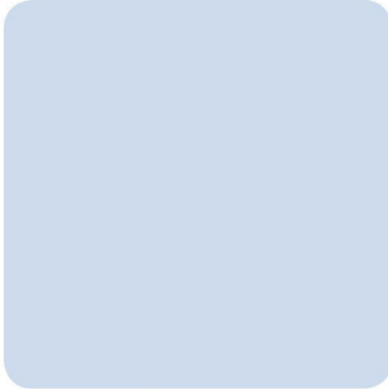
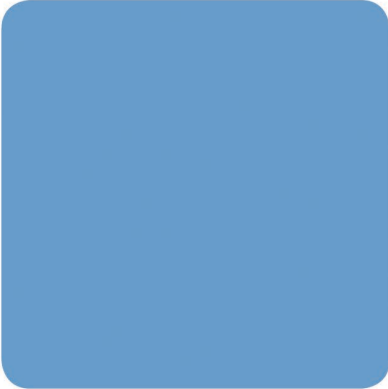




# Planning Statement

Bayfield, Chepstow



**Date:** November 2018  
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# 1 Introduction

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- 1.1 This Planning Statement has been prepared on behalf of Barratt David Wilson Homes (BDW) in support of an outline planning application for the development of up to 200 homes at Bayfield, Chepstow. The application is made in outline, with all matters reserved for subsequent approval other than access. Permission is sought for:

*Outline planning application for up to 200 homes including public open space; new vehicular, pedestrian & cycle accesses; and associated landscaping & engineering works.*

- 1.2 The layout, scale, appearance and landscaping of the development are reserved for later reserved matters application(s). The application is informed by an illustrative masterplan, design and access statement and green infrastructure plans.
- 1.3 The pre-app procedure with Monmouthshire County Council has been undertaken as per reference MC/2017/ENQ/00828. The outcome of this process is reflected in the content of the application. In addition to which an environmental impact assessment screening has been completed. The decision received on the 20th November 2017 is an Environmental Statement will not be required to support a planning application.
- 1.4 A full review of the Monmouthshire Local Development Plan (LDP) commenced in 2017. Based on the evidence contained in the Review Report, it was concluded that the LDP should be revised and that this should take the form of a full revision procedure, i.e. a new LDP. The site at Bayfield was submitted as a candidate for inclusion in the revised LDP on the 19th November 2018.
- 1.5 This Planning Statement comprises the following title sections:
- Section 1: Introduction – This section introduces the Applicant and the basic principle of the proposals, as well as setting out the structure of this planning statement.
  - Section 2: The Application Site and Surroundings
  - Section 3 describes the characteristics of the application site
  - Section 4: Project Description – This section describes the proposals in more detail, explaining exactly what is entailed within the outline planning application.
  - Section 5: Planning Policy Framework – Section 5 sets out the relevant planning policy framework, including national and local policy and emerging policy applicable to the proposed development.
  - Section 6: sets out the local planning policy context.
  - Section 7: Assessment of the Proposals – Section 6 assesses the proposed development against the relevant Planning Policy Framework detailed in Section 5, concluding that the Proposed Development should be granted planning permission.
  - Section 8: Conclusions – This section concludes and summarises the preceding sections.

1.6 This planning submission is supported by a number of technical documents which will be cross referred to in this Planning Statement. These comprise:

- Design and Access Statement – RPS / Barratt David Wilson Homes;
- Transport Assessment – Hydrock;
- Air Quality Assessment – RPS;
- Landscape and Visual Impact Assessment – AJA;
- Ecological Appraisal and Phase 2 surveys – BSG Ecology
- Agricultural Land Classification – Reading Agricultural Consultants
- Arboriculture Survey – Treescene Arboriculture Consultants
- Heritage Assessment - CgMs
- Archaeology Assessments - CgMs
- Floodrisk and Drainage Strategy – Phoenix Design Ltd.

## 2 APPLICATION SITE AND SURROUNDINGS

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- 2.1 The application site is at land south of B4235 (Barnets Wood) Chepstow (here after referred to as 'the site'). The site lies on the north-western edges of Chepstow. Broadly rectangular in shape, the site area is circa 9.77 hectares. The site consists of two fields currently managed as grassland. The land slopes northwards and westwards from a high point in the south-east corner of the site and this landform is part of the wider undulating topography of the area.
- 2.2 The fields consist of species-poor grassland. Hedgerows are of moderate to low quality, generally unmanaged and with substantial gaps. However, some sections contain a proportion of tree cover.
- 2.3 The southern boundary and parts of the northern and eastern boundaries of the site are bounded by residential development. The western boundary is partly bounded by Bishops Barents Wood with pasture and arable fields and hedgerows occupying the wider landscape along with other blocks of woodland.
- 2.4 A derelict agricultural barn is located on the higher ground near the south-eastern boundary.
- 2.5 The site is surrounded on three sides by the built form of modern Chepstow. The proximity of this development, including the recently completed 'Grange' development, has a strong influence on the site character, giving it a strong 'urban-edge' feel.
- 2.6 Public rights of way run along the site's northern boundary and just beyond the western boundary. These form part of the wider network of footpaths and Open Access land; Great Barnet's and Bishop's Barnet's Woods fall into this latter category. There are areas of public open space along the eastern boundary of the site and a Locally Equipped Area of Play (LEAP) is located just beyond the south-eastern boundary.
- 2.7 In terms of the area surrounding the site, the B4235 runs directly north of the site, the A466 is to the west of the site which runs through the residential areas of Crossway Green and Bayfield. Chepstow Town Centre, the second largest town in Monmouthshire, is served by many services including a Leisure Centre, a Community Hospital, a Comprehensive School and Primary Schools. Chepstow railway station is located approximately 2.7 km south east of the site. A number of bus routes are located near to the site that provide access to Chepstow Town Centre and the surrounding area.

### 3 SITE CHARACTERISTICS

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- 3.1 Located on the edge of the urban area of Chepstow, the site has an urbanised character and adjoins a large urban area in similar use. The proposed development is close to an existing convenience store and other services and facilities.
- 3.2 The site is not located within the Wye Valley Area of Outstanding Natural Beauty (AONB). The site lies adjacent to the AONB on its western boundary. A smaller area of the sites northern corner is partly within a Site of Importance for Nature Conservation (SINC) known as Crossways Green 2. The southern end of the site is also designated as a non-statutory area of amenity importance as per the Monmouthshire LDP.
- 3.3 The site does not contain any Listed Buildings or Scheduled Ancient Monuments. There are a number of these designations in the site vicinity including:
- Registered Parks and Gardens include:
    - Piercefield Park, Mounton, Wyelands, St Pierre Park, Shirenewton Hall, St Lawrence House.
    - Wye Valley Registered Historic Landscape
  - Listed buildings include: Lion Gates and Lodges Chepstow Racecourse
  - SAMS include: Bishop's Barnet Wood Camp – earthworks
- 3.4 According to the Natural Resources Wales (NRW) DAM maps the site is located in flood Zone A and therefore is not considered to be at risk of flooding. A Minerals Safeguarding Area for Limestone covers most of the area west of Chepstow.
- 3.5 The site does not lie within one of the two areas assessed around Chepstow as being of high sensitivity to housing development in the Monmouthshire Landscape Sensitivity and Capacity Study 2010.

