



# Monmouthshire Replacement Local Development Plan

2018-2033

## Infrastructure Delivery Plan Background Paper

(October 2024)

# Table of Contents

1. Introduction .....	3
2. Approach .....	5
3. Existing Infrastructure Provision and Capacity .....	9
Active Travel.....	9
Sustainable Travel .....	10
Highway hierarchy .....	11
Education.....	12
Green Infrastructure .....	14
Nature Recovery .....	15
Public Rights of Way .....	15
Recreation and Open Space.....	16
Allotments and Community Growing .....	16
Flooding and Drainage.....	16
Utilities .....	17
Water Supply/Sewerage .....	17
Electricity.....	20
Broadband and Telecommunications .....	20
Health Infrastructure .....	20
Other social and community infrastructure.....	21
4. Infrastructure Delivery Plan .....	22
5. Infrastructure Delivery Plan .....	23
Schedule of Infrastructure Projects.....	23
Land to the East of Abergavenny .....	23
Land to the East of Caldicot/North of Portskewett .....	28
Mounton Road, Chepstow .....	34
Leasbrook, Monmouth .....	38
Land at Penlanlas Farm, Abergavenny .....	43
Land at Rockfield Road, Monmouth .....	48
Land at Drewen Farm, Monmouth .....	52

Tudor Road, Monmouth .....	57
Land at former MoD, Caerwent .....	61
Land south of Monmouth Road, Raglan .....	66
Land east of Burrium Gate, Usk .....	70
Land west of Trem yr Ysgol, Penperlleni .....	74
Land adjacent to Piercefield Public House, St. Arvans .....	78
Land at Churchfields, Devauden .....	83
Land east of Little Mill.....	87
Land north of Little Mill .....	91
Land adjacent to Llanellen Court Farm, Llanellen .....	92
Land west of Redd Landes, Shirenewton .....	97

# 1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) Background Paper has been prepared to support Appendix 8 of the Monmouthshire Replacement Local Development Plan (RLDP) Deposit Plan which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations.
- 1.2 In accordance with Welsh Government guidance set out in the Development Plans Manual, IDP's are an essential tool to evidence and summarise infrastructure requirements and are produced through the RLDP process to ensure potential developers are made aware of expectations of the Council in advance of allocated sites being progressed at the planning application stage. This ensures all parties are notified in advance of what is expected and as a consequence should be factored into the costs of bringing sites forward from the outset.
- 1.3 Adequate and efficient infrastructure is recognised in PPW12 as being crucial for economic, social and environmental sustainability. The RLDP recognises the need to ensure that appropriate infrastructure is already in place or can be provided to accommodate the level and locations of growth identified in the RLDP. The provision of a range of services and facilities is essential to delivering sustainable development and to meeting diverse community needs, and the provision of appropriate infrastructure will be supported by the Plan.
- 1.4 The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. The information set out within the IDP has informed the Preliminary High Level Viability Assessment and individual viability assessments of the RLDP allocated sites.

## What is infrastructure?

- 1.5 Infrastructure covers a range of services and facilities provided by public and private bodies and includes:
- Physical infrastructure such as transport facilities and related infrastructure (such as footpaths, cycleways), water provision and treatment, sewerage, flood prevention and drainage, waste disposal, power generation and supply, including renewables, digital infrastructure and telecommunications.
  - Social infrastructure such as schools, healthcare, transport services (including public transport), community buildings, community recycling facilities, sport and recreation facilities, open space, etc.
  - Green and Blue Infrastructure (as detailed in Strategic Policy S5) such as woodlands, hedgerows, ponds, green spaces, designed sustainable drainage systems and trees.

## **RLDP Sustainable and Resilient Communities Strategy**

- 1.6 The RLDP growth and spatial strategy seeks to deliver sustainable and resilient communities by addressing core issues of housing affordability, rebalancing our demography, the climate and nature emergency and economic prosperity. Full details of the strategy are provided in the Deposit Plan, however a summary is provided below. The Plan:
- Makes provision for approximately 6,210 homes over the Plan period 2018-2033, approximately 2,000 of these relate to affordable homes. There are approximately 4,080 homes which are currently in the housing landbank this results in **a need to allocate land for approximately 2,130 new homes, 1,065 of which will be new affordable homes.**
  - Allocates a minimum of **38ha of B use class employment land** and sets out the planning policy framework to support job growth of up to 6,240 additional jobs over the Plan period. The Plan also includes policies to facilitate growth in foundational sectors such as retail, leisure, tourism and agriculture.
  - **Focuses growth in the County's most sustainable settlements** of Abergavenny, Chepstow, Monmouth and Caldicot, including Severnside, as well as some growth in our most sustainable rural settlements to deliver much needed affordable homes and to address rural inequality and rural isolation in these areas.
  - Limits the impact of climate change by **ensuring new homes are net zero carbon** and well connected with existing settlements, providing attractive and accessible places to live and work.
- 1.7 The IDP plays an important role in the delivery of the Growth and Spatial Strategy by identifying infrastructure that is necessary to deliver the Plan's site allocations.

## 2. Approach

2.1 Consultation and dialogue with external and internal stakeholders, as well as site promoters, has been crucial in the production of the IDP. This dialogue was undertaken at a high level at earlier stages of the plan making process and at a site-specific level in order to progress with the inclusion of allocations in the Deposit Plan.

2.2 The RLDP has been developed in accordance with the Well-being of Future Generations (Wales) Act 2015 legislation that requires public bodies, such as local authorities, to put long term sustainability at the forefront of their thinking to make a difference to lives of people in Wales. The Act includes seven well-being goals and five ways of working. The five ways of working have been utilised in the preparation of the IDP:

- **Long term** – Infrastructure requirements reflect both short term needs and include consideration of future long-term needs of Monmouthshire and its communities.
- **Integration and Involvement**– ensuring internal and external stakeholders responsible for infrastructure across the County are involved early in the plan making process and working in collaboration with them to ensure infrastructure requirements are clearly set out in the IDP.
- **Collaboration** – working with site promoters on infrastructure requirements, including by ensuring any infrastructure considerations are included as part of viability assessments of allocated sites.
- **Prevention** –The IDP includes consideration of the existing capacity of the infrastructure network and ensures any impact on infrastructure is not worsened as a result of development. While the IDP background paper sets out requirements specific to site allocations, it also makes provision for improvements for the wider area which will be of benefit to existing communities.

2.3 A summary of how internal and external stakeholders have been involved is provided in Table 1 below:

**Table 1: Summary of internal and external stakeholders engaged in the production of the IDP**

Type of Infrastructure	Stakeholder engaged	Method of engagement
<b>Sustainable Transport/Highways</b>		
Active Travel	MCC Active Travel Officers	Meetings Correspondence Collaborative work Workshops
Sustainable Travel	MCC Passenger Transport Officers	Meetings Correspondence Collaborative work Workshops
	Transport for Wales	Meetings Correspondence

	Network Rail	Meetings Correspondence
Highways	MCC Highways Officers	Meetings Correspondence Collaborative work Workshops
	Welsh Government Highways	Meetings Correspondence
<b>Education</b>		
Education	MCC Education Officers	Meetings Correspondence
<b>Green Infrastructure, Landscape and Nature Recovery</b>		
Green Infrastructure	MonLife GI - including Biodiversity & Ecology Officers	Meetings Correspondence Collaborative work Workshops
	MCC Landscape/Urban Design Officers	Meetings Correspondence Collaborative work Workshops
Nature Recovery	MonLife GI - Biodiversity & Ecology Officers	Meetings Correspondence Collaborative work Workshops
	MCC Landscape/Urban Design Officers	Meetings Correspondence Collaborative work Workshops
	NRW	Meetings Correspondence
Public Rights of Way	MonLife Countryside Access Officers	Meetings Correspondence Collaborative work Workshops
<b>Recreation, Open Space and Allotments</b>		
Recreation and Open Space	MonLife Environment and Culture Officers	Meetings Correspondence Collaborative work Workshops
	MCC Neighbourhood Services Officers	Meetings Correspondence Collaborative work Workshops
Allotments	MCC Sustainable Food Officers	Meetings Correspondence
<b>Flooding and Drainage</b>		
Flooding and Drainage	MCC Flood Management Officers	Meetings Correspondence Collaborative work

		Workshops
	NRW	Meetings Correspondence
<b>Utilities</b>		
Water infrastructure and Sewerage	Dŵr Cymru Welsh Water	Meetings Correspondence Workshops
	NRW	Meetings Correspondence
Electricity	National Grid	Meetings Correspondence Workshops
	Wales & West Utilities	Consultation in accordance with Delivery Agreement
Broadband and telecommunication providers	Openreach, EE, Vodaphone and O2, Virgin Media	Consultation in accordance with Delivery Agreement
<b>Other</b>		
Health Infrastructure	Aneurin Bevan Health Board	Meetings Correspondence
	Public Health Wales	Meetings Correspondence
Heritage	MCC Heritage Officers	Meetings Correspondence Collaborative work Workshops
	Cadw	Correspondence
	Glamorgan Gwent Archaeological Trust	Correspondence
Emergency Services	South Wales Police	Consultation in accordance with Delivery Agreement
	South Wales Fire and Rescue Service	Consultation in accordance with Delivery Agreement
	Welsh Ambulance Service NHS Trust	Consultation in accordance with Delivery Agreement
Adjoining Local Planning Authorities	Torfaen County Borough Council	Meetings Correspondence Collaborative work Workshops
	Newport City Council	Meetings Correspondence Collaborative work Workshops
	Bannau Brycheiniog National Park	Meetings Correspondence Collaborative work
	Forest of Dean District Council	Meetings Correspondence



	Gloucestershire County Council	Meetings Correspondence
	South Gloucestershire Council	Meetings Correspondence
Sustainable Placemaking	Design Commission for Wales	Meetings Correspondence Workshops

2.4 A number of technical evidence-based documents have also fed into the production of the IDP. These, together with meetings and correspondence with internal and external stakeholders, have helped in the development of an overview of the existing infrastructure provision in the Monmouthshire area and infrastructure needed to ensure the housing allocations within the RLDP are sustainably delivered:

- Preliminary High Level Viability Appraisal (2024)
- Individual Financial Viability Assessments – using the Development Viability Model (2024)
- Candidate Site Assessment process including the Candidate Site Register (2023), Candidate Sites High-Level Assessment (2023) and Candidate Site Assessment Report (2024)
- Integrated Sustainability Appraisal (ISA) (2024)
- Habitats Regulations Assessment (HRA) (2024)
- Strategic Transport Assessment (2024)
- Strategic Flood Consequences Assessment (2022)
- Green Infrastructure Strategy (2019)
- Area of Amenity Importance Review (2024)
- Open Space Study (2024)

2.5 As referred to above, site specific financial viability assessments (FVAs) of the allocated housing sites have been undertaken by site promoters. These have been independently reviewed by Burrows-Hutchinson Ltd and have been updated as necessary by site promoters where further clarification or additional supporting information was needed. Information included within the FVAs has been used as appropriate to inform the IDP.

2.6 Individual evidence based technical studies have been submitted by site promoters through the candidate site assessment process to support allocations and demonstrate site deliverability in the Deposit Plan. Site promoters have engaged with internal and external stakeholders, as appropriate, in the development of this evidence base.

2.7 Masterplans for the four strategic site allocations are being prepared and agreed for the sites, with indicative masterplans included within the Deposit Plan. These, along with the technical evidence-based documents noted above, have also informed the IDP.

### 3. Existing Infrastructure Provision and Capacity

3.1 An overview of existing infrastructure provision in Monmouthshire is provided in this section by specific topic areas. This section also includes information on capacity issues where these are known, many of which have emerged through engagement with internal and external stakeholders listed in Table 1 above.

#### Sustainable Transport

#### Active Travel

3.2 The Active Travel team have been engaged throughout the RLDP process. Active Travel work with Planning, Passenger Transport, Highways and site promoters to align development design to the Sustainable Travel Hierarchy, identifying opportunities to construct, facilitate and promote active travel as the natural first choice for trips of up to 3 miles. The Council is working to build and improve the local active travel network, including addressing existing barriers to active travel, installing or supporting the installation of new infrastructure and facilities, and promote behaviour-change. The Council work with developers to ensure that sites provide for, promote, and prioritise active travel both within the sites and connecting to the wider network.

3.3 Monmouthshire's current Active Travel Network Map (ATNM) can be seen online on the datamap Wales website<sup>1</sup>. The ATNM shows the routes which currently meet Active Travel Act guidance standards, "*Existing Routes*", and those routes the Council aspires to make into AT routes, "*Future Routes*". This network of current and aspirational routes was created through consultation with the public and Monmouthshire schools. ATNM route prioritisation is focused on active travel localities (based on population density), trip attractors and connections to sustainable transport for wider travel.

3.4 The Council are currently delivering on key strategic active travel projects across the County, funded by the Welsh Government's Active Travel Fund and progressed via Welsh Transport Appraisal Guidance (WelTAG) studies. These include:

- Abergavenny to Llanfoist Active travel scheme – incorporating a new Active Travel bridge across the River Usk and associated links, and the Abergavenny East RLDP site.
- Severnside spinal route - multi-phase scheme at different stages of development, spanning Magor to Caldicot, including the RLDP site east of Caldicot.
- Monmouth spinal route – including a new Active travel bridge across the River Wye into Wyesham with associated links and routes through to Kingswood Gate.

