

**Application Number:** DM/2020/01884

**Proposal:** Full planning application for the redevelopment of the site to form 4 no. walk-up apartments with associated parking and works

**Address:** Land At St Andrew's Crescent Garages, St Andrew's Crescent, Abergavenny, NP7 6HF

**Applicant:** Mr Morgan Goff

**Plans:** Location Plan SBR-Z1-00-DR-A-TP401 - , Location Plan PL01 - , Site Layout PL02 - , Floor Plans - Proposed PL03 - , Floor Plans - Proposed PL04 - , Proposed Roof Plan PL05 - , Ecology Report E25130501/DOC 03 - , Elevations - Proposed ELE 01 - , Elevations - Proposed ELE 02 - , Elevations - Proposed ELE 03 - , Elevations - Proposed ELE 04 - , Drainage 2739-PHG-XX-XX-RP-C-0001 - , Drainage 2740-101 - , Engineering Layout 2740-100-A

**RECOMMENDATION: Approve subject to s106 agreement**

Case Officer: Kate Bingham  
Date Valid: 24.12.2020

**This application is presented to Planning Committee due to the number of objections raised and at the request of the Local Member.**

## **1.0 APPLICATION DETAILS**

### 1.1 Site Description

This application relates to an area of land owned and maintained by Monmouthshire Housing Association (MHA) within the development boundary of Abergavenny. The application site is situated off St Andrew's Crescent, to the west of St Teilo's Road and south of St David's Road. The site is relatively flat, measuring approximately 1.1 ha, currently comprising three terraced blocks of prefabricated garage units. The garages are in a poor condition with many of the units used for general storage. A Prior Notification has been accepted by the Council for the demolition of these garages (ref: DM/2020/01823).

The site is not within a conservation area or flood plain but is located within the Nutrient Sensitive Catchment Area of the River Usk.

### 1.2 Value Added

The original design for five dwellings and one bungalow, was prepared and submitted in line with Welsh Government's Innovative Housing Programme, a program of funding which was available at that time of the submission which sought to encourage innovation within the housing construction industry. However, the progression of the original scheme has been significantly delayed by the phosphate pollution issues which affected the wider area (the River Usk SAC), and in the interim, the previously allocated funding stream was discontinued. With the resolution of the pollution issue the applicant is now wishing to revisit the proposal through a more traditional design approach formed by four no. walk up apartments, resulting in a net reduction of two units compared to the previous design.

### 1.3 Proposal Description

The updated application proposes the demolition of 32 garages and construction of four one-bedroom walk-up flats, taking the form of a two-storey block, resembling a pair of semi-detached houses. The development will share a single access off St Andrew's Crescent onto a parking and turning area with six parking spaces together with refuse/recycling store and a bicycle store.

The application has been submitted by Monmouthshire Housing Association (MHA) who are a Registered Social Landlord (RSL) and the new units are proposed on the basis that they will remain affordable in perpetuity.

## 2.0 RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2020/01823	Demolition of 32 garages.	Acceptable	08.01.2021
DM/2020/01886	Full planning application for the redevelopment of the site to form no. 6 walk-up apartments with associated parking and works (St Teilo's Road).	Pending Determination	

## 3.0 LOCAL DEVELOPMENT PLAN POLICIES

### Strategic Policies

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

### Development Management Policies

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements  
DES1 LDP General Design Considerations  
EP1 LDP Amenity and Environmental Protection  
EP5 LDP Foul Drainage  
GI1 LDP Green Infrastructure  
NE1 LDP Nature Conservation and Development  
MV1 LDP Proposed Developments and Highway Considerations  
SD4 LDP Sustainable Drainage

### Supplementary Planning Guidance

Infill Development SPG November 2019:

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

## 4.0 NATIONAL PLANNING POLICY

### 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 as required by the Planning (Wales) Act 2015, the Well-being of Future

Generations (Wales) Act 2015 and other key legislation. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places.