## 4 PROPOSED DEVELOPMENT

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- 4.1 The proposal is for the development of up to 200 residential units on 9.77 hectares of land to north of Bayfield and west of Crossway Green, approximately 1.6 km west of Chepstow town centre.
- 4.2 The final number of homes will be determined by a reserved matters application that will include the final layout, scale, appearance and landscaping of the development. Access via a new priority junction to the B4235 is to be determined as part of the outline application.
- 4.3 The development would include a range of 2 storey homes with 1,2,3 or 4 bedrooms. Amenity and privacy standards will be taken into account. Parking will be provided in accordance with Monmouthshire Parking Standards Supplementary Guidance (SPG), January 2013.
- 4.4 Integration with the existing community is achieved via a number of connections and the existing public right of way network. Pedestrian islands and a signalised crossing provides access to a south bound bus stop on the A466.
- 4.5 As far as possible existing trees and hedgerows will be retained. A Sustainable Drainage System (SuDS) will be installed.
- 4.6 The rest of this statement considers the relevant factors to be considered when determining a planning application for up to 200 new homes at Bayfield.

## 5 PLANNING POLICY FRAMEWORK

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- 5.1 The following section provides an overview of the relevant policy framework relating to the application proposals. In accordance with S38(6) of the Planning and Compulsory Purchase Act 2004, this application should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2 The starting point is therefore the Development Plan which consists of the Monmouthshire Local Development Plan which was adopted in February 2014.
- 5.3 In addition to the above, other key “relevant material considerations” include, in particular, Government policy guidance contained within the Planning Policy Wales (Edition 9) (PPW) and associated Technical Advice Notes (TANs).

### National Policy

#### Plan Led System and Housing Land Supply

- 5.4 PPW outlines in paragraph 2.1.1 that the aim of the planning system is to make planned provision for an adequate and continuous supply of land to meet society’s needs in a way that is consistent with sustainability principles. Paragraph 2.1.2 further outlines that up to date Local Development Plans (LDPs) are a fundamental part of a plan-led planning system.
- 5.5 Paragraph 2.11.1 requires local planning authorities to submit an annual monitoring report (AMR) to Welsh Government each year. The AMR should provide information as to which of the objectives set out in the LDP are being achieved, identify any policy that is not being implemented and give the reasons, together with any steps the authority intends to take to secure the implementation of the policy and any intention to revise or replace the LDP.
- 5.6 The Welsh Government’s revised and updated TAN 1 was adopted in January 2015. The TAN seeks to align the housing land supply and LDP monitoring processes and forms part of the Welsh Government’s wider proposals to improve local delivery of the planning system as set out in its consultation paper ‘Positive Planning’.
- 5.7 The TAN outlines, at paragraph 2.1, that *‘The requirement to maintain a 5-year supply of readily developable housing land in each LPA across Wales remains a key planning policy requirement of the Welsh Government’ and that ‘The planning system, through the LDP process, must provide the land that is needed to allow for new home building and LPAs are required to ensure that sufficient land is genuinely available to provide a 5-year supply of land for housing’.*
- 5.8 Paragraph 3.4 of the TAN confirms that where an *‘...AMR identifies a shortfall in the 5-year housing land supply, as required by PPW, the LPA should consider revising or reviewing the LDP either in whole or in part’.*
- 5.9 In addition, paragraph 6.2 further confirms that *“the housing land supply figure should also be treated as a material consideration in determining planning applications for housing”.* On the 10th May 2018 the Welsh Government published a consultation document on proposals to dis-apply the above paragraph 6.2 to remove the reference to attaching “considerable” weight to the



lack of a 5-year housing land supply as a material consideration in determining planning applications for housing.

- 5.10 On 18th July 2018 the Cabinet Secretary for Energy, Planning and Rural Affairs wrote to the Local Planning Authorities in Wales to confirm the immediate suspension of Paragraph 6.2 of TAN 1. The letter does confirm however that “it will be a matter for decision makers to determine the weight to be attributed to the need to increase housing land supply where an LPA has a shortfall in housing”. As such, the letter confirms that the Local Planning Authority are still required to acknowledge any shortfall in the Housing Land Supply below the 5-year target and then determine the weight which should be afforded to such a shortfall in the decision-making process.

**Addressing Our Lack of a Five-Year Housing Land Supply: Monmouthshire’s Approach to Unallocated Housing Sites, 20th September 2018.**

- 5.11 Monmouthshire currently has a 3.9-year housing land supply. The Welsh Government Cabinet Secretary decided, on 18th July 2018, to dis-apply paragraph 6.2 of TAN1, meaning that the requirement for Councils to give any housing land shortfall ‘considerable weight’ was removed. However, her letter made it clear that it is now for the decision-maker to decide how much weight, if any, to give its housing land supply shortfall.
- 5.12 The Council considered a report on the 20th September to establish Monmouthshire’s approach to its housing land supply shortfall, and made the following decision:

*“That, when considering planning applications for residential development on unallocated sites, the Council gives ‘appropriate weight’ to its lack of a five-year housing land supply, insofar as those development proposals are otherwise acceptable in planning terms and that the ‘ground rules’ are met”*

*“This means that the current housing land supply shortfall will be a material planning consideration when considering planning applications. However, it does not have considerable or over-riding weight, and the ‘ground rules’ set out in paragraph 5.17 and above must be adhered to.”*

*“This decision ceases to have effect should we regain a five-year land supply and/or meet the LDP housing shortfall identified in this report”.*

**Sustainable Development**

- 5.13 PPW outlines the Welsh Government’s duty under the Well-being of Future Generations (Wales Act) 2015 (WBFGA 2015) to place the principles of sustainability and sustainable development at the heart of its decision-making processes (paragraphs 2.1.3 and 4.1.3 refers).
- 5.14 Chapter 4 further explains how the WBFG Act is embedded into the process relating to all planning decisions in Wales and indeed this is evident from the publication of the Draft PPW 10 for consultation which has been overhauled in light of the WBFG Act.

*Paragraph 4.2.1 confirms that the planning system is central to achieving sustainable development and paragraph 4.2.2 confirms that the planning system provides for a presumption in favour of sustainable development. Paragraph 4.2.4 states: “Legislation secures a presumption in favour of development in accordance with the development plan for the area unless material considerations indicate otherwise. Where:*

- *there is no adopted development plan or*
- *relevant development plan policies are considered outdated or superseded or*
- *where there are no relevant policies*

*there is a presumption in favour of proposals in accordance with the key principles and key policy objectives of sustainable development in the planning system. In doing so, proposals should seek to maximise the contribution to meeting the local well-being objectives”.*

5.15 In contributing to the WBFGA 2015 goals, paragraph 4.4.3 sets out a list of objectives that planning policies, decisions and proposals should deliver grouped under seven key objectives. The sustainability objectives are to be taken into account when making decisions on individual planning applications. The objectives of relevance at Bayfield include:

- Ensure that all local communities – both urban and rural – have sufficient good quality housing for their needs;
- Locate developments so as to minimise the demand for travel, especially by private car;
- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximising opportunities for community development and social welfare; and
- Play an appropriate role to facilitate sustainable building standards (including zero carbon) that seek to minimise the sustainability and environmental impacts of buildings

5.16 Paragraph 4.7.4 advises that local planning authorities should assess the extent to which their development plan settlement strategies and new development are consistent with minimising the need to travel and increasing accessibility by modes other than the private car. PPW suggests that a broad balance between housing and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Local authorities should adopt policies to locate major generators of travel demand such as housing, employment, retailing, leisure and recreation, and community facilities including libraries, schools and hospitals within existing urban areas or in other locations which are, or can be, reached by walking or cycling, or which are or can be well served by public transport.

5.17 In the case of agricultural land, PPW at paragraph 4.10.1 explains that land of grades 1, 2 and 3a of the Department for Environment, Food and Rural Affairs (DEFRA) Agricultural Land Classification system (ALC) is the best and most versatile and should be conserved as a finite resource for the future. It goes on to say that considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development.

