



Planning Statement



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SECTION 1

Introduction



1.0 Introduction

1.1 Overview

1.1.1 This Planning Statement has been prepared by CarneySweeney on behalf of Barwood Development Securities Ltd (Barwood Land) in support of an outline planning application with all matters reserved apart from the means of access (to be submitted in full) for the development of a sustainable mixed-use neighbourhood at Land at Mounton Road, Chepstow ('the site'). The description of development reads as follows:

"Outline planning application, with all matters reserved except access (means of access), for the development of up to 146 dwellings together with a hotel, residential care home, mobility hub, highway access, provision of green infrastructure, open space, on site play provision, drainage attenuation and infrastructure works."

1.1.2 This Planning Statement supports the application proposals and comprises the following sections:

- Section 1: Introduction – introduces the applicant, the principles of the proposals and the structure of the statement.
- Section 2: The Application Site and Surroundings – describes the characteristics of the application site.
- Section 3: Proposed Development – describes the proposals in detail.
- Section 4: Planning Policy Framework – sets out the relevant national and local planning policy framework applicable to the proposed development.
- Section 5: Assessment of the Proposals – assesses the proposed development against the relevant planning policy framework detailed in Section 4 having regard to all material considerations, concluding that the proposed development should be granted planning permission.
- Section 6: Conclusions – summarises and concludes the preceding sections.

1.1.3 This Planning Statement is not a standalone document and should be read in conjunction with all other technical supporting documents, including the Environmental Statement (ES) and Design and Access Statement, as set out in the Covering Letter.



SECTION 2

The Application Site and Surroundings



2.0 The Application Site and Surroundings

2.1 Site Context

- 2.1.1 The site covers an area of approximately 12.8ha and is located immediately to the west and south of Chepstow Town Centre. The site currently comprises agricultural land and is bounded by Mounton Road to the north, the A48 to the south, the A466 (Wye Valley Link Road) to the east and St Lawrence Lane to the west. Surrounding land uses to the north and east of the Site comprise predominantly residential dwellings. Open fields bound the site to the west, and St Lawrence House, a Grade II Listed Building is located on the site's northern boundary.



Figure 1: Site Location (site illustratively edged in red)

- 2.1.2 The site is currently accessed from Mounton Road. No public rights of way (PRoW) cross the site, however, there is a PRoW network in the vicinity of the site, including PRoW 355/3/3 which can be accessed from Mounton Road near the site's north-western corner. This PRoW in turn provides connections to the wider PRoW network to the north-west and south-west of the Site facilitating access through the countryside beyond Chepstow. National Cycle Network (NCN) Route 4 runs along the northern (Mounton Road) and eastern (Wye Valley Link Road (A466)) boundaries of the site.
- 2.1.3 The land within the site slopes relatively gently downwards from north to south, from c.96m above Ordnance Datum (aOD) to c.77m aOD, and also from east to west in a similarly gentle fashion; i.e. from 96m aOD downwards to c.88m aOD.



- 2.1.4 The Welsh Government's Predictive Agricultural Land Classification (ALC) 2 Map indicates that the site comprises a mixture of Grades 3b, 3a and 2 agricultural land quality with Grades 2 and 3a being classified as 'best and most versatile'.
- 2.1.5 The Development Advice Map which supplements TAN15 identifies that the site is located within Flood Risk Zone 1 and is therefore considered to be at little or no risk of fluvial or coastal /tidal flooding. Whilst the proposed development is classified as 'highly vulnerable' in terms of land use type, following the principles of TAN15, the proposed development vulnerability is considered appropriate for the associated flood risk.
- 2.1.6 With respect to statutory designated sites, no part of the site is covered by any statutory nature conservation designations. The River Wye Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) are located some distance to the east. The site is not located within a Phosphorus Sensitive Riverine SAC Catchment Area.
- 2.1.7 There are no designated heritage assets such as world heritage sites, scheduled monuments, listed buildings, registered parks and gardens or registered battlefields within the site although St Lawrence House, a Grade II Listed Building is located adjacent to the north of the site (Cadw ID: 2606) and Mathern Conservation Area (which covers a very large area including the Wyelands Registered Park and Garden (RPG)) extends as far to the north as the southern edge of the A48 south of the site's southern boundary.
- 2.1.8 The site contains no statutory landscape designations and lies some 180m outside of the Wye Valley National Landscape (AONB).