The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.

## **5.0 REPRESENTATIONS**

### 5.1 Consultation Replies

**Llantilio Pertholey Community Council** - The Councillors of the Llantilio Pertholey Community Council wish to strongly object to the above planning application.

At the meeting of Community Council on 17th July, 11 representatives of the community directly impacted by this development spoke during the public session of the meeting to convey their objections and after careful consideration by the Council it was unanimously agreed to support these views and call for a public consultation to discuss this development or that the application be put to planning committee so that the voices of the community and the council can be heard. The objections we make are as follows:

1. Highway safety and Parking: The houses in this area were built in the 1960s and many residents have lived there since the houses were built. In the 1960s there were probably four or five cars in the Crescent and now the area is overrun with vehicles. The major concern is therefore accessibility. The development would dramatically impact the already congested area and the availability of sites for residents parking.
2. The impact this could have on the health and safety of residents is grave. Already there has been an incident whereby an ambulance was unable to access a gentleman's house to attend an emergency. The gentleman had sadly passed away before the ambulance crew could gain access and it is impossible to say whether or not he would have lived had the ambulance crew got there sooner but concern is that there could be another incident of this nature caused by inaccessibility. Fire engines would be unable to access a fire, another cause for concern. During the day the dustbin lorries are able to access the area because a lot of residents are out at work but after 6pm the parking in the vicinity is chaotic.
3. Concerns have been raised that the development will impact the quality of life currently enjoyed by residents with their homes becoming overlooked with loss of privacy.
4. One of the residents is disabled and cannot move around without the help of a wheelchair. The development will further impinge on his accessibility in and out of his property.

Mess, noise and disruption would be too stressful for the elderly.

**Abergavenny Town Council** - Recommend approval.

**Natural Resources Wales (NRW)** - No objection.

We note information has been provided by Dwr Cymru Welsh Water (DCWW) to confirm that the permit for the associated wastewater treatment works has been reviewed against the revised water quality targets for the SAC. DCWW have also confirmed that it will be able to accept the foul flows from the proposed development and remain in compliance with revised permit limits. Therefore, we refer you to our Advice and the information set out in the section titled 'What does this mean for development proposals involving connection to public wastewater treatment works'.

**Dwr Cymru-Welsh Water (DCWW)** - After reviewing the submitted information we advise that the proposed development site is crossed by a 150mm public sewer with the approximate position being marked on the attached Statutory Public Sewer Record. In accordance with the Water Industry Act 1991, Dwr Cymru Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs. Having regard to the submitted drawings it appears the proposal would not be situated within the required 3m protection zone; however, no CCTV survey that confirms the true location of the asset has been provided. Therefore, we cannot support this

document forming part of the approved plans until a survey has been undertaken to establish the true location of the 150mm public surface water sewer.

After assessing the submitted proposal against the Statutory Public Sewer Record it appears that the proposal would be built directly on top of the sewer crossing the site and result in detrimental development. Therefore, respectfully recommend that the developer carry out a survey to ascertain the location and depth of this sewer and establish its relationship to the proposed development.

Surface Water - We have reviewed the information submitted as part of the application form and note that the intention is for surface water to be disposed of via a sustainable drainage system and welcome this approach. We recognise that the assessment of this method of disposal is the responsibility of the Lead Local Flood Authority / SAB. However, if minded to grant planning consent, for the avoidance of doubt, we request that a condition preventing surface water entering the public sewerage system is included in any subsequent consent.

Notwithstanding the above, we refer to Planning Policy Wales which acknowledges that legislation prohibits the discharge of surface water to foul sewers. Furthermore, it highlights that any surface water from new developments should not be discharged to combined systems because of the risk of pollution when combined systems overflow (Para 6.6.3). Therefore, no amount of surface water will be permitted to communicate directly or indirectly with the public combined sewerage system.