## **Decision making**

- 5.18 PPW Para 2.14.4 states It is for the decision-maker, in the first instance, to determine through monitoring and review of the development plan whether policies in an adopted LDP are outdated for the purposes of determining a planning application. Where this is the case, local planning authorities should give the plan decreasing weight in favour of other material considerations such as national planning policy, including the presumption in favour of sustainable development (see section 4.2).
- 5.19 Monmouthshire Council has set in place criteria to be considered when determining planning applications that do not wholly accord with the development plan. The criteria are reviewed later in this statement.

### **Other relevant policies in PPW include:**

- 5.20 Chapter 5 (Conserving and Improving Natural Heritage and the Coast) - Non-statutory designations, such as Special Landscape Areas or Sites of Interest for Nature Conservation, should be soundly based on a formal scientific assessment of the nature conservation, landscape or geological value of the site. Such designations should not unduly restrict acceptable development.
- 5.21 The duty to have regard to National Park and AONB applies to activities affecting these areas, whether those activities lie within or outside the designated areas.
- 5.22 Local planning authorities should ensure that development minimises impact within areas identified as important for the ability of species to adapt and/or to move to more suitable habitats.
- 5.23 Chapter 6 (The Historic Environment) - Local planning authorities should protect and conserve parks and gardens and their settings included in the register of historic parks and gardens in Wales.
- 5.24 Chapter 7 (Economic Development) – Local planning authorities should take account of the likely economic benefits of development. Key factors include:
- the numbers and types of jobs expected to be created or retained on the site;
  - a consideration of the contribution to wider spatial strategies, for example for the growth or regeneration of certain areas.
- 5.25 Chapter 8 (Transport) - When determining a planning application for development that has transport implications, local planning authorities should take into account include:
- the impacts of the proposed development on travel demand;
  - the level and nature of public transport provision;
  - accessibility by a range of different transport modes;
  - the opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013; and
  - the willingness of a developer to promote travel by walking, cycling or public transport.
- 5.26 Chapter 9 (Housing) - New housing developments should be well integrated with and connected to the existing pattern of settlements. In determining applications for new housing, local planning

authorities should ensure that the proposed development does not damage an area's character and amenity.

- 5.27 Chapter 11 (Tourism, Sport and Recreation) - Local planning authorities may be justified in seeking Section 106 Planning Agreements to contribute to the maintenance of safe and attractive facilities and open space, and to meet the needs of new communities.
- 5.28 Chapter 12 (Infrastructure and Services) - Local planning authorities should encourage the use of sites where existing water supply and/or drainage provision problems can be solved and seek to avoid the use of sites where adequate water supply and/or drainage provision is unlikely to be achieved.
- 5.29 Chapter 13 (Minimising and Managing Environmental Risks and Pollution) - Local planning authorities should ensure that new development is not exposed unnecessarily to flooding.

## 6 LOCAL PLANNING POLICY CONTEXT

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- 6.1 As stated above, the relevant development plan is the adopted LDP and the policies identified, during the pre-app process, to be taken into account when determining the application, are summarised in two groups as follows:

### **Strategic Planning Policies**

- 6.2 S1 Spatial Distribution of New Housing Provision - states that the main focus of new housing development will be within or adjoining the main towns of Abergavenny, Chepstow and Monmouth.
- 6.3 S2 Housing Provision - states that provision will be made for 4,500 residential homes over the plan period to 2021. As at the April 2018 base date for the last Joint Housing Land Availability Assessment 1782 homes had been completed leaving a residual requirement of 2718 homes.
- 6.4 S4 Affordable Housing Provision - would require 35% of the total number of the dwellings on site to be affordable.
- 6.5 S5 Community and Recreation Facilities – Play will reflect the MCC approach to utilise existing play provision and therefore it is proposed that the LEAP at the existing Bayfield site should act as the main play provision for the new development.
- 6.6 S12 Efficient Resource Use and Flood Risk - requires all new development to demonstrate sustainable and efficient resource use and to avoid development in areas at risk of flooding.
- 6.7 S13 Landscape, Green Infrastructure and the Natural Environment - requires consideration of the impact upon landscape, green infrastructure and the natural environment. Landscape elements, green infrastructure, biodiversity features and ecological features should be integrated to create multifunctional, interconnected spaces that enable recreation and healthy activities such as walking and cycling.
- 6.8 S15 Minerals - The site is within a Minerals Safeguarding Area for Limestone.
- 6.9 S16 Transport - where possible, all development proposals should promote sustainable transport which reduces the need to travel by car.
- 6.10 S17 Place Making and Design – requires an inclusive design that respects local character and results in a high quality, attractive development.

### **Development Management Policies**

- 6.11 Policy GI1 Green Infrastructure Development - proposals will be expected to maintain, protect and enhance Monmouthshire's diverse green infrastructure network. Section 4.4 of the Green Infrastructure SPG (April 2015) sets out an overview of existing GI assets in and around Chepstow.

- 6.12 DES1 General Design Considerations - All development should be of a high quality sustainable design and respect the local character and distinctiveness of Monmouthshire's built, historic and natural environment.
- 6.13 DES2 Areas of Amenity Importance – Development proposals on areas of amenity importance will only be permitted if there is no unacceptable adverse effect on any of the following:
- the visual and environmental amenity of the area
  - the relationship of the area of amenity importance to adjacent or linked areas of green infrastructure;
  - the role of the area as a venue for formal and informal sport, general recreation and as community space;
  - the cultural amenity of the area; and
  - the nature conservation interest of the area.
- 6.14 EP1 Amenity and Environmental Protection – development should have regard to the privacy, amenity and health of occupiers of neighbouring properties.
- 6.15 CRF2 Outdoor Recreation/ Public Open Space and Allotment Standards Provision - Development proposals will be assessed against the Council's standards for recreation and open space and allotments, as follows:
- NPFA minimum standard for outdoor playing space of 2.4 hectares per 1,000 population and 0.4 hectares of public open space per 1,000 population, which are accessible to residential areas.
  - Spatial standard of 0.25 hectares of allotment space per 1,000 population.
- 6.16 M2 Minerals Safeguarding Area - Development proposals which may impact on the minerals safeguarding areas shown on the Proposals Map will be considered against the following requirements, as applicable:
- The potential of the area for mineral extraction has been investigated and it has been shown that such extraction would not be commercially viable now or in the future or that it would cause unacceptable harm to ecological or other interests; or
  - The mineral can be extracted satisfactorily prior to the development taking place; or
  - There is an overriding need for the development; or
  - The development comprises infill development within a built-up area or householder development or an extension to an existing building.
- 6.17 MV1 Proposed Developments and Highway Considerations - a Transport Assessment that includes a Transport Implementation Strategy detailing the measures proposed to improve access by public transport, walking and cycling and reduce the number and impacts of car journeys associated with the proposal is required.

- 6.18 MV2 Sustainable Transport Access - The development of sites shall, dependent on their location, size and local need, include provision for and the integration of appropriate sustainable transport links, including public transport, walking and cycling.
- 6.19 MV3 Public Rights of Way - satisfactory provision which maintains the convenience, safety and visual amenity offered by a right of way must be reflected in the layout and conditions of any permission granted.
- 6.20 LC1 New Built Development in The Open Countryside - There is a presumption against new built development in the open countryside, unless justified under national planning policy and/or LDP policies S10, RE3, RE4, RE5, RE6, T2 and T3.
- 6.21 LC4 Wye Valley AONB - Development proposals that are outside the AONB but would detract unacceptably from its setting will not be permitted.
- 6.22 NE1 Nature Conservation and Development - proposals that would have a significant adverse effect on a locally designated site of biodiversity will only be permitted where:
- the need for the development clearly outweighs the nature conservation or geological importance of the site; and
  - it can be demonstrated that the development cannot reasonably be located elsewhere.

