailed information contained on your website and can confirm that the proposal requires archaeological mitigation.

The proposal is in an area of archaeological potential. Previous work in the vicinity has identified with the potential of encountering archaeologically significant remains during any development. Although given the nature of the discoveries to the south, it is our opinion that geophysics/trial trenching would not be appropriate for this site.

Recommendation 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 by your Members.

Cadw: No objection

This outline planning application is for residential development and associated works on land at Drewen Farm, Monmouth. The designated historic assets are located inside 3km of the proposed development, but intervening topography, buildings and vegetation block all views between them except for MM159 Monmouth Castle. Consequently, the proposed development will have no impact on the settings of these designated historic assets other than MM159 Monmouth Castle

Building scale and design will respond to adjacent residential contexts of an area of detached and semi-detached houses and an area of lower density rural edge houses. The proposed development is not within the extent of the identified significant views from the Castle and though visible from it will be seen with the housing development to the west of Rockfield Road in front. As such, any impact on the setting of the Castle will not be significant and can be reduced by careful design of the development. Consequently, the proposed development will not have an unacceptably damaging effect upon the setting of scheduled monument MM159.

MCC Environmental Health: No objection subject to a condition

I am aware of the proximity of the Wonastow East and Wonastow West industrial estates. There is approximately 100m distance from the boundary of the proposed residential development site to the closest boundary point at the nearby industrial estate.

I have concerns therefore in relation to existing noise sources at the nearby industrial estates and how these may impact on the amenity of the proposed residential development. Existing noise sources include but are not restricted to mechanical plant noise, noise from vehicle movements

etc at the nearby industrial estates. I would therefore recommend as part of a full application a noise assessment should be provided assessing the impact of the existing noise sources, including those at the above locations, on both the internal and external elements of the proposed development. The assessment shall be undertaken by a suitably qualified acoustic consultant .It shall have regard to relevant current standards such as BS8233:2014 and 'guidance on sound insulation and noise reduction for buildings' , BS 4142:2014 A1:2019 'Methods for rating and assessing industrial and commercial sound' and WHO Guidelines for Community Noise 1999 and any relevant updates .

The assessment report should include any proposed noise mitigation measures that will be implemented at the residential development.

Full regard should be given to the Acoustics, Ventilation and Overheating Residential Guide Jan 2020 as part an integrated approach to consider noise, ventilation, and overheating in the proposed residential development.

The noise impact of the proposed heating systems should also be considered where for example Air Source Heat Pumps/Ground Source Heat Pumps or similar are to be utilised.

Recommended that a Construction Environment Management Plan be submitted with the reserved matters application, to detail how the applicant will manage the creation and impact of issues such as noise, vibration, dust etc throughout the various stages of the development process from site preparation, groundwork and construction phases through to completion of the development.

The impact of artificial lighting has also been considered in the following report Lighting Impact Assessment October 2024 Report Ref: 28887-LIGH-0401 Rev A. The final lighting scheme should not impact on existing residential areas.

MCC Active Travel: No objection.

Site Access/ off-site connections

This site connects with Active Travel Network Map routes MCC-M08A, MCC-M17B/C and MCC-M17A, which are part of the Welsh Government's Active Travel Network Map (ATNM). MCC-M08A Active Travel (AT) route Williamsfield Lane Phase 3 is in construction in the SINC south of the site.

The plans show a footpath from the Belle Etoile Drive vehicle access south towards the south west corner of the site which is welcomed. No measurements are shown, so it would be requested that this meets pedestrian provision standards from the Active Travel Act guidance. As stated by PROW colleagues, a surfaced path would be preferred instead of the mown path, for reasons of maintenance and accessibility. 2.5m paths can be used in place of 3m paths in other areas of the site (please see ATA for Shared Use Path widths). Path surfaces should be machine-laid.

MCC-M17B/C These route alignments to be confirmed within site plan, with reference to PPW 4.1.32 the design of development proposals should, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

MCC-M17A This route along Watery Lane currently fails AT audit for walking, so we have made specific S278 and S106 requests to ensure this is a safe and attractive route for active travel. o These cover:

- Watery lane to form a quiet lane for the entire length
- Improvements from Watery Lane to access point linking in with St Thomas Road
- Pedestrian links to Jordan way linking with community facility beyond Active Travel Wayfinding

The site must assist people in finding the active travel routes to Monmouth Town Centre and to the Rockfield area, respectively - this is emphasised because the likely route to town for active travel is counterintuitive (requiring people to head away from the town before turning towards it. We can suggest signage, facilities to increase the visibility of the path (such as an archway, sculpture or other way of enhancing the visibility and attractiveness of the route) and through the provision of a map on site and provided with the sustainable travel pack for new residents.

Details of signage and design features can be discussed further when detailed designs are provided.

Signage should be provided for walking and cycling routes and times/distances to Monmouth town centre and Rockfield Community Centre, this should follow Active Travel Act Guidance section Signs should also indicate Offa's Dyke link. Destination/time sign
Cycling connection to MCC-M08A will be via Belle Etoile Dr and Midsummer Way - this should be signposted.

Site design

The site should be designed to Manual for Streets 2 with minimal junction radii to ensure short crossing distances for pedestrians and provide traffic calming to allow for cycling on road. Wide junction radii divert or inconvenience pedestrians and encourage faster vehicle turning.

Vehicle parking should be allowed in defined spaces and places where parking is not intended should be protected from overparking, in recognition of the impact of the presence of vehicles on active travel.

The vehicle entrance on Kingfisher Way incorporates a footway to the south side and a branch to a path on the north side. Considering the narrowness of some footways/median kerbs on the Kingswood Gate side, there should be accessible transitions between these and route coherence for users

Site permeability

The filtered access onto Watery Lane is welcomed and will support the use of active travel for short local trips, increase use of the nearby Active Travel infrastructure in the Rockfield new estate and avoid impact from the site on the national walking trail along Watery Lane (Offa's Dyke).

Staggered bollards/bollards for modal filters to be used where needed. (Staggered barriers are not acceptable because of their effect on ease of use for legitimate users)

MCC Landscape/GI: No objection subject to conditions

The applicant has provided a comprehensive suite of supporting information at this outline stage which is welcome.

The LVA ref GLS_083_158_1000_LVA REV.A has been reviewed against the LI Technical Guidance Note 1/20 (10 Jan 2020). The appraisal is proportionate and is sufficient to be able to make an informed planning decision.

The GI statement ref edp2843_r011a is comprehensive. As described in the DAS the landscape design interventions within the landscape of the principle of 'ecotones', ie biodiverse transitions between habitats is welcome and the space afforded to POS buffers to the site will help to realise meaningful areas of GI / biodiversity net benefit.

The site is broadly level falling circa 1.5m-2.5m from north to south over the two fields. Infrastructure, housing platforms and SuDS basins will realise excavated materials (soils/ subsoils) a principle of reuse on site wherever possible to support design and GI indicated in the GI Statement would be welcome. Slight topographical contouring / bunding in POS can provide interest. To be supported by cut / fill / materials use plan at RM.

An indication in the GI statement of intended aftercare direction ie Green infrastructure management plan as part of RM would be welcome along with envisaged responsibility for aftercare. It is noted that the GI statement does not include the proposed southern SUDS outfall spur and subsequent plans in the GI Statement

GI Assets and Opportunities.

Plan ref GLS_083_158_1900 has provided an overview of the GI assets on the site and the opportunities to provide new and or enhance existing assets.

Broadly this is acceptable, however it is noted that no opportunities or enhancements are identified through the site for the retention of surface water nearer to source . This can be provided as part of the RM landscape detailing.

Plan ref CB_78_363_PARAM_002 provides a summary of Land use indicating a total area circa of 7.075ha inclusive of outfall spur. GI as a proportion of the site is indicated as being 2.88ha

which is circa 40% of the total site area (exclusive of SuDS and rain gardens). This equates to approximately 260m² GI / dwelling which is acceptable and will provide adequate space for biodiversity habitats, POS and habitat corridors to coexist and provide benefit.

Plan ref CB_78_363_AI01 provides an indicative layout of the site inclusive of points of access, development and infrastructure along with the proposed areas for SuDS, POS, active travel and pedestrian access. The site is divided into two development areas accessed from Kingswood gate via Kingfisher way to the north and Belle Etoile drive to the south.

The northern development layout has most of the dwellings fronting onto shared vehicle access or private shared drives. Streetscapes are indicated as being treelined in places with rainwater gardens in the streetscape and circular pedestrian access set apart from vehicle areas.

The southern development area does not have a vehicular connection with the northern development area but pedestrian and GI permeability is adequately provided with direct and circuitous routes and space. The proposed principle tree lined access includes rain gardens and separated pedestrian access on both sides of the first three development areas of the access is welcome with development set back from street thoroughfare.

It is noticeable that areas of water management and retention (B3 on plan ref GLS_083_158_1201_) are spread through the site and will be complemented with 'in street' rainwater gardens, if appropriately planted and managed will provide an additional GI and habitats resource to compliment the balance ponds to the south of the site.

The retention of the central oak tree and framing within the context of open space as well as a transition route linking Watery lane and Monmouth west settlement to Kingswood gate via Kingfisher way is welcome. The provision of POS to the NE area of the site bounding open countryside and providing a substantial area of grassland for informal recreation or community use is welcome. The bolstering and buffering of all site boundaries is welcome and will ensure resilience and an opportunity for wilding through appropriate management. Plan ref CB_78_363_PARAM_004 open space plan shows the indicative areas of open space and distribution through the site and accessibility to each dwelling.

The general layout provides a well-balanced edge of settlement development that transitions in development density from the Kingswood Gate development to existing dwellings density on watery lane and buffering open countryside.

Built form

The plan ref CB_78_363_PARAM_004 BUILDING HEIGHTS PLAN REV D indicates development will be up to 2 storey through the site. This will reflect the surrounding context in terms of built form. Material choice for the site will be important and will need to respond to both local character and context as well as provide an identity of its own through design and material use.

Lighting

The lighting strategy and plan appears to focus on street lighting. This will need to be addressed as part of RM should the application progress.

From a Landscape and GI perspective there is no objection to the outline application. The site is within the Monmouth settlement boundary and is an LDP allocated strategic development site SAH4. Sufficient information has been provided to support the outline application with any outstanding detailed matters to be addressed as reserved matters conditions.

Should the application progress to reserved matters other detailed matters from a Landscape and GI perspective to be determined under reserved matters will include:-

Appearance: - Detailed designs, elevations and cross sections of the proposed SuDS features and outfalls, buildings, infrastructure and any retaining features. Existing and updated proposed site levels, building ridge heights, orientation and parking, built form materials palette and parking arrangements inclusive of EV charge points

Green Infrastructure masterplan and Green Infrastructure management plans (GIMP):- Informed by GI assets and opportunities framework, ecological, drainage, tree and LVIA surveys and proposals. The GIMP needs to clearly indicate how the strategic landscaping, especially that which is shared within the site, will be managed

Landscaping:- To include details and specifications relating to any soft and hard landscaping, green roofs (if applicable), planting, SuDS and rain gardens, play and growing space provision, mitigation for loss, establishment and after care maintenance and management programme. (aftercare prescription can be incorporated within the GIMP). All areas of new planting should allow access for management and maintenance and should be appropriately protected to ensure establishment. Details for any hedge removal and mitigation for loss will be required along with details of methodology for translocation

Light spill will be an important consideration for both the landscape and biodiversity as well as the setting. To include product details, location and light spill.

It is noted that LVA 5.13 and 7.4 recommends a winter assessment of intervisibility with key receptors. This would be appropriate and can either accompany an outline application LVA or be part of the RM where more detail can inform the LVA and subsequent layout / mitigation.

MCC Tree Officer: No objection

There are 48 trees on this site with 3 'low value' trees that require removing, a hawthorn and two ash (With ash die back). The root protection zones of all the remaining trees are outside of any proposed development.