Foul Drainage - The proposed development site is located in the catchment of a public sewerage system which drains to Llanfoist (Abergavenny) Wastewater Treatment Works (WwTW) and ultimately discharges to a river Special Area of Conservation (SAC). We would advise that this WwTW has/is due to have a phosphorus consent limit of 2 mg/l by 31.12.2025 and is currently compliant with the 95% quartile for its flow passed forward (FPF) performance [and final effluent permits]. In addition, we have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the immediate public sewerage system.

#### **MCC Highways** – Concerns identified.

The application has been amended to form a total of four dwellings, each a single bed unit in a maisonette style. The site still provides access for more than five dwellings due to the existing rear vehicular accesses. Therefore, it is still recommended the site is designed to adoptable standards, which the turning head and passing provision are.

The applicant is advised that refuse collection is undertaken from the nearest public highway and such servicing vehicles are not expected to cross private accesses. Therefore, the bin and refuse store should be considered in detail.

The plans indicate a total of six parking spaces for the development. The four in front of the properties would satisfy their parking requirements under the MCC Local Parking Standards, however, it isn't clear what the additional two spaces are for. While we don't oppose additional parking provision, we would request clarity over the intended use.

A partial garage audit was undertaken in 2021, however there appears to be no recent information regarding the use of the site and no consideration of its loss on the parking stress of the local area. While we raise no objection to the use of the site, it is still the highway authority's opinion that the proposal represents a marked increase on parking stress in the local area. We request that the applicant provides additional information in the form of a recent garage audit to prove the proposal will not impact parking stress, and additional information regarding the "alternative sites" for parking in the interest of parking issues and highway safety concerns.

**Previous comments (02.02.2020)** - The highway authority does not object to the principle of residential development and access off the adopted publicly-maintained highway. However, the proposed means of access and internal layout does not meet the Welsh Government Common Standards for shared private drives, namely:

- Private shared drives will be considered as a primary means of access for up to 5 dwellings.
- Such accesses will not be adopted and maintained as public highway.
- Private shared driveways should be a minimum of 4.5m wide to enable two vehicles to pass.
- Private shared driveways must also incorporate a turning area for use by residents and visitors to facilitate access and egress from the shared driveway in forward gear.
- Roads serving more than 5 units shall be constructed to adoptable standards.
- Adequate internal provision to enable service (refuse vehicle) and delivery vehicles to access and egress in a forward gear is required. MCC operate and collect waste and recyclables from the kerbside and avoid where possible the need to travel over private areas.

**MCC SAB** – No objection, advice included.

Dwr Cymru Welsh Water (DCWW) plans show a 150 mm diameter surface water sewer running along St Teilo's Road. This is likely to be a suitable drainage discharge destination if soils are not sufficiently permeable to allow infiltration drainage. We recommend that enquiries are made with DCWW at the earliest opportunity to determine whether they would allow a connection.

The proposed development will require a Sustainable Drainage System (SuDS) designed, constructed and maintained in accordance with the Statutory Standards for SuDS in Wales and approved by MCC as SuDS Approving Body (SAB).

Flood risk maps provided by Natural Resources Wales do not indicate the site to be at particular risk of flooding. Our database of previous flood events does not record any flood events in close proximity to the site. Our database of drainage and flood assets does not record any drainage or flood assets in close proximity to the site. We therefore have no objection to the proposed development on flooding grounds.