*The pre-app response notes Monmouthshire does not have a 5-year land supply and national planning policy requires them to take a pragmatic approach to the determination of residential development sites to address the shortfall (as recognised in TAN1, paragraph 6.2). The pre app response reflects this pragmatic approach as follows 'Although a departure to the adopted development plan, the Council could consider an application on this site if it could be demonstrated that the proposal was policy compliant in all other respects and that a meaningful contribution would be made to the housing supply within the next 5 years'.*

## 7 PLANNING ASSESSMENT

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- 7.1 As described previously in this Planning Statement, this outline planning application with all matters reserved except for access seeks permission for up to 200 homes including public open space; new vehicular, pedestrian & cycle accesses; and associated landscaping & engineering works.

### **Principle of Development**

- 7.2 The application site lies outside the settlement boundary for Chepstow, as defined within the Monmouthshire County Council Local Development Plan (LDP). Whilst there is an initial presumption against development at the site, Policy S1 Spatial Distribution of New Housing states that new home should be located within or adjacent to existing settlement boundaries.
- 7.3 Furthermore, Chepstow is one of the three main settlements within Monmouthshire and is regarded as a sustainable location for future growth. The future growth of Chepstow is constrained by a number of factors. To the east growth is constrained by the River Wye and to the south by the M48. Land to the west of the A466 is currently protected by a 'green wedge' policy to ensure the town's physical separation from Pwllmeyric and Mathern. Land to the north of the settlement forms part of a Historic Park and Garden, whilst the Wye Valley Area of Outstanding Natural Beauty lies further to the west of the settlement. In this regard, the site is considered to be the modest suitable place for Chepstow to accommodate the homes required in the short to medium term.
- 7.4 Therefore, the proposed development is considered to be in general accordance with Policy S1 of the adopted LDP which confirms that housing developments at Chepstow should be located adjacent or within the settlement boundary.
- 7.5 With the site not being in strict accordance with Policy S1, consequently, Section 38(6) of the Planning and Compulsory Purchase Act 2004 comes into force which confirms that applications must be determined in accordance with the "development plan unless material considerations indicate otherwise." It therefore falls to consider the material considerations applicable to the proposed development in order to establish the appropriateness of the development. These are addressed in turn below.

### **Housing Land Supply**

- 7.6 Given the disapplication of para 6.2 of TAN 1, the Ministers Letter dated 18th July 2018 and the fact that MCC can only demonstrate a 3.8 year supply of land, the proposed development has been assessed against the Ground Rules as per the Report to Council - Addressing Our Lack of a Five-Year Housing Land Supply: Monmouthshire's Approach to Unallocated Housing Sites, 20th September 2018 to the Bayfield site the conclusions are as follows:



1. Residential development is unacceptable in principle within undefended flood plain (zone C2) or on greenfield sites within defended flood plain (zone C1), as per national planning policy and TAN15.

The site is located in Flood Zone and is therefore not affected by flood zones.

2. Residential development is unacceptable in principle within allocated Green Wedges: the appropriate time to review Green Wedge designations is via the new LDP.

The site is not located in a Green Wedge.

3. Residential development is unacceptable in principle on allocated employment sites. Such sites will not be released for housing development unless full compliance with LDP Policy E1 can be demonstrated and there is no realistically likely future demand for the site for employment purposes.

The site is not an allocated employment site.

4. Unallocated sites are required to deliver 35% affordable housing and no negotiation will be entertained (60% where the development relates to a Main Village).

To be included at 35% as part of the planning obligations.

5. The development must be acceptable in other planning terms. If infrastructure is inadequate to support new development, and it cannot be satisfactorily improved via a S106 planning agreement, permission would normally be refused. This includes matters such as highway capacity, school capacity, primary health care and air quality.

The pre-app response states there is sufficient capacity at the schools.

There is no reference to primary health care as the Trust had not responded.

An air quality assessment has been undertaken that concluded the proposed development does not, in air quality terms, conflict with national or local policies, or with measures set out in MCCs Air Quality Action Plan.

Welsh Government, the highway authority for the A466, confirmed the proposed development would not impact on the operation/capacity of the High Beech Roundabout.

6. The scale of additional residential development will be considered in the context of the LDP spatial strategy, both in its own right and cumulatively with other approved residential development.

Policy S1 states the main focus for new housing will be within or adjoining the main towns of Abergavenny, Chepstow and Monmouth. The proposed development does comply with the overall spatial strategy. The pre-app response states the Council could consider an application if the proposal was policy compliant in all other regards and that a meaningful contribution would be made to the housing supply within the next 5 years. The development would make a meaningful contribution with a national housebuilder promoting the site.

The cumulative effect of the proposed development and the approved development at Mabey Bridge would be primarily at the High Beech Roundabout. The highway authority, Welsh Government, has been consulted.

7. Development should be restricted to the Main Towns, Severnside, and Rural Secondary Settlements (with the exception of Llanfoist where there shall be no additional development on unallocated sites outside of the new LDP); and small 60% affordable housing sites in those Main Villages without an allocated site (namely St Arvans and Llandogo).

The proposed development is in a Main Town.

8. The size and mix of the proposed dwellings is both suitable for the location and seeks to address our demographic challenges.

The pre-app response includes a proposed mix of types of home and tenures for the affordable content. No other information on the size and mix of the homes is provided. This is not unusual and from experience elsewhere in Monmouthshire the LPA will accept the mix of homes proposed by BDW.

9. Any planning permissions will have a reduced lifespan: full planning permissions shall be commenced within 2 years, and outline planning permissions shall be followed by reserved matters within 1 year, with commencement within 1 year of approval of the reserved matters.

This is an informative rather than a criteria to assess. However, such a restriction is acceptable to the applicant.

Due to the lack of any significant infrastructure or on site enabling works, development of housing could commence immediately following the grant of an implementable planning consent with the delivery of approximately 30-35 homes initially, rising to 55 per year for years 2-3 and thus a build out within 4 -5 years from the commencement of construction. Furthermore, there is the potential that the site will be dual branded (Barratt Homes and David Wilson Homes) which would reduce the build out period to 2-3 years.

Accordingly, up to 200 homes would be delivered immediately within the future 5 years, thereby significantly contributing to the Councils overall housing land supply in this 5-year period. This would significantly assist in meeting the requirement to deliver a 5-year supply of housing land in the County.

2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	30 - 35	55	55	55	

10. Applications recommended for approval shall be accompanied by a Unilateral Undertaking by the time they are presented to Planning Committee.

The draft heads of terms for the UU are as follows:

- A. Affordable Housing – 35%
- B. A sustainable transport contribution which will be negotiated during the course of the application
- C. Off-site recreation provision of £3,132 per dwellings which includes £50,000 for enlarging the existing Bayfield LEAP
- D. Off-site highways works as necessary to be undertaken by the applicant

There is sufficient capacity within the secondary and primary schools in Chepstow.

Based upon the assessment of the criteria as set out above it would be appropriate for the decision maker to give full weight to the housing land supply shortfall when considering an application at Bayfield.

## Other Planning Policy Considerations

7.7 Other material considerations are considered to include:

- Location within a Minerals Safeguarding Zone
- Design
- Loss of Agricultural Land
- Ecology
- Arboriculture
- Landscape and Visual Impact
- Heritage
- Archaeology
- Green Infrastructure, Area of Amenity Importance and Open Space
- Floodrisk and Drainage
- Transport and Accessibility

### Loss of Mineral Extraction

7.8 The site is located within a mineral safeguarding area and Policy M2 states:

*“Development proposals which may impact on the minerals safeguarding areas shown on the Proposals Map will be considered against the following requirements, as applicable:*

- The potential of the area for mineral extraction has been investigated and it has been shown that such extraction would not be commercially viable now or in the future or that it would cause unacceptable harm to ecological or other interests; or
- The mineral can be extracted satisfactorily prior to the development taking place; or
- There is an overriding need for the development; or
- The development comprises infill development within a built-up area or householder development or an extension to an existing building”.