2.2 Planning History

- 2.2.1 The site was the subject of a planning application (ref: DC/2013/00571) which sought residential development comprising up to 200 dwellings, highway access, open space and landscaping. The application was refused in January 2017.
- 2.2.2 In respect of the current proposed development, an EIA Screening Request (ref: DM/2024/01242) was submitted and the LPA's decision issued in November 2024 confirmed the proposal constitutes EIA development, requiring an Environmental Statement to be submitted with any future application.
- 2.2.3 A subsequent EIA Scoping Opinion (ref: DM/2025/00133) was submitted to the LPA to agree the scope of the Environmental Statement and the LPA's Opinion was issued in April 2025.



SECTION 3

Proposed Development



3.0 Proposed Development

3.1 Introduction

- 3.1.1 The application proposals seek to deliver a new sustainable mixed-use neighbourhood comprising approximately 146 residential dwellings, a hotel, residential care home and a mobility hub (which could provide active and sustainable travel options and space for remote working) highway improvements and associated green infrastructure, open space and drainage attenuation.
- 3.1.2 The development proposals will form a natural and well-integrated extension to the existing town of Chepstow and as such, the development proposals have been informed by an extensive constraints and opportunities exercise. This exercise has also been supported by a suite of technical assessments to ensure that the proposed development principles can fully respond and integrate into the site's contextual features such as St Lawrence House, the A466, High Beech roundabout and existing landscape characteristics.
- 3.1.3 The development will make provision for both market and affordable housing in a mix of house types and styles ranging from 2 to 4 bedrooms designed for a diverse population including first time buyers, families and suitable for older and disabled persons. The design of the houses will also reflect the character of the area and embrace good practice design.
- 3.1.4 The residential care home and hotel are proposed to accommodate approximately 60–80 bedrooms each, with the care home located in the northwest of the site and the hotel positioned adjacent to the Wye Valley Link Road.
- 3.1.5 It is proposed that the mobility hub could support active travel priorities for the site. Ideas for this space include a pedal and electric bike/scooter hire shop and space for remote working.
- 3.1.6 Extensive new areas of high quality public open space will be provided within the site which will contain a large area of community parkland, children's play areas and spaces linked by new green and blue infrastructure, sustainable attenuation and the potential for significant biodiversity net benefit.
- 3.1.7 Vehicular access to the site will be provided via a new a simple priority junction from the Wye Valley Link Road based on a design and access strategy that has been developed in consultation with the MCC highway officers.
- 3.1.8 Access for pedestrians and cyclists will be provided from Mounton Road, Wye Valley Link Road, A48 and St Lawrence Lane. These routes will form part of a sustainable movement strategy that aims to facilitate a high-quality network of links provided throughout the site to ensure that all key locations are highly accessible by walking and cycling and that the development creates a permeable network connecting the active travel access locations and uses onsite through convenient and direct routes. All new infrastructure will be designed in accordance with Welsh Travel Act Guidance.



3.1.9 The development proposals will form a natural and well-integrated extension to Chepstow and seek to create a high high-quality place and integrated community, with a range and choice of new homes to meet a wide range of local needs; support and boost the local economy; support the climate change agenda; and support the well -being of current and future generations to come.