Natural Resources Wales: No Objection

We note the applicant has submitted new/amended information. We have reviewed the following document:

Land at Drewen Farm, Wonastow Road, Monmouth - Ecology Technical Note - Pipeline Route edp2843 r014 DRAFT We note within the Technical Note, a small quantity of habitat suitable for dormice (namely dense scrub) will be lost to the pipeline. We welcome the indication that vegetation removal in areas of dormouse habitat will be undertaken under the auspices of a European Protected Species licence. We have no further comments to make at this stage and refer you to our previous response letter dated 27 November 2024 (CAS-267431-F8R8)

Response letter dated 27 November 2024 (CAS-267431-F8R8)

No objection subject to plans and reports being listed on Decision Notice and planning conditions

We have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching the following condition(s) to any planning permission granted:

Condition 1: Foul drainage

Condition 2: Landscape Ecological Management Plan

Condition 3: Construction Environmental Management Plan We also advise that based on the information submitted to date, the document(s) identified below should be included in the approved plans and documents condition on the decision notice:

- Ecological Appraisal prepared by The Environmental Dimension Partnership Ltd, dated July 2024
- Outline Dormouse Mitigation Strategy prepared by The Environmental Dimension Partnership Ltd, version 010a FINAL dated October 2024
- Drawing number CB_78_363_Ai01 titled Illustrative Masterplan by Cooper Baillie Limited, revision E dated 15.10.24
- Drawing number GLS_083_158_1200 titled Landscape and Green Infrastructure Strategy Plan by Green Landscape Studio Limited, revision A dated 08.10.24
- Impact Assessment prepared by MEC Consulting Group, dated October 2024

Nutrient Sensitive River SAC and Foul Drainage

We note that a consultation response has been received from Dwr Cymru Welsh Water (DCWW) which confirms that the WWTW has a phosphorus consent limit but is currently failing to meet the requirements of the permit and there is a lack of biological headroom to accommodate foul water flows from the proposed development. DCWW note that works are due to be completed at Monmouth (Wyesham) WWTW by March 31st 2025. We are satisfied that our concerns can be overcome by attaching a condition preventing connection until the planned reinforcement works at Monmouth (Wyesham) WWTW have been completed and that they are able to accommodate the foul flows from the development

European Protected Species - Legislation and policy Bats, dormice, and their breeding sites and resting places, are protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Where these species are present and where a development proposal is considered likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation.

Paragraph 6.3.7 of Technical Advice Note 5: Nature Conservation and Planning (TAN5) states that your Authority should not grant planning permission without having satisfied itself that the proposed development either would not impact adversely on any European Protected Species on the site or that, in its opinion, all three conditions for the eventual grant of a licence are likely to be satisfied. On the basis of the information in the document named above, we do not consider that

the development is likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range, provided that the mitigation measures stipulated in the above Ecological Appraisal report, Outline Dormouse Mitigation Strategy, and Lighting Impact Assessment document are adhered to.

Condition required for a Landscape Ecological Management Plan (LEMP), which illustrates habitat areas to be retained and/ or enhanced, plus the protective measures to ensure these habitat corridors remain intact during and post-development.

We would be content for your Authority's ecologist to review the LEMP without further reference to NRW.

Pollution Prevention The application site is within 15m of a watercourse which is hydrologically linked to the River Monnow. There is potential for pollution of these watercourses during the construction phase and we advise that the following condition is attached to any planning permission granted.

MCC Highways: No objection

The site is an allocated strategic site in the Local Development Plan, Policy SAH2, the principles of the development and the suitability of the location were widely consulted upon as part of the wider Wonastow Road development which consisted of a mixed development of residential and commercial buildings. A Transport Assessment was submitted which considered the impact of the wider allocated site on all related transport modes. The allocated site was approved for a large mixed development of residential and commercial. A large proportion of the commercial and residential development has already been completed with the exception of some commercial land at the entrance to the site and the allocated site subject to this application.

The current outline application proposes the construction of a residential site of up to 110 dwellings, all matters except access are reserved at this time. The site is to be extension of the recent estate off Wonastow Road, and is bounded by the historic C504.5, Watery Lane, & associated properties to the NE.

The application proposes the creation of two separate cul-de-sacs approximately divided along the location of the existing field boundary. The northwest site is accessed via a continuation of Kingfisher Way, while the larger site is accessed via a continuation of Belle Etoile Drive, and there is to be no vehicular connection between the two sites, only footpath and cycle links. Further connections are provided by an active travel and emergency vehicle only route onto the unclassified C504.5, Watery Lane, and two footpath connections to the southern field.

The site that proceeds from Belle Etoile Drive comprises approximately 65% of the entire proposal and is a functional spine road design with several branches that provide access for most of the dwellings. The existing point of access functions as a turning head for the junction of Belle Etoile Drive & Midsummer Way. Belle Etoile Drive was designated as a "village street" under the plans for the existing site, which was the largest highway design for the site, with a 5.5m carriageway and 2m footways either side. Kingfisher Way was designated as a "Quiet Lane" under the plans for the existing site, which was the smallest public highway design for the site, with a 5m carriageway, a 2m footway to the south, and a 1m service strip to the north. This access will only provide access to the smaller site. Both sites are indicated to prioritise pedestrian movement and safety.

The application is supported by a transport assessment which forms the major body of supporting evidence. The original development and the related TA concluded that the existing nearby highway network could handle the trip generation and traffic of the initial development prior to the introduction of the offsite junction rearrangement. This TA has considered the existing highway network, both within the residential site and the neighbouring areas.

An ATC and MTC's were conducted to measure existing trip rates, showing that the morning and evening two-way peaks are approximately 180 vehicles, with a trip rate of 0.5 based on the existing 340 dwellings. Based on this data, the proposal would result in an approximate additional 60 vehicles within those peaks. The proposed total of approximately 240 vehicles in each peak is considered acceptable for the design of the existing residential area. The TIA shows that most of the increased traffic volume impact will be localised within the residential site, with minor impact on the wider highway network. Additional junction capacity analysis has been undertaken that shows the Kingswood Gate roundabout will operate within capacity despite the increase in volume.

A parking survey was undertaken in response to the concerns raised by the Highway Authority during the allocated LDP site consultation process. There were concerns raised over the potential impact existing on-street parking on the neighbouring residential estate roads may have on access to the application site. The parking survey was undertaken in the evening, during which the site would be expected to have the highest level of on-street parking stress. It noted that the

main routes are not suffering from high levels of on-street parking and excluding some instance inconsiderate parking near junctions and on sharp corners, the application site is accessible. The existing bus service also confirms accessibility regardless of on-street parking.

Highway Safety - Personal injury collision data was collected for the nearby highway network showing no pattern of concern for the existing site.

Public Transport -The site is served by public transport, namely the M3 bus route which enters the site and connects into the town centre. While the TA has considered rail, Monmouth features no real access to the network and can therefore be discounted from active travel considerations.

Cycling & Walking -The TA considers the site within the framework of the active travel hierarchy. Pedestrian/cycle routes (connections) would follow the footways within the existing residential development, and proposed footpath connections to the south of the site, and a further one onto Watery Lane. Watery Lane has been identified as a future active travel route, however it is currently a low-trafficked rural lane that forms the boundary of the urbanised area. The footpath to the south forms part of the active travel path being upgraded by the LA, however it isn't clear how the estate will tie into these or whether a contribution to allow the LA to tie them in is expected.

Means of Access

Both accesses have been considered in terms of size and existing design and are noted to be continued into the site based on their existing design. The separate accesses have been designed after RSA advice based on the existing highway design at the access points, however it is noted that the RSA states that their connection would be unlikely to have serious highway safety impacts.

The emergency route to/from watery lane has also been considered and is noted to provide visibility splays in excess of 90m. Watery Lane is a low trafficked route and the infrequent proposed use by emergency vehicles is considered acceptable and does not form a standard site access for residents/visitors by car, though it should be noted the provision of such an access is not required.

Internal Layout

The indicative layout shows the approximate relationship of the public/private streets, all roads intended for adoption must be designed to existing standards, which will require appropriate turning provision at their termination points and appropriate footway widths depending on the environment. Clear distinction by way of materials and/or design should be incorporated to indicate the limit of the public highway.

As mentioned in our comments when the site was brought forward under the LDP, we would advise increased permeability within the new estate design instead of the creation of two divided cul-de-sacs. This would further promote more traffic through the wider residential estate road and more robust access onto Belle Etoile Drive and is in keeping with the design philosophy of the existing development.

The proposal will require an appropriate CTMP that considers the access route through the existing residential site and/or surrounding areas, especially regarding their feasibility with vehicle types travelling through the existing estate. The feasibility of construction access is beyond the scope of the outline application; however we reserve concerns over the feasibility of such traffic within the site and would require such concerns to be addressed within the CTMP.

The applicant has considered the current MCC Local Parking Standards that stipulate the requirement that each property provides one parking per bedroom, up to a maximum requirement of three spaces per property. All private parking spaces should be contained within the curtilage of the property and should be accessed perpendicular to the carriageway, and additional visitor bays if appropriate.

Further detail regarding the proposed footpath connections is expected to be submitted at the reserved matters application stage.

Based on the details provided within the TA and other supporting detail/drawings there are no highway grounds to object to the outline application as it is considered that the existing highway network and accesses are considered acceptable for the proposed development and associated increase in traffic volumes.

The Highway Authority offer no objection subject to appropriate conditions being applied or included in a Section 106 Agreement

MCC Public Rights of Way (PROW): No objection (initial objection removed with hard surfacing of previously annotated mown paths).

MCC Biodiversity: No objection

An Ecological Appraisal (produced by EDP, dated October 2024) has been provided with the application. The report meets required standards and gives sufficient detail to be reasonably certain of the conclusions. The site comprises two arable fields, bordered by hedgerows with many large mature tree standards. Five of eight hedgerows are species-rich and qualify as important under the Hedgerow Regulations. There are seasonally wet ditches associated with three boundaries and areas of scrub encroachment.

A Lighting Impact Assessment report (produced by MEC Consulting Group, dated October 2024) has been provided which includes baseline lighting conditions and assessing effects of proposed lighting on surrounding sensitive receptors. The site is described as Rural Zone E2; the only current light intrusion is from the housing development to the west.

Protected Sites - Statutory Designations

The site is within the nutrient sensitive catchment for River Wye SSSI and SAC. The development will connect to the main sewer served by Wyesham WwTW. NRW Guidance v4 states that where developments connect to a WwTW which has a permit reviewed against revised conservation objectives, there is unlikely to be a significant effect on the SAC if there is capacity in the system. DCWW have a permit and are undertaking works to improve treatment facilities in order to meet the limits set by the permit; NRW have recommended a condition is used to ensure that there are no active connections to the sewer before DCWW have confirmed they have capacity and can meet the permit limits.

The site is over 3km from the greater horseshoe bat roost at Newton Court SSSI (part of Wye Valley and Forest of Dean Bat Sites SAC); it is not within the core sustenance zone. There is unlikely to be an impact on bat populations associated with the protected sites.

Protected Sites - Non-statutory designations

The site is immediately adjacent to Wonastow Road Field SINC, a site designated for marshy grassland. The PEA report includes assessment of the potential impacts of the on-site development, excluding additional drainage that was added later. There is an appropriate buffer between built development and the SINC and appropriate measures to reduce construction impacts have been recommended, which will need to be secured with a CEMP. The impacts of changes in water flow into the site has not been addressed in the report, but has been discussed in person. One option that has been discussed is ensuring overland flows from north of the proposed development site will be directed past the development and discharged in to the SINC to minimise the change in water flows into the SINC. The biodiversity officer recommends that this option is followed to minimise impacts on the SINC.

An additional area was added to the redline boundary after ecology surveys and assessment were undertaken. This area was to provide a connection between the SUDS features onsite to an offsite watercourse to the south of the SINC. An Ecological Technical Note for the Pipeline Route (produced by EDP Ecology, document reference edo2843 r014 DRAFT) has been submitted to inform this additional area. The submitted technical note assessment is based on the pipe through the SINC being piped under the SINC via directional drilling. However, the SAB approving body have confirmed that this methodology is not suitable. There are no other potential outflows for the SUDS scheme and so trenching across the SINC is required. The applicants have been granted by the landowners a 6m easement across the SINC to work in.

SINCs make a vital contribution to delivering an ecological network for biodiversity and resilient ecosystems and are protected in the development process by both national and local policies.

PPW12 does not "preclude appropriate developments (in a SINC), where there are no adverse impacts on the features for which a site is designated and on wider ecosystem resilience".

PPW12 paragraph 6.4.33 states that when developments on non-statutory sites are permitted and "harm is unavoidable it should be minimised by mitigation measures and offset as far as possible by compensation measures designated to ensure there is no reduction in the overall conservation value of the area or feature, and a net benefit for biodiversity secured."

Monmouthshire LDP policy NE1 states that "development proposals that would have a significant adverse effect on a locally designated site... will only be permitted where:

- (a) the need for development clearly outweighs the nature conservation... importance of the site; and
- (b) it can be demonstrated that the development cannot reasonably be located elsewhere".

Monmouthshire LDP policy goes on to state

"Where development is permitted, it will be expected that any unavoidable harm is minimised by

effective avoidance measures and mitigation. Where this is not feasible appropriate provision for compensatory habitats and features of equal or greater quality and quantity must be provided."