7.9 As set out previously given the lack of a 5-year land supply in the LPA, there is considered to be an over-riding need for the development. Furthermore, given the proximity of the Wye Valley Area of Outstanding Natural Beauty, a historic park and garden and residential properties, it is not considered that a mineral extraction license would be granted at the site. Consequently, the proposed development is considered to be compliant with Policy M2 of the LDP.

### Design

7.10 In terms of the design and layout of the proposed development, full details are contained within the Design and Access Statement that accompanies this submission. The vision for the proposed development is set out below:

*“The proposed development at Land at Bayfield seeks to create a sustainable new community that is well-integrated with the existing built form at Chepstow. The residential development will provide a range and choice of high quality housing, including affordable homes which will be set within an attractive landscape led environment, with building forms which respond to local character and the site’s context. As a result, a new positive development edge and transition to the adjoining Area of Outstanding Natural Beauty will be created. The provision of a green corridor and green spaces will cater for local residents, promoting healthy, happy living”.*

- 7.11 The proposed development will embody sustainable development and achieve the vision by providing:
- Up to 200 new homes of mixed size and tenure;
  - The provision of circa 3.7 hectares of GI, including a central green corridor and public open space at the high point of the site;
  - Landscape edge treatment to SAM and AONB;
  - A central green corridor which provides ecology and pedestrian links through the site;
  - Provision of 35% affordable housing;
  - A sense of place through the design of housing, open space, green infrastructure and landscaping;
  - Highways improvements, including the creation of a new vehicular access off the B4235;
  - Pedestrian connections to the surrounding residential area, LEAP and AONB; and
  - Ecological enhancements.
- 7.12 The proposed development complies with the advice contained within TAN12 which highlights the five key themes of good design – Access, Character, Community Safety, Environmental Sustainability and Movement.
- 7.13 The development footprint has been derived following detailed analysis and careful consideration of the topography of the site, visibility of the site from sensitive receptors, the surrounding context and character of the site and the green infrastructure opportunities afforded to the site. Development is therefore proposed up to the 94m contour with sensitive planting forming a key part of the proposed development.
- 7.14 The site measures 9.97ha while the Illustrative Masterplan is based upon the provision of up to 200 homes on the site, which equates to a gross density of circa 20 dwellings per hectare (dph); and the proposed development includes a net developable area of 6.05ha, and therefore a net density of circa 33dph.
- 7.15 The proposed development therefore complies with the requirements set out in LDP Policies S4, S12, S13, S16, S17, GI1, DES 1, EP1 CRF2, NE1, EP1 and DES1 which generally seek to ensure the provision of sustainable development and good design in all development proposals, taking into account energy efficiency, public open space, footpaths and cycleways, biodiversity, affordable housing and sustainable modes of travel.

### **Agricultural Land Classification (ALC)**

- 7.16 Best and most versatile (BMV) relates to land in Grades 1 and 2 and Subgrade 3a in the ALC and is identified for land use planning purposes. Only 3.3 hectares falls in category 3a. The remainder of the site is category 3b or 4. National policy confirms that the best and most versatile land should only be developed if there is an overriding need for the development. In this regard, MCC cannot currently demonstrate a 5-year land supply of housing. Furthermore, whilst Chepstow is a main settlement, housing delivery at the settlement over the plan period has been limited and further growth at the settlement in alternative directions is physically constrained.
- 7.17 Therefore, the proposed development is considered to be in accordance with paragraph 6.2.25 of the LDP and PPW which seeks to retain the best and most versatile land unless there is an overriding need for the development.

### **Ecology**

- 7.18 The Extended Phase 1 survey confirms that the fields that make up the majority of the site are dominated by semi-improved grassland with limited botanical interest. Crossway Green 2 SINC falls within the northern part of the Site. The SINC site covers an area of ancient woodland that is immediately adjacent to, but outside, the development site boundary.
- 7.19 The proposed access road to the development will pass through the northernmost field. Crossway Green 2 is designated as a SINC due to the presence of an area of species rich grassland and a small area of ancient woodland. The species rich grassland is at the lower slopes (northern end) of the field. The eastern edge of this SINC has previously been used as a site compound for a nearby new build development in 2015. Much of it is bare ground or tarmac-covered. Remnant pasture grassland remains along the north, west and south edges of the compound, along with a stretch of watercourse. Away from the remnant vegetation, watercourse and tarmac surfaces this area has characteristics of the Section 7 habitat "Open Mosaic Grassland" but would fail to qualify as such based on the extent of such habitat, which is less than 0.25 ha.
- 7.20 The species-poor hedgerows that bound the site are largely intact but there are significant lengths that have been cleared and replaced with post and wire fences or have become gappy. A single section on the northern boundary remains well connected to wooded habitats within the wider landscape. The south-eastern boundary hedgerow is a treeline supporting a number of mature hazel stools and three mature oak trees.
- 7.21 The hedgerows were assessed as being important at a Site level only as they are species-poor and have large sections missing in places. Notwithstanding the quality of the hedgerows, the application seeks to maximise the retention of hedgerows with only circa 120 metres lost. Compensation planting is proposed along the new boundaries of the proposed development.
- 7.22 No evidence of dormice has been found following a complete survey during 2018. In addition, no badgers were found on the site.
- 7.23 Bats use the site for commuting particularly along the boundaries of the site. To mitigate the impacts on bats, a sensitive lighting scheme would form part of any Reserved Matters submission. This can be secured via an appropriately worded condition.

- 7.24 In terms of Great Crested Newts (GCN) no records of GCN were returned in the data search. Given the lack of local newt records, and the lack of suitable ponds nearby, it is considered highly unlikely that great crested newts were (or are) present on the site.
- 7.25 The development of the site would result in the loss of most of the very common and species-poor semi-improved grassland. Buffers along the woodland edge to the northwest and the southern hedgerow will maintain connectivity for bats and compensation planting for the loss of hedgerows will be provided. In addition, the retained areas of the SINC will be subject to enhancement to improve the quality of the grassland in accordance with the SINC qualifying features.
- 7.26 Therefore, with the above mitigation measures, potential impacts upon protected species and their habitats can be suitably mitigated. The proposed development therefore complies with the biodiversity Policies S13 and NE1 of the LDP, all of which seek to, inter alia, ensure that biodiversity is protected and enhanced.

### **Arboriculture**

- 7.27 A tree survey in accordance with BS5837:2012 'Trees in relation to Design, Demolition and Construction' was undertaken in June 2013. The tree population comprises a mix of broadleaved species and is predominantly concentrated to the field boundaries. Only two Category A tree are identified in the survey, both of which are located just beyond the application boundary.
- 7.28 The illustrative masterplan confirms that only 1 Category B and 3 Category C trees will be lost to the proposed development with compensation planting proposed.
- 7.29 The proposed development therefore complies with LDP Policies S13 and DES1, both of which seek to ensure that, inter alia, trees are adequately protected.