3.5 The aim is to build a network of safe, direct, and cohesive routes, and the appetite for their use, in a resource efficient manner, to make active travel an attractive, accessible and practical transport option.

3.6 With specific reference to the RLDP site at Land to the east of Abergavenny, the integration of the strategic site with the existing settlement is a key principle in the site's

---

<sup>1</sup> <https://datamap.gov.wales/maps/active-travel-network-maps/>

development and identifying connection links that provide crossings across the railway line and the A465 is a key focus for the site. There are a number of options being explored including at grade signalled crossings across the A465 and utilising existing bridges at the train station, as well a new continuous bridge over the A465 and railway. A further option is the downgrading and reimagining of the A465 to change the character and environment of the trunk road in the vicinity of the allocation. All options involve a multi-agency and multi-disciplinary approach reflecting that the A465 is in Welsh Government's control and the railway in Transport for Wales and Network Rail's control. These parties are in active dialogue in promoting the site and the associated infrastructure and are in principle accepting of the delivery of this extension to the settlement.

## Sustainable Travel

### **Public Transport**

- 3.7 Monmouthshire's bus network typically comprises of core routes, town services and rural services. Core routes connect the Primary Settlements of Abergavenny, Caldicot/Sevenside, Chepstow and Monmouth with each other and key settlements in neighbouring areas. There are town services within each of the four Primary Settlements. Rural bus services connect all Secondary Settlements and most Main Rural Settlements with their nearest Primary Settlement.
- 3.8 Some town services run half-hourly, but most core routes run only hourly, and all rural routes operate at a lower frequency (typically 3-6 per day). Only half of the core routes have a Sunday service, or an evening service, and none of the town or rural routes offer this.
- 3.9 Grass Routes is a community transport service provided by MCC on a membership basis. This is a flexible bus service that makes trips on request, operating Mondays to Fridays during the daytime.
- 3.10 Monmouthshire is served by four railway stations at Caldicot, Chepstow and Severn Tunnel Junction in the south of the County, and, Abergavenny in the north. Abergavenny is served by Marches Line services to South Wales, North Wales and Manchester. Severn Tunnel Junction is served by South Wales Main Line services to Cardiff, Newport and Bristol, and together with Caldicot and Chepstow by local trains between Cheltenham, Gloucester and South Wales. Rail frequencies are considered to be low, Abergavenny and Chepstow have 1-2 trains/hour, while in Sevenside Severn Tunnel Junction has 2-3 trains per hour and Caldicot an hourly service only. Rail fares to Cardiff are substantially higher than from equally-distant stations.
- 3.11 Public transport services are typically not commercially viable and require significant ongoing revenue support. The lack of integration between public transport services and the cost of fares further limits the attractiveness of multi-modal journeys and limits the potential reach of the sustainable transport network. The public transport team will continue to be engaged in the RLDP process and planning obligations sought at the planning application stage where appropriate.

## Future Plans for Public Transport

- 3.12 As set out in the Local Transport Strategy (LTS) (May 2024), Monmouthshire aims for a stable and coherent network of frequent, reliable and affordable bus services that are fully integrated with other modes enabling residents to access key destinations including town centres, healthcare, school and workplaces.
- 3.13 For the more urban parts of the County, the Council's ambitions include core bus services to run at least half hourly between 08:00 and 18:00 and at least hourly in the evenings and on a Sunday. Integrated public transport connection and hubs should enable effective links to rail and long-distance coaches, to facilitate sustainable commuting and leisure trips within the wider city-region, Wales, Southwest England and beyond. On-demand and community services should help link dispersed rural communities to key services and the wider public transport network.
- 3.14 The Welsh Government is proposing changes to bus and rail services. The Welsh Government is committed to a new railway station for Magor with Undy. In the medium-term, half-hourly services are planned for Abergavenny, for Caldicot and Chepstow and for the Severn Tunnel local service. In the longer-term, all stations within Monmouthshire should get a full Metro standard turn-up-an-go service of 4 trains/hour. The LTS should also be referred to which sets out the shortlisted interventions in relation to public transport that MCC is planning, supporting and proposing to deliver.

## Highway hierarchy

- 3.15 Monmouthshire is served by a vast road network with a number of strategic and arterial routes within its boundary. Located at the gateway to Wales and the Cardiff Capital Region, the County is easily accessible from the rest of Wales and England using a number of strategic routes including the M4 and M48 motorways, the Heads of the Valleys road (A465), the A449, A40 and A4042.
- 3.16 The Monmouthshire LTS reflects the Council's commitment to creating a network that ensures the safety and efficient movements of all road users and prioritises and promotes sustainable choices. The LTS provides a list of shortlisted roads, streets and parking interventions. The LTS should be referred to for further information<sup>2</sup>:
- Implementation of Welsh Government pavement parking regulations (Deliver)
  - Magor walkway station parking strategy (Deliver)
  - Road safety capital schemes (Plan)
  - Park and ride at Abergavenny railway station (Plan)
  - Car parking review (Plan)
  - Access road to Severn Tunnel Junction railway station (Plan)
  - Road maintenance programme (Continue)
  - High Beech Roundabout review (Continue)
  - Chepstow and Gloucestershire traffic flow (Review)
  - Declassification of the M48 and link road to the B4245 (Review)

---

<sup>2</sup> Refer to Table 5.1 of the LTS for the description of the intervention categories listed in brackets at the end of each of the bullet points.

## **Highbeech Roundabout**

- 3.17 The A48 and A466 through Chepstow form the primary routes for traffic travelling to or from the M4, M48 to greater Bristol, Gloucestershire, Chepstow and Severnside. As the A48 provides the only major river crossing in the area, settlements in Gloucester use this route to access the M48, creating significant traffic movements through the centre of Chepstow. All traffic movements converge on Highbeech roundabout as the A48 runs east to west through Chepstow and the A466 runs north south.
- 3.18 Monmouthshire's border status creates a level of complexity when determining how to mitigate traffic flows. A significant amount of the daily traffic movements are as a result of through traffic originating or ending in Gloucestershire which is funnelled through Chepstow and Highbeech roundabout to facilitate access to J2 of the M48. This is further compounded by the lack of M48 access points in Monmouthshire which necessitates local traffic also being channelled along the A48 via the B4245 onto Highbeech to access the M48.
- 3.19 Welsh Government have committed to delivering WelTAG 1 and 2 studies in partnership with Monmouthshire, Transport for Wales and Gloucestershire County Council to ensure that the traffic movements at this key intersection are mitigated, to improve the free flow of traffic.
- 3.20 Monmouthshire has been awarded Levelling Up Capital Projects funding of £5,227,320 to create an integrated transport hub at Chepstow Train station, improve the local public bus infrastructure and deliver active travel routes. MCC will continue to work to work with WG and other partner organisations to secure funding to enable this infrastructure project to be delivered.

## **Proposed M48 Link**

- 3.21 The South East Wales Transport Commission (Burns Report) recommended that 'Welsh Government should support Monmouthshire County Council in developing and constructing a new, direct access junction from the M48 to the station. It should have bus priority and be designed to attract trips to the station rather than new motorway journeys'. Traffic data counts in 2022 evidenced that at peak times the B4245 carried higher traffic flows than the M48 in the Magor area. In line with Welsh Governments ambition to increase sustainable transport, the Council is working in collaboration with Transport for Wales to develop active travel links in this area and wish to see the proposed improvements to Severn Tunnel Junction train station implemented. The Council supports the development of the M48 link to reduce traffic flows and movements on the B4245.

## **Education**

- 3.22 One of the objectives in the Monmouthshire Community and Corporate Plan 2022-2028 is that Monmouthshire will be a place where everybody experiences the best possible start in life and has the opportunity to learn; developing the skills and knowledge they will need to reach their potential. Monmouthshire County Council has statutory responsibility as a Local Education Authority to ensure that there are sufficient school places in terms

of quantity and quality at both primary and secondary level to meet the needs of the population. Existing schools can be placed under pressure as housing development within school catchment areas has the potential to increase the number of pupils that schools will need to cater for due families moving into the area. Provision of education has therefore been considered throughout the RLDP process due to the direct relationship with new housing developments.

- 3.23 At the time of writing, Monmouthshire County Council maintain 30 Primary Schools and 3 Secondary Schools along with one 3-19 all through school (King Henry VIII 3-19 School in Abergavenny) providing education to approximately 10,857 pupils. Of these schools, 3 relate to Welsh Medium Primary Schools (Abergavenny, Caldicot and Monmouth – Monmouth is using the seedling school model from September 2024) and 4 relate to Voluntary Aided Faith Primary Schools.
- 3.24 There is no provision of a Welsh-medium Secondary School within the Monmouthshire area, children accessing Welsh-medium secondary provision travel to Ysgol Gyfun Gwynllw in Torfaen County Borough Council area and Ysgol Gyfun Gwent Is Coed in Newport City Council area. There are also no Voluntary Aided Secondary Schools, children travel to St Alban’s RC High School in Torfaen County Borough Council area and St Joseph’s RC High School in Newport City Council area. Provision for both Welsh-medium and Voluntary Aided Secondary Schools is delivered through partnership agreements with Torfaen County Borough Council and Newport City Council. Monmouthshire currently provides free school transport for children attending these schools.
- 3.25 While most of the County’s pupil’s needs are met through the Council’s mainstream schools, a range of speciality provision is available within the County. Within Monmouthshire there are 6 Specialist Resource Bases (SRBs) which cater for a range of Additional Learning Needs (ALN). 3 of the SRBs serve Primary aged children and 3 serve Secondary aged children.
- 3.26 The Council’s latest annual education census return (January 2024) confirmed that our schools collectively hold 16% surplus places across the County. However, unpicking this data identifies that half of our schools (15) have less than 10% surplus places, with 9 schools having 5% surplus places or less. This brings challenges in some areas, particularly when acknowledging the rurality of our County.
- 3.27 The primary picture across the County generally looks positive (in terms of available places) when considering our provision on a cluster model. However, we cannot lose sight of the rurality within each cluster and our aim that, where possible, children and young people can walk to a school within their local community. The primary provision within Abergavenny, Chepstow and Monmouth on the whole is felt to be sufficient at present, with only a few schools on the outside of the clusters requiring close monitoring due to having minimal available places. Our Primary School provision in the Caldicot cluster as a whole suggests 16% surplus places, however, the town area of the cluster is presenting particular challenges. The current position shows that just 8% of surplus places across our primary schools are within the town area, and with a significant volume of housing developments planned for the areas east of Caldicot, there is concern that the pupils arising cannot be absorbed into the existing provision. Investment in primary education capacity in Caldicot and the surrounding area of the County is felt to be necessary to accommodate the additional growth proposed in the RLDP.

- 3.28 The provision available within our 4 Secondary Schools is being closely monitored, however, provision at present seems to be sufficient in Caldicot, Chepstow and King Henry VIII 3-19 School. Monmouth Comprehensive School is a particular challenge, with just 4.8% surplus places recorded in January 2024. With most year groups reaching their capacity, and significant housing developments proposed for the area, investment in secondary provision is necessary to meet the likely demand, particularly when considering the significant travelling distances required to attend an alternative secondary school within the County.
- 3.29 Recent developments in the Monmouthshire area include the 3-19 King Henry VIII all through school in Abergavenny, it is anticipated that the children will all be on the new site in April 2025 when the new building is planned to officially open. In addition to this, Ysgol Y Fenni in Abergavenny will be relocating to its new 420 school site in September 2025.
- 3.30 Future housing developments that lead to an increase in school age population and that result in a demand for additional school places for early years 0-5, primary schools, secondary schools and specialist provision, should as a consequence make appropriate contributions to education provision where required. New educational facilities will be provided where there is a need.
- 3.31 Additionally, there may be a need for school transport costs, it is government policy that if primary school pupils have to walk more than 2 miles to primary school or 3 miles to secondary school then free transport will be provided. This will be reviewed as the Plan progresses and the cost of which will be determined at the planning application stage.

## Green Infrastructure

- 3.32 Green infrastructure (GI) is defined as “the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places”. GI is inclusive of natural or man-made wetland, freshwater and coastal elements that are often referred to as Blue Infrastructure. At a landscape scale, GI can include ecosystems such as uplands, valleys, wetlands, river corridors, canals and coastlines. At a local and smaller scales, it could include fields, woodlands, hedges, ponds, natural green spaces, parks, gardens, designed sustainable drainage systems, street trees, verges, PROW and other environmental features within urban and rural settings which provide benefits for the economy, local people and nature recovery. GI Statements must be provided with all planning applications, further detail is set out in the Deposit RLDP
- 3.33 The Landscape/Urban Design and MonLife GI team have been engaged throughout the RLDP process and have worked collaboratively on the RLDP on the policies and have provided advice on the proposals within the Deposit Plan. GI will be incorporated on-site for all of the allocated housing sites and will be considered at the detailed masterplanning stage. It is the Council’s preference that GI is adopted by Monmouthshire County Council, however, the management of sites will not be determined until the planning application stage. If GI is adopted by the Council a commuted sum will apply.