The applicant has agreed that the SINC within the 6m easement will be returned to its previous state upon completion of the pipe installation. A method statement will be required to secure the detail will be required. However, the landowner will not allow works to be undertaken outside the redline boundary. Therefore, to ensure the development will result in net benefit for biodiversity, a financial contribution to facilitate grassland restoration off-site is required to be secured with a Section 106. Without this agreement the proposal would not meet our obligations under Planning Policy Wales and LDP Policy NE1.

Protected Species - Bats

The site provides suitable habitat for foraging/commuting bats. Transect and static detector surveys recorded activity from 11 species/species groups. The site should be considered as regional importance for foraging bats.

Most boundary hedgerows which have been identified as associated with the most bat activity will be retained with appropriate buffers. The Lighting Impact Assessment report has predicted that light levels will be less than 1 lux at hedgerow boundaries. The plans show that light will fall on the hedgerow at the two new access points. The biodiversity officer is concerned that this will reinforce the fragmentation of the hedgerow and make it more unsuitable for commuting bats and other species known to use the hedges (e.g. dormouse). We recommend that lighting is adjusted in this area to low level bollards with cowls to prevent backward light spill. We would be happy for this to be secured with a condition.

Surveys identified eight trees with features suitable for bat roosts (including two with high potential, three with moderate potential, and three with low potential). A building just off site was noted as being used as a night roost or occasional day roost for lesser horseshoe bats. All trees and the offsite building will be retained; to avoid damaging and disturbing habitats a CEMP and long-term management plan is required to be secured by condition.

Protected Species - Dormouse

Surveys of the site have confirmed continued presence of dormouse in boundary hedges. The dormouse population is judged to be of local importance. An Outline Dormouse Mitigation Strategy (produced by EDP, dated October 2024) has been submitted with the application. The strategy includes suitable measures to avoid and mitigate construction risks and loss of habitat. The development will need to be subject to a licence from Natural Resources Wales before work can commence at the site. As a licence is required, the Local Planning Authority will need to consider the 'Three Tests' for European Protected Species.

The LPA need to consider tests i and ii; test iii is considered by NRW who have confirmed they are satisfied that with appropriate conditions to secure mitigation and compensation; the proposal should not impact the favourable conservation status of the species. One of the conditions recommended by NRW is a Landscape Ecological Management Plan to include details of how habitats shall be managed and protected from disturbance for the life time of the development; the biodiversity officer has recommended a condition for a Green Infrastructure Management Plan which incorporates the requirements of the LEMP requested by NRW.

The majority of habitat on site is of low ecological importance. Boundary hedgerows with trees, standalone trees in the fields and ditches of greater importance. Most of hedgerows on site meet criteria to be considered priority habitats for species conservation. Most hedgerows will be retained but there will be some breaks for access created and internal losses. The report has identified appropriate avoidance measures to protect the hedgerows during construction and provision of replacement planting, including translocation where possible, to compensate for the loss.

Maintaining and Enhancing Biodiversity

Planning decisions must result in maintained and enhanced ecological networks and must deliver net benefits for biodiversity. Enhancements must be secured by delivering a biodiversity benefit over and above that required to mitigate or compensate for any negative impact (PPW12, paragraph 6.4.11). The submitted PEA report clearly demonstrates which features are being avoided, how loss is being minimised and mitigated. As well as compensation habitat a variety of ecological enhancements have been suggested to provide net benefit for biodiversity. A suitable plan and long term management plan can be secured with a condition to secure delivery.

Additional comments provided regarding the proposed active travel connections on Watery Lane. The applicants have been asked to provide further ecological information to inform proposed active travel connections from the new housing development including from Watery Lane to St

Thomas Road (Route A) and from Watery Lane to Jordan Way (Route B).

An Ecological Technical Note (produced by EDP, dated June 2025) has been provided; the scope of the survey area was agreed with the biodiversity officer prior to the survey.

The report provides a detailed description of the two areas and assessment of the potential impacts.

The stream along Watery Lane is shallow and canalised the entire length, with numerous crossings and culverts. It is an important resource for local wildlife but doesn't meet priority habitat criteria and isn't suitable to support protected species associated with watercourses. With appropriate working methods to prevent pollution, proposed crossings are unlikely to have a significant negative impact on the stream or wildlife utilising it.

At Route A the habitats comprise hard standing, walls and fences, with areas of tall ruderal vegetation. The stream is crossed with a concrete slab. Ruderal vegetation has some limited ecological value but unlikely to support protected or priority species. Access improvements at this location are unlikely to affect priority habitats or protected species.

At Route B, an informal path uses a culvert to cross the stream and access a drainage feature. The proposed access will not be able to use this route as the drainage feature needs to be retained. Access will be to the west affecting a species-poor hedge with trees bordering Watery Lane, and area of woodland within the public open space on Jordan Way. The assessment identified one tree with low potential to support bats; the lane is suitable for use by foraging bats. Habitats are also suitable to support nesting birds, small mammals and invertebrates. There are no designs at present but it is likely to require a minimum of 5m to create an access, in an area where the canopy is approximately 15m deep. Careful design will be required to avoid, minimise and compensate for loss of vegetation and retain as much canopy as possible. Other habitats within the Jordan Way area which will need to be avoided during the design and construction of an active travel link include species rich hedge, scattered scrub and further areas of woodland. The biodiversity officer considers there is unlikely to be a significant negative impact on ecological features resulting from active travel links, providing suitable designs informed by the ecological surveys are delivered.

Conditions recommended to safeguard habitats and species and ensure the proposal delivers net benefit for biodiversity. In addition to these conditions, an appropriate financial contribution to facilitate off-site grassland restoration is required to ensure the development complies with LDP Policy NE1. This is to be secured by a Section 106 Agreement

MCC Land Drainage: Approve subject to conditions

It is recognized that there are complications and issues with the surface water drainage, this is an issue that is to be covered at reserved matters stage. The land drainage condition has been framed to ensure all details are to be submitted as part of the reserved matters agreement. Detailed design of the SuDS (to support a future application for approval of reserved matters and an application for SuDS Approval)

The Flood Map for Planning, provided by Natural Resources Wales, shows the site to be in Flood Zone 1 (an area with a less than 0.1% chance of flooding in a given year) for flooding from rivers. The majority of the site is shown to be in Flood Zone 1 for surface water flooding. Low lying parts of the site, generally around field boundaries are shown to be in Flood Zones 2 and 3 for surface water flooding. This reflects known surface water flows across low permeability sloping countryside. These flows are typical in the locality and such flows have caused difficulty to nearby housing developments. We note that an overland flow ditch has been included on plans for the development. The purpose of this ditch is to collect and safely discharge these flows.

Detailed design to support a future application for approval of reserved matters should:

Carefully model flows from this ditch to ensure that downstream receptors are not placed at detriment. It is possible that some means of attenuation will be required.

Consider maintaining some flows to the blind ditch at the southern corner of the site. These flows currently spread across the SINC and have a role in the biodiversity of this location. Condition proposed.

5.2 Neighbour Notification

The following objections have been received:

Questioning name of landowner in Certificate B

This outline application (OA) includes a new cut-off ditch within the red line boundary contrary to the site boundary in the PAC.

The plan is to drain the new ditch into Watery Lane (WL) stream that will flow to the Wye. The EIA did not consider the potential harm to Wonastow SINCA/Wye AONB from munition residues in groundwater that will undoubtedly be churned up during the development.

A rising bollard at the Watery Lane access will not prevent the use of the new active travel route - NATR by motorcycles from Drewen Farm (DF) or WL directions.

Does not consider the needs of wheelchair/mobility aid users (defined as "walkers") along the entire new active travel route (NATR) including those parts outside the DF site boundary
Watery Lane is susceptible to river flooding; see NRW flood risk map for FZ3 river/sea. Approval to develop Drewen Farm site requires Active Transport Route to town identified along Watery Lane which would be impassable for people and cars during a flood event. The FCA must therefore include consideration of the c.300m length from Chartist Rise/WL junction that is in FZ2+FZ3

The entrance to Kingswood Gate already struggles at rush hour. The estate wouldn't be able to cope with additional cars and through traffic.

No plan to have a community hall or large play area for the children.

No parking spaces catered for visitors to the estate.

Existing parks are not acceptable.

The proposed access route is via a narrow and congested road, which is already struggling with high traffic volumes, particularly during peak times. The road is not well-suited for additional traffic, let alone large construction vehicles, and there are significant safety risks, particularly for pedestrians and children.

Parked cars on the road and on blind corners are dangerous

Negative Impact on residents' quality of life from noise, disruption, and increased pollution caused by construction and additional traffic would severely impact the quality of life for residents in the surrounding area, particularly those living near the access route.

The route of overflow water will go near neighbouring property

If a resident on kingfisher way required emergency services access they are compromised by the current volume of parked vehicles and narrow roads/sharp bends

Water pressure issues and power cuts

The ES and the planning application must be publicised and the public given the opportunity to submit their views on the application."

There is no copy of the Council's report on the reasons why an EIA exemption was justified.

The Environmental Impact Assessment exemption granted 31/03/2019 by the Council (apparently excluding NRW as the decision was reached following internal consultations) did NOT include the additional 0.48Ha land where, if approved, a cut-off ditch will be dug to prevent overland water flows from reaching the DF site

Consideration needs to be made to the management fee Kingswood residents will be paying once the estate is adopted.

Inadequate Drainage System more development without addressing these deficiencies will only exacerbate the problem and increase the risk of further flooding for both old and new residents.

There is a pressing need for additional schools to accommodate the anticipated influx of families. Our local schools are already at capacity no clear plan for expanding educational facilities to support this new development.

The drainage ditches owned by the landowner, on their land, have been neglected. not been cleared in the time we have lived here. We feel this will only get worse, There is no assurance on clearing, maintenance of this now or in the future.

The proposed path linking Kingswood gate from Midsummer Way to the Wonastow Industrial Estate has still not been completed some approx 5+ years since the estate build was fully completed. Given Monmouthshire Active Travel incentive, it is extremely disappointing not to have a viable pathway to the local Overmonnow School or Monmouth town centre for at least 6 months.

The diesel fumes from lorries accessing site will worsen this health issue

When KG was proposed, a dedicated pedestrian and cycle path was planned and created via

Kings Fee. Since then the safe, paved path has been improved and the pavement widened on Wonastow Road. Why is an alternative path now being suggested which would put pedestrians and cyclists at risk when a safe path already exists?

Flooding in the Drewen Farm area showed clearly the vulnerability of private sewerage systems should drainage fields be rendered incapable of proper operation, even for a short time, due to floods caused by sub/surface flows from land outside the boundary of a property. Watery Lane is not connected to mains drainage.

Storm Denis was the first major hit with gardens and many garages flooded due to not properly preparing the existing ditches and run off points before construction too little too late, Storm Bert compounded the issue again heavy down pours cannot get away as the KWG SuDS has a very narrow escape channel by Eagle Plant.

Clay with the water draining down from Kings Woods is very silty and the land runoff points over flow quickly slowing the main flow.

Residents here on Kingswood Gate have no suitable safe walking route to town after 8 years! The temporary path has broken down is not suitable in the dark, wet, for wheelchair and mobility scooter users ever and is rarely suitable for pushchairs.

We note that a Construction Traffic Management Plan has not been submitted and it will only be supplied after planning has been approved

Drewen Farm lies on an old military firing range, closed in the 60s but probably in existence for many decades if not centuries given that a military unit has been stationed in Monmouth since the 17th Century. Recent storms show that if any additional water was linked to this outflow serious flooding would occur above and beyond the flooding that recently occurred.

Consider a temporary access route, perhaps via the industrial estate, that could be used by the large construction traffic.

A swept path analysis of navigating Ternata Drive with an articulated vehicle will clearly demonstrate the route is unsuitable.

A rising bollard at the WL access point is not going to deter a driver from parking a vehicle on Watery Lane and hopping off to make a quick delivery in Drewen Farm.

Satnav will navigate traffic for Kingswood Gate along Watery Lane.

The traffic assessment provides a theoretical analysis not grounded in the experience of residents. It notes 60 additional trips/day however this is a 100% increase in Belle Etoile drive, from currently zero traffic. This is a fundamental change for immediate neighbours with properties fronting onto the road with minimal space between property frontages and what will become a busy road. Traffic fumes, dust, noise pollution will increase from zero to significant levels. Bedroom windows will have to remain closed. During construction this will be even more intolerable.