### **Landscape and Visual**

- 7.30 The land slopes northwards and westwards from a high point in the south-east corner of the site and this landform is part of the wider undulating topography of the area. There are areas of public open space along the eastern boundary of the site and a Locally Equipped Area of Play (LEAP) is located just beyond the south-eastern boundary.
- 7.31 The site does not lie within one of the two areas assessed around Chepstow as being of high sensitivity to housing development in the Monmouthshire Landscape Sensitivity and Capacity Study 2010. Rather, it is located in the rest of the environs of Chepstow which are evaluated as being of high/medium sensitivity.
- 7.32 LANDMAP is the primary published landscape character data source for Wales. Although there are five aspects within the LANDMAP data, the LANDMAP methodology for landscape characterisation notes that landscape character areas are to be defined using the Visual & Sensory Aspect Area as a starting point which can then be refined by examining the data from other Aspects. The site lies within Visual and Sensory Aspect Area: Chepstow Woods MNMTHVS044. In the overall evaluation of high this is described as a:
- 7.33 Landscape and visual effects have been assessed; taking into account the construction stage, immediately after construction and when mitigation planting becomes established. The evaluation does take account of the mitigation measures which are proposed.

- 7.34 From the outset the process of landscape and visual appraisal has formed an integral part of the Bayfield design process.
- 7.35 A desktop and field study of the existing landscape character was carried out and an assessment made of the site's landscape sensitivity to the proposed housing development, taking into account the scope for mitigation. This concludes that an evaluation of 'medium' sensitivity would be appropriate. This is lower than the 'high medium' sensitivity assessed in Monmouthshire's Landscape Sensitivity and Capacity Study (2010) for the general 'LLCA C03 Chepstow' within which the Bayfields site is located. The 2010 evaluation is considered too high for the site, since Bayfield is not within the AONB and is immediately adjacent to the modern, substantially residential urban edge of Chepstow. The large woodland blocks to the west visually enclose much of the site and reinforce the links between the site areas and urban Chepstow. Moreover, since the 2010 study was published there have been further housing developments in the vicinity of Bayfield.
- 7.36 The site is close to only the southernmost extremity of the markedly narrow, long linear Wye Valley AONB, centred on the river valley running between Monmouth and the north-western edge of Chepstow. The proposed development does not change the essential characteristics of the landscape relationship between the settlement and the AONB. Much of the proposed housing is to be situated on lower ground and would not be visible from the vast majority of the land within the AONB. Built development has been consciously avoided on the highest parts of the site. That small area of the setting of the AONB which would be affected is confined to the immediately adjacent areas to the north-west and west of the site.
- 7.37 In longer views from the AONB land to the north, visual effects are significantly reduced by the separation distance and by housing on higher ground being seen against the existing built urban edge of Chepstow, in a way which is consistent with the form of the settlement. The site development would appear as a small distant element in the wide panoramic views from the Eagles Nest promoted viewpoint with negligible visual effects.
- 7.38 Visual effects on the setting of Piercefield Park will be barely discernible, given limited intervisibility, separation distance and the dominance of the Racecourse buildings. None of the Cadw 'Significant Views' shown on the Register entry plan for Piercefield Park are in the direction of the site.
- 7.39 The setting of the Lion Gates and Lodges is already dominated by the adjacent roundabout and the prominent Grange development nearby. The proposed development will, in this context, only represent a modest change, with the sloping land up from the proposed entrance on the B4235 having no housing and being part of the POS for the new housing area.
- 7.40 There are some partial views out from the SAMS fort in Bishop's Barnet Wood. However, the proposed housing will be outside the woodland and generally at a lower level and will not substantially impinge on the visual setting of the SAMS.
- 7.41 Existing rights of way would be maintained across the site, with some local diversions to accommodate development, and will be supplemented with the creation of further links to the wider footpath network. There will only be minor visual effects on the views experienced by users of the wider footpath network and restricted to those within the close vicinity of the site.
- 7.42 There are some limited views of the northern edge of the development from the A466 in the approach from the north into Chepstow. However, the recent Grange development and some commercial development are much more prominent features on the settlement edge, which



makes a demonstrable transition with the adjacent countryside. The proposed residential development would appear as a minor extension of the built edge and not as an isolated new development. The lower fields to the east of the Grange would not have housing, accommodating only an access road, and providing attractive public open space.

- 7.43 Significant cumulative landscape or visual effects with other relevant development in the Chepstow area have not been identified.
- 7.44 A strong landscape framework for the development will be created which combines retained and enhanced landscape features, together with significant new native tree and shrub planting on the boundaries and within the public open spaces of the development. A substantial landscape buffer will be created along the boundary with the AONB. The landscape approach to the proposed development would also contribute to softening those areas of existing hard urban edge where there is an abrupt transition into open land, such as at The Grange site.
- 7.45 Mitigation measures to limit adverse environmental effects and, where possible, provide enhancement, have been fully considered and incorporated in the development design process.
- 7.46 Mitigation measures include:
- Development works are designed to work with the existing site topography.
  - An integrated 'green infrastructure' led approach enables the development to be well assimilated in the wider landscape and would ensure that opportunities are fully taken to maintain and enhance this part of Monmouthshire's GI network.
  - New planting around and within the site to enhance the character and 'sense of place'.
  - A long term sustainable management regime could be introduced to conserve and enhance the quality of GI infrastructure.
- 7.47 The overall conclusion of the LVA is that the development proposal complies with the raft of applicable national, regional and local planning policies related to the landscape. The proposed development at Bayfield, Chepstow, would respond sensitively to the unique characteristics of the site, providing attractive housing set within a strong framework of new planting which has no unacceptable effect on the setting of the wider AONB landscape.

### **Green Infrastructure, Open Space and Area of Amenity Importance**

- 7.48 A section of the southern end of the site lies within an area designated in the Monmouthshire LDP as an 'Area of Amenity Importance'. The proposed development also includes circa 3.7 hectares of green infrastructure in the form of a series of connected green spaces which compensates for the loss of part of the Area of Amenity.
- 7.49 The Monmouthshire Green Infrastructure SPG does not identify any Key GI Assets on site but there are numerous existing assets in the vicinity, including Piercefield Historic Park and Great Barnett's Wood as detailed on the Existing Green Infrastructure Assets Plan (JPW1166-002). In terms of green infrastructure, the proposed scheme is landscape led as it retains all of the important field boundary vegetation, mature trees and incorporates the most sensitive area of higher ground in the south east corner keeping this free from any built form and utilising this land as public open space (POS), with a new footpath link to the existing LEAP and Crossway Green



2 (SINC) to the south. Access connections internally between the site and the existing settlement and beyond to features such as the Wye Valley Walk are maximised.

- 7.50 A new 20m landscaped buffer zone has been incorporated along the western boundary in association with the existing public right of way (PRoW) to form a robust and distinguishable boundary with the open countryside and AONB to the west. This extends into a 15m buffer zone along Bishops Barnets Wood (SINC) where it lies adjacent to the site and then into a larger area of new POS that wraps around the northern boundary. The attenuation ponds providing additional opportunities for new habitat creation. Planting along this new green corridor will be made up of new native hedgerow indigenous species.
- 7.51 The combination of the existing boundary hedgerows and mature trees form an important green network which has been retained to form a strong landscape structure and framework along this boundary.
- 7.52 The combination of the retention of important vegetation concurrent with the proposed new GI provision responds to the ecological constraints regarding protected species including bats and breeding birds (hedgerows) as well as a wide range of insects and other invertebrates. Previous survey work has confirmed that there are no dormouse, great crested newts or badger setts present on the site. The trees contained within the hedgerows also contribute to the ecology and green infrastructure.
- 7.53 Incorporating and delivering this enhanced GI provision within the proposed development will provide a number of new landscape spaces and recreational prospects as well as better connections to the wider green infrastructure network within this part of Monmouthshire including Piercefield Historic Park and Great Barnets Wood as identified in the Monmouthshire GI SPG. This will contribute to long term mutual respect and interaction between the future residents, the natural environment and the wider countryside. The new residential gardens also provide GI opportunities.
- 7.54 Each element and component of the green infrastructure i.e. retained hedgerows, buffers and mature trees, new woodland buffer, new hedgerow and tree planting, POS amenity grassland attenuation areas and residential gardens will require specific management operations to ensure their long-term presence and wellbeing. This can be ensured by a green infrastructure management plan stating long term management objectives and operations for each component of the green infrastructure.
- 7.55 Consequently, the proposed layout is sensitive to the existing key landscape features incorporating them into the layout as well as providing new opportunities and connections to the wider green infrastructure of Monmouthshire ensuring that the scheme complies with policy G11.
- 7.56 In terms of open space provisions, for the site this would equate to, based upon up to 200 homes and 2.3 persons per home, the following:

Land use	Requirement	Delivery
Outdoor sport	Off site	Commuted sum
Equipped play	Off site	To be confirmed
Informal play	0.23 hectares	On site
Public open space	0.18 hectares	On site

- 7.57 The proposed development includes significantly more open space.