## Nature Recovery

- 3.34 Monmouthshire has significant and distinctive green infrastructure (GI), landscape, biodiversity and nature resources, a number of which are of international and national importance, as well as numerous locally designated sites. The need to protect, enhance and manage these resources are key objectives of the RLDP, Future Generations and Well-being Act, Monmouthshire's Community and Corporate Plan as well as Monmouthshire's Climate and Nature Emergency Strategy.
- 3.35 The Environment (Wales) Act 2016 introduced an enhanced Biodiversity and Resilience of Ecosystems Duty (Section 6 Duty) on public authorities in Wales. This places a duty on the Council to seek to maintain and enhance biodiversity by ensuring development does not cause any significant loss of habitats or populations of species and must provide a net benefit for biodiversity and improved ecosystem resilience. Further information is included in the Deposit RLDP.
- 3.36 The MonLife Ecology and Biodiversity team have been engaged throughout the RLDP process and have worked collaboratively on the RLDP including on the policies and have provided advice on the proposals within the Deposit Plan. Net Benefit for biodiversity must be provided on site as part of detailed masterplanning, any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance will be determined in accordance with policy NR1. This is additional to the requirements outlined under GI1 as it relates directly to existing ecological interests impacted by development. Commuted sums may be required and will be determined at the planning application stage.
- 3.37 A number of the allocated housing sites are located within the 12.6km core recreational catchment zone for the Severn Estuary European Marine Site. One of the outcomes of the Habitats Regulations Assessment related to the potential need for a financial contribution as part of the mitigation strategy for the protected site to reduce recreational pressure on the features of the Estuary. The Council will liaise with colleagues in MonLife and NRW on whether financial contributions are required as part of the mitigation strategy for the protected site.

## Public Rights of Way

- 3.38 Monmouthshire has an extensive Public Rights of Way (PROW) network relating to 1,659km within the area (excluding the BBNP). This includes footpaths (89%), bridleways (5%), restricted byways (6%) and byways (Less than 1%). The Countryside Access Improvement Plan 2020-2030 (CAIP) includes a delivery plan and statement of action for PROW. The PROW team will continue to be engaged in the RLDP process, site specific considerations for the allocated housing sites will be determined through the master planning process and planning application stage with the objective of retaining and enhancing PROW, planning obligations may be sought at the planning application stage.



## Recreation and Open Space

- 3.39 The MonLife Environment and Culture and Neighbourhood Services team have been engaged throughout the RLDP process and have provided advice on the requirements of recreation and open space for the proposals within the Deposit Plan. The Council is moving away from smaller play areas such as Local Areas of Play (LAP) as they have little or no play value. Instead, Local Equipped Play Areas (LEAP) and Neighbourhood Equipped Play Areas (NEAP) will be incorporated, where appropriate, on-site on the allocated housing sites as these provide for a wider age group of children and have a higher level of play value. Off-site contributions may be required where there is existing play provision in the locality rather than have a number of smaller play areas within a particular area. It is the Council's preference that recreation and open space is adopted by Monmouthshire County Council, however, management of sites will not be determined until the planning application stage. If such sites are adopted by the Council a commuted sum will apply.
- 3.40 A quantitative analysis of open space has been undertaken in the Open Space Study (2024), please refer to this study to view open space provision across the County. Reference should also be made to Policy CI2 of the Deposit RLDP relating to the Provision of Formal and Informal Open Space and Allotments/Community Growing Areas.

## Allotments and Community Growing

- 3.41 Monmouthshire has allotment provision in each of the Main Towns of Abergavenny, Caldicot, Chepstow and Monmouth along with provision in Raglan, Rogiet, Magor with Undy and Usk. A number of private allotments and growing areas are also available in Monmouthshire.
- 3.42 Work is on-going within Monmouthshire for further provision of allotments, particularly in Abergavenny and the Caldicot area. Opportunities for community growing and community orchards will also be explored within development proposals. The Sustainable Food Team will continue to be engaged in the RLDP process and, where appropriate, community growing will be provided within the allocated housing sites.

## Flooding and Drainage

- 3.43 Monmouthshire includes a number of areas at risk of flooding which can relate to surface water, ordinary watercourses, groundwater, rivers and the sea. Under the terms of the Flood and Water Management Act 2010 Monmouthshire became a Lead Local Flood Authority responsible for flooding from ordinary watercourses, surface water and groundwater.
- 3.44 A Strategic Flood Consequences Assessment (SFCA) has been produced as part of the evidence base for the RLDP. The SFCA covers eleven Local Planning Authorities in South East Wales, along with a Monmouthshire specific appendix. This Stage 1 SFCA collates existing information to undertake a broad assessment of potential flood risk across the study area from all sources of flooding. The study identifies areas at potential high risk from flooding as well as providing details of historical flood events and details of any flood

risk management structure or procedures present. The SFCA should be referred to for full details.

- 3.45 NRW provides biannual updates to the Flood Maps for Planning which will need to be considered as the Plan progresses and at the planning application stage. The Council has liaised closely with NRW throughout the RLDP process and will continue to do so to ensure any risks and consequences of flooding can be acceptably managed in line with policies within the RLDP and national planning policy.
- 3.46 The use of sustainable drainage systems (SuDS) must be an integral part of a development to ensure consideration is given to surface water drainage discharges, water quality, amenity and biodiversity enhancements. A separate regulatory framework, established through Schedule 3 of the Flood and Water Management Act 2010 (FWMA) is now in place to ensure this happens and establishes Monmouthshire County Council as a SuDS Approving Body (SAB), having statutory responsibility for approving and in some cases adopting and maintaining the approved drainage systems. As the SuDS process is independent of the planning process, site promoters of allocated sites have been involved in discussions with the Flooding and Drainage Team to ensure planning and SuDS requirements are considered in combination, as the implementation of SuDs across the site influences the layout and masterplan. In order to provide effective drainage in the long term, developers will need to make arrangements for the future maintenance of SuDs and water courses associated with the development. Adoption and maintenance costs of SuDs features is managed through the SAB approval procedure and associated legal agreements. Further discussions will take place as the sites progress further.

## Utilities

- 3.47 Provision of appropriate utilities is essential, they range from water supply and sewerage, electricity provision and broadband infrastructure. Utilities must be provided in a timely manner to meet the needs of the communities they serve.

## Water Supply/Sewerage

- 3.48 Dŵr Cymru Welsh Water (DCWW) is responsible for providing communities in Monmouthshire with a continuous, high quality supply of drinking water and for taking away, treating and properly disposing of the wastewater that is produced. DCWW maintain water mains, sewers, and manage wastewater treatment works (WwTW) and reservoirs across Wales.
- 3.49 The Council have worked closely with DCWW on matters relating to water supply, sewerage and phosphates throughout the production of the Plan and will continue this close working relationship as the Plan progresses.

### **Hydraulic Modelling Assessment**

- 3.50 Through discussions with DCWW it is recognised that Hydraulic Modelling Assessments (HMA) may be required for some allocations to ensure that there is no detriment to existing customers' water supply, and from a sewerage perspective that there is sufficient hydraulic capacity to accommodate any proposals without causing harm to customers or

the environment. In both instances, it may be necessary to identify a suitable connection point to the existing networks. HMAs are typically only required on larger sites where the proposal is of a size and scale that has potential to cause detriment to the existing network. HMA's are usually undertaken before the statutory pre-application service but are not expected in advance of allocations being made in the Deposit RLDP. The HMA will give a recommended solution for any network reinforcements and if any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.

## **Water Supply**

3.51 There are no significant existing capacity concerns with regard to the water supply network across the Monmouthshire area. Hydraulic Modelling Assessments may, however, be required to determine if any reinforcement works will be required across the water supply network to serve the following residential/mixed use sites:

- HA1 Land to the East of Abergavenny
- HA2 Land to the East of Caldicot/North of Portskewett
- HA3 Mounton Road, Chepstow
- HA4 Leasbrook, Monmouth
- HA7 Drewen Farm, Monmouth

3.52 Hydraulic Modelling Assessments may also be required for non-residential allocations. The Council will continue to liaise with DCWW in relation to water supply.

## **Public Sewerage Network**

3.53 There are 36 WwTWs of various sizes across Monmouthshire. Developers may be required to fund improvements to water and sewerage infrastructure should they wish to bring forward a development site in advance of DCWW's regulatory capital investment (AMP) process where it is identified that there is insufficient capacity.

3.54 Where insufficient capacity is available and where no reinforcement works are programmed within the respective Capital Investment Programme, the requisition provision (of the Water Industry Act 1991) can be entered into for water and sewerage infrastructure. The requisition provisions do not apply in the instance of WwTW and as such, planning obligations may be necessary.

3.55 DCWW has not identified any issues in the foul flows for any of the four strategic site allocations being accommodated across the public sewerage network in Monmouthshire. Hydraulic Modelling Assessments may, however, be required to determine if any reinforcement works will be required to ensure there is sufficient hydraulic capacity to serve the following residential/mixed use sites:

- HA1 Land to the East of Abergavenny
- HA2 Land to the East of Caldicot/North of Portskewett

- HA4 Leasbrook, Monmouth
- HA7 Drewen Farm, Monmouth

3.56 DCWW has, however, indicated that the allocated site at Land east of Burrium Gate, Usk would be served by the Usk WwTW which has a scheme proposed to be completed by the end of the current AMP7 period (31/03/2025). Once these proposed works are complete there will be the biological capacity to accommodate the site. As this is in advance of adoption of the RLDP there are not considered to be any issues preventing development coming forward in this location from a public sewerage perspective.

3.57 In addition to this, it has been identified that the foul flows from the Caerwent Depot allocated site would overload the Caerwent WwTW and that there are no reinforcement works proposed within the current AMP7. In this instance it will be necessary for a Developer Impact Assessment (DIA) to be undertaken on the WwTW at the developer's expense to determine any reinforcement works required.

### **Phosphates in Riverine Special Areas of Conservation (SAC)**

3.58 Following recent evidence about the environmental impacts of phosphates in watercourses, Natural Resources Wales (NRW) has adopted tighter targets for river water quality and has assessed the nine riverine Special Areas of Conservation in Wales. Within Monmouthshire, it was identified that 88% and 67% of the River Usk's and River Wye's water bodies respectively failed to meet the required target<sup>3</sup>.

3.59 In response, NRW issued detailed planning guidance to ensure that the environmental capacity of the rivers does not deteriorate any further. The guidance outlines what type of development is unlikely to have an impact on phosphate levels in the watercourses. Development proposals within the affected catchment areas of the rivers Usk and Wye that might increase phosphate levels must achieve phosphate neutrality or betterment. This guidance can be found on the Council's website.

3.60 The Council has been working collaboratively with NRW, Dŵr Cymru Welsh Water (DCWW), Welsh Government, the development industry and our biodiversity officers to find solutions to enable growth and allocate sites through the RLDP process that do not harm the environmental capacity of our watercourses. In February 2023 Dŵr Cymru Welsh Water (DCWW) committed to investing a further £60m across Wales before the end of 2025 to further reduce the phosphorous contribution from Wastewater Treatment Works (WwTW) discharges. This is in addition to an initial investment of £100m in phosphorous reduction within their current AMP7 (2020-2025). Monmouth treatment works (benefiting the River Wye) have been improved in the last 12 months and given the unacceptably high concentration of phosphate in the Rivers Usk, DCWW has committed to prioritising improvement works at the Llanfoist WwTW serving Abergavenny (benefitting the River Usk catchment) by 31st December 2025. This investment will significantly reduce the amount of phosphates entering the water environment from the treatment works, providing environmental improvement and capacity for new development (housing, commercial, retail, agricultural) to proceed, supporting the long-term sustainability of towns and communities while safeguarding water quality. In addition, NRW's Environmental Permit review has confirmed the potential to use existing

---

<sup>3</sup> A plan of the catchment area of the Rivers Usk and Wye can be found on the Council's website

capacity within a number of existing wastewater treatment plants which will enable sustainable growth in various settlements in the affected catchment areas over the Plan period. DCWW and NRW have reviewed all the housing site allocation in the Deposit RLDP and have not raised any objections or concerns regarding capacity or water quality.

## Electricity

- 3.61 Monmouthshire's electricity distribution network operator is National Grid ED (South Wales). All electricity DNOs have a statutory duty under the Electricity Act 1989 to provide connections (i.e. extensions from its distribution system) upon request from persons seeking connections.
- 3.62 National Grid have been engaged throughout the RLDP process and no capacity issues with the electricity network have been identified to date. The Council will continue to liaise regularly with National Grid and this will be reviewed as the Plan progresses.
- 3.63 While no specific provision has been identified by National Grid, it has been identified that undergrounding of existing overhead cables is required on the Land to the East of Abergavenny site. To date a budget estimation has been provided by National Grid to achieve this.

## Broadband and Telecommunications

- 3.64 Electronic and digital infrastructure plays a pivotal role in maintaining the economic well-being of Wales, as well as being a social lifeline for many. Fast reliable broadband and telecommunication connections are therefore essential to meet the needs of communities and businesses. Many forms of electronic and telecommunications infrastructure are supported by extensive permitted development rights, the Council will nevertheless continue to liaise with the telecommunications industry and Ofcom, the regulator of communications, to maximise access to reliable super-fast broadband.

