

**Monmouthshire County Council**

**Development Control Services**

**Pre-Application Advice – Written Response**

1	Ref No: MC/2015/ENQ/00695
2.	Site Address: Land known as Rockfield Farm, Undy
3.	<p>We understand your proposal to be:</p> <p>Master planning for mixed residential and employment development. Allocated LDP site under policy SAH5 comprising 11 hectares of land. Plans are to provide around 270 new dwellings and 2 hectares of serviced land for industrial and business development (class B1 use order).</p>
4.	<p>What information our advice is based on:</p> <ul style="list-style-type: none"> <li>• Pre-application forms and plans</li> <li>• Meeting at County Hall, Usk on 5<sup>th</sup> November 2015</li> </ul>
	<p>Planning Policies you need to be aware of:</p> <p>Local Development Plan Policies (LDP);</p> <p>S1 – Spatial Distribution of New Residential Development  S2 – Housing Provision  S3 – Strategic Housing Sites  S4 – Affordable Housing Provision  S5 – Community and Recreation Facilities  S12 – Efficient Resource Use and Flood Risk  S13 – Landscape, Green Infrastructure and the Natural Environment  S16 – Transport  S17 – Place Making and Design  SAH5 – Rockfield Farm, Undy</p> <p>H1 – Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements  CRF2 – Outdoor Recreation / Public Open Space and Allotment Standards and Provision  SD2 – Sustainable Construction and Energy Efficiency  SD4 – Sustainable Drainage  DES1 – General Design Considerations  EP1 – Amenity and Environmental Protection  NE1- Nature Conservation and Development  GI1 – Green Infrastructure  EP5 – Foul Sewage Disposal  MV1 – Proposed Developments and Highway Considerations  MV2 – Sustainable Transport Access</p>

6. Our initial views about the proposal:

Highways

Through the LDP process access to the site has been identified via a new access junction onto the B4245 which is also to be linked to the adjacent Vinegar Hill strategic site. The proposal in its wider context, particularly in terms of traffic impact on the local highway network, a preliminary TA was commissioned as part of the LDP process which identified improvements to the existing Wilcrick junction of the B4245 will be necessary, possibly in the form of a signalised junction, to increase its capacity to accommodate the additional traffic flows from the two strategic sites. In addition to the aforementioned sufficient land will be required to be made available within the site to create a corridor for the prospective Magor/Undy highway scheme contained in the LDP.

It should be noted that the requirement for the Wilcrick junction improvements and corridor for the proposed Magor/Undy bypass scheme is reliant on the pending decision on the proposed M4 relief road. In the event the M4 relief road is approved the Wilcrick junction and Magor/Undy bypass are not likely to be required based on the preliminary proposals for a new M4 junction east of Undy. Therefore, should the applicant wish to submit an application in advance of a decision on the M4 relief road then the aforementioned improvements and bypass shall be considered as part of the development.

Should the applicant wish to submit an application we would require a joint Transport Assessment to be taking into account both strategic sites, Vinegar Hill and Rockfield Farm to identify whether any further off-site highway improvements are necessary. It should be noted that we as Highway Authority would wish to consider the proposed development in parallel with the adjacent Rockfield Site in order to deliver a suitable overall scheme which provides suitable links to both developments and the wider area. Car parking provision for the development site shall be in accordance with the SPG Monmouthshire Parking Standards 2012.

Affordable Housing

The Council’s Affordable Housing Officer has identified the following as the preferred mix:

265 x 25% = 66.1

2p1b flats (walk up – blocks of 4)	16
4p2b houses	33
5p3 bed houses	12

6p4b houses	1
3p2b bungalows	4
285 x 25% = 71.2	
2p1b flats (walk up – blocks of 4)	16
4p2b houses	38
5p3b houses	12
6p4b houses	1
3p2b bungalows	4

Environmental Health

The development is in very close proximity to the M4 Motorway and therefore in my view the potential for disturbance of noise from the road traffic on the use and enjoyment of the residential properties should be considered .

I would therefore recommend that a noise assessment was undertaken to assess which Noise Exposure Category ( or Categories ) the proposed site falls within as provided in Planning Guidance Wales ‘ Technical Advice Note (Wales) 11 :Noise’. I suggest that the whole site should be considered in the assessment . The report should provide appropriate recommendations based on the Noise Exposure Categories determined.

An Air Quality Assessment would be required, especially given its proximity to the M4 (so considering introducing a large number of people into a potential area of poor air quality, as well as the impact the development itself will have on the surrounding properties).

Also an Contaminated Land site investigation that takes the staged approach – with a desktop study first and conceptual site model and then if necessary an intrusive site investigation, remediation and validation. I can provide all this as planning conditions however.

If they want to go ahead with the reports before planning consent is given, they should have regard to the attached Air Quality guidance and the Contaminated Land guidance given on our website in particular follow CLR11.