**MCC Biodiversity** – No objection subject to conditions (net benefit for biodiversity).

**SEWBRc Search Results** - No significant ecological record identified.

## 5.2 Neighbour Notification

### **28 representations received objecting to the application:**

#### *Traffic/Loss of Garaging*

- Increased traffic and noise pollution.
- Access along St. Andrew's Crescent is not practical with the traffic congestion.
- Having been built in the 1960s, none of the houses had garages or driveways and none of the flats had designated parking spaces. By the early 1970s the lack of parking was becoming a problem and that is why the garages in question were built.
- MHA have not taken account of concerns brought forward by the residents of the street.
- Parking on pavements, grass verges and walkways is commonplace as is double parking and blocking people in.
- There have been occasions when emergency vehicles have been unable to gain access.
- Adequate parking facilities for the existing flats should be provided, before any consideration is given to the construction of any other properties.
- Lack of parking an issue for people with disabilities.
- Health and safety issues will increase with emergency vehicles, doctors, nurses, carers, tradesmen and refuse collectors finding access difficult.
- Neighbour disputes will increase.
- There is provision of accommodation, parking and large gardens for a minority of four properties while only a worsening of conditions for everyone else.

- It is not only the immediate area of the development site that would be impacted, but a larger area, extending throughout the St Andrew's Crescent and beyond to St David's Road and St Teilo's Road.
- In the evenings it is impossible to park anywhere in the immediate area.
- For many elderly and disabled people in the area, their car is essential for their quality of life.

#### *Drainage*

- Planning permission should only be granted on condition that Welsh Water is complying with the new lower phosphate limit.
- The main foul water sewer from the north of Abergavenny to Llanfoist Water Treatment Works regularly floods in the Ross Road after heavy rain. This indicates that a high level of surface water is entering the sewer. It is unacceptable that Welsh Water has not addressed this longstanding problem. Please clarify with Welsh Water if foul water from the new development will be entering this sewer.

#### *Residential Amenity*

- The buildings would be right outside of my house and in direct view of my upstairs windows causing a privacy issue as well as obstructing the view of the Deri.
- The proposed flats are out of keeping with the character of the area, which is predominantly made up of family homes with gardens. Such a development would fundamentally alter the quiet and community-oriented atmosphere valued by residents and set an unwelcome precedent for similar future developments.
- Concerns raised regarding rear access to existing dwellings from the application site.

#### *Construction Phase*

- The construction phase will create considerable inconvenience, with the regular presence of heavy lorries and building equipment on local roads. These roads are neither wide nor robust enough to safely accommodate such traffic.
- Increased noise, dust, and obstruction from construction vehicles will severely affect residents' daily lives and pose further safety risks, particularly for children walking to school.
- Has any provision has been provided for access for large vehicles during the demolition and building processes?
- How are big trucks and cranes etc to get to the proposed site?

#### *Other*

- The area already has limited open spaces for the residents to share. Things like parks, fields and community areas are well used and busy at times. Adding more residents to the area will exacerbate this.
- Same issue applies today as in 2020.

#### **Six objections received in response to the initial consultation in 2020:**

- The area is already heavily populated with houses and flats and parking for vehicles is a real cause for concern.
- Nearly all houses have at least two, if not more, cars and access into the area and finding a safe place to park is already very difficult.
- Suggest that developers should visit the site during the evenings and at the weekend when they would get a true picture of how difficult the parking situation already is, before considering any further development in the area. To demolish the garages will only exacerbate this issue further.
- It would make more sense to refurbish the garages, so that they are fit for purpose, and to ensure that they are rented out to residents who actually live in the area.
- Earlier this year work was carried out to the garden area and fencing of the flats at the back of the garages. Serious issues were raised by lorries trying to access the area; trying to reverse around tight corners and moving in and out of the crescent.

- Question the safe access for emergency vehicles should this proposed development go ahead.
- Refuse collections and deliveries are a nightmare. Building six additional properties in the area will again only exacerbate this situation.
- The redevelopment of the site to include the building of six new properties, with all the infrastructure involved and increased traffic increased traffic flow in and out of the crescent, will substantially compromise the safety of local residents, including families who use the crescent to gain access to local schools.
- Better if greens get dug out and parking spaces put there instead.
- While spatial strategy may aim to reduce the reliance on private vehicles, unless and until the public accept that, there is an ongoing need for vehicle parking.
- The site itself is surrounded by existing housing, making it confined and overlooked, giving the impression of the old tenement blocks of the worst kind of Victorian housing.
- The insular approach to the development site demonstrates the lack of concern for the amenities of existing residents on the area around the site.
- There is no landscaping scheme included so that there is no encouragement for wildlife.
- The bungalow looks quite small in size and if the others are also small, regardless of the appearance of the dwellings, inadequate living space will cause more problems in the future.
- The proposal for wedge-shaped dwellings may be considered attractive to look at by some but it is out of keeping with the surrounding properties and is not very good use of floor space if there is only upstairs space for half of the floor area.