## Health Infrastructure

- 3.65 Monmouthshire sits within the Aneurin Bevan University Health Board (ABUHB) Area. The provision of primary and acute care infrastructure is determined to a considerable extent by demographic change and new service delivery methods. While new health care provision may be required in certain circumstances to support population increase, it is not necessarily the sole rationale for not allowing development proposals.
- 3.66 At the time of writing<sup>4</sup> Monmouthshire has a total of 11 GP Main Site Practices along with 5 additional Branches off Main Sites, 12 Dental Practices<sup>5</sup>, 6 Opticians and 18 Pharmacies. It is recognised that increased levels of population growth due to new housing development places pressure on the provision of health care facilities in the local area. The Council has engaged with ABUHB throughout the RLDP process and there have been no concerns raised about the current capacity of services within the area. ABUHB

---

<sup>4</sup> Obtained from internal and external sources including Welsh Government Datamap, Geoplace/NHS and the Local Land and Property Gazetteer.

<sup>5</sup> <https://111.wales.nhs.uk/LocalServices/Default.aspx?s=Dentist&q=Monmouthshire>

regularly review primary care infrastructure based on changes to demographics and the location of future growth. Specific discussions have, however, taken place in relation to a site in Osbaston, Monmouth where a new health centre is being promoted by ABUHB. While ABUHB have noted there are no current capacity concerns this will be monitored throughout the Plan process. Planning obligations in relation to health care will be sought in conjunction with advice from ABUHB and will be determined on a site-by-site basis at the planning application stage.

- 3.67 The two largest strategic allocations at Land to the East of Abergavenny and Land to the East of Caldicot/North of Portskewett provide opportunity for new healthcare services to be provided in neighbourhood centres contained within the site boundaries should they be needed. These services would, however, need to be brought forward by ABUHB and liaison with ABUHB will therefore continue throughout the RLDP process and at the planning application stage.
- 3.68 Nevill Hall Hospital in Abergavenny provides a wide range of services with a focus on delivering general and routine care. It also has a Minor Injury Unit, although it is recognised this service is not 24 hours. A new satellite radiotherapy unit (SRU) at Nevill Hall Hospital is due to open early in 2025 which is a joint venture between ABUHB and Velindre NHS Trust forming part of the 'Transforming Cancer Services in South East Wales Programme' this will allow people to provide cancer treatment for patients closer to home within the South East Wales area providing a vital service for residents of Monmouthshire and nearby communities.
- 3.69 There are also a number of community hospitals within Monmouthshire. The Monnow Vale Health and Social Care Facility in Monmouth provides services such as Social Care, Community Nursing and Day Services for residents of Monmouthshire and nearby communities. Chepstow Community Hospital is a 47 bed hospital consisting of primary, community and secondary, and adult social care services. It also has two GP practices within it, the integrated Health and Social Care Team and the Older Adult Mental Health Services. Maindiff Court Hospital in Abergavenny comprises 4 wards, 1 day hospital and an ECT Department.
- 3.70 A Health Impact Assessment has been undertaken as part of the Integrated Sustainability Appraisal. Further assessments will be undertaken on a case-by-case basis at the planning application stage if deemed necessary.

## Other social and community infrastructure

- 3.71 Community facilities are essential to communities, they can be owned by the public, private or community groups. There have been no requests for planning obligations to support any specific facilities within the County, however, this will be monitored throughout the plan process and considered at the planning application stage should any specific need arise.

## 4. Infrastructure Delivery Plan

4.1 The Infrastructure Delivery Plan provides details of the key infrastructure requirements needed to deliver the Plan's site allocations. The tables, however, are not all encompassing, as it is not possible at this stage of the plan making process to predict everything necessary to bring site allocations forward. The IDP will continue to be updated and should not be read as an exhaustive list.

4.2 The IDP sets out the RLDP site allocations and includes the following information:

- **Basic site information:** site area, allocation type, total homes, phasing tranche, site description
- **Key site issues and constraints:** examples include if there are any nearby ecology designations or heritage designations and whether the site is in a phosphorus sensitive catchment area.
- **Key policy requirements:** setting out fundamental requirements the site must deliver such as 50% affordable homes on site, net zero carbon homes and green infrastructure.
- **Key infrastructure requirements including details, where known, of:** estimated costs, funding sources, delivery body, phasing/delivery period and any additional notes.
- **Notes:** provides additional information pertinent to the required infrastructure.

### Developer Contributions

4.3 The list of infrastructure requirements varies, while all of the requirements relate to specific needs to bring the allocated sites forward, some can relate to off-site contributions to facilities that are closely linked to the development. This is particularly relevant in relation to education and recreation and open space. Commuted sums may also be required as a contribution to the future maintenance of any assets that are to be adopted/transferred to the Council such as green infrastructure, recreation and open space and, nature recovery. Further details are set out in Section 3.

### Section 106 Agreements

4.4 Infrastructure requirements can be secured via agreements entered into under Section 106 of the Town and Country Planning Act 1990. S106 provides a method of seeking contributions from developers to enhance the quality of a development, provide community benefits and infrastructure, and mitigate any negative impacts that may arise as a consequence of the development. The Council will negotiate obligations where these are necessary, relevant to planning, directly related to the proposed development and reasonable in all other respects. Further guidance on the use of planning obligations is provided in PPW12 and Welsh Office Circular 13/97 Planning Obligations.

## 5. Infrastructure Delivery Plan

### Schedule of Infrastructure Projects

#### Land to the East of Abergavenny

Policy HA1: Land to the East of Abergavenny			
Site Area	Allocation Type	Total Homes	Phasing Tranche
Total Site: Circa 35.9ha	Strategic Mixed-Use Development including: Residential Mixed Use Commercial Hub Park & Ride B Use Class Uses	Total Homes: 500 Open Market: 250 Affordable Homes: 250	Years 11 to 15
Site Description			
<p>The site is located on the eastern edge of Abergavenny and is bounded by the A465 and railway line to its western boundary and the footslopes of the Ysgyryd Fach (Little Skirrid) to the east. Development here will expand the built-up area of the town beyond the railway line and A465 which currently form a hard development boundary to the town. The site will form a well-connected mixed-use urban expansion to Abergavenny.</p>			
Key site issues and constraints		Key policy requirements	
<ul style="list-style-type: none"> <li>Integration of the site with Abergavenny and identifying and implementing connection crossings across the railway line and the A465.</li> <li>Access and junction arrangements on to the A465.</li> <li>Development to reflect character of historic Abergavenny and Abergavenny Conservation Area and respect surrounding landscape and views including Bannau Brycheiniog National Park (BBNP), Usk Valley and Blaenavon Industrial Landscape World Heritage site.</li> <li>The site is also within the River Usk phosphorus sensitive catchment area.</li> </ul>		<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Minimum of 1ha B1 Use Class uses.</li> <li>Neighbourhood centre.</li> <li>Green infrastructure.</li> <li>Sustainable transport/Active travel</li> <li>Park and ride facility serving Abergavenny Railway Station.</li> </ul>	



<b>Key Infrastructure requirements (including broad costs where known):</b>					
<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>
<b>Active Travel Routes to include:</b> <ul style="list-style-type: none"> <li><b>To/from the site to the Railway Station and Abergavenny.</b></li> </ul>	TBC	Developer/ Welsh Government/ Transport for Wales/ Network Rail	Developer/ Welsh Government/ SEWTRA/ Transport for Wales/ Network Rail	Prior to first occupation	To be delivered in accordance with the submitted connectivity strategy, Transport Assessment and Masterplan and informed by the WelTAG Abergavenny East Severence study. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li><b>A465 reconfiguration to provide safe and accessible crossings.</b></li> <li><b>Means of access and appropriate crossings over the railway line.</b></li> <li><b>Off-site highway infrastructure improvements as necessary including, emergency secondary access onto Garth Road and accesses and junction onto the A465.</b></li> </ul>	TBC	Developer/ Welsh Government/ Transport for Wales/ Network Rail	Developer/ Welsh Government/ SEWTRA/ Transport for Wales/ Network Rail	TBC	Details to be determined through Transport Assessment and Masterplan and informed by the WelTAG Abergavenny East Severence study.
<b>Public transport financial contributions.</b>	Circa £1,250,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.

<b>Network Rail financial contributions</b>	TBC	Developer	Network Rail	TBC	Financial contributions may be required towards improvements at Abergavenny Station. To be determined at the planning application stage.
<b>Education – Primary and Secondary Schools</b>	TBC	Developer	Developer	TBC	Education suggests there is currently capacity in both primary and secondary schools within the area. This will be reviewed at the planning application stage to determine whether any costs are required. There may also be a need for school transport costs, the cost of which will be determined at the planning application stage.
<b>Green Infrastructure</b>	<p>TBC</p> <p>GI to be provided on-site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Committed sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a committed sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further</p>

					details to be determined at the planning application stage.
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	Developer	Monmouthshire County Council.	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>A neighbourhood play area, local equipped play area and open space to be provided on site.</p> <p>Indicative cost of local equipped play area based on current requirements circa £85,000 + committed sum of circa £95,000.</p> <p>Indicative cost of neighbourhood play area based on current</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p>

	<p>requirements circa £160,000 + committed sum of circa £190,000.</p> <p>Off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commutated sum TBC (see notes).</p>				<p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	<p>Hydraulic Modelling Assessment required for water supply network and public sewerage network.</p>	<p>Developer</p> <p>DCWW to fund any necessary phosphate infrastructure requirements</p>	<p>Hydraulic Modelling Assessment (HMA) to be funded by Developer.</p> <p>DCWW to deliver any necessary phosphate infrastructure requirements</p>	<p>TBC</p> <p>HMA at planning application stage.</p>	<p>DCWW note there are no issues with foul flows being accommodated for this site at the Llanfoist WwTW. Hydraulic Modelling Assessment required to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. If any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.</p> <p>DCWW has confirmed upgrades to the Llanfoist WwTW to include phosphate stripping capability in AMP 8 2025-2030. The impact of development on water quality will be scrutinised as part of the</p>

					planning application in consultation with relevant bodies including NRW and DCWW to ensure no adverse impacts to the river SAC. Any development proposal will need to be in accordance with the Environmental Permit issued by NRW.
<b>Electricity – undergrounding of high voltage cables</b>	Circa £1.6 million	Developer	Developer	TBC	Diversion of existing high voltage overhead cables is required along with other necessary works to facilitate development.

**Key supporting information to include:**

- Illustrative Masterplan.
  - Ecological Assessments.
  - Green Infrastructure and Landscape Assessments.
  - Green Infrastructure Statement.
  - Transport Assessment including Active Travel links and public transport enhancement arrangements.
  - Connectivity Strategy setting out the number, location, form and delivery of connectivity points between the site and Abergavenny across the A465 and railway line.
  - Drainage Strategy and TAN15 compliance statement.
  - Noise Assessment.
  - Air Quality Assessment.
  - Hydraulic Modelling Assessment.
  - Utilities Study.
  - Agricultural Land Classification Assessment.
  - Archaeological Desk Based Assessment
  - Geoenvironmental and geotechnical desk study.
  - Lidar Data.
- Further reports/surveys as necessary to accompany planning application.