<http://www.monmouthshire.gov.uk/home/for-businesses/advice-and-legislation/contaminated-land>

Additional information such as a construction management plan and setting hours of construction would be considered at the planning stage.

### Green Infrastructure and Landscape

As discussed in the meeting the proximity and location of the adjacent proposed housing site ( Vinegar Hill) needs to be taken into account, together with the connectivity of the sites and in particular the potential issues associated with the bypass, should this be required. The issue of the bypass will have a significant impact on the layout of the scheme and the potential mitigation required. Accessibility and connectivity between the site and to the surrounding community is critical to the development of a positive GI scheme. The potential impact of the proposed new M4 road needs to also be considered and significant mitigation provided along this boundary to provide a visual and amenity buffer between the residential development and the effects of the motorway. Play provision between the two adjacent housing sites and indeed as part of the wider community needs to be carefully considered – rather than providing lots of small individual play areas a coordinated central but connected ( through green/ open space) provision would be desirable. Design and Layout will need to be factored into all these considerations to help integrate the scheme within the surrounding community and define the sense of place.

Regarding the details of a submission this will need to include;

1 LVIA or TVIA to be provided – we will want to agree key receptors particularly local residents and local community, this will need to take account of cumulative issues relating to the existing development in a whole strategy approach and issues relating to other grey infrastructure need to also be incorporated/ addressed (i.e. proposed M4/adjacent proposed housing site ).

2 Photomontages will need to be provided at agreed locations.

3 A GI approach – this should seek to provide;

- A GI Assets Plan informed by the LVIA/TVIA
- A GI Opportunities Plan - this will need to look beyond the site proposed how it interrelates to the proposed new adjacent housing site, the proposed M4 and importantly the existing Community.
- A GI Masterplan – that should be informed by the LVIA evidence base as well as other specialists reports listed above.
- A GI management Plan – this will need to take account of a 20 year period and again needs to address connections.
- Note where sufficient on site mitigation cannot be identified compensation in the form of a GI Bond may also be requested, this should be informed through the GI Opportunities Plan.

4 The Council's Tree Officer also confirmed that a Tree Survey in accordance with relevant British Standard would also be required.

5 A preliminary ecological appraisal and any necessary secondary ecological surveys are advised before the application is submitted.

6 When considering GI, the Ecological Connectivity Assessment of Settlements in Monmouthshire should be consulted as Magor and Undy were included in the study at the LDP preparation. This document was available on the Monmouthshire County Council website until recently but can now be made available upon request. Consideration should be given in consultation with the neighbouring site as to how this asset can be managed for the community for multiple Green Infrastructure benefits.

The Council's Landscape Officer has also commented that It seems evident that the speediness of an appropriate design and decision is reliant on the uncertainty of the proposed M4 improvements.

He has suggested to request two options – one with the bypass (M4 not approved), one without (M4 approved) as a possible way to determine an outline application.

He has requested to potentially consider just one option, the preferred option (option 1) but safeguarding the potential bypass (option 2) within a GI Asset.

Attached is a suggested draft layout that has been provided by the Landscape Officer for consideration.

The green line shows the bypass route – the areas for safeguarding this route are shown in pink. The opportunities for safeguarding could be beneficial to everybody.

Significant improvement to the layout design and improvements the structure and image of the street; creating character areas and a defining feature within the site.

It could also offer an improvement and contribution towards public realm, the natural environment (inc. biodiversity) and a movement framework.

Phased development could be (around safeguarding open spaces) developed around community uses/needs (it is noted that there are no proposed local facilities on the site(s)) or landmark buildings/design.

#### Building Control

At Monmouthshire, we take great pride in helping our customers by joining relevant service areas and adopt a development team approach model to ensure your Planning application is dealt with as swiftly and efficiently as possible. This practice will have huge benefits for both parties especially when the application is registered and out in the public domain ensuring internal consultees have the relevant information to determine the application. Building Control are an integral part to the Planning process ensuring any early contradictions between service areas are ironed-out. Planning Committee Members like to ensure that the Building Control Application is submitted and secured in parallel to the Planning application so they are able to tap into the development team model at any given time. Nicholas Alfieri (Building Control Surveyor 01291635719) is

responsible for this aspect of work, however in the meantime I would ask you to contact my colleague Nigel George in the first instance (01291635718 or 07771653635) who will be able to simply register (by phone or by your preferred method) and discuss your application immediately.

Environmental Impact Assessment

A formal screening opinion should be applied for as soon as possible to determine whether or not an Environmental Impact Assessment (EIA) is required.

**Please note whilst not adopted at the time of writing the Council will be introducing a Community Infrastructure Levy (CIL) charge in the future – at this stage this is anticipated at September 2016.**

Case officer: Andrew Jones

Date: 08/12/2015

The views given are current at the time of giving the advice, but planning circumstances can change and will need to be taken into account when any subsequent application is determined.

These comments are given at officer level only and do not prejudice the decision of the Council if a formal planning application is received.