3.1.10 Whilst the application is submitted in outline with all matters reserved apart from means of access, an Illustrative Framework Masterplan has been prepared (enclosed at **Appendix 1**) to demonstrate how the site can deliver the scale of development proposed. The Illustrative Framework Masterplan outlines the following key design principles for the site:

- Deliver a sustainable, inclusive, and vibrant mixed-use community that acts as a welcoming gateway to Chepstow and the Wye Valley National Landscape;
- Design which respects the local landscape character, context and the site's sensitive edge-of-settlement location;
- Integrate residential (including affordable housing), commercial, and green infrastructure harmoniously;
- Include a hotel and care home to support local economic growth and provide vital community services.
- Ensure a clear, navigable street hierarchy that blends movement, safety, and character.
- A mobility hub and connected network of footpaths and cycleways that promote active travel;
- Design public spaces to encourage social interaction, safety, and accessibility.
- Use building typologies and materials palette that reflects the local vernacular and transition to the rural edge.
- Carefully consider the scale and appearance of focal buildings, especially at the gateway.
- Deliver a publicly accessible parkland that enhances recreation, wellbeing, biodiversity, and frames heritage assets.
- Retain mature trees, protect hedgerows and woodlands, and use wildlife-friendly lighting.
- Integrate infrastructure for future transport needs and safeguard land for potential upgrades.

3.1.11 In essence, the proposed development at Mounton Road aims to create a sustainable, inclusive, and vibrant mixed-use community that serves as a welcoming gateway to Chepstow and the Wye Valley National Landscape. The scheme is designed to integrate sensitively with its edge-of-settlement location, respecting local landscape character and community needs.



3.2 Consultation and Engagement

- 3.2.1 The project team has been engaging with Officers from Monmouthshire County Council (MCC) around the form, use and amount of development since 2020. As part of this process, the design team were invited to meet with the Design Commission for Wales, Officers and Town Councillors in October 2023.
- 3.2.2 The Commission offered feedback regarding which land uses and concept designs were most appropriate for the site and the team has responded by incorporating feedback into future iterations of the design. Further details which explain how the design has developed over time can be found in Section 4 of the Design and Access Statement which is submitted in support of the planning application.
- 3.2.3 Formal Pre-Application advice was also sought from MCC in May 2025. The pre-application advice provided general support to the development principles and outlined a number of key considerations for the proposals to take into account, emphasizing the need for detailed assessments to inform the application proposals. The proposed development has taken on board and addressed the comments received and responds to them accordingly. A copy of the formal pre-application response is included at **Appendix 2** and a summary table of the key comments and applicant's response is provided below:

Table 1: Pre-Application Response

Topic	LPA Pre-app Response	Applicant Response
Principle of Development	Confirmation that if the site is successfully included in the RLDP as a mixed-use allocation, there would be no objection to the proposal in principle, subject to detailed consideration at the planning application stage.	Noted.
	As part of the application, it is recommended that information be provided demonstrating how the development will align with the principles of the Wellbeing of Future Generations (Wales) Act 2015 and the Council's well-being objectives.	The DAS and Planning Statement describes the design and engagement process undertaken, together with aspects of the proposal that align with the principles of the Wellbeing of Future Generations (Wales) Act 2015.
Landscape and Green Infrastructure (GI)	<ol style="list-style-type: none">1. Ensure reference to PPW12 Chapter 6 and the stepwise approach is included based on a comprehensive GI constraints and opportunities exercise. GI Statement to be prepared.2. Concerns raised about the proximity and built line of the proposed	<ol style="list-style-type: none">1. A standalone GI Statement is submitted with this application, addressing the PPW requirements and stepwise approach.2. The Land Use Parameter Plan shows an 5m verge between A466 footway and maximum extent of any built development.