## Land to the East of Caldicot/North of Portskewett

Site Area	Allocation Type	Total Homes	Phasing Tranche		
Circa 64ha	Strategic Mixed-Use Development including:  Residential Primary School Mixed use Local Centre B1 Use Class Employment Strategic public open space	Total Homes: 770 Open Market Homes: 385 Affordable Homes: 385	Years 6 to 15		
Site Description					
The site is located to the north-east of Caldicot adjacent to the Crick Road, Portskewett site, to the south of a Council owned solar farm. The site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land.					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> <li>• Location to the north of Caldicot Castle Scheduled Ancient Monument, the Caldicot Castle Country Park, Conservation Area and Area of Amenity Importance – no built development to take place in these areas.</li> <li>• Crick Road must be incorporated into the site as an active street frontage providing cohesion and a gateway for the development as a whole.</li> <li>• Proximity to Neddern Brook wetlands SSSI.</li> <li>• Site is located within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site, financial contributions may therefore be required as part of a mitigation strategy.</li> </ul>			<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Minimum of 1ha B1 Use Class uses.</li> <li>• Primary School.</li> <li>• Local centre.</li> <li>• Sustainable transport/Active travel</li> <li>• Green infrastructure.</li> </ul>		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes

<p><b>Active Travel Routes to include:</b></p> <ul style="list-style-type: none"> <li>• <b>A route to Caldicot Town Centre.</b></li> <li>• <b>Connection to the former MoD railway cycle and walking route.</b></li> </ul>	TBC	Developer / Public funding opportunities	Developer	Prior to first occupation	To be delivered in accordance with the submitted Transport Assessment and Masterplan which will be informed by the Caldicot Links WelTAG study. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<p><b>Highways and Sustainable Travel to include:</b></p> <ul style="list-style-type: none"> <li>• <b>Access points on to Crick Road.</b></li> <li>• <b>Access points on to B4245.</b></li> <li>• <b>Speed limit revisions on Crick Road.</b></li> <li>• <b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<p><b>Public transport financial contributions.</b></p>	Circa £1,925,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<p><b>Education – Primary and Secondary Schools</b></p>	Primary School required on site estimated cost circa £13 million	Welsh Government / Monmouthshire County Council / Developer – S106 contribution and Land contribution	Monmouthshire County Council	TBC	<p>Primary School required to be provided on site. Location within the site and delivery timescale to be determined through Masterplanning.</p> <p>Land and S106 contributions to be provided by developer, cost of which to be determined.</p> <p>MCC Education suggests there is currently capacity in secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.</p>

<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be provided on-site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<p><b>Nature Recovery</b></p>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	<p>Developer</p>	<p>Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<p><b>Severn Estuary European Marine Site – financial contribution</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Monmouthshire County Council.</p>	<p>TBC</p>	<p>Site is located in the 12.6km core recreational catchment zone for the Severn Estuary European</p>



					Marine Site, a financial contribution may be required as part of the mitigation strategy for the protected site to reduce recreational pressure on the features of the Estuary.
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>A local equipped play area and open space to be provided on site.</p> <p>Indicative cost of local equipped play area based on current requirements circa £85,000 + committed sum of circa £95,000.</p> <p>Off-site contribution required towards play provision at Caldicot Castle (Based on current indicative cost circa £775,000).</p> <p>Further off-site contributions may be required in accordance with</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>

	the standards set out in Policy CI2.  Commuted sum TBC (see notes).				
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	Hydraulic Modelling Assessment required for water supply network and public sewerage network.	Developer	Hydraulic Modelling Assessment (HMA) to be funded by Developer.	HMA at planning application stage.	DCWW note there are no issues with foul flows being accommodated for this site at the Newport Nash WWTW. Hydraulic Modelling Assessment required to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. If any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecology Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flood Consequences Assessment & Drainage Report.
- Relevant Heritage Assessments.
- Highways and Transport Assessments.
- Environmental Health Assessments including Air Quality and Noise.
- National Grid feasibility study.
- Hydraulic Modelling Assessment.

Further reports/surveys as necessary to accompany planning application.

## Mounton Road, Chepstow

### Policy HA3: Mounton Road, Chepstow

Site Area	Allocation Type	Total Homes	Phasing Tranche
Circa 12.8ha	Strategic Mixed Use development including: Residential Commercial uses such as Class C1 Hotel and Class C2 Residential care home	Total Homes: 146 Open Market Homes: 73 Affordable Homes: 73	Years 6 to 15

#### Site Description

Land at Mounton Road is located off the western edge of Chepstow’s existing settlement boundary, west of the A466 (St Lawrence Road), north of the A48 and south of the highway Mounton Road

#### Key site issues and constraints

- Location in close proximity to Chepstow’s air quality management area (AQMA) at Hardwick Hill and the potential effects of increased vehicular movement on the Highbeech Roundabout.
- Location in close proximity to the setting of the Wye Valley National Landscape (AONB) and Mathern’s Conservation Area. The site is within the parkland setting of Grade II Listed St Lawrence House. There are groups of mature woodland and mature hedgerows which contain several important natural ecological habitats.
- Location within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site, financial contributions may therefore be required as part of a mitigation strategy.

#### Key policy requirements

- 50% affordable homes on site.
- Net zero carbon homes.
- Commercial uses such as Class C1 Hotel and Class C2 Residential care home.
- Green infrastructure.
- Sustainable transport/Active travel

#### Key Infrastructure requirements (including broad costs where known):

Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• Access point on to A466.</li> <li>• Highbeech Roundabout - improvements.</li> <li>• Speed limit revisions along A466</li> <li>• Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</li> </ul>	TBC  Land to be safeguarded on site for Highbeech Roundabout.	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.  No specific contribution identified for Highbeech Roundabout improvements, land to be safeguarded to futureproof and provide opportunity for improvements if deemed necessary.
<b>Public transport financial contributions.</b>	Circa £365,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	TBC	MCC Education suggests there is currently capacity in both primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.

<p><b>Green Infrastructure.</b></p>	<p>TBC</p> <p>GI to be provided on-site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<p><b>Nature Recovery</b></p>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	<p>Developer</p>	<p>Monmouthshire County Council</p>	<p>TBC</p>	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<p><b>Severn Estuary European Marine Site – financial contribution</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Monmouthshire County Council</p>	<p>TBC</p>	<p>Site is located in the 12.6km core recreational catchment zone for the Severn Estuary European Marine Site, a financial contribution may be required</p>

					as part of the mitigation strategy for the protected site to reduce recreational pressure on the features of the Estuary.
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>TBC</p> <p>A local equipped play area and open space to be provided on site.</p> <p>Indicative cost of local equipped play area based on current requirements circa £85,000 + committed sum of circa £95,000.</p> <p>Off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commutated sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.

<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	Hydraulic Modelling Assessment required for water supply network.	Developer	Hydraulic Modelling Assessment (HMA) to be funded by Developer.	HMA at planning application stage.	DCWW note there are no issues with foul flows being accommodated for this site at the Newport Nash WwTW. Hydraulic Modelling Assessment required to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. If any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecology Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Archaeology and Heritage Assessments.
- Flood Consequence Assessment and Drainage Strategy.
- Highway and Transport Assessments.
- Environmental Health Assessments including Air Quality.
- National Grid feasibility study.
- Hydraulic Modelling Assessment

Further reports/surveys as necessary to accompany planning application.

## Leasbrook, Monmouth

**Policy HA4: Leasbrook, Monmouth**

Site Area	Allocation Type	Total Homes	Phasing Tranche
-----------	-----------------	-------------	-----------------

Circa 11ha	Residential	Total Homes: 270 Open Market Homes: 135 Affordable Homes: 135	Years 6 to 15		
<b>Site Description</b>					
Leasbrook is located on the edge of Monmouth north of Dixton Road. The site is located adjacent existing development at Dixton Close and Hereford Road, including Haberdashers’ Monmouth Schools playing pitches to the west and agricultural land to the east and north.					
<b>Key site issues and constraints</b>			<b>Key policy requirements</b>		
<ul style="list-style-type: none"> <li>• Flooding on entrance of site.</li> <li>• Close proximity to a Wye Valley and Forest of Dean bat SAC, located within the Core Sustainance Zone and immediately adjacent to the Juvenile Sustainance Zone.</li> <li>• Adjacent Conservation Area and Lower Wye Valley Landscape of Historic Interest.</li> <li>• Site is located within the River Wye phosphorus catchment area.</li> </ul>			<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Green infrastructure.</li> <li>• Sustainable transport/Active travel</li> </ul>		
<b>Key Infrastructure requirements (including broad costs where known):</b>					
<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>
<b>Active Travel Routes to include:</b> <ul style="list-style-type: none"> <li>• MCC-M25A(DL).</li> </ul>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• Access point on to A466 Dixton Road.</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.



<ul style="list-style-type: none"> <li>• <b>Emergency access point – A466 Hereford Road.</b></li> <li>• <b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</b></li> </ul>					
<p><b>Public transport financial contributions.</b></p>	<p>Circa £675,000</p>	<p>Developer</p>	<p>Regional and local bus providers</p>	<p>TBC</p>	<p>Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.</p>
<p><b>Education – Primary and Secondary Schools</b></p>	<p>Circa £838,071</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>MCC Education suggests there is currently capacity in primary schools within the locality. Additional provision required for 57 x secondary school pupils at Monmouth Comprehensive School. This sum and costs are indicative and will be reviewed at the planning application stage.</p>
<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Committed sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>

<p><b>Nature Recovery</b></p>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	<p>Developer</p>	<p>Monmouthshire County Council</p>	<p>TBC</p>	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<p><b>Wye Valley &amp; Forest of Dean Bat Sites SAC Juvenile Sustenance Zone</b></p>	<p>Woodland planting to be incorporated within blue line of ownership.</p> <p>Commuted sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>Woodland buffer planting with well-designed public access to be provided, maintained, monitored and managed on the eastern edge of the site (in the blue line of ownership) to protect the Greater Horseshoe Bat Juvenile Sustenance Zone.</p> <p>A commuted sum will be required if the woodland planting is adopted by MCC, this will be considered at the time of the planning application.</p>
<p><b>Public Right of Way enhancements and connections</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<p><b>Recreation and Open Space</b></p>	<p>TBC</p> <p>New neighbourhood play area and open space to be provided on site.</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council</p>	<p>TBC</p>	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p>

	<p>Indicative cost of neighbourhood play area based on current requirements circa £160,000 + committed sum of circa £190,000.</p> <p>Off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commuted sum TBC (see notes).</p>				<p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	Hydraulic Modelling Assessment required for water supply network and public sewerage network.	Developer	Hydraulic Modelling Assessment (HMA) to be funded by Developer.	TBC HMA at planning application stage.	DCWW note there are no issues with foul flows being accommodated for this site at the Monmouth WwTW. Hydraulic Modelling Assessment required to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. If any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.

					DCWW has confirmed upgrades to the Monmouth WwTW to include phosphate stripping capability in AMP 7 2020-2025. The impact of development on water quality will be scrutinised as part of the planning application in consultation with relevant bodies including NRW and DCWW to ensure no adverse impacts to the river SAC. Any development proposal will need to be in accordance with the Environmental Permit issued by NRW.
--	--	--	--	--	--

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecology Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flood Consequences Assessment & Drainage Report.
- Highways and Transport Assessments.
- National Grid feasibility study.
- Hydraulic Modelling Assessment.

Further reports/surveys as necessary to accompany planning application.

## Land at Penlanlas Farm, Abergavenny

Policy HA5: Land at Penlanlas Farm, Abergavenny			
Site Area	Allocation Type	Total Homes	Phasing Tranche

Circa 6.17ha	Residential	Total Homes: 100 Open Market Homes: 50 Affordable Homes: 50	Years 6 to 15
--------------	-------------	---	---------------

**Site Description**

Land at Penlanlas Farm is located to the north west of Abergavenny adjacent the Bannau Brycheiniog National Park (BBNP) eastern boundary. The site is bounded to the east and south by residential properties with Old Hereford Road to the west and an electrical substation and agricultural land to the north.

Key site issues and constraints	Key policy requirements
<ul style="list-style-type: none"> <li>Positioned within the landscape setting of Bannau Brycheiniog National Park (BBNP).</li> <li>Site is located within the River Usk phosphorus catchment area.</li> </ul>	<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Green infrastructure.</li> <li>Sustainable transport/Active travel</li> </ul>

**Key Infrastructure requirements (including broad costs where known):**

Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>Access point on to Old Hereford Road</li> <li>Old Hereford Road - speed limit revisions</li> <li>Off-site highway infrastructure contributions as</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.

<b>necessary including, local and strategic highway network improvements.</b>					
<b>Public transport financial contributions.</b>	Circa £250,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	TBC	MCC Education suggests there is currently capacity in both primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.
<b>Green Infrastructure.</b>	TBC  GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.  Commuted sum TBC (see notes).	Developer	Developer / Monmouthshire County Council.	TBC	To be provided on site.  GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.  The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.  Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.
<b>Nature Recovery</b>	TBC  Net Benefit for biodiversity to be provided on site as part of detailed master planning in	Developer	Monmouthshire County Council	TBC	To be provided on site, as far as is possible.  Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.

	<p>accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>				<p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<b>Recreation and Open Space</b>	<p>TBC</p> <p>Open space to be provided on site.</p> <p>Off-site contribution towards improvements to existing play provision at Underhill Crescent Playing Field (Based on current indicative cost circa £101,000).</p> <p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>

	Commuted sum TBC (see notes).				
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	TBC	<p>DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Llanfoist WwTW.</p> <p>DCWW has confirmed upgrades to the Llanfoist WwTW to include phosphate stripping capability in AMP 8 2025-2030. The impact of development on water quality will be scrutinised as part of the planning application in consultation with relevant bodies including NRW and DCWW to ensure no adverse impacts to the river SAC. Any development proposal will need to be in accordance with the Environmental Permit issued by NRW.</p>

**Key supporting information to include:**

- Illustrative Masterplan.
  - Transport Assessment including active travel links and public transport enhancements.
  - Green Infrastructure and Landscape Assessments.
  - Green Infrastructure Statement.
  - Ecological Assessment.
  - Flood Consequence Assessment and Drainage Strategy.
  - Environmental Health Assessments including Air Quality, Noise Assessment and Land Contamination Strategy.
  - National Grid Feasibility Study.
  - Agricultural Land Classification Report.
  - Archaeological and Heritage Assessment.
- Further reports/surveys as necessary to accompany planning application.



## Land at Rockfield Road, Monmouth

Policy HA6: Land at Rockfield Road, Monmouth					
Site Area	Allocation Type	Total Homes		Phasing Tranche	
Circa 1.5ha	Residential	Total Homes: 60 Open Market Homes: 30 Affordable Homes: 30		Years 11 to 15	
Site Description					
<p>Land at Rockfield Road is located on the north-western edge of Monmouth. This site is located adjacent to a residential site on Rockfield Road with extant planning permission for 70 homes and sits neatly within a gap between this permitted site to the east and existing residential development to the south and west.</p>					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> <li>• Adjacent public footpath must be linked into the site to provide connectivity.</li> <li>• Green buffer on the edge of the site must be retained to minimise any potential landscape impact on the wider surroundings.</li> <li>• Site is located within the River Wye phosphorus catchment area.</li> </ul>			<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Sustainable transport/Active travel</li> <li>• Green infrastructure.</li> </ul>		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes
Active Travel Routes	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.