Kingswood Gate is now a mature settlement and the proposals will revert it to a live building site with all the associated damage to infrastructure, noise, dirt, disruption, danger, and nuisance. This negates the validity and conclusion of the EIA Exemption, in my opinion; that is part of the foundation upon which the Drewen Farm component of SAH4 was given the go-ahead. Concern regarding use of Watery lane as an access route to Drewen Farm.

Watery Lane cannot cope with amount of traffic too narrow ruining it as a walking and cycling route WL has limited access to a small number of houses not suitable as more intense access route WL is used for the Offas Dyke path, dog walkers, school children, pushchairs, ramblers and local residents - totally out of questions that should be connected for uses by cars to Monmouth.

As DF site shares a boundary field access with Offa's Dyke national trail it is reasonable to expect a pedestrian connection minimum standard STA and integration with existing PROW.

Failure to provide this link would conflict with LDP Policy MV2.

The Transport Assessment (TA) is deficient for the following reasons:

Considers only the DF site and omits the 340 KWG users that would pass through DF to access WL It fails to assess WL which is essential under MV1 for evaluating highway safety and capacity The cumulative impact of extra pedestrian traffic using WL from KWG and DF must be addressed Access proposal will result in brook being covered up impact on character of area. There are no pedestrian pavements on WL unsafe for proposed access.

There is no view given by the Fire Service.

No reference in reports from Highways or from the applicants about safety on WL. Access onto WL during winter months will be in the dark, unsafe for pedestrians including school children.

WL floods and is unsafe and unsuitable to serve as an access and emergency vehicles should not use this route.

Watery Lane is a haven for wildlife that will be impacted by access proposals.

The 2 related GI Masterplans do not show existing ditch on Kingswood gate east boundary - relevant to GI SuDS and flooding

The aerial photos show the aftermath of a downpour from adjacent hillside including 33 springs and overland flows from North. The effect of hydrostatic pressure from the hillside has not been recognised. The hill is a sponge that flushes sometimes but has continual flow. Such surges cause

water to travel east forcing flows from North towards Watery Lane stream.

Despite SuDS flow route generally showing output to SW corner there will continue to be flows to east for contour and surge reasons meaning areas including WL drainage fields may be overwhelmed especially as each new SuDS basin will generate hydrostatic pressure. Because all KWG ditch East and west fills, it may mean filling in of east side would create additional risk of KWG flooding and additional surface flow volume for DF SuDS because of no discharge to east.

Questioned objectivity and openness of dealing with planning application.

It is relevant to record the water level in WL stream at time of survey, to ensure this level is typical

- Areas and ditch cannot be described as dry, these ditches are natural and man made.
- No blue line shown along the north site boundary? This ditch is fed by an active spring.
- Concern that planned SuDS basins will be close to Kingswood Gate (unmarked) ditch, output from the ditch will be at the same location as that of the SuDS, its design and surface water calculations will be wrong.

- The ditch will run west to east and report records overland flows from the west in addition to the north. The ditch will soon overspill at Watery Lane end.

Highways have stated in other application that WL is at capacity but this conclusion has not been carried through in assessment of this application.

If highways are accepting that the ATR is robust/ acceptable in an emergency the next ok will be for construction traffic.

Site geology report which showed the presence of shallow permeable ground on top of heavy clay.

Could the meaning of 'overland flow' and surface water flows' in this context be clarified

Given the inclusion of routes A+ B this brings site into highest flood zone.

Ecological Technical Note EDP June 2025 the scope of survey was agreed with council, discussions that led to this are material matters of interest that should be in public domain.

Routes A+B not in red line boundary with relevant certificates

The ecology report was undertaken during the driest periods.

Need to recognise that Kingswood Gate TRA excluded ATR link to WL.

Ecology survey must cover all WL, without change part of WL route application must be refused for reasons including safety.

Ecology report does not recognise that Route A + B is in a high risk rivers/tidal zone

Dangerous and irresponsible to allow traffic down Watery Lane for 110 houses - hanging and fallen trees makes lane difficult to travel along.

PROW in response have highlighted Multi user and wheelchair access and the need to access

Watery Lane shouldn't the TA assess wheelchair access also, especially given the adverse camber gradient and mud muck in the first 150m from DF, causing safety hazard with watercourse and ice during colder months.

Concern that CTMP if subject to condition will not be open to public scrutiny and will be approved without public consultation.

5.3 Other Representations

No comments received to date

5.4 Local Member Representations

No comments received to date

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 principle and scale of the proposed development is established by virtue of the Wonastow Road Strategic Site allocation (SAH4) in the adopted LDP. The policy states that 33.36 hectares at the Wonastow Road, Monmouth, site are allocated for a mixed use residential and employment development whereby planning permission will be granted provided that:

- a. Around 450 new dwellings are provided, to be phased over the LDP period;
- b. The master plan for the development takes account of the SINC at the site;
- c. Provision is made within the site for 6.5 hectares of serviced land for high quality industrial and

business development (Use Class B1);

d. It can be demonstrated that traffic can be satisfactorily accommodated in relation to the highway network leading to the site and a Section 106 Agreement has been signed that includes provision for any necessary off-site highway works to ensure that this is achieved;

e. It can be satisfactorily demonstrated that the site can be developed with no adverse consequences from surface water flooding and no worsening of flooding conditions in the vicinity of the site and a Section 106 Agreement has been signed that includes provision for any necessary works to achieve the requirements of this criterion;

f. A Section 106 Agreement has been signed that makes provision for any necessary offsite works to improve pedestrian access to and from the site;

g. No highly vulnerable development shall take place in parts of the site that are within the designated C2 flood zone. No other development shall take place in those parts of the site that are within the designated C2 flood zone unless a flood consequences assessment has been carried out to demonstrate that the consequences of flooding in are acceptable.

Land at Drewen Farm has been identified as a 'legacy' site in the September 2023 Preferred Strategy as an existing site allocation to be rolled forward into the Replacement LDP.

6.1.2 The most recent Phosphate Briefing Note (July 2023) confirmed that the Deposit Plan will carry forward three legacy sites from the adopted LDP which have been unable to progress due to the phosphate restriction, including the allocation for 110 homes at Drewen Farm.

6.1.3 The principle of residential development on this site is acceptable. The number of dwellings allocated for the site is capped at 110 to ensure protection of the sensitive landscape.

6.1.4 Policy S2 of the adopted LDP sets out the number of dwellings required for the Plan period (2011 - 2021). The RLDP Preferred Strategy confirms that approximately 5,400 - 5,940 new homes are required over the RLDP Plan period 2018 - 2033 (Strategic Policy S1) of which approximately 1,580 - 1,850 affordable homes are required (Strategic Policy S6). Preferred Strategic Site Allocations are identified in the Primary Settlements, including Land at Drewen Farm, to contribute towards meeting the affordable housing need of the County.

Policy S4 Affordable Housing of the adopted LDP seeks the provision of 35% affordable housing in all new development proposals. As the description of development is for 'up to' 110 dwellings the exact number of affordable dwellings will not be known until the total number of dwellings is fixed at the Reserved Matters stage. However, should the final development be for 110 dwellings then it will include 39 affordable homes.

6.2 Sustainability

6.2.1 The illustrative layout plans show that the development has been designed to optimise solar gain with good solar orientation with well positioned glazing providing good internal light levels and connection to private external space.

6.2.2 In addition to the retention of existing trees and hedgerow, and extensive vegetation and planting throughout the site, the open space is multi-functional and incorporates the proposed attenuation as well as enhancing the biodiversity and visual landscape character of the development. In addition to the extensive on site and off site works proposed to encourage and promote active travel routes.

6.2.3 The supporting information states that the site will deliver resident cycle storage, together with visitor cycle parking within public open spaces, to encourage the use of alternative modes of transport. Furthermore, there is the provision of electric car charging points to all on-plot residential parking spaces.

6.2.4 Sustainability is offered also in building design with a fabric-first approach using low-carbon construction technologies to meet current sustainability requirements through Building Regulations Part L. Dwellings compliant with NDSS requirements. Construction is to include thick insulation within the walls, floor and roof, high specification glazing, and effective airtightness and ventilation strategies, to minimise heat loss and use of energy for heating. Low water use sanitary appliances will reduce the amount of water consumed by the development.

6.2.5 The proposal makes appropriate and proportional measures within the design and supporting information to comply with the spirit of sustainability as set out in national guidance.

6.2.1 Good Design

6.2.1.1 The overall framework as presented in the Illustrative Masterplan has been informed by the on-site constraints and opportunities. This presents a sequence of streets and spaces, that have worked to take account of the context of the natural landscape, green infrastructure and biodiversity enhancements.

6.2.1.2 The block plan has been designed to ensure frontage and back-to-back distances to comply with established guidance on separating distances. Within the block layouts there are opportunities for variations in residential form to create a more distinctive design in the layout.

6.2.1.3 The supporting information states that a central focal space is being created situated around the existing trees. There is additional planting incorporating a play area and a community growing area, which will aid with legibility across the development, as well as integrate the existing development to the west. The large green swathe to the east and north provides a transition to the edge of the development to the existing development on Watery Lane, as well as delivering green infrastructure and a circular walk.

6.2.1.4 The proposal has delivered strong links to the wider area, via active travel routes encouraging community integration and sustainable development

The layout proposes informal 'play-on-the-way' features, community growing, and open spaces linked through footpaths within the site, there is a circular path that connects with the active travel links proposed that are integral part of this site. The supporting information states that they have created a 'multi-functional green and blue infrastructure function' delivering permeability and connectivity through the site. The development footprint has been designed to take account of the topography of the site by restricting the height to two storey only and enclosing the site with existing and proposed landscaping.

The large green swathe to the eastern and northern boundaries provides a transition between the edge of the site and the wider landscape and helps to assimilate this development into the rural setting. The layout plan does provide for a range of dwelling types, sizes and tenure, two storey height restriction enables the development to integrate into the wider area softening the development from key receptors.

6.2.1.5 The design incorporates east-west connectivity through the central area of public open space and accommodates a direct desire line to the active travel route at the south of the application site. The incorporation of active travel routes throughout the central public open space and the wider site, enhances connectivity and legibility across the development.

6.2.2 Place Making

6.2.2.1 The supporting information states that place-making and green infrastructure are central to the scheme design. This has been reflected in the retention and reinforcement of all external boundaries and trees on site. There is a substantial landscape buffer provided to the SINC. Low-density housing has been provided to reflect the edge of settlement character and the character of Watery Lane. Further details can be conditioned to deliver additional mitigation to take account of the views and vistas that will arise from the landscape and visual appraisal undertaken.

6.2.2.2 There is permeability both within the site and beyond the site through footpaths and active travel routes proposed with provision of paths, wayfinding and facilities in line with the Active Travel Act guidance. The site connects to the Kingswood Gate Meadow Active Travel path to the south, with provision of paths, wayfinding and facilities. There is also to be an Active Travel link leading from the site in the east onto Watery Lane. This will be improved significantly as a result of this development via S278 and S106 agreement funds to ensure this is a safe, attractive route for active travel with Watery Lane to form a quiet lane for the entire length, with improvements from Watery Lane to an access point linking in with St Thomas Road and pedestrian routes to Jordan Way linking with community facilities beyond.

This site forms an important connecting element between Kingswood Gate and the Rockfield Estate; permeability works both ways, but this site enables key amenities to be accessed on foot and bike in a safe and pleasant environment, making a significant positive contribution to the sense of place for both future occupiers and existing occupiers on the adjacent sites.

6.2.3 Green Infrastructure

6.2.3.1 A Green Infrastructure Statement has been prepared to identify how Green Infrastructure (GI) has been incorporated into the landscape design for the proposed development and provides the relevant avoidance, mitigation and/or compensation measures incorporated into the design to ensure the continued functioning of GI assets both within and adjacent to the application site.

6.2.3.2 The proposed development complies with the 3-step process as outlined in the GI SPG regarding embedding GI principles in development. The outcome of this process has informed the submitted GI Opportunities and Assets Plan, Landscape and GI Strategy, and Landscape and GI Masterplan.

6.2.3.3 The Illustrative Masterplan, Landscape and Green Infrastructure Strategy Plan and Landscape and Green Infrastructure Masterplan show the retention and protection of all trees and majority of the hedgerows on-site, losses limited to 123 linear metres of hedgerow. To compensate for hedgerow loss, new hedgerow boundary is being created along the north-eastern edge of the application site with additional tree and shrub planting along the central hedgerow maintaining and further strengthening habitat connectivity. The features retained are further enhanced through the provision of suitable habitat buffers necessary to offset development away from their sensitive edges. The southern development area does not have a vehicular connection with the northern development area but pedestrian and GI permeability is adequately provided with direct and circuitous routes and space.