- 7.58 Therefore, the proposed development is considered to be in accordance with Policy GI1 Green Infrastructure Development and CRF2 Outdoor Recreation/ Public Open Space and Allotment Standards Provision

### **Heritage**

- 7.59 The site is not located within a Conservation Area and the site does not contain any Listed Buildings or Scheduled Ancient Monuments. However, there a number of these designations in the site vicinity including:

- Registered Parks and Gardens:
  - Piercefield Park, Mounton, Wyelands, St Pierre Park, Shirenewton Hall
  - Wye Valley Registered Historic Landscape
- Listed buildings include:
  - Lion Gates and Lodges Chepstow Racecourse
- SAMS include: Bishop's Barnet Wood Camp – earthworks.

- 7.60 In relation to Bishop's Barnet Wood Camp, which is located within 1km from the edge of the proposed development, the earthworks are surrounded by dense woodland which screening the SAM and to mitigate any potential impacts, it is proposed to plant a 15m woodland buffer strip along the north western boundary of the site as demonstrated on the Illustrative Masterplan. This mitigation can be secured via an appropriately worded on condition on any forthcoming planning permission.

- 7.61 Consequently, the proposed development complies with Policies S17, DES2 and HE1 of the LDP, all of which seek to, amongst others, preserve or enhance the historic environment, protect archaeological remains and ensure that conservation areas are protected or enhanced.

### **Archaeology**

- 7.62 A desk-based assessment has established that there are no designated archaeological assets present within the site. While there are designated archaeological heritage assets within 1km, it is considered that while a minor impact on the setting of the Bishop Barnet's Wood Camp could arise from the proposed development, this would have a negligible effect on the significance of the monument.

- 7.63 There is no evidence for any activity other than agriculture within the site and consequently overall there is a low potential for the presence of significant archaeological remains dating from any period from the Prehistoric to the Modern period. The exception to this is a high potential for finds and features related to the Iron Age defended enclosure which lies in woodland 60m west of the site.

- 7.64 Following consultation with GGAT a fluxgate magnetometer survey has been completed at the site given that the archaeological potential of the site is focussed on possible Iron Age remains related to the nearby Scheduled Monument. No anomalies of possible or probable archaeological origin have been identified.

- 7.65 Consequently, the proposed development complies with Policies S17, DES2 and HE1 of the LDP, all of which seek to, amongst others, preserve or enhance the historic environment, protect archaeological remains and ensure that conservation areas are protected or enhanced.

### **Flood Risk and Drainage**

- 7.66 The site is located within Flood zone A.
- 7.67 An unnamed watercourse runs along the northern boundary, before running northwards and crosses the B4235. Shortly afterwards, the watercourse crosses back underneath the B4235 in a southerly direction through the Bishops Barnets Wood before running off to the south west. In the main, the levels fall from south to north, however flow routes indicate that storm water run-off is to both the north and to the west.
- 7.68 The development site, in the main consists of CLAY/clayey topsoil overlaying a silty CLAY up to 0.5m to 1.2m in depth. The deeper ground is considered to be variable across the site, consisting on the main clays and gravels overlaying limestone and on occasion sandstone. To take in to account climate change impact for the 100-year life of the residential development a 30% allowance for the predicted increase in rainfall intensity has been assumed for the design of the surface water drainage in accordance with Technical Advice Note (TAN 15).
- 7.69 Based upon the proposed layout and existing catchment plan, the surface water system will be split into 3 separate networks. Network 1 will accommodate the access road only and will drain directly to the unnamed watercourse. Network 2 will drain to an infiltration basin located to the north west between the existing watermains. Network 3 will drain to an infiltration basin located to the south west of the catchment.
- 7.70 Consultation with DCWW has confirmed that capacity is available within their network for the foul flows from the proposed development. The point of connection has been advised to be between existing Manholes ST52944102 and ST 52944101 to the east of the site. DCWW has also advised that the receiving wastewater treatment works has the capacity to accommodate the proposed number of units.
- 7.71 The proposed development therefore complies with Policies S12, SD3 and SD4 of the LDP, all of which seek to ensure that development does not increase the risk of flooding, that the siting of inappropriate development in areas at risk of flooding is avoided and that Sustainable Urban Drainage Systems are incorporated, where appropriate, in order to minimise the impact of climate change.

### **Transport and Accessibility**

- 7.72 A Transport Assessment has been completed at the site which concludes the site location will encourage and promote sustainable travel behaviour which is fully in accordance with the aims of local policy, TAN18 and the Active Travel Act.

#### Highway Capacity

- 7.73 The proposed development is forecast to generate 101 two-way vehicle trips in the AM peak, equating to one vehicle every 36 seconds, on average, across the hour. In the PM peak the forecast generation is 109 two-way vehicle trips, equating to one vehicle every 33 seconds, on average, across the hour. These vehicle trips have been distributed across the network based on 2011 Census Data for journeys to work.

- 7.74 The forecast percentage increase in traffic flows on the key routes in relation to the proposals has been assessed. This showed that the development traffic has a minimal percentage increase in flows through the majority of junctions within the study area. In particular, at the High Beech roundabout the forecast increase is minimal, and the site would generate less than one vehicle per minute through the entire roundabout in the peak hours. Detailed junction modelling of this junction has not been undertaken as it is not considered that this is required. This approach has been discussed and agreed with Welsh Government. (See appendix 1).
- 7.75 Operational assessments have been undertaken on the key junctions on the local highway network, as requested by MCC. The assessments are robust and have been undertaken in a 2023 future year considering traffic growth and committed developments. The assessment demonstrated that the development would not have a material impact at any junction and no mitigation is required to accommodate the development traffic.

#### Site Access

- 7.76 Whilst MCC requested the provision of two accesses at the site, the Transport Assessment demonstrates that a single vehicle access is appropriate for the proposed development site. Vehicular access is proposed from a new priority junction with the B4235 on the northern perimeter of the site. Visibility splays can be achieved in accordance with relevant design guidance considering recorded vehicle speeds. Further pedestrian and cyclist accesses will be provided to the east and south of the site linking to existing residential areas.
- 7.77 Obtained road safety data does not indicate that there is an existing safety issue which would be exacerbated by the proposals and there were no PIA's within the vicinity of the proposed site access.

#### Air Quality

- 7.78 An air quality assessment has been undertaken the result of which is "The proposed Bayfield development does not, in air quality terms, conflict with national or local policies, or with measures set out in MCCs Air Quality Action Plan".
- 7.79 The proposed development therefore complies with the transport and air quality related objectives contained within LDP Policies S1, S16, EP1, MV1, MV2, MV3 and MV4. This national and local planning policy and guidance seeks to ensure that development is located so as to minimise the use of the private car, sustainable modes of transport such as walking and cycling are encouraged and that development does not have an unacceptable impact on the local highway network and air quality.