<p><b>Highways and Sustainable Travel to include:</b></p> <ul style="list-style-type: none"> <li>• <b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be considered through Transport Assessment and determined at the planning application stage.
<p><b>Public transport financial contributions.</b></p>	Circa £150,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<p><b>Education – Primary and Secondary Schools</b></p>	Circa £191,139	Developer	Developer	TBC	MCC Education suggests there is currently capacity in primary schools within the locality. Additional provision required for 13 x secondary school pupils at Monmouth Comprehensive School. This sum and costs are indicative and will be reviewed at the planning application stage.
<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>

	Commuted sum TBC (see notes).				
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	Developer	Monmouthshire County Council	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Recreation and Open Space</b>	<p>Off-site contribution towards existing play provision at Rockfield Estate central open space (Based on current indicative cost circa £60,000).</p> <p>Further off-site contributions may be</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Recreation Open Space is provided as part of the adjacent site and therefore no provision on site and a subsequent need for off-site contributions.</p> <p>If a commuted sum is required this is to be calculated at the time of the planning application based on the layout and amount of open space.</p>

	<p>required in accordance with the standards set out in CI2.</p> <p>Commuted sum TBC (see notes).</p>				
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	TBC	<p>DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Monmouth WwTW.</p> <p>DCWW has confirmed upgrades to the Monmouth WwTW to include phosphate stripping capability in AMP 7 2020-2025. The impact of development on water quality will be scrutinised as part of the planning application in consultation with relevant bodies including NRW and DCWW to ensure no adverse impacts to the river SAC. Any development proposal will need to be in accordance with the Environmental Permit issued by NRW.</p>

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecology Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flooding Assessment & Drainage Report.
- Relevant Heritage Assessments.
- Highways and Transport Assessments.
- National Grid feasibility study.

Further reports/surveys as necessary to accompany planning application.

## Land at Drewen Farm, Monmouth

Policy HA7: Land at Drewen Farm, Monmouth			
Site Area	Allocation Type	Total Homes	Phasing Tranche
Circa 6.6ha	Residential	Total Homes: 110 Open Market Homes: 55 Affordable Homes: 55	Years 6 to 15
Site Description			
Land at Drewen Farm wraps around the Kingswood Gate site located to the south and west, with Watery Lane to the east and agricultural land to the north. It forms the remaining part of the adopted LDP Wonastow Road housing site in Monmouth known as Kingswood Gate.			
Key site issues and constraints		Key policy requirements	
<ul style="list-style-type: none"> <li>• Public footpath links to Watery Lane are essential.</li> <li>• Green buffer in and around the site must be retained to minimise any potential impact on ecology and landscape.</li> </ul>		<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Sustainable transport/Active travel</li> </ul>	

- Adjacent to a SINC. Additional GI connectivity and buffers required between built development and the SINC.
- Site is located within the River Wye phosphorus catchment area.
- Green infrastructure.

**Key Infrastructure requirements (including broad costs where known):**

<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>
<b>Active Travel Routes to include:</b> <ul style="list-style-type: none"> <li>• <b>Links into adjacent Kingswood Gate site.</b></li> </ul>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• <b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Public transport financial contributions.</b>	Circa £275,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	Circa £338,169	Developer	Developer	TBC	MCC Education suggests there is currently capacity in primary schools within the locality. Additional provision required for 23 x secondary school pupils at Monmouth Comprehensive School. This

					sum and costs are indicative and will be reviewed at the planning application stage.
<b>Green Infrastructure</b>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	Developer	Monmouthshire County Council	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>

<p><b>Public Right of Way enhancements and connections</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<p><b>Recreation and Open Space</b></p>	<p>TBC</p> <p>Open space to be provided on site.</p> <p>Off-site contribution towards existing play provision at Rockfield central open space (Based on current indicative cost circa £111,000).</p> <p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commuted sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council</p>	<p>TBC</p>	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>



<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	Hydraulic Modelling Assessment required for water supply network and public sewerage network.	Developer	Hydraulic Modelling Assessment (HMA) to be funded by Developer.	TBC HMA at planning application stage.	<p>DCWW note there are no issues with foul flows being accommodated for this site at the Monmouth WwTW. Hydraulic Modelling Assessment required to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. If any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.</p> <p>DCWW has confirmed upgrades to the Monmouth WwTW to include phosphate stripping capability in AMP 7 2020-2025. The impact of development on water quality will be scrutinised as part of the planning application in consultation with relevant bodies including NRW and DCWW to ensure no adverse impacts to the river SAC. Any development proposal will need to be in accordance with the Environmental Permit issued by NRW.</p>

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecology Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flooding Assessment & Drainage Report.
- Relevant Heritage Assessments.
- Highways and Transport Assessments.
- National Grid feasibility study.
- Hydraulic Modelling Assessment.

Further reports/surveys as necessary to accompany planning application.

## Tudor Road, Monmouth

<b>Policy HA8: Tudor Road, Monmouth</b>					
<b>Site Area</b>		<b>Allocation Type</b>		<b>Total Homes</b>	
Circa 2.1ha		Residential		Total Homes: 50 Open Market Homes: 25 Affordable Homes: 25	
<b>Phasing Tranche</b>					
Years 6 to 10					
<b>Site Description</b>					
The Tudor Road site is located on the eastern side of Wyesham in Monmouth. Existing residential properties are located to the south and west of the site with agricultural land to the north and east. The site is located adjacent to the Wye Valley National Landscape (AONB).					
<b>Key site issues and constraints</b>			<b>Key policy requirements</b>		
<ul style="list-style-type: none"> <li>Linear hedgerow feature to be retained due to importance with foraging and commuting bats associated with the Wye Valley and Forest of Dean Bat Sites SAC.</li> <li>Adjacent to the Wye Valley National Landscape (AONB).</li> <li>Re-engineering of the existing Tudor Road junction is required, providing access to 7-19 Tudor Road along with relocation of the associated residents' off-street parking.</li> <li>Overland water flows from land above site, management of these flows must be incorporated into the scheme.</li> <li>Site is located within the River Wye phosphorus catchment area.</li> </ul>			<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Sustainable transport/Active travel</li> <li>Green infrastructure.</li> </ul>		
<b>Key Infrastructure requirements (including broad costs where known):</b>					
<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>

<p><b>Active Travel Routes to include:</b></p> <ul style="list-style-type: none"> <li>• <b>Links to nearby Active Travel route MCC-M14A.</b></li> </ul>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<p><b>Highways and Sustainable Travel to include:</b></p> <ul style="list-style-type: none"> <li>• <b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<p><b>Public transport financial contributions.</b></p>	Circa £125,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<p><b>Education – Primary and Secondary Schools.</b></p>	Circa £161,733	Developer	Developer	TBC	MCC Education suggests there is currently capacity in primary schools within the locality. Additional provision required for 11 x secondary school pupils at Monmouth Comprehensive School. This sum and costs are indicative and will be reviewed at the planning application stage.
<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p>

	<p>with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>				<p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home – details to be determined at the planning application stage.</p>
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	Developer	Monmouthshire County Council	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>TBC</p> <p>Allotment and open space to be provided on site.</p> <p>Off-site contribution</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p>

	<p>towards improvements to existing provision at Tudor Road (Based on current indicative cost circa £50,000).</p> <p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commutated sum TBC (see notes).</p>				<p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	TBC	<p>DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Monmouth WwTW.</p> <p>DCWW has confirmed upgrades to the Monmouth WwTW to include phosphate stripping capability in AMP 7 2020-</p>

					2025. The impact of development on water quality will be scrutinised as part of the planning application in consultation with relevant bodies including NRW and DCWW to ensure no adverse impacts to the river SAC. Any development proposal will need to be in accordance with the Environmental Permit issued by NRW.
<b>Key supporting information to include:</b>					
<ul style="list-style-type: none"> <li>• Masterplan.</li> <li>• Viability Assessment.</li> <li>• Ecology Assessments.</li> <li>• Green Infrastructure and Landscape Assessments.</li> <li>• Green Infrastructure Statement.</li> <li>• Flooding Assessment &amp; Drainage Report.</li> <li>• Highways and Transport Assessments.</li> <li>• National Grid feasibility study.</li> </ul> <p>Further reports/surveys as necessary to accompany planning application.</p>					

## Land at former MoD, Caerwent

<b>Policy HA9: Land at former MoD land, Caerwent</b>			
<b>Site Area</b>	<b>Allocation Type</b>	<b>Total Homes</b>	<b>Phasing Tranche</b>
Circa 4.2ha	Mixed-Use Residential Commercial B1	Total Homes: 40 Open Market Homes: 20 Affordable Homes: 20	Years 6 to 10
<b>Site Description</b>			

Land at the former Ministry of Defence Site is a brownfield site on the north-eastern edge of Caerwent, north of the A48. The site is surrounded by agricultural land with two farms either side of the site. There is an existing large derelict red brick building and other utilitarian buildings within the site.

Key site issues and constraints	Key policy requirements
<ul style="list-style-type: none"> <li>The site which has been unoccupied for several years has been neglected and as such has regenerating scrubland/overgrown vegetation within the site and along the boundary with the A48. Protected and priority species and habitats have been identified within the site including a maternity roost for lesser horseshoe bats.</li> <li>Location within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site, financial contributions may therefore be required as part of a mitigation strategy.</li> </ul>	<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Sustainable transport/Active travel</li> <li>Green infrastructure.</li> </ul>

**Key Infrastructure requirements (including broad costs where known):**

Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>Access onto A48</li> <li>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.

<b>Public transport financial contributions.</b>	Circa £100,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	TBC	MCC Education suggests there is currently capacity in both primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required. There may also be a need for school transport costs, the cost of which also to be determined at the planning application stage.
<b>Green Infrastructure</b>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of</p>	Developer	Developer/ Monmouthshire County Council	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p>



	<p>detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>				<p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p> <p>Of note here is the lesser horseshoe maternity roost that will need to be retained and managed in perpetuity by the developer.</p>
<b>Severn Estuary European Marine Site – financial contribution</b>	TBC	Developer	Monmouthshire County Council	TBC	Site is located in the 12.6km core recreational catchment zone for the Severn Estuary European Marine Site, a financial contribution may be required as part of the mitigation strategy for the protected site to reduce recreational pressure on the features of the Estuary.
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>TBC</p> <p>Allotment and open space to be provided on site.</p> <p>Off-site contribution towards existing play area at Lawrence Crescent (Based on current indicative cost circa £40,000).</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>

	<p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commuted sum TBC (see notes).</p>				
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	TBC	Developer	Developer	TBC	DCWW note there are no issues with water supply network being accommodated for this site at the Caerwent WwTW. The foul flows would however overload the Caerwent WwTW and there are no reinforcement works proposed within the current AMP7. As such, for this site to progress then it will be necessary for a Developer Impact Assessment to be undertaken on the WwTW which will conclude any reinforcement works required.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Ecology Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flooding and Drainage Assessments.
- Highways and Transport Assessments.

- Environmental Health Assessments.
- National Grid feasibility study.
- Hydraulic Modelling Assessment.

Further reports/surveys as necessary to accompany planning application.

## Land south of Monmouth Road, Raglan

<b>Policy HA10: Land south of Monmouth Road, Raglan</b>					
<b>Site Area</b>	<b>Allocation Type</b>	<b>Total Homes</b>		<b>Phasing Tranche</b>	
Circa 4.5ha	Residential	Total Homes: 54 Open Market Homes: 27 Affordable Homes: 27		Years 6 to 15	
<b>Site Description</b>					
Land south of Monmouth Road, Raglan is located to the south-east of Raglan. on the eastern edge of Raglan. The site borders Raglan Conservation Area located to the south of Raglan Castle. The site benefits from less than 15 minutes walking time to Raglan’s centre, with other key services and facilities including a school in closer proximity.					
<b>Key site issues and constraints</b>			<b>Key policy requirements</b>		
<ul style="list-style-type: none"> <li>• Located within the setting of Raglan Castle Scheduled Ancient Monument and Grade 1 Building and Raglan Castle Registered Historic Park and Garden.</li> <li>• The site is located adjacent to Raglan Conservation Area.</li> <li>• Site is located within the River Usk phosphorus catchment area.</li> </ul>			<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Sustainable transport/Active travel</li> <li>• Green infrastructure.</li> </ul>		
<b>Key Infrastructure requirements (including broad costs where known):</b>					
<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>

<p><b>Active Travel Routes</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>Prior to first occupation</p>	<p>Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.</p>
<p><b>Highways and Sustainable Travel to include:</b></p> <ul style="list-style-type: none"> <li>• Access point on to Monmouth Road.</li> <li>• Emergency Access Point – Station Road.</li> <li>• Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</li> </ul>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<p><b>Public transport financial contributions.</b></p>	<p>Circa £135,000</p>	<p>Developer</p>	<p>Regional and local bus providers</p>	<p>TBC</p>	<p>Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.</p>
<p><b>Education – Primary and Secondary Schools.</b></p>	<p>Circa £176,436</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>MCC Education suggests there is currently capacity in primary schools within the locality. Additional provision required for 12 x secondary school pupils at Monmouth Comprehensive School. This sum and costs are indicative and will be reviewed at the planning application stage.</p>
<p><b>Green Infrastructure</b></p>	<p>TBC  GI to be incorporated into</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site.  GI includes informal open space, amenity green space, parks and gardens, natural and semi natural</p>

	<p>site as part of detailed masterplanning of the site in accordance with Policy G11.</p> <p>Commuted sum TBC (see notes).</p>				<p>space, community orchards and community growing. See policies G11 and C12 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	Developer	Monmouthshire County Council	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>TBC</p> <p>New local equipped play area and open</p>	Developer	Developer / Monmouthshire County Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.