6.2.3.4 The inclusion of a community orchard and community growing space to provide additional stepping stone habitat across the site, together with sustainable drainage features (including attenuation basins and rain gardens that have the potential to create permanently wet areas) are a valuable addition to this GI proposal. Ecologically, the provision of nest/roost boxes/chambers for dormouse, bats and birds, hibernacula/refugia for herpetofauna, and gaps beneath curtilage boundaries, would positively contribute towards biodiverse habitats and green infrastructure corridors.

6.2.3.5 Subject to implementation of the above measures, it is considered that that the scheme can maintain and integrate GI within the design, whilst delivering benefits to biodiversity as well as connectivity and ecosystem resilience in accordance with relevant national and local development planning policies. Conditions are proposed to secure these measures accordingly.

6.3 Landscape

6.3.1 This application has been informed by a Landscape Visual Assessment.

6.3.2 The details provided as part of the outline application establish the principles of landscaping within the overall layout enabling an assessment of the landscape both from within the site and from key receptors outside the site.

6.3.2 Within the site, there is a principal tree lined access that includes rain gardens and separated pedestrian access on both sides of the first three development areas with development set back from the street thoroughfare. This will be complemented with areas of water management and retention and 'in street' rainwater gardens. The retention of the central oak tree and framing within the context of open space together with transition route linking Watery Lane to Kingswood gate via Kingfisher way is a key landscape feature. There are further landscape measures including the provision of public open space to the north-eastern area of the site bounding open countryside and providing a substantial area of grassland for informal recreation or community use. The proposal looks to bolster site boundaries with further landscaping, this will ensure resilience with opportunity for wilding through appropriate management.

6.3.3 For the purposes of this reserved matters application the level of detail is acceptable to conclude that there is no objection to the general layout; this provides a well-balanced edge of settlement development that transitions in development density from the Kingswood Gate development to the existing dwelling density on Watery Lane and buffering open countryside.

6.3.4 However, to set the context for the reserved matters application from a Landscape (and GI)

perspective, detail shall include:

Appearance: - Detailed designs, elevations and cross sections of the proposed SuDS features and outfalls, buildings, infrastructure and any retaining features. Existing and updated proposed site levels, building ridge heights, orientation and parking, built form materials palette and parking arrangements inclusive of EV charge points

Green Infrastructure Masterplan and Green Infrastructure Management Plans (GI MPs): Informed by GI assets and opportunities framework, ecological, drainage, tree and LVIA surveys and proposals. The GI MP needs to clearly indicate how the strategic landscaping will be managed.

Landscaping to include details and specifications relating to any soft and hard landscaping, green roofs (if applicable), planting, SuDS and rain gardens, play and growing space provision, mitigation for loss, establishment and after care maintenance and management programme.

Light spill will be an important consideration for both the landscape and biodiversity as well as the setting. To include product details, location and light spill.

6.3.5 The LVA recommends a winter assessment of intervisibility with key receptors. This is to form part of a reserved matters application where more detail can inform the LVA and subsequent layout / mitigation.

6.5.6 Conditions are proposed to secure these details, but for the purposes of this outline application this proposal is acceptable in landscape terms and complies with relevant planning policy.

6.4 Historic Environment

6.4.1 There are designated historic assets located within 3km of the proposed development, although the intervening topography, buildings and vegetation block all views between them except for MM159 Monmouth Castle. The only setting to consider therefore is Monmouth Castle. The proposed development is not within the extent of the identified significant views from the Castle and whilst visible from it will be seen with Kingswood Gate housing development to the west and Rockfield Road in front. As such, any impact on the setting of the Castle will not be significant and can be reduced by careful design of the development. Consequently, the proposed development will not have an unacceptably damaging effect upon the setting of the scheduled monument of Monmouth Castle.

6.4.2 The proposal is in an area of archaeological potential. As such there is the potential of encountering archaeologically significant remains during any development. However, given the nature of the discoveries south of the site 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. A condition is recommended accordingly.

6.5 Biodiversity

6.5.1 This proposal has been assessed by both our internal ecologists and Natural Resources Wales. In both cases there is no objection to the proposal subject to imposition of planning conditions,

6.5.2 The application has been informed by several documents, covering the application site and includes an additional area that was added to the redline boundary after ecology surveys and assessments were undertaken. This area was to provide a connection between the SuDS features onsite to an offsite watercourse to the south of the SINC. The applicants have also provided further ecological information Ecological Technical Note to inform proposed active travel connections from the new housing development including from Watery Lane to St Thomas Road (Route A) and from Watery Lane to Jordan Way (Route B).

6.5.3 The site is immediately adjacent to Wonastow Road Field SINC, a site designated for marshy grassland. There is an appropriate buffer between built development and the SINC, appropriate measures to reduce construction impacts have been recommended, which will need to be secured with a CEMP.

6.5.4 The submitted technical note assessment to cover the connection between the SuDS

features to an off-site watercourse is based on the pipe through the SINC being piped under the SINC via directional drilling. However, the SAB approving body have confirmed that this methodology is not suitable. There are no other potential outflows for the SuDS scheme and so trenching across the SINC is required.

PPW12 paragraph 6.4.33 states that when developments on non-statutory sites are permitted and "harm is unavoidable it should be minimised by mitigation measures and offset as far as possible by compensation measures designed to ensure there is no reduction in the overall conservation value of the area or feature, and a net benefit for biodiversity secured." Monmouthshire LDP policy NE1 states that "development proposals that would have a significant adverse effect on a locally designated site... will only be permitted where (a) the need for development clearly outweighs the nature conservation... importance of the site; and b) it can be demonstrated that the development cannot reasonably be located elsewhere".

To address point(a) and (b) together this is an LDP allocated strategic site, that delivers much needed housing including affordable housing on a planned strategic site. This site is the remaining part of the already developed strategic site, it facilitates links and permeability between existing housing developments and effectively is the missing link that is needed to deliver connectivity between sites to enable the other sites to work better. There is no opportunity to deliver this development on an alternative site that is not already allocated.

Monmouthshire LDP policy goes on to state,

"Where development is permitted, it will be expected that any unavoidable harm is minimised by effective avoidance measures and mitigation. Where this is not feasible appropriate provision for compensatory habitats and features of equal or greater quality and quantity must be provided."

The applicant has agreed that the SINC within the 6m easement will be returned to the previous state upon completion of the pipe installation. A method statement will be required to secure the details required.

To ensure the development will result in net benefit for biodiversity, a financial contribution to facilitate grassland restoration off-site is required to be secured with a Section 106.

Without this agreement the proposal would not meet our obligations under Planning Policy Wales and LDP Policy NE1.

6.5.5 Most boundary hedgerows identified as associated with the most bat activity will be retained with appropriate buffers. Lighting conditions are proposed to control the level of lighting on hedgerow boundaries to protect commuting bats and dormice. The ecological report includes suitable recommendations to avoid damaging and disturbing habitats, which will need to be identified in the CEMP and long-term management plan. Conditions are proposed accordingly.

6.5.6 An Outline Dormouse Mitigation Strategy (produced by EDP, dated October 2024) has been submitted with the application. The strategy includes suitable measures to avoid and mitigate construction risks and loss of habitat. The development will need to be subject to a licence from Natural Resources Wales before work can commence at the site. As a licence is required, the Local Planning Authority will need to consider the 'Three Tests' for European Protected Species.

The LPA need to consider tests i and ii; test iii is considered by NRW who have confirmed they are satisfied that with appropriate conditions to secure mitigation and compensation, the proposal should not impact the favourable conservation status of the species.

NRW require a Landscape Ecological Management Plan to include details of how habitats shall be managed and protected from disturbance for the life time of the development; the biodiversity officer has recommended a condition for a Green Infrastructure Management Plan which incorporates the requirements of the LEMP requested by NRW.

Three Tests

European Protected Species - Legislation and policy Bats, dormice, and their breeding sites and resting places, are protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Where these species are present and where a development proposal is considered likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i) The proposed works to be authorised satisfy an appropriate derogation purpose, which in the case of development are for the purposes of preserving public health or safety, or for other

imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment;

This is an LDP allocated strategic site, that delivers much needed housing including affordable housing on a planned strategic site. This site is the remaining part of the already developed strategic site, it facilitates links and permeability between existing housing developments and effectively is the missing piece of the puzzle of this strategic allocation.

ii) There is no satisfactory alternative;

There is no opportunity to deliver this development on an alternative site that is not already allocated.

iii) The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

NRW have confirmed they are satisfied subject to the imposition of appropriate conditions.

6.5.7 The majority of habitat on site is of low ecological importance. Boundary hedgerows with trees, standalone trees in the fields and ditches are of greater importance. Most hedgerows will be retained but there will be some breaks for access created and internal losses.

6.5.8 Biodiversity comments provided relating to proposed active travel connections on Watery Lane have concluded that the works required to Route A are unlikely to affect priority habitats or protected species. With Route B, it is concluded that provided suitable designs informed by the ecological surveys are delivered, there is unlikely to be a significant negative impact on ecological features because of active travel links.

6.5.9 The site is within the nutrient sensitive catchment for River Wye SSSI and SAC. The development will connect to the main sewer served by Wyesham WwTW. NRW Guidance v4 states that where developments connect to a WwTW which has a permit reviewed against revised conservation objectives, there is unlikely to be a significant effect on the SAC if there is capacity in the system. DCWW have a permit and are undertaking works to improve treatment facilities in order to meet the limits set by the permit; NRW have recommended a condition is used to ensure that there are no active connections to the sewer before DCWW have confirmed they have capacity and can meet the permit limits.

6.5.10 Planning decisions must result in maintained and enhanced ecological networks and must deliver net benefits for biodiversity. Enhancements must be secured by delivering a biodiversity benefit over and above that required to mitigate or compensate for any negative impact (PPW12, paragraph 6.4.11). The ecological reports demonstrate which features are being avoided, how loss is being minimised and mitigated. As well as compensation habitat a variety of ecological enhancements have been suggested to provide net benefit for biodiversity. A condition is proposed to secure delivery alongside conditions to safeguard habitats and species and ensure the proposal delivers net benefit for biodiversity. The conditions proposed are at the request of both MCC Ecology and NRW, alongside a S106 agreement for a financial contribution to facilitate off-site grassland restoration as required to ensure the development complies with LDP Policy NE1.

6.6 Impact on Amenity

6.6.1 The potential amenity issues for this outline application are those generated by the proposed access from Kingswood Gate with the occupiers of both Belle Etoile and Kingfisher Way, there are also concerns raised with the potential impact of construction traffic accessing the development on residents of Kingswood Gate.

6.6.2 The highway infrastructure has been confirmed by MCC highway engineer as suitable for accommodating this traffic, the issue with noise and disturbance arises from number of traffic (and not problems arising from obstructed traffic). The impact in terms of noise and disturbance upon the occupiers of properties on Belle Etoile Drive and Kingfisher Way can be assessed by way of trip data. Belle Etoile Drive and Kingfisher Way service 65% and 35% of the site respectively. The trip data projects 60 vehicles within those peak periods representing approximately an additional 39 vehicles on Belle Etoile Drive and 21 on Kingfisher Way during peak time. This site has been designed with a heavy emphasis upon active travel to reduce these vehicular trips down further. In view of this it can be concluded that there is not a

significant adverse impact upon residential amenity in this case.

6.6.3 Residential occupation of the Kingswood Gate development occurred well in advance of the final completion of the construction phase of the overall development site and therefore was subject to ongoing construction works and associated traffic. This site is essentially an approved extension of the Kingswood Gate development as per the Local Development Plan site allocation and outline consent under previous planning application DC/2013/00368. However, it is essential that construction traffic is managed and consequently a planning condition is recommended to be imposed for a Construction Traffic Management Plan to be submitted for approval prior to commencement of development.

For the purposes of this outline application, the proposal is acceptable in terms of amenity impacts and complies with relevant planning policy.

6.7 Transport

6.7.1 Sustainable Transport Hierarchy

6.7.2 Active Travel

6.7.2.1 The Active Travel (Wales) Act 2013 places duties on Welsh ministers and local authorities in relation to active travel in Wales. Welsh Government has published comprehensive Active Travel Act guidance (ATAG) covering the duties, principles and providing detailed guidance on design and planning of schemes.

ATAG works alongside Planning Policy Wales to meet the Wales Transport Strategy priorities:

Priority 1: bring services to people to reduce the need to travel

Priority 2: allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure

Priority 3: encourage people to make the change to more sustainable transport

6.7.2.2 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

6.7.2.3 The sustainable transport hierarchy should be used to reduce the need to travel, prevent car dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport. The design of development proposals should, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs. New development should be integrated with active travel networks and contribute to their expansion and improvement, through the inclusion of well-designed routes and facilities as part of the schemes and financial contributions to pay for off-site connections.