### 5.3 Other Representations

None.

### 5.4 Local Member Representations

Cllr Su McConnel - Both applications from MHA for similar developments in my ward. Many residents have contacted me, and this is to request that this is considered by planning committee at which I would have the opportunity to represent their views.

## **6.0 EVALUATION**

### **6.1 Principle of Development**

6.1.1 The site is within the Development Boundary of Abergavenny as defined under Policy S1 of the Local Development Plan (LDP) and as such the principle of new residential development at this location is acceptable. There is also an evidenced need for affordable housing in the local area.

6.1.2 The removal of the garaging is already consented via Demolition Notice DM/2020/01823. This was a Prior Notification application where the scope of the Local Planning Authority is limited as it can only consider whether its approval is required in respect of the method of demolition and the restoration of the site. As such, the loss of existing parking/storage within the garages was not a material consideration in the determination of the Prior Notification. An assessment of parking and access is instead considered under this Full Planning Application.

### **6.2 Good Design/ Place making**

6.2.1 The land is classed as brownfield land as it currently accommodates 32 garages. Given the size of the site, it is considered that the plot is capable of accommodating the number of dwellings proposed in conjunction with associated areas of parking and amenity space without resulting in overdevelopment of the site.

6.2.2 The dwellings along the surrounding streets including St David's Road, St Teilo's Road, and St Andrew's Crescent are typically two storey terraced or semi-detached properties and larger blocks of flats, constructed in the 1960s and 1970s. These dwellings are generally built with external finishes of render and brick. They all have pitched roofs, finished in profiled concrete tiles. The general landscape character of the immediate area is of residential roads, wide verges with amenity grass and mature street trees interspersed with occasional shrubbery, front gardens and grass areas leading to dwellings. There are a series of pedestrianised interconnecting spaces allowing permeability through the wider settlement.

6.2.3 The proposed development comprises four one-bedroom walk-up flats, taking the form of a two-storey block, resembling the form of a pair of semi-detached houses, commonly found within the area. The design has adopted a modern style, albeit with a more traditional form compared to the previous design. Proposed facing materials will look to harmonise with the surrounding properties whilst maintaining the more modern appearance through the use of light/buff multi facing brick, with dark multi brick feature areas and slate effect roof tiles. A bank of photo-voltaic solar panels would be provided on the front roof plane of the building.

6.2.4 Amenity space is provided for each unit to the rear of the building together with some planting to the frontages and within the parking and turning area. Any consent that Members are minded to approve should include a condition requiring the submission of a full landscaping scheme.

6.2.5 Overall, the mass, size and scale of the dwellings are modest and comparable to many surrounding the site. It is therefore considered that the proposed development will have a positive impact on the surrounding area in terms of visual amenity and design and will bring an underutilised parcel of land into use for much needed housing. The proposal meets the requirements of LDP policies DES1 and EP1 in terms of design and layout.

### **6.3 Impact on Amenity**

6.3.1 The site is bordered to the north, east, south and west by existing residential dwellings and flats which are up to two storeys in height. The proposed dwellings generally adhere to established privacy and separation distances to the existing properties which surround the site as detailed in the Council's Supplementary Planning Guidance in relation to new infill development.