	<p>space to be provided on site.</p> <p>Indicative cost of local equipped play area based on current requirements circa £85,000 + committed sum of circa £95,000.</p> <p>Off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Committed sum TBC (see notes).</p>				<p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Allotments</b>	TBC	Developer	Developer	TBC	On site provision to be considered. Details to be determined at the planning application stage.
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	N/A	<p>DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Raglan WwTW.</p> <p>From a phosphorus perspective, NRW have completed the Environmental Permit review process and this proposal would be accommodated within the existing capacity of the permit.</p>

<b>Key supporting information to include:</b>
<ul style="list-style-type: none"> <li>• Heritage Assessment</li> <li>• Agricultural Land Classification Report</li> <li>• Flood Consequence Assessment and Drainage Strategy</li> <li>• Transport Assessment including Active Travel links and public transport enhancements.</li> <li>• Utilities Note</li> <li>• Ecological Assessments.</li> <li>• Green Infrastructure and Landscape Assessments.</li> <li>• Green Infrastructure Statement.</li> <li>• Environmental Health Assessments including Noise Assessment, Land Contamination Strategy and Air Quality Assessment.</li> </ul> <p>Further reports/surveys as necessary to accompany planning application.</p>

## Land east of Burrium Gate, Usk

<b>Policy HA11: Land east of Burrium Gate, Usk</b>			
<b>Site Area</b>	<b>Allocation Type</b>	<b>Total Homes</b>	<b>Phasing Tranche</b>
Circa 2.6ha	Residential	Total Homes: 40 Open Market Homes: 20 Affordable Homes: 20	Years 6 to 10
<b>Site Description</b>			
Land east of Burrium Gate is located at the eastern edge of Usk, north of Monmouth Road. To the west and south of the site are existing residential properties with agricultural fields to the north and east.			
<b>Key site issues and constraints</b>		<b>Key policy requirements</b>	
<ul style="list-style-type: none"> <li>• Proximity to Usk’s air quality management area (AQMA).</li> <li>• The site’s impact on overland drainage flow.</li> <li>• Site is located within the River Usk phosphorus catchment area.</li> </ul>		<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Green infrastructure.</li> <li>• Sustainable transport/Active travel</li> </ul>	

<b>Key Infrastructure requirements (including broad costs where known):</b>					
<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• Access point onto Monmouth Road.</li> <li>• Speed limit revisions on Monmouth Road</li> <li>• Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Public transport financial contributions.</b>	Circa £100,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	Circa £117,624	Developer	Developer	TBC	MCC Education suggests there is currently capacity in primary schools within the locality. Additional provision required for 8 x secondary school pupils at Monmouth Comprehensive School. This sum and



					costs are indicative and will be reviewed at the planning application stage.
<b>Green Infrastructure</b>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<b>Nature Recovery</b>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	Developer	Monmouthshire County Council	TBC	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>

<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	<p>Open space to be provided on site.</p> <p>Off-site contribution towards improvements to existing play area at Castle Oaks (Based on current indicative cost circa £40,000).</p> <p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commuted sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage following details relating to a scheme for the management of overland flows from adjacent land.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	TBC	DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Usk WwTW provided development takes place after March 2025.

					From a phosphorus perspective, NRW have completed the Environmental Permit review process and this proposal would be accommodated within the existing capacity of the permit.
--	--	--	--	--	---

**Key supporting information to include:**

- Masterplan.
  - Viability Assessment.
  - Agricultural Land Classification Report.
  - Ecological Assessments.
  - Green Infrastructure and Landscape Assessments.
  - Green Infrastructure Statement.
  - Archaeology and Heritage Assessments.
  - Flooding and Drainage Assessments.
  - Highway and Transport Assessments.
  - Environmental Health Assessments including Air Quality.
  - National Grid feasibility study.
- Further reports/surveys as necessary to accompany planning application.

## Land west of Trem yr Ysgol, Penperlleni

Policy HA12: Land west of Trem yr Ysgol, Penperlleni			
Site Area	Allocation Type	Total Homes	Phasing Tranche
Circa 3.4ha	Residential	Total Homes: 42 Open Market Homes: 21 Affordable Homes: 21	Years 11 to 15
<b>Site Description</b>			

Land west of Trem yr Ysgol is located on the south-western edge of Penperlleni. An existing residential development is located to the east of the site with agricultural land to the south and west. The A4042 is located to the north of the site with agricultural land beyond in the backdrop of the Bannau Brycheiniog National Park (BBNP).

Key site issues and constraints	Key policy requirements
<ul style="list-style-type: none"> <li>The site is bounded by the Ffynnon Ddu watercourse along the eastern and southern boundaries.</li> <li>The site is also within the River Usk phosphorus sensitive catchment area.</li> </ul>	<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Sustainable transport/Active travel</li> <li>Green infrastructure.</li> </ul>

Key Infrastructure requirements (including broad costs where known):					
Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li><b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment.
<b>Public transport financial contributions.</b>	Circa £105,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.

<p><b>Education – Primary and Secondary Schools.</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>MCC Education suggests there is currently capacity in both the primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.</p>
<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>
<p><b>Nature Recovery</b></p>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master</p>	<p>Developer</p>	<p>Monmouthshire County Council</p>	<p>TBC</p>	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p>

	<p>planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>				<p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<b>Recreation and Open Space</b>	<p>Open space to be provided on site.</p> <p>Off-site contributions towards improvements to existing play area at Goytre playing field (Based on current indicative cost circa £42,000).</p> <p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commuted sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Drainage</b>	TBC	Developer	Developer	TBC	<p>Details to be determined at the planning application stage.</p>

<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	N/A	<p>DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Goytre WwTW.</p> <p>From a Phosphorus perspective NRW have completed the Environmental Permit review process and this proposal would be accommodated within the existing capacity of the permit.</p>
------------------------------	-----	-----	-----	-----	---

**Key supporting information to include:**

- Masterplan.
  - Viability Assessment.
  - Agricultural Land Classification Report.
  - Ecological Assessments.
  - Green Infrastructure and Landscape Assessments.
  - Green Infrastructure Statement.
  - Archaeology and Heritage Assessments.
  - Flooding and Drainage Assessments.
  - Highway and Transport Assessments.
  - Environmental Health Assessments.
  - National Grid feasibility study.
- Further reports/surveys as necessary to accompany planning application .

## Land adjacent to Piercefield Public House, St. Arvans

Policy HA13: Land adjacent to Piercefield Public House, St. Arvans			
Site Area	Allocation Type	Total Homes	Phasing Tranche

Circa 1.1ha	Residential	Total Homes: 16 Open Market Homes: 8 Affordable Homes: 8	Years 6 to 10
-------------	-------------	--	---------------

**Site Description**

Land adjacent to Piercefield Public House is located to the southern edge of St Arvans, west of the A466. Residential development and the public house are located to the north of the site with agricultural land to the south and west. The site is located within the Wye Valley National Landscape (AONB).

Key site issues and constraints	Key policy requirements
<ul style="list-style-type: none"> <li>• Located within the Wye Valley National Landscape (AONB).</li> <li>• The site is within the Otter Hole Regionally Important Geodiversity Sites (RIGS).</li> <li>• Site is located within 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine site, financial contributions may therefore be required as part of a mitigation strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• 50% affordable homes on site.</li> <li>• Net zero carbon homes.</li> <li>• Sustainable transport/Active travel as appropriate.</li> <li>• Green infrastructure.</li> </ul>

**Key Infrastructure requirements (including broad costs where known):**

Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• Off-site highway infrastructure contributions as necessary including, local and strategic</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.



<b>highway network improvements.</b>					
<b>Public transport financial contributions.</b>	Circa £40,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	TBC	MCC Education suggests there is currently capacity in both the primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.
<b>Green Infrastructure</b>	TBC  GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.  Commuted sum TBC (see notes).	Developer	Developer / Monmouthshire County Council.	TBC	To be provided on site.  GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.  The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.  PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.  Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.
<b>Nature Recovery</b>	TBC  Net Benefit for biodiversity to be provided on site as part of	Developer	Monmouthshire County Council	TBC	To be provided on site, as far as is possible.  Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.

	<p>detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>				<p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<b>Severn Estuary European Marine Site – financial contribution</b>	TBC	Developer	Monmouthshire County Council	TBC	<p>Site is located in the 12.6km core recreational catchment zone for the Severn Estuary European Marine Site, a financial contribution may be required as part of the mitigation strategy for the protected site to reduce recreational pressure on the features of the Estuary.</p>
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<b>Recreation and Open Space</b>	<p>TBC</p> <p>Open space to be provided on site.</p> <p>Off-site contribution towards existing play area at King George V playing field (Based on current indicative cost circa £16,000).</p>	Developer	Developer / Monmouthshire County Council	TBC	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>

	Further off-site contributions may be required in accordance with the standards set out in Policy CI2.  Commuted sum TBC (see notes).				
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	N/A	DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Nash WwTW.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecological Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Archaeology and Heritage Assessments.
- Flooding and Drainage Assessments.
- Highway and Transport Assessments.
- Environmental Health Assessments.
- National Grid feasibility study.

Further reports/surveys as necessary to accompany planning application

## Land at Churchfields, Devauden

### Policy HA14: Land at Churchfields, Devauden

Site Area	Allocation Type	Total Homes	Phasing Tranche
Circa 1ha	Residential	Total Homes: 20 Open Market Homes: 10 Affordable Homes: 10	Years 11 to 15

#### Site Description

Land at Churchfields is located on the western edge of Devauden adjacent to existing residential development. Agricultural land is located to the north, west and south of the site. The site is located within the National Landscape Wye Valley (AONB).

Key site issues and constraints	Key policy requirements
<ul style="list-style-type: none"> <li>Located within the Wye Valley National Landscape (AONB).</li> <li>The site is also within the River Usk phosphorus sensitive catchment area.</li> </ul>	<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Sustainable transport/Active travel as appropriate.</li> <li>Green infrastructure.</li> </ul>

#### Key Infrastructure requirements (including broad costs where known):

Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/delivery period	Notes
Active Travel Routes	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.

<p><b>Highways and Sustainable Travel to include:</b></p> <ul style="list-style-type: none"> <li>• <b>Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<p><b>Public transport financial contributions.</b></p>	Circa £50,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<p><b>Education – Primary and Secondary Schools.</b></p>	TBC	Developer	Developer	TBC	MCC Education suggests there is currently capacity in both the primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.
<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Committed sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a committed sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p>

					Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.
<b>Nature Recovery</b>	TBC  Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1  Commuted sum TBC, if necessary	Developer	Monmouthshire County Council	TBC	To be provided on site, as far as is possible.  Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.  This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	Open space to be provided on site.  Off-site contribution towards improvement of existing play area adjacent to Hood Memorial Hall (Based on current indicative cost circa £20,000).	Developer	Developer / Monmouthshire County Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.  Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.  Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.  The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.

	Further off-site contributions may be required in accordance with the standards set out in Policy CI2.  Commuted sum TBC (see notes).				
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage
<b>Water Supply/Sewerage</b>	TBC	DCWW	DCWW	TBC	DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Devauden WwTW.  From a phosphorus perspective a scheme to ensure the proposal can be accommodated within the existing capacity of the permit must be undertaken. Development cannot be consented until a detailed scheme showing compliance with the environmental permit has been agreed with NRW and DCWW.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecological Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Archaeology and Heritage Assessments.
- Flooding and Drainage Assessments.
- Highway and Transport Assessments.
- Environmental Health Assessments.
- National Grid feasibility study.