6.7.2.4 Drewen Farm has always been the missing piece of the jigsaw to make this site connect with surrounding key public amenities. This has been set out in the strategic planning policy for the Wonastow Road development.

Strategic Site Policy SAH4 Wonastow Road, Monmouth states:

33.36 hectares at the Wonastow Road, Monmouth, site is allocated for a mixed use residential and employment development. Planning permission will be granted provided that:

...f) A Section 106 Agreement has been signed that, in addition to standard requirements, makes provision for any necessary off-site works to improve pedestrian access to and from the site;

The original outline masterplan illustrates a formal route through to the south of the site as well as a further link to the east through the SINC, which will link in with a right of way through the industrial site which is to be upgraded as part of this application. There is strategically an indicative link labelled on the Master Plan to the north of the site providing connectivity through the Drewen Farm

site to Watery Lane and the Offa's Dyke path and an alternative route to the town centre. The requirement for active travel routes to be accommodated from this site including the link to the north of the site onto Watery Lane has been established from the start.

6.7.2.5 There is existing active travel infrastructure adjacent to the site comprising of the following: Kingswood Gate development provides connections through to the wider pedestrian network within Monmouth, dropped kerbs are generally provided at crossings, with street lighting provided. Watery Lane is identified by MCC online as a 'future route' for pedestrians and cyclists. It provides a connection to the east of the site which links into the pedestrian network in Over Monnow, to the north of Monmouth town centre.

Wonastow Road forms part of National Cycle Network (NCN) Route 423 through Monmouth. It provides a connection to Symonds Yat in the east and Cwmbran to the southwest.

A traffic-free footpath/cyclepath is provided between both Ternata Drive and Opulus Way of the Kingswood Gate development and Wonastow Road to the east of the development. The route measures approximately three metres wide, and is lit and surfaced. It provides connections to the Kingswood Gate estate and onwards east to Monmouth town centre.

The Kingswood Gate Meadow Active Travel Path (PRoW footpath 375 267/1) routes on a broadly east-west alignment to the south of the site, providing a connection between Midsummer Way and Wonastow Road via the Wonastow Road industrial estate, Kings Fee, and Williams Field Lane

6.7.2.6 It is imperative that this site connects with these routes. This application proposes to connect this site internally and externally to Kingswood Gate, the SINC and Watery Lane via footpaths and active travel routes. The site connects with three active travel network routes which are part of the Welsh Government's Active Travel Network Map (ATNM).

MCC-M08A Route Williamsfield Lane Phase 3 is in construction in the SINC south of the site.

MCC-M17B/C A footpath is proposed from Belle Etoile Drive vehicle access south towards the south west corner of the site, in line with PROW comments a surfaced path is now proposed to replace the mown path, for reasons of maintenance and accessibility. These route alignments are to be confirmed within a site plan; with reference to PPW the design of development proposals should, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

MCC-M17A This route along Watery Lane currently fails AT audit for walking. This application significantly improves this route, to safeguard this is a safe and attractive route for active travel users, secured via S278 and S106 agreements. This covers the following:

- Watery Lane to form a quiet lane for the entire length
- Improvements from Watery Lane to access point linking in with St Thomas Road
- Pedestrian links to Jordan Way linking with community facilities beyond.

6.7.2.7 The range and provision of links ensure this proposal complies with national planning policy as set out above, linking the site and adjacent sites to local community facilities, shops, play areas and Monmouth Town Centre.

6.7.2.8 The provision of signage, street design features to increase the visibility of the paths, provision of a map on site and a sustainable travel pack for new residents will maximise accessibility by walking, cycling and public transport with sustainable transport infrastructure and services put in place from the start, before people have moved in and travel patterns have been established.

6.7.2.9 These measures are to be secured through the imposition of relevant conditions, S278 and S106 agreements that cover the costs of implementing works and undertaking the necessary wayfinding, relevant interpretation and signage. The proposal has delivered a comprehensive active travel package, significantly improving links for the benefit of both future occupiers of the site and existing occupiers on adjacent sites, improving active travel access options that are available for them across the development site to different locations as listed above.

6.7.3 Access / Highway Safety

6.7.3.1 The site is an allocated strategic site in the LDP, the principle of the development and the suitability of the location were widely consulted upon as part of the wider Wonastow Road development which consisted of a large mixed development of residential and commercial

buildings, and while the residential element is now complete, there remains some commercial land still to be developed.

6.7.3.2 A Transport Assessment was submitted which considered the impact of the wider allocated site on all related transport modes.

6.7.3.3 There are two separate cul-de-sacs approximately divided along the location of the existing field boundary, the larger site is accessed via a continuation of Belle Etoile Drive (65% of the entire proposal), whilst the northwest site is accessed via a continuation of Kingfisher Way. There is a further emergency access connection (only) to Watery Lane. Regarding the suitability of access, Belle Etoile Drive was designated as a "village street" which was the largest highway design for Kingswood Gate site, with a 5.5m carriageway and 2m footways either side. Kingfisher Way was designated as a "Quiet Lane" under the plans for the existing site, with a 5m carriageway, a 2m footway to the south, and a 1m service strip to the north. Both accesses have been considered in terms of size and existing design and are noted to be continued into the site based on their existing design. The separate accesses have been designed after Road Safety Audit (RSA) advice based on the existing highway design at the access points. The RSA states that their connection would be unlikely to have serious highway safety impacts. There is no vehicle connection between these two access points and both sites are indicated to prioritise pedestrian movement and safety.

6.7.3.4 The original development and the related TA concluded that the existing nearby highway network could handle the trip generation and traffic of the initial development prior to the introduction of the off-site junction rearrangement. This TA has considered the existing highway network, both within the residential site and the neighbouring areas.

6.7.3.5 The trip data provided during the morning and evening peaks, result in an approximate additional 60 vehicles within those peaks, when combined with the 180 vehicles, with a trip rate of 0.5 based on the existing 340 dwellings, the proposed total of approximately 240 vehicles in each peak is considered acceptable for the design of the existing residential area. Whilst additional junction capacity analysis shows the Kingswood Gate roundabout will operate within capacity despite the increase in volume. The TIA demonstrates that most of the increased traffic volume impact will be localised within the residential site, with minor impact on the wider highway network and is acceptable in this case.

6.7.3.6 There are concerns raised by third parties regarding parking and the accessibility of the highway network. A parking survey was undertaken in the evening, during which the site would be expected to have the highest level of on-street parking stress. It noted that the main routes do not suffer from high levels of on-street parking and excluding some instances of inconsiderate parking near junctions and on sharp corners, the application site is accessible. The site is served by public transport, namely the M3 bus route which enters the site and connects into the town centre, the existing bus service has confirmed accessibility regardless of on-street parking. Personal injury collision data was collected for the nearby highway network showing no pattern of concern for the existing site.

6.7.3.7 The TA considers the site within the framework of the active travel hierarchy. Pedestrian/cycle routes (connections) would follow the footways within the existing residential development, and proposed footpath connections to the south of the site, and a further one onto Watery Lane.

Watery Lane has been identified as a future active travel route; however it is currently a low-trafficked rural lane that forms the boundary of the urbanised area. The footpath to the south forms part of the active travel path being upgraded by the Local Authority.

6.7.3.8 There are concerns raised about the emergency route to/from Watery Lane. This does not form a standard site access for residents/visitors by car, and would serve emergency vehicles only, in the case the other routes are inaccessible or obstructed and/or this provides the quickest most effective access point given the location and circumstances of the incident. This access provides visibility splays for more than 90m. Watery Lane is a low trafficked route and the infrequent proposed use by emergency vehicles is therefore acceptable.

6.7.3.9 The indicative layout shows the approximate relationship of the public/private streets, detailed plans submitted as part of the reserved matters application will need to demonstrate that

all roads intended for adoption must be designed to existing standards with appropriate turning provision at their termination points and appropriate footway widths depending on the environment. Clear distinction by way of materials and/or design should be incorporated to indicate the limit of the public highway.

6.7.3.10 Construction traffic, number /type of vehicles, access routes and timings are an issue; this is beyond the scope of the outline application. To address this, it is recommended that a condition is imposed to require submission and approval of an appropriate Construction Traffic Management Plan that considers the access route through the existing residential site and/or surrounding areas, especially regarding their feasibility with vehicle types travelling through the existing estate.

6.7.3.11 From the information provided at outline stage, namely the TA and other supporting detail/ drawings there are no highway objections to the outline application. It is considered that the existing highway network and accesses are acceptable for the proposed development and associated increase in traffic volumes.

6.7.3.12 The Highway Authority offer no objection subject to appropriate conditions being applied and the securing of a Section 278 Agreement.

6.7.4 Parking

6.7.4.1 This is a matter to be considered as part of the detailed reserved matters application, although it is noteworthy that the applicant has considered the current MCC Local Parking Standards that stipulate the requirement that each property provides one parking per bedroom, up to a maximum requirement of three spaces per property.

6.8 Affordable Housing

6.8.1 MCC's Affordable Housing Supplementary Planning Guidance (SPG) requires the 'pepper potting' of affordable housing, rather than provision in enclaves. As this is an outline planning application the location of the affordable dwellings will be part of any detailed application. The mix and balance of house types and sizes provided will cater for a range of objectively identified needs in Monmouthshire, thus contributing positively towards the creation of sustainable communities.

6.8.2 The housing mix required has been provided by the MCC Housing Officer and provides 39 units (35% of the numbers given) comprising a mix of 1 bed flats (walk ups) and 2, 3 and 4 bed houses and 2 bed bungalows.

6.8.3 This provision would be secured via a S106 agreement and delivers the required proportion of affordable housing, in accordance with relevant planning policy.

6.9 Flooding

6.9.1 A Drainage Strategy and Flood Risk Assessment has been submitted with this application to understand whether there are expected to be any likely significant environmental effects arising from the proposal in relation to flooding. The Flood Risk Assessment confirms that the application site sits entirely within Flood Zone A (Flood Zone 1 according to the new Flood Map for Planning) and therefore is at low risk of flooding from coastal and fluvial sources.

This has been confirmed by the Flood Map for Planning, provided by Natural Resources Wales, this shows the site to be in Flood Zone 1 (an area with a less than 0.1% chance of flooding in a given year) for flooding from rivers.

6.9.2 Most of the site is shown to be in Flood Zone 1 for surface water flooding. Low lying parts of the site, generally around field boundaries are shown to be in Flood Zones 2 and 3 for surface water flooding. This reflects known surface water flows across low permeability, sloping countryside. These flows are typical in the locality and such flows have caused difficulty to nearby housing developments. It is noted that an overland flow ditch has been included on plans for the development. The purpose of this ditch is to collect and safely discharge these flows.

The proposal does not trigger issues of flooding, while surface water is addressed in more detail below.

6.10 Drainage

6.10.1 Foul Drainage

6.10.1.1 The adjacent Kingswood Gate site discharges via a pumping station. As part of their design an allowance for 110 units was included for this development, which has been confirmed by DCWW. Foul flows from the proposed development will connect into the adjacent development via gravity. DCWW have previously confirmed that there is capacity in their wastewater treatment works for the 110 units however there will need to be a hydraulic modelling assessment undertaken.

6.10.1.2 The site is within the nutrient sensitive catchment for River Wye SSSI and SAC. The development will connect to the main sewer served by Wyesham WwTW. NRW Guidance v4 states that where developments connect to a WwTW which has a permit reviewed against revised conservation objectives, there is unlikely to be a significant effect on the SAC if there is capacity in the system. DCWW have a permit and are undertaking works to improve treatment facilities in order to meet the limits set by the permit; NRW have recommended a condition is used to ensure that there are no active connections to the sewer before DCWW have confirmed they have capacity and can meet the permit limits. A planning condition is recommended accordingly.

6.10.2 Surface Water Drainage

6.10.2.1 It is proposed to use multiple SuDS features for both water quality treatment and conveyance. The supporting information states that most of the site roads will use rain gardens to intercept run off with the remainder using permeable surfacing. Dwellings will have permeable driveways as well as water butts and proprietary drainage systems to treat roof water run-off. The rain gardens will also act as a form of conveyance to link up the multiple detention basins across the development. Attenuation will be provided in five detention basins, with some permanent water features provided in the larger end basin.

6.10.2.2 The site will discharge surface water via a pipe along the drainage spur as included to a watercourse to the south-east.

6.10.2.3 It is recognised that there are complications and issues with the surface water drainage, this is an issue that is to be covered at reserved matters stage. The land drainage condition has been framed to ensure comprehensive details are to be submitted as part of the reserved matters agreement.