### **Mitigation**

- 7.80 Draft Heads of Terms to mitigate against the impact of the development will be discussed with the Council during the course of the application and as such LDP Policy S7 will be complied with. This will be secured through a Unilateral Agreement where appropriate and through off site highway improvements, which are set out within the Transport Assessment.
- 7.81 The draft heads of terms for the UU are as follows:
- A. Affordable Housing – 35%
  - B. A sustainable transport contribution which will be negotiated during the course of the application

- C. Off-site recreation provision of £3,132 per dwellings which includes £50,000 for enlarging the existing Bayfield LEAP
- D. Off-site highways works as necessary to be undertaken by the applicant

There is sufficient capacity within the secondary and primary schools in Chepstow.

## **Summary**

7.82 In addition, the proposed development of up to 200 new homes will create the following economic benefits:

- 407 direct, indirect and induced jobs;
- £24,788,732 of GVA contribution to the local economy; and
- £3,035,994 of additional spending in local shops per annum.

## 8 CONCLUSIONS

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- 8.1 This outline planning application, which has been submitted on behalf of Barratt David Wilson Homes:

*“Outline planning application with all matters reserved except for access seeks permission for up to 200 homes including public open space; new vehicular, pedestrian & cycle accesses; and associated landscaping & engineering works”.*

is acceptable in planning terms.

- 8.2 The assessment against the Ground Rules as per the Report to Council - Addressing Our Lack of a Five-Year Housing Land Supply: Monmouthshire’s Approach to Unallocated Housing Sites, 20th September 2018 confirms that full weight should be given to the lack of a 5-year land supply and it is also confirmed that the proposed development is compliant with all other relevant material planning considerations.
- 8.3 In this regard, only 3.3 hectares of the land is Grade 3a agricultural land is lost to the proposed development, whilst 2.1 hectares is retained for agricultural purposes. The Minerals Safeguarding Area for Limestone that covers most of the area west of Chepstow is an unrealistic use of the site. The location of the site between the AONB and the existing built area making quarrying an unlikely prospect.
- 8.4 The site is sustainably located in close proximity to a range of facilities and services and the site can be appropriately accessed. No highway capacity issues existing and associated impacts on air quality are not significant.
- 8.5 The land use table below sets out the areas proposed in the application, including net developable area, green spaces and other associated infrastructure.

Land use	Area (ha)
Total application site	9.77
Blue line	0.56
Net developable	6.05
Field retained for farming	2.11
Open space	3.72
Woodland strategic buffer	0.41
Proposed highways/infrastructure	0.91

- 8.6 The informal play and public open space requirement is 0.41 hectares whereas 3.72 hectares is being provided. The open space provision through a series of connected green spaces compensates for the impact of development in this setting partially on the Area of Amenity.

- 8.7 As per the pre-app response the “*area that previously qualified as SINC will be lost under the access.*” The NVC report confirms that much of the SINC which is contained within the site is not of qualifying criteria and therefore the loss of the land to create the site access, can be appropriately mitigated by enhanced planting in the rest of the SINC within the application boundary. The loss can also be compensated by the management of the remaining grassland habitat.
- 8.8 A residential scheme has been developed which would comply with the applicable national and local planning policies related to the landscape. The housing development could make a positive and sustainable contribution to the quality of the settlement with no unacceptable adverse landscape and visual effects.
- 8.9 There are no significant constraints at the site that would have a negative effect upon viability. Water mains cross the site from the east to the west. These are respected in the concept masterplan for the site. Enquiries confirm gas and electric can be provided to the site.
- 8.10 The proposed development will deliver up to 70 affordable homes as part of a significant contribution to the overall housing supply. According to research by Barratt David Wilson Homes 407 direct, indirect and induced jobs will be created, £24,788,732 of GVA contribution will be created towards the local economy; and £3,035,994 of additional spending in local shops per annum to enhance the vitality and viability of Chepstow town centre.
- 8.11 Consequently, it is considered that the proposed development complies with the advice contained within Planning Policy Wales and TAN 1 and should be granted planning permission subject to the imposition of reasonable conditions.

# Appendices

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# Appendix 1

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**From:** [Claudia.Currie@gov.wales](mailto:Claudia.Currie@gov.wales) <[Claudia.Currie@gov.wales](mailto:Claudia.Currie@gov.wales)>  
**Sent:** 13 March 2018 17:09  
**To:** David Chapman <[DavidChapman@hydrock.com](mailto:DavidChapman@hydrock.com)>; [Richard.Jones7@gov.wales](mailto:Richard.Jones7@gov.wales)  
**Cc:** David Cooke <[DavidCooke@hydrock.com](mailto:DavidCooke@hydrock.com)>; [Mark.Emmett2@gov.wales](mailto:Mark.Emmett2@gov.wales)  
**Subject:** RE: High Beech Roundabout Assessment - Bayfields, Chepstow

Thanks David

The TA will obviously be reviewed formally as part of the Planning Application as will the Air Quality Assessment, but based on the comments below it would suggest at this stage that the proposed development would not impact on the operation/capacity of the High Beech Roundabout.

If you could send an advanced copy of the TA we would be able to review in advance of the formal Planning Application.

Claudia

Claudia Currie  
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**From:** David Chapman [<mailto:DavidChapman@hydrock.com>]  
**Sent:** 09 March 2018 14:14  
**To:** Currie, Claudia (ESNR-Transport-Network Management); Jones, Richard (EST - Transport)  
**Cc:** David Cooke; Emmett, Mark (ESNR-Transport-Network Management)  
**Subject:** RE: High Beech Roundabout Assessment - Bayfields, Chepstow

Hi Claudia

I am just picking up on our email correspondence from last month in relation to the Bayfield site. Since our discussions, the proposals have reduced from 250 to 200 dwellings due to on-site constraints. The development traffic through the High Beech roundabout would subsequently be reduced.

The revised forecasts demonstrate that the site would generate less than one vehicle per minute through the entire High Beech roundabout in the peak hours. This equates to a maximum of a 1.8% increase in flows through the junction against 2017 base data.

As a comparison, the committed Mabey Bridge site was forecast to generate up to 156 vehicle movements through the High Beech roundabout, around three times higher than the proposed Bayfields development.

The Vectos TA for the Mabey Bridge site provides traffic surveys and queue length data which we have compared with those we have obtained for Bayfields. The AM peak flows were around 1% higher through the entire junction in the Vectos TA from 2014 (3,491 PCU's) than obtained for Bayfields in 2017 (3,337 PCU's). However, the queue lengths were broadly comparable, with slightly higher queues recorded in 2017 than in 2014. As such, minor variations in traffic flow at this roundabout (which occur on a daily basis) did not result in higher queues when comparing the two surveys.

On the basis of the above, the minimal change in flows resulting from the development would be well within daily variations and unlikely to result in perceptible changes to queue lengths.

Although generating significantly higher traffic flows through the junction, the Mabey Bridge site did not provide an assessment of High Beech and no mitigation was required. On this basis and referring to the above analysis, the Bayfields proposals would not have a material impact on the capacity at High Beech. Consistent with the High Beech development (and as there would not be a material impact), we have not undertaken detailed junction modelling as we do not consider that this would be required.

We have presented our full analysis within a TA to allow WG to provide an informed response, but I wanted to share a summary of our analysis with you in advance of submission. If you could confirm our approach is acceptable (or let me know if you have any comments) it would be much appreciated.

A separate Air Quality Assessment is being produced by others which is fully considering the impact on AQ from generated traffic. We have provided the traffic flows to inform their detailed model.

Please feel free to give me a call to chat through, if you have any queries.

Many thanks

Dave

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