Further reports/surveys as necessary to accompany planning application

## Land east of Little Mill

Policy HA15: Land east of Little Mill					
Site Area	Allocation Type	Total Homes		Phasing Tranche	
Circa 1.68ha	Residential	Total Homes: 20 Open Market Homes: 10 Affordable Homes: 10		Years 6 to 10	
Site Description					
Land east of Little Mill is located to the north of the A472 on the eastern side of the village. The site has residential development to the west, separated by a development access road and agricultural land to the north and east.					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> <li>The site is within the Usk Glacier Terminal Moraine Regionally Important Geodiversity Site (RIGS)</li> <li>A 225mm foul sewer crosses the site.</li> <li>Site is located within the River Usk phosphorus catchment area.</li> <li>The site is adjacent to a former sawmill, that may have resulted in contamination of the land.</li> </ul>			<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Sustainable transport/Active travel as appropriate.</li> <li>Green infrastructure.</li> </ul>		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/delivery period	Notes
Active Travel Routes	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning



					application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Public transport financial contributions.</b>	Circa £50,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	TBC	MCC Education suggests there is currently capacity in both the primary and secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.
<b>Green Infrastructure</b>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy GI1.</p> <p>Commuted sum TBC (see notes).</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p>

					Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.
<b>Nature Recovery</b>	TBC  Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1  Commuted sum TBC, if necessary	Developer	Monmouthshire County Council	TBC	To be provided on site, as far as is possible.  Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.  This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Recreation and Open Space</b>	Open space to be provided on site.  Off-site contributions towards existing play provision in the village (Based on current indicative cost circa £20,000).  Further off-site	Developer	Developer / Monmouthshire County Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.  Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.  Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.  The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will

	<p>contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commuted sum TBC (see notes).</p>				<p>be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Drainage</b>	TBC	Developer	Developer	TBC	<p>Details to be determined at the planning application stage following details relating to a scheme for the management of overland flows from adjacent land.</p>
<b>Water Supply/Sewerage</b>	TBC	Developer	Developer	TBC	<p>DCWW note there are no issues with water supply network being accommodated for this site at the Little Mill WwTW.</p> <p>The Little Mill WwTW however currently has limited capacity to accommodate foul flows, a Developer Impact Assessment may need to be undertaken on the WwTW which will conclude any reinforcement works required.</p> <p>From a phosphorus perspective, NRW have completed the Environmental Permit review process and this proposal would be accommodated within the existing capacity of the permit.</p>

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Agricultural Land Classification Report.
- Ecological Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flooding and Drainage Assessments.
- Relevant Heritage Assessments.

- Highways and Transport Assessments.
- Environmental Health Assessments including Air Quality and Noise

Further reports/surveys as necessary to accompany planning application.

## Land north of Little Mill

Policy					
Site Area	Allocation Type	Total Homes			Phasing Tranche
Circa 0.87ha	Residential	Total Homes: 15 Open Market Homes: 7 Affordable Homes: 8			Years 6 to 10
Site Description					
The site is situated at the northern edge of Little Mill. Residential development borders the southern edge of the site, with a railway line to the north-west and grazing land to the north and east. This allocation is a continuation of an Adopted LDP allocation for 60% affordable homes.					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> <li>• The site is within the Usk Glacial Terminal Moraine Regionally Important Geodiversity Site (RIGS).</li> <li>• Public footpath along the site’s eastern boundary.</li> <li>• Noise and vibration mitigation measures required due to the site’s proximity to the adjacent railway line.</li> <li>• Site is located within the River Usk phosphorus catchment area.</li> </ul>			<ul style="list-style-type: none"> <li>• Site has planning permission for 15 homes, 60% of which are affordable homes in accordance with the LDP allocation.</li> </ul>		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/ delivery period	Notes

<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	N/A	Education suggests there is currently capacity in both primary and secondary schools within the area. No costs required.
<b>Green Infrastructure</b>	To be incorporated into site.	Developer	Developer / Monmouthshire County Council.	TBC	To be provided on site.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	N/A	DCWW note there are no issues with foul flows or the water supply network being accommodated for this site at the Little Mill WwTW.  From a phosphorus perspective, NRW have completed the Environmental Permit review process and this proposal would be accommodated within the existing capacity of the permit.

**Key supporting information submitted as part of planning application:**

- Geotechnical and Geo-environmental Report
- Tree Constraints Plan
- Arboricultural Method Statement
- LVIA
- Landscaping Plan
- Landscape Specification and Management Plan
- Green Infrastructure Assets and Opportunities Plans
- GI Management Plan
- Transport Statement
- Flood Assessment and Drainage Strategy
- Ecological Assessments
- Acoustic Report
- Thermal Comfort Analysis

Land adjacent to Llanellen Court Farm, Llanellen

<b>Policy HA17: Land adjacent to Llanellen Court Farm, Llanellen</b>					
<b>Site Area</b>	<b>Allocation Type</b>		<b>Total Homes</b>		<b>Phasing Tranche</b>
Circa 1.56ha	Residential		Total Homes: 26 Open Market Homes: 13 Affordable Homes: 13		Years 11 to 15
<b>Site Description</b>					
The site is located adjacent Llanellen Court Farm, to the north-west of the A4042. Existing residential development is located to the north of the site with agricultural land to the west and east.					
<b>Key site issues and constraints</b>			<b>Key policy requirements</b>		
<ul style="list-style-type: none"> <li>Protect, buffer and maintain existing TPO trees and other trees and hedgerows. The creation of accessible pedestrian access to the bus stop on Elm Drive, a shared-use path to link to the Monmouthshire and Brecon Canal and exploration of better links to the village centre.</li> <li>Site is located within the River Usk phosphorus catchment area.</li> </ul>			<ul style="list-style-type: none"> <li>50% affordable homes on site.</li> <li>Net zero carbon homes.</li> <li>Sustainable transport/Active travel as appropriate.</li> <li>Green infrastructure.</li> </ul>		
<b>Key Infrastructure requirements (including broad costs where known):</b>					
<b>Infrastructure requirements</b>	<b>Estimated cost</b>	<b>Funding sources</b>	<b>Delivery body</b>	<b>Phasing/ delivery period</b>	<b>Notes</b>
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li><b>Off-site highway infrastructure</b></li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.

<p><b>contributions as necessary including, local and strategic highway network improvements</b></p>					
<p><b>Public transport financial contributions.</b></p>	<p>Circa £65,000</p>	<p>Developer</p>	<p>Regional and local bus providers</p>	<p>TBC</p>	<p>Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.</p>
<p><b>Education – Primary and Secondary Schools.</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>Education suggests there is no capacity in catchment primary school so would need to attend alternative schools in the cluster but quantum of children not sufficient to increase capacity and therefore no contribution currently required. MCC Education suggests there is currently capacity in secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.</p>
<p><b>Green Infrastructure</b></p>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance with Policy G11.</p> <p>Commuted sum TBC (see notes).</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council.</p>	<p>TBC</p>	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies G11 and C12 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p> <p>PPW12 Chapter 6 indicates mitigation ratios for individual tree, hedgerow and woodland loss.</p> <p>Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.</p>

<p><b>Nature Recovery</b></p>	<p>TBC</p> <p>Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1</p> <p>Commuted sum TBC, if necessary</p>	<p>Developer</p>	<p>Monmouthshire County Council</p>	<p>TBC</p>	<p>To be provided on site, as far as is possible.</p> <p>Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.</p> <p>This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.</p>
<p><b>Public Right of Way enhancements and connections</b></p>	<p>TBC</p>	<p>Developer</p>	<p>Developer</p>	<p>TBC</p>	<p>Details to be determined through Transport Assessment and Masterplanning.</p>
<p><b>Recreation and Open Space</b></p>	<p>Open space to be provided on site.</p> <p>Off-site contribution towards existing play area at Owain Glyndwr playing field (Based on current indicative cost circa £26,000).</p> <p>Further off-site contributions may be required</p>	<p>Developer</p>	<p>Developer / Monmouthshire County Council</p>	<p>TBC</p>	<p>Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.</p> <p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>



	in accordance with the standards set out in Policy CI2.  Commuted sum TBC (see notes).				
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	N/A	DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Llanellen WwTW.  From a phosphorus perspective, NRW have completed the Environmental Permit review process and this proposal would be accommodated within the existing capacity of the permit.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Ecological Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Agricultural Land Classification Report.
- Archaeological Desk-Based Assessment.
- Drainage Strategy Report.
- Highways and Transport Assessments.
- Tree Survey and Protection Plan.
- Noise Assessment (TAN11- BS4142 type assessment).
- Land Contamination Strategy.
- National Grid Feasibility Study.

Further reports/surveys as necessary to accompany planning application.

## Land west of Redd Landes, Shirenewton

### Policy HA18 Land west of Redd Landes, Shirenewton:

Site Area	Allocation Type	Total Homes	Phasing Tranche
Circa 1.76ha	Residential	Total Homes: 26 Open Market Homes: 13 Affordable Homes: 13	Years 6 to 10

### Site Description

Land west of Redd Landes is located on the western edge of Shirenewton with existing residential properties to the east and agricultural land to the north and west. The site is located opposite a recreation ground, play area and recreation hall.

### Key site issues and constraints

- Additional hedgerow and tree planting required to boundaries to respond to its edge of settlement location.
- Connections to the road frontage on the eastern part of the site to provide ease of access to the recreation hall and grounds.
- Site is located within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site, financial contributions may therefore be required as part of a mitigation strategy.

### Key policy requirements

- 50% affordable homes on site.
- Net zero carbon homes.
- Sustainable transport/Active travel as appropriate.
- Green infrastructure.

### Key Infrastructure requirements (including broad costs where known):

Infrastructure requirements	Estimated cost	Funding sources	Delivery body	Phasing/delivery period	Notes
<b>Active Travel Routes</b>	TBC	Developer	Developer	Prior to first occupation	Details to be determined through Transport Assessment and Masterplanning. Internal layout and active travel routes within the

					site will be determined at the planning application stage in collaboration with active travel colleagues.
<b>Highways and Sustainable Travel to include:</b> <ul style="list-style-type: none"> <li>• Off-site highway infrastructure contributions as necessary including, local and strategic highway network improvements.</li> </ul>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Public transport financial contributions.</b>	Circa £65,000	Developer	Regional and local bus providers	TBC	Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage.
<b>Education – Primary and Secondary Schools.</b>	TBC	Developer	Developer	TBC	Education suggests there are capacity issues in some year groups in the catchment primary school so may need to attend alternative schools in the cluster but quantum of children not sufficient to increase capacity and therefore no contribution currently required. MCC Education suggests there is currently capacity in secondary schools in the locality. This will be reviewed at the planning application stage to determine whether any costs are required.
<b>Green Infrastructure</b>	<p>TBC</p> <p>GI to be incorporated into site as part of detailed masterplanning of the site in accordance</p>	Developer	Developer / Monmouthshire County Council.	TBC	<p>To be provided on site.</p> <p>GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing. See policies GI1 and CI2 for further detail.</p> <p>The Councils preference is for GI is to be adopted by MCC a commuted sum will therefore apply – details to be determined at the planning application stage.</p>

	with Policy GI1.  Commuted sum TBC (see notes).				Net biodiversity benefits e.g. bird/bat boxes to be provided on every home at the current cost of £100 per home. Further details to be determined at the planning application stage.
<b>Nature Recovery</b>	TBC  Net Benefit for biodiversity to be provided on site as part of detailed master planning in accordance with policy NR1  Commuted sum TBC, if necessary	Developer	Monmouthshire County Council	TBC	To be provided on site, as far as is possible.  Net Benefit for biodiversity relating to any loss or degradation and required compensation or net benefit and associated monitoring, management and maintenance in accordance with policy NR1.  This is additional to the requirements outlined under GI as it relates directly to existing ecological interests impacted by development.
<b>Public Right of Way enhancements and connections</b>	TBC	Developer	Developer	TBC	Details to be determined through Transport Assessment and Masterplanning.
<b>Severn Estuary European Marine Site – financial contribution</b>	TBC	Developer	Monmouthshire County Council	TBC	Site is located in the 12.6km core recreational catchment zone for the Severn Estuary European Marine Site, a financial contribution may be required as part of the mitigation strategy for the protected site to reduce recreational pressure on the features of the Estuary.
<b>Recreation and Open Space</b>	Open space to be provided on site.	Developer	Developer / Monmouthshire County Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.

	<p>Off-site contribution towards improvements at existing play area at Shirenewton Playing Field (Based on current indicative cost circa £26,000).</p> <p>Further off-site contributions may be required in accordance with the standards set out in Policy CI2.</p> <p>Commutated sum TBC (see notes).</p>				<p>Recreation and Open Space includes childrens play areas, formal pitches and other outdoor sports, see Policy CI2 for further detail.</p> <p>Off-site contributions only required if sufficient public open space, play areas and adult recreation provision is not included within the site.</p> <p>The Councils preference is for Recreation and Open Space to be adopted by MCC and therefore a commuted sum will be required. This is to be calculated at the time of the planning application based on the layout and amount of open space.</p>
<b>Drainage</b>	TBC	Developer	Developer	TBC	Details to be determined at the planning application stage.
<b>Water Supply/Sewerage</b>	N/A	N/A	N/A	N/A	DCWW note there are no issues with water supply network or foul flows being accommodated for this site at the Newport Nash WwTW.
<b>Water mains – traversing the site</b>	TBC	Developer	Developer	TBC	A diversion or easement may be required to protect any water mains traversing the site. Details to be determined at the planning application stage once further investigation has taken place.

**Key supporting information to include:**

- Masterplan.
- Viability Assessment.
- Ecological Assessments.
- Green Infrastructure and Landscape Assessments.
- Green Infrastructure Statement.
- Flooding Assessment & Drainage Report.
- Highways and Transport Assessments.
- National Grid feasibility study.

Further reports/surveys as necessary to accompany planning application.