This condition requires the detailed design of flood alleviation measures to protect the site to be submitted to and approved in writing by the Local Planning Authority. The flood alleviation measures must protect the development from surface water flows from higher land to the north and west and not place other dwellings and infrastructure at increased flood risk. Detailed design of the flood alleviation measures should consider maintaining some flows in the blind ditch at the southern corner of the site. These flows currently spread across the SINC and have a role in the biodiversity of this location. Full detailed cross sections showing the construction details for the overland flow ditch feature including planting specifications, materials to be used, erosion protection measures and a maintenance plan must be delivered.

6.10.2.4 The information provided is satisfactory for the purposes of this outline application subject to securing the required details as covered by the planning condition as part of the detailed reserved matters submission. The proposal accords with relevant planning policy in respect of surface water drainage.

6.11 Contaminated Land

6.11.1 There is reference made in neighbour representations that there was previously a firing range on site with the potential implications for contaminated land. Environmental Health have been consulted on this proposal, and no concern has been raised.

6.12 Noise

6.12.1 MCC Environmental Health have raised concern regarding the proximity of the site to the

industrial site and potential amenity concerns arising from noise. Existing noise sources include but are not restricted to mechanical plant noise, noise from vehicle movements etc., at the nearby industrial estates. It is recommended therefore as part of the reserved matters application that a noise assessment be provided assessing the impact of the existing noise sources, including those at the above locations, on both the internal and external elements of the proposed development. The assessment report should include any proposed noise mitigation measures that will be implemented at the residential development.

Full regard should be given to the Acoustics, Ventilation and Overheating Residential Guide Jan 2020 as part of an integrated approach to consider noise, ventilation, and overheating in the proposed residential development. The noise impact of the proposed heating systems should also be considered where for example, Air Source Heat Pumps/Ground Source Heat Pumps or similar plant is to be utilised.

6.12.2 It is advised therefore that conditions are imposed ensuring that a noise assessment is submitted and approved, with a further condition proposed requiring a Construction Environment Management Plan to be submitted with the reserved matters application; this will detail how the creation and impact of issues such as noise, vibration, dust throughout the various stages of the development process from site preparation, groundwork and construction phases through to completion of the development, will be managed. Subject to these conditions being imposed the application complies with relevant planning policy.

6.13 Planning Obligations

S106 Heads of Terms

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.

Proposed Heads of Terms:

1. Affordable Housing: 35% of the total units constructed on the land pursuant to the development and the term 'Affordable Housing Unit shall be construed accordingly to be provided as Affordable Housing contribution Number of units (110 @ 35% = 39 units)

2-person 1 bedroom flat* 62%

*walk ups, blocks of 4

4-person 2-bedroom house 23%

5-person 3-bedroom house 10%

7-person 4-bedroom house 3%

Number of units (110 @ 35% = 39 units)

For the purposes of viability modelling it can be assumed that 100% of the affordable housing units will be for social rent.

2. Play/Open Space: Off Site Play contribution to be circa £58,000 (for 71 homes working on basis of 35% affordable) to be spent on fixed play within the vicinity of the site - this is likely to be spent on the open space at Rockfield Park (next to the Rockfield Community Centre) or possibly in Drybridge Park, both of which again are easily accessible from Drewen Farm. (active travel links)

3. Biodiversity contribution: SINC site a sum circa £40-£45k (made up of: - 2 cut and collects per year and disposal of arisings £1800 / cut x 2 x 10 years = £36,000. plus, circa £4-£9k for initial restoration post drainage installation)

4. Sustainable Transport £255k This covers walking, cycling and bus services. £150k for implementation of active travel routes and £90k for bus service, £15k for a designer commissioned by MCC to undertake the design of route b and c.

5. PROW Off-site routes. A contribution of £2,500 to the maintenance and improvement of the local PROW network as a result of increased use. For improvements within a one-mile radius of this site.

6. Education contribution - this is 23 pupils x £29,406 = £676,388 / 65

7. S 278 Agreement

- A) The applicant will be required to enter Section 278 Highways Act 1980 with the Highway Authority for the construction of the approved means of access onto the adjacent access roads Kingfisher Way and Belle Etoile Drive (if adopted as public highway).
- B) The applicant is required enter Section 278 Highways Act 1980 with the Highway Authority for the proposed emergency access and proposed improvements on Watery Lane.

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

6.14.1 There are many representations received from third parties including neighbours and the Town Council.

In addition to the assessment of the planning application above, there are several points that have been raised which are being directly addressed below:

MCC Highway Authority confirm that Watery Lane is not being promoted as vehicle access to the proposed Drewen Farm development site. Access to the development will be from the Kingswood Gate site. Watery Lane is only being promoted as an Active Travel route for pedestrians/cyclists. Appropriate measures will be considered to manage access onto Watery Lane for pedestrians/cyclists whilst ensuring provision for emergency vehicles only.

Emergency access is to be provided on Watery Lane. Details of which are yet to be considered. It will not be controlled using a rising bollard. No traffic other than emergency vehicles is being promoted for use on Watery Lane. Access is promoted through the Kingswood Gate development as this is essentially an extension of Kingswood Gate development approved under application DC/2013/00368. A condition is recommended to secure this

The overall LDP application included both the Kingswood Gate and Drewen Farm sites and a Transport Assessment was submitted which accounted for both sites. The Kingswood Gate outline application DM/2013/00368 also considered the Drewen Farm allocation which was approved. However, only the Kingswood Gate development was delivered. The Drewen Farm site is essentially an extension of the Kingswood Gate development which provides the overall residential development in accordance with the LDP site allocation.

Primary access will be via Kingswood Gate.

Residential occupation of the Kingswood Gate development occurred well in advance of the final completion of the construction phase of the overall development site and therefore was subject to ongoing construction works and associated traffic.

The Highway Authority has requested that a planning condition be applied to any planning consent for a Construction Traffic Management Plan to be submitted prior to commencement of any development.

The Highway Authority would ensure that no construction traffic or any other traffic uses Watery Lane and that all construction traffic accesses the site via the appropriate routes in the Kingswood Gate development. No access from Watery Lane will be made available.

In relation to the EIA screening opinion, an EIA screening process is not subject to public consultation, although the documents and responses are made public.

The application site is the allocated site in the LDP, the drainage spur as shown is a potential route for surface water drainage, and crucially there is no built form (e.g. gardens and houses) beyond the allocated LDP site; what is indicated as being outside of the boundary is a potential drain. Thus, we are content that the site can be considered to be in compliance with the terms of the current allocation in the adopted LDP.

Ownership certificates - the agent has confirmed that all owners have been formally notified of the planning application.

MCC Active Travel works to build the active travel network map (or ATNM) of the Welsh Government, directly and through third-party developments. The filtered access onto Watery

Lane is welcomed, improving the permeability of the local street network for walking and cycling, and improving connections to local facilities. It is expected that filtered active travel access from/to Watery Lane and the site will lead to an increase in walking and cycling on Watery Lane, however no day-to-day increase in vehicle traffic will be created by the proposed development. The narrowness of Watery Lane means that footways have not been included in the highway design. The historic arrangement has been for all modes to share the carriageway, and the proposal is that this arrangement will continue. Watery Lane is one of several route options and is designed to serve journeys towards Rockfield community centre, with a largely off-road route oriented more towards the town centre provided via the Kingswood Gate AT path to Kings Fee through the meadow south of the Drewen Farm site (construction underway).

No proposal to cover the large extent of open brook along Watery Lane. A bridge over the brook may be required to improve access at north end) Proposed Active Travel Route B (between Watery Lane and Jordan Way) will require the establishment of a structure to cross the channelised stream along Watery Lane.

The detailed design of the structure will be undertaken by MCC and will be subject to separate approval. Given the nature of the crossing required, a sympathetic design could be achieved to maintain the character of the area.

PPW does not restrict the need to improve Active Travel to PROWs, the sites must contribute to the Active Travel Network.

Land drainage - it is recognised that there are complications and issues with the surface water drainage, this is an issue that is to be covered at reserved matters stage. The land drainage condition has been framed to ensure all details are to be submitted as part of the reserved matters agreement. Detailed design of the SuDS would be required (to support a future application for approval of reserved matters and an application for SuDS Approval).

The Flood Map for Planning, provided by Natural Resources Wales, shows the site to be in Flood Zone 1 (an area with a less than 0.1% chance of flooding in a given year) for flooding from rivers. Most of the site is shown to be in Flood Zone 1 for surface water flooding. Low lying parts of the site, generally around field boundaries are shown to be in Flood Zones 2 and 3 for surface water flooding. This reflects known surface water flows across low permeability sloping countryside.

The Drainage Strategy for the site does not propose to discharge surface water to Watery Lane.

The Drainage Strategy demonstrates for the purposes of this application that there is potentially a satisfactory solution to managing existing surface water by establishment of a cut-off ditch and surface water generated by the development by discharge into the existing watercourse at the south-eastern corner of the existing ponds and basins. The final drainage design will be subject to SAB approval which will ensure that an appropriate drainage strategy is adopted

The assessments submitted with this planning application provide an assessment of the impact of the development of the Drewen Farm site. Where necessary, assessments including the Flood Risk and Drainage Strategy, Transport Assessment and Design and Access Statement consider surrounding land uses, including the Kingswood Gate development and existing development along Watery Lane. The overland flow ditch has been fully considered in the Flood Risk Assessment and Drainage Strategy which demonstrates for the purposes of this outline application that surface water flows will be managed such that the development will not result in increased flood risk.

The existing surface water flooding issues at the site are known, as set out in the Flood Risk Assessment. The drainage strategy demonstrates for the purposes of the outline application that existing surface water flow can be adequately managed by establishment of a cut-off ditch and surface water generated by the development can be adequately managed by discharge into the existing watercourse at the south-eastern corner of the existing ponds and basins.

Design and Access Report is questioned with annotation on aerial photo. There is a misrepresentation in terms of consistency, accuracy of description or actual length of blue line shown.

The image contained within the DAS is provided for illustrative purposes only. The agent has confirmed that the drainage strategy provides an accurate depiction of surface water flow.

Ditches were identified as dry at the time of the ecology surveys, however, it is acknowledged in

the Flood Risk Assessment and Drainage Strategy that these are not permanently dry. The detention basins have been sized to accommodate all existing flows within the site and flows to be generated by the development.

The off-site drainage route engineering drawings demonstrate for the purposes of the outline application that the proposed outfall option is satisfactory to manage attenuated flows from the site. The detailed design will be subject to SAB approval prior to the commencement of construction.

The drainage strategy proposes that the detention basins will be lined and will not contribute to existing ground water profiles.

The blind ditch on the southern corner of the site currently exists but has since disappeared together with the length of ditch running along the east boundary of Kingswood Gate.

The applicant has confirmed that the existing ditch that runs to the south from the south-west corner of the site will be retained in its current condition.

The off-site active travel routes will route via areas of known flood risk, however, no residential development is proposed in areas of flood risk. The active travel routes largely follow existing routes that are accessed currently by members of the public.

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

6.15.1 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.

6.16 Conclusion

6.16.1 The proposed development refers to the final part of the strategic site Wonastow road as allocated under Policy SAH4. The principle for this Proposed Development has already been established through the site's allocation for residential development in the Monmouthshire County Council adopted LDP. The proposed development would complete the housing dwelling allocation including affordable housing for the strategic LDP Site. The application delivers a layout plan with provision of a range of housing types, sizes and tenures; new pedestrian and cycle links which will connect all residents to surrounding developments; vehicular connection to the completed existing part of the Wonastow Road strategic site allocation; use of sustainable urban drainage systems.

6.16.2 The layout plans also provide an opportunity to enhance and improve the existing landscape via the implementation of proposed landscape mitigation measures; this includes protection and enhancement of existing trees, woodland and hedgerows; measures to deliver net benefits for biodiversity and ecosystem resilience; and the provision of meaningful and multifunctional public open space which will include 'play on the way' features, a community orchard and community growing space.

6.16.3 Landscape and green infrastructure are key to the design of this scheme, with a condensed residential area designed as a sequence of streets with frontage addressing all the surrounding context, maximising open space. The proposals seek to deliver considered and proven design principles in terms of general principles of form and structure while respecting the landscape and built context, providing strong green links within and through the development, and promoting sustainable transport movements. The design caters for the sensitive development on an allocated site for 110 dwellings of mixed housing types and tenure with a range of landscape space and green infrastructure enhancements. Furthermore, this application accords with the conclusions of the committee report for ref: DC/2013/00368 (Outline application for Strategic Site SAH4 Wonastow Road) with regards to off-site works; a need was identified to provide public footpath and cycle links from the development site to Monmouth town centre through the Drewen Farm site to Watery Lane.