6.3.2 The proposed new dwellings are positioned in the centre of the site, set away from the site boundaries. The ridge of the building runs east to west through the site with a maximum height of approximately 8.5m (5.3m to the eaves). Although the proposed dwellings would be taller than the existing structures on site, there is sufficient distances between the new building and existing neighbouring properties to ensure that there will be no adverse impact in respect of being overbearing.

6.3.3 The principal elevations of the proposed new units will face north and south with no openings proposed on the east or west gabled elevations. There will be a distance of approximately 18.2m between the habitable windows of the upper floors in the northern elevation of the proposed flats and the nearest neighbouring dwelling. This distance cannot be increased due to the location of the public sewer running through the site. Given the density of the residential development in the area, it is considered that 18.2m is adequate in this case, rather than the 21m which is suggested in the council's SPG on infill development.

6.3.4 Whilst technically backland development, it is considered that the disruption arising as result of the proposed use and associated vehicle movements would be significantly less than that generated by the existing site of 32 garages if that was used and operated to its maximum capacity.

6.3.5 On the basis of the above, it is considered that the design, siting, scale and orientation of the units are therefore such that they will not give rise to any unacceptable impacts upon the residential amenities of neighbouring properties. The removal of the dilapidated garages and redevelopment will have a positive impact on the neighbouring amenities due to the increased

natural surveillance and enhanced streetscape. Overall the proposed development is therefore considered to accord with LDP policies DES1 and EP1.

## 6.4 Transport

6.4.1 PPW12 makes it clear that the Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. The Policy moves on to require "the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles."

6.4.2 The site is located within 1.5km from the Abergavenny town centre which has a variety of services and employment opportunities. The closest bus stop is approximately 230m from the site to the east on St Teilo's Road, providing bus links into the town centre, the bus station and train station allowing access to public transport for journeys further afield. The location of the proposed development is therefore considered to be relatively sustainable in terms of the Sustainable Transport Hierarchy referred to in PPW12.

6.4.3 In terms of access and parking, the application has been amended to form a total of four dwellings, each a single bed unit in a maisonette style. However, the site still provides access for more than five dwellings due to two other existing vehicular accesses off the garage area serving properties along St Andrews Crescent. Therefore it is still recommended the site is designed to adoptable standards, which the turning head and passing provision are. However, the existing access which serves the site is 4.2m wide at the entrance to the site which is not wide enough to be up to adoptable standards. There is no opportunity to widen this access as the land either side is not within the applicant's control. Having regard to the small scale of the proposed dwelling units themselves, it is considered that the arrangement proposed will be acceptable and will not adversely affect highway safety as the vehicle movements resulting from the proposed development will be less than those which could be generated from the site if the garages were utilised to their fullest extent. The approach not to require the access road to be adopted was followed on previous similar developments by MHA elsewhere at Western Avenue and Pembroke Road in Bulwark (planning consents DM/2020/00023 and DM/2019/02065).

6.4.4 Servicing/deliveries can be undertaken from the existing carriageway of St Andrew's Crescent, in much the same arrangement for the existing dwellings Nos. 14-17. The development does offer enough space for vehicles to enter, turn and then exit in a forward gear. A bin collection point has been incorporated adjacent to the access to the site, to allow the refuse to be collected from the kerbside.

6.4.5 The site provides four parking spaces for the flats whilst also providing opportunities for casual parking for existing residents and visitors (two spaces). Furthermore, each dwelling will benefit from secure cycle and bin storage. This meets the requirements of the Monmouthshire Parking Guidelines.

6.4.6 In terms of the loss of parking within the garages, it should be understood that the garages can be demolished without the need for this application to be approved. Nevertheless, a survey in 2021 of garage use by MHA showed that a small number of the garages were being used for parking of vehicles owing to their small size and poor condition. Of the 32 garages, 10 were used for car storage, 8 for storage and 2 were void. There was no response regarding the remaining 12. It is unlikely that usage of the garages has changed to any great extent since the 2021 when the survey was undertaken given the intention of MHA to redevelop the site.

6.4.7 MHA has further advised that they have some availability of garage units across the County and will look to assist all existing garage occupiers by giving those who require replacement provision priority. They are also in internal discussions regarding land immediately to the south of the site to accommodate further parking (approx. 6 spaces) for local residents. However, no formal application for these works has been submitted to date.

6.4.8 Whilst the concerns raised are acknowledged, the works would generate fewer vehicle movements relative to when the site was in active and full use for parking, and that the proposed

layout plan outlines sufficient parking provision with each property having one car parking space in accordance with Monmouthshire's Parking Guidance. Due to the condition of the garage units, coupled with the level of housing need in the area, it is considered that redevelopment to housing would offer the most effective use of the site. The proposal is therefore considered compliant with the requirements of policies S16 and MV1 of the LDP.

6.4.9 In terms of construction traffic, a Construction Management Plan should be provided prior to development on the site commencing to ensure that construction traffic will not adversely harm highway safety for the duration of the works. This should also cover amenity issues associated with building works such as hours of operation and control of noise and dust. This can be conditioned should Members be minded to approve the application.

## **6.5 Green Infrastructure**

6.5.1 Chapter 6 of Planning Policy Wales (PPW) 12 highlights that a Green Infrastructure (GI) statement should be submitted with all planning applications and will be proportionate to the scale and nature of the development. The statement which will need to be informed by a GI assessment of the site will describe how green infrastructure will be incorporated into the proposal and how the step wise approach to protecting biodiversity, habitats and GI onsite will be managed. A step wise approach considers what impacts may occur as a result of development activity to any identified biodiversity, habitats and green infrastructure assets and networks that may be present on or bounding a site. The approach then seeks to manage any harm that may occur by (a) avoiding (b) minimising (c) Mitigate / Restore.

6.5.2 The existing site has limited ecological value as existing, being completely covered in hard standing and buildings. The proposed development proposes new areas of soft landscaping and the provision of new tree planting.

## **6.6 Biodiversity**

6.6.1 The Demolition Notification for the site was supported by a Building Inspection Report undertaken by Soltys Brewster in December 2020. The assessment found no evidence of current or recent use of the existing buildings by bats or nesting birds, which is not unlikely given the setting of the site in a well-lit ecologically isolated area of hardstanding overlooked by two storey properties. However, given the time that has lapsed since the original report was commissioned an updated Building Inspection Report has been prepared by Soltys Brewster, undertaken in February 2025. Similarly, this report concluded that the proposed site remains comprised of hardstanding and buildings considered to be of negligible ecological value and found no evidence to suggest the current or previous use of the garage units by roosting bats or nesting birds.

6.6.2 Planning Policy Wales (PPW) 12 sets out that “planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means that development should not cause any significant loss of habitats or populations of species, locally or nationally and must provide a net benefit for biodiversity” (para 6.4.5 refers). This policy and subsequent policies in Chapter 6 of PPW 12 respond to the Section 6 Duty of the Environment (Wales) Act 2016.

6.6.3 In noting the existing site supports limited ecological features, it is considered that that the proposed development would achieve a net benefit for biodiversity with an overall increase in landscape planting to be included as part of the design, compared to the current situation. The planting should be conditioned should Members be minded to approve the application.

6.6.4 Under regulation 63 of the Conservation of Habitats and Species Regulations 2017 it is necessary to consider whether the development should be subject to a Habitat Regulations Assessment. This is in particular reference to the impact of increased concentrations of Phosphates on designated SAC's. NRW has set new phosphate standards for the riverine SAC's of the Wye and Usk and their catchment areas. Development that may increase the concentration of phosphates levels will be subject to appropriate assessment and HRA.

6.6.5 NRW Interim Guidance (9/2/26) provides that the following developments can be screened out as not likely to have a significant effect on a river SAC in relation to nutrient inputs, as there is unlikely to be a source of additional nutrients or pathway for impacts:

- developments intended to provide services, facilities, commercial sites, or places of employment (e.g., community buildings, schools etc.) for a local population already served by residential connections to existing public or private sewers discharging within the SAC river catchment.