6.16.4 An assessment of the Proposed Development against relevant national and local planning policy considerations has been undertaken, and the proposed development has been found to

be in accordance with the LDP as a whole, Future Wales and Planning Policy Wales¹². All seek to ensure the provision of sustainable development and good design in all development proposals, considering energy efficiency, public open space, footpaths and cycleways, biodiversity, affordable housing and sustainable modes of travel. The application is recommended for approval accordingly.

7.0 RECOMMENDATION: APPROVE

Subject to a 106 Legal Agreement requiring the following:

S106 Heads of Terms

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.

Proposed Heads of Terms:

As set out in section 6.13 above, but included below for ease of reference:

1. Affordable Housing: 35% of the total units constructed on the land pursuant to the development and the term 'Affordable Housing Unit' shall be construed accordingly to be provided as Affordable Housing contribution Number of units (110 @ 35% = 39 units)

2 person 1 bedroom flat*	62%
*walk ups, blocks of 4	
4 person 2 bedroom house	23%
5 person 3 bedroom house	10%
7 person 4 bedroom house	3%

Number of units (110 @ 35% = 39 units)
For the purposes of viability modelling it can be assumed that 100% of the affordable housing units will be for social rent.
2. Play/Open Space: Off Site Play contribution to be circa £58,000 (for 71 homes working on basis of 35% affordable) to be spent on fixed play within the vicinity of the site - this is likely to be spent on the open space at Rockfield Park (next to the Rockfield Community Centre) or possibly in Drybridge Park, both of which again are easily accessible from Drewen Farm. (active travel links)
3. Biodiversity contribution: SINC site a sum circa £40-£45k (made up of:- 2 cut and collects per year and disposal of arisings £1800 / cut x 2 x 10 years = £36,000 . plus circa £4-£9k for initial restoration post drainage installation)
4. Sustainable Transport £255k This covers walking, cycling and bus services. £150k for implementation of active travel routes and £90k for bus service, £15k for a designer commissioned by MCC to undertake the design of route b and c.
5. PROW Off site routes. A contribution of £2,500 to the maintenance and improvement of the local PROW network as result of increased use. For improvements within a one-mile radius of the is Offsite Mitigation
6. Education contribution This is 23 pupils x 29,406 ÷ 65% = £439,652

Section 278 Agreement

A) The applicant will be required to enter a Section 278 Highways Act 1980 with the Highway Authority for the construction of the approved means of access onto the adjacent access roads Kingfisher Way and Belle Etoile Drive (if adopted as public highway).

B) The applicant is required enter a Section 278 Highways Act 1980 with the Highway Authority for the proposed emergency access and proposed improvements on Watery Lane.

Conditions:

- 1 The development shall begin either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the

reserved matters to be approved, whichever is the later.

REASON: In order to comply with Section 92 of the Town and Country Planning Act 1990.

2 Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

REASON: The application is in outline only.

3 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.

4 Prior to any works commencing on site a Construction Traffic Management Plan (CTMP) shall be submitted to and approved by the local planning authority, the CTMP shall take into account the specific environmental and physical constraints of the adjoining highway network. The CTMP shall include traffic management measures, hours of working, measures to control dust, noise and related nuisances, measures to protect adjoining users from construction works, provision for the unloading and loading of construction materials and waste within the curtilage of the site, the parking of all associated construction vehicles. The development shall be carried out in accordance with the approved CTMP.

REASON: To protect local amenity in accordance with LDP Policy EP1

5 No site clearance or construction work shall commence until the detailed design of flood alleviation measures to protect the site has been submitted to and approved in writing by the Local Planning Authority. The flood alleviation measures must protect the development from surface water flows from higher land to the north and west. The flood alleviation measures must not place other dwellings and infrastructure at increased flood risk. Detailed design of the flood alleviation measures should consider maintaining some flows in the blind ditch at the southern corner of the site. These flows currently spread across the SINC and have a role in the biodiversity of this location. The submission for discharge of this condition must include the following:

- a) Detailed cross sections, long section and plan drawings showing the construction details for the overland flow ditch feature including planting specifications, materials used, erosion protection measures and a maintenance plan.
- b) An assessment of the consequences of blockage/failure at any locations noted to be at risk of blockage or failure. These consequences must not include internal flooding of dwellings on or off the site.
- c) An assessment of the consequences of construction of the flood alleviation measures on downstream receptors, principally dwellings at risk of flooding from the receiving watercourse(s). The flood alleviation measures shall be carried out in accordance with the approved drawings and retained for the lifetime of the development which they serve.

REASON: To protect the development from known surface water flows.

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.

7 No part of the development hereby approved shall be connected to any means of foul disposal nor occupied for human habitation until details have been submitted to and approved in writing by the Local Planning Authority which confirms that that the planned reinforcement works at Monmouth (Wyesham) WWTW have been completed and that they are able to accommodate the foul flows from the development

REASON: To safeguard the water quality and biodiversity interest of River Wye SAC in

8 No development shall take place until a SINC Protection and Restoration Plan has been provided has been submitted to and approved in writing by the local planning authority. The plan shall identify at minimum:

- 1) Measures to minimise SINC damage during construction, including
 - a) Risk assessment of potentially damaging construction activities;
 - b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction;
 - c) The times during construction when specialist ecologists need to be present on site to oversee works;
- 2) Measures to restore the SINC following completion, including
 - a) Purpose and conservation objectives for the proposed works.
 - b) Detailed design(s) and/or working method(s) to achieve stated objectives.
 - c) Details of initial aftercare and long-term maintenance for an appropriate timeframe to ensure establishment
 - d) Details for monitoring and remedial measures.
 - e) Timetable for implementation, including commencing remediation in the first growing season after completion

The plan must also identify responsible persons and lines of communication. The approved plan shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

REASON: To safeguard protected sites and species and ensure the SINC is restored to comply with Environment (Wales) Act 2016 and LDP Policy NE1.

9 No development shall take place until a Green Infrastructure Management Plan has been submitted to and approved by the local planning authority. The GI Management Plan will be based on the recommendations in the approved report "Ecological Appraisal. Land at Drewen Farm. EDP, dated October 2024, document ref edp2843_r009b" and include at minimum

- a) Description and evaluation of habitats and ecological features present and to be created on site
- b) Details of the desired conditions of features (present and created) on site
- c) Management prescriptions to achieve the desired conditions, including short-term establishment and longer-term management for the life time of the development
- d) Details of scheduling and timings of activities
- e) Details of monitoring requirements and remedial measures including replacement of features if they become damaged or diseased
- f) Details of the body or organisation responsible for implementation of the plan, as well as legal and funding mechanisms to secure long-term implementation.

The approved plan will be implemented in accordance with the approved details

REASON: To safeguard priority habitats and protected species and ensure the development delivers a net benefit for biodiversity in accordance with Environment (Wales) Act 2016, Planning Policy Wales and LDP policy NE1.

10 No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- a) Construction methods: how waste generated, stored, transported and disposed of will be managed (in compliance with the Duty of Care Regulations);
- b) General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containment areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- c) Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures.
- d) Soil Management: details of topsoil strip, storage and amelioration for re-use. Mitigation methods to ensure no mobilisation into any drainage, ditch or watercourse.
- e) Control of Nuisances: details of restrictions to be applied during construction including timing,

duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; and measures to control light spill.

f) Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management.

g) Traffic Management: details of site deliveries, plant on site, wheel wash facilities including how contaminated water will be managed.

h) Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan. (see also Soil Management and General Site Management).

i) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

j) Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

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

REASON: To safeguard habitats and species protected under the Conservation of Habitats and Species Regulations 2017, the Wildlife and Countryside Act 1981 (as amended), and Environment (Wales) Act 2016.

11 Prior to development commencing a winter assessment of intervisibility with key receptors as identified in the LANDSCAPE AND VISUAL APPRAISAL GLS_083_158_1000_LVA REV.A is required to inform detailed design proposals.

REASON: In the interests of visual and landscape amenity; in accordance with Policies DES1 & LC1/5 of the Local Development Plan

12 Prior to the commencement of development full and comprehensive details of soft and hard landscape works shall be submitted to and approved in writing by the Local Planning Authority. Details shall include:

- Detailed scaled plans, showing existing and proposed levels
Proposed and existing utilities/services above and below ground.
- Soft landscape details for landscaping to include planting plans, specifications including species, size, density, number and location, cultivation and other operations associated with planting and seeding establishment.
- Hard landscape materials to include surfacing, SuDS, location of proposed lighting, fencing, gates, minor artefacts, 'play on the way', growing space and structures (e.g. signs, benches, bins, stores). Lighting strategy

REASON: In the interests of visual and landscape amenity; in accordance with Policies DES1 & LC1/5 of the Local Development Plan

13 A schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved by the Local Planning Authority prior to works commencing and shall include details of the arrangements for its implementation inclusive of roles and responsibilities. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To ensure the provision of amenity afforded by the proper maintenance of existing and / or new landscape features.

14 An appropriately scaled Green Infrastructure / landscape Management Plan shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the Management Plan shall include the following:-

a) Description and evaluation of Green Infrastructure assets to be identified, protected and managed in the GI management plan.

- a. Boundary buffers
- b. Green corridors
- c. Landscaping and SuDS features that include soft landscaping
- d. Ecological enhancements
- b) Opportunities for enhancement to be incorporated
- a. Management of treed, grass and planted boundaries for GI and biodiversity
- b. Maintain habitat connectivity through the site for species
- c) Trends and constraints on site that might influence management of above features.
- d) Aims and objectives of management.
- e) Appropriate management options for achieving aims and objectives.
- f) Prescriptions for management actions.
- g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a twenty-year period).
- h) Details of the body or organization responsible for implementation of the plan.
- i) Ongoing monitoring and remedial measures.

The Management Plan shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery as appropriate. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the Green Infrastructure Management Plan are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning Green Infrastructure objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

REASON: To maintain and enhance Green Infrastructure Assets in accordance with LDP policies, DES1, S13, GI1, NE1, EP1 and SD4. (Legislative background - Well Being of Future Generations Act 2015, Planning (Wales) Act 2015 Environment (Wales) Act 2016)

15 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. Planting of Trees shall be in accordance with BS8545:2014 Trees: from nursery to independence in the landscape. 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.

16 Parking provision in accordance with supplementary planning guidance, Monmouthshire Parking Standards 2012, shall be provided within the site and retained thereafter.

REASON: To safeguard appropriate highway impact in accordance with LDP Policy MV1.

17 Prior to the installation of any external lighting on the site a scheme for the external lighting of the development has been submitted to and approved in writing by the local planning authority. The scheme shall be based upon the "Lighting Impact Assessment report, produced by MEC Consulting Group, dated October 2024" and shall be designed to comply with the lighting standards for Environmental Zone E2 (Rural) set out in 'Guidance Note 1 for the Reduction of Obtrusive Light' (2021) and 'Guidance Note 8 'Bats and Artificial Lighting in the UK' (2023) from the Institute of Lighting Professionals. The external lighting shall thereafter be installed and retained in accordance with the approved details for the lifetime of the development

REASON: To safeguard protected species in accordance with Environment (Wales) Act 2016 and Conservation of Habitats and Species Regulations 2017

18 No development shall commence until a drainage scheme including the provision for foul, surface and land water, and an assessment of the potential to dispose of surface water by sustainable means has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented strictly in accordance with the approved details prior to the occupation of the development hereby approved and shall remain in perpetuity. Thereafter, no further foul, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

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

19 No development other than demolition and remediation works shall be commenced 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: To ensure a satisfactory form of development

20 Works shall be carried out in accordance with the mitigation described in the approved report "Outline Dormouse Mitigation Strategy. Land at Drewen Farm. EDP, dated October 2024, document ref edp2843_r010a". The mitigation shall be implemented in full and any subsequent amendments provided to the Local Planning Authority for record and enforcement purposes.

REASON: To safeguard species protected under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981 (as amended).

21 No part of the development hereby approved shall be connected to any means of foul disposal nor occupied for human habitation until details have been submitted to and approved in writing by the Local Planning Authority which confirms that that the planned reinforcement works at Monmouth (Wyesham) WWTW have been completed and that they are able to accommodate the foul flows from the development.

REASON: To prevent 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.

22 There shall be no vehicular access to the development site for construction or residential traffic from Watery Lane. The access onto Watery Lane is to be retained for pedestrians/cyclists and emergency vehicle access only.

REASON In the interests of Highway safety to comply with Local Development Plan Policy MV1