As the proposed new dwellings are to provide homes to local people in need of housing, they will be occupied by a local population already within the river catchment and therefore there will be no additional nutrients or pathway for adverse impacts on the River SAC.

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

6.5.1 Some concerns were raised from immediate neighbours in relation to existing accesses to some from the application site. MHA have confirmed that the rear accesses will be retained.

6.5.2 There appears to be some doubt as to the exact location of the public sewer that runs through the site. However, it is likely that the route is as shown on the drawings provided by the applicant having surveyed the site themselves as part of their decision to develop the site.

6.5.2 Other matters raised have been addressed above and are not repeated here.

## **6.6 Well-Being of Future Generations (Wales) Act 2015**

6.6.1 The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the 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.

6.6.2 The scheme combines emergency and recovery provision blended with largely low carbon Housing First homes to provide an integrated response to ending homelessness in Monmouthshire. This is in line with Future Generations principles and respects and reflects the needs of different ages, cultures and ethnicities.

## **6.7 Conclusion**

6.7.1 The site can be safely accessed via the existing access off St Andrew's Crescent and provides an appropriate level of car parking. Existing parking problems in the area would not be exacerbated by this proposal.

6.7.2 The proposed development will not result in any significant loss of amenity in relation to neighbouring properties.

6.7.3 The proposal includes new green infrastructure and opportunities to provide biodiversity enhancements to the immediate area.

6.7.4 For the reasons detailed above in this report, having regard to the relevant policies and all other material considerations the proposed development is considered to be acceptable subject to the conditions set out below and an appropriate Section 106 agreement to ensure that the housing is retained as affordable in perpetuity.

## **7.0 RECOMMENDATION: APPROVE**

Subject to a 106 Legal Agreement requiring the following:

Housing to remain affordable in perpetuity.

**Conditions:**

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

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

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

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

3 No development except demolition, shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of the development.

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

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

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

5 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 Ty Gwyn Road and 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 ensure the access is constructed in the interests of highway safety and to ensure compliance with LDP Policy MV1.

6 Prior to the commencement of development, except site clearance, details bat and/or bird boxes to be provided as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The features shall be provided prior to the first beneficial use of the development and shall be maintained as such thereafter.

REASON: In the interests of the ecological and biodiversity value of the site and to ensure compliance with PPW 10, the Environment (Wales) Act 2016 and LDP policies S13, and NE1.

7 No development shall take place until a Green Infrastructure Management Plan detailing long-term management of features which provide net benefit for biodiversity as shown on "Proposed Design Site Layout. St Teilo's Road. Hammond Architectural. 2442 PL 02" has been submitted to and approved in writing by the local planning authority. The management plan shall include the following:

- a. Aims and objectives of management and appropriate options to achieve them.
- b. Prescriptions for management actions and a work schedule capable of being rolled forward over a minimum of 25 years
- c. Details of the body or organization responsible for implementation of the plan.

d. Ongoing monitoring and remedial measures.

REASON: To provide net benefit for biodiversity on the site as required by the Environment (Wales) Act 2016, Planning Policy Wales and LDP Policy NE1.

8 No development shall take place until a scheme of foul drainage and surface water drainage has been submitted to, and approved by, the Local Planning Authority and the approved scheme shall be completed before the dwellings are first occupied.

REASON: To ensure satisfactory facilities are available for disposal of foul and surface water and to ensure compliance with LDP Policy EP5.

## **INFORMATIVES**

1 Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.

2 The proposed scheme will require a sustainable drainage system designed in accordance with the attached Welsh Government Standards for sustainable drainage. The scheme will require approval by the SuDS Approving Body (SAB) prior to any construction work commencing. Details and application forms can be found at: <https://www.monmouthshire.gov.uk/sab>