	<p>development and the frontage to the A466.</p> <ol style="list-style-type: none">3. Retain and enhance existing GI assets, including trees, hedgerows, and woodland buffers.4. Define what architectural features will create a landmark building.5. Prepare a comprehensive GI Asset and Opportunities assessment, GI Masterplan and GI/Landscape Management Plan.6. Address cumulative lighting impacts to preserve dark skies and minimize visual intrusion. Request for a lighting strategy.7. Include a large buffer and tree planting in the fields around and south and west of St Lawrence House, allowing habitat connectivity especially to the south. Avoid development in the skyline.8. Request an environmental colour assessment be undertaken to ensure that an appropriate diversity of material colours for built form are proposed to ensure landscape character is respected.	<p>While the masterplan and hand drawn visuals are illustrative, it does show a c5m verge which is a sufficient width for tree planting and soft landscape.</p> <ol style="list-style-type: none">3. The development has been designed to retain the existing trees, hedgerows and woodland as far as possible. This has been an embedded principle from the outset.4. Design principles are outlined on p.46 of DAS. However, appearance is a reserved matter of this outline application, meaning that architectural detail is not appropriate to provide at this stage.5. The application is supported by a GI Statement, GI Masterplan and Landscaping Strategy. Any long-term GI/Landscape Management plan will follow as part of a future Reserved Matters application.6. This is addressed in the Ecology ES Chapter. A lighting strategy would be expected to form part of a condition or future Reserved Matters submission.7. Careful consideration has been given to the design of the setting surrounding St. Lawrence House relating to planting. The Illustrative Masterplan also avoids built development on the western side of the site to protect the setting of St Lawrence House and the surrounding natural landscape, as explored fully within the Landscape & Visual and Heritage ES Chapters.8. The submitted DAS includes and local character appraisal, which addresses materials and colours of the existing built form. An environmental colour analysis is
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		anticipated to form part of the detailed design stage.
Surface Water Drainage	<ol style="list-style-type: none">1. Integrate street-side SuDS and optimize site layout for surface water management. The scheme already does this well, as noted in the pre-app meeting.2. Opportunities should be explored to utilise the northern part of the site more effectively for surface water management, rather than directing flows southwards.3. Surface water should be retained within the plot boundary wherever possible. For example, the hotel car park could incorporate infiltration techniques such as permeable paving or underground storage.4. Engage with the Sustainable Drainage Approving Body (SAB) for compliance – undertaken pre-app SAB.	<ol style="list-style-type: none">1. Noted and addressed within the submission documents.2. On plot SuDS are proposed for the hotel and care home in the northern part of the site.3. Agreed and addressed within the submission documents.4. A SAB Pre-App will be submitted in due course.
Environmental Health – Noise and Air	<ol style="list-style-type: none">1. Conduct noise assessments and provide mitigation measures for road traffic and operational noise. CEMP required.2. Address air quality impacts and incorporate design features to offset emissions.3. Policy HA3 (n) of the RLDP includes a specific requirement for the incorporation of mitigation measures, which can be further developed through the design process. It is considered good practice to integrate design features that help offset air emissions, such as the delivery of Net Zero Homes (e.g. no connection to the gas grid or use of gas boilers), the provision of Ultra Low Emission Vehicles (ULEVs) infrastructure, and enhancements to active travel routes and public transport services.	<ol style="list-style-type: none">1. The application is supported by a Noise Assessment. It is anticipated that a CEMP will be required by condition or at Reserved Matters stage.2. The application is supported by an Air Quality Assessment.3. A number of measures are already proposed. Compliance with Draft Policy HA3(n) is set out in Section 5.2 of the Planning Statement.
Heritage Management	<ol style="list-style-type: none">1. Preserve the setting of Grade II listed St Lawrence House and nearby Conservation Areas by use of landscaping.	<ol style="list-style-type: none">1. Careful consideration has been given to the design of the setting surrounding St. Lawrence House during the design of the proposals.



	<ol style="list-style-type: none"> 2. Retain and reinforce original tree lines and parkland features. 3. Roman road – principal area of archaeological interest 	<p>Further details are set out in the Landscape and Visual and Heritage Chapters of the ES as well as the supporting technical appendices.</p> <ol style="list-style-type: none"> 2. The Illustrative Masterplan seeks to retain as many existing trees as possible and proposes a tree-lined avenue from the eastern access to the proposed community parkland. 3. This is addressed in the Archaeological Assessment submitted with the application, which concludes the section of Roman road will be retained in situ and presents opportunities for enhancement through management, resulting in no long term, residual effect.
Environmental and Biodiversity	<ol style="list-style-type: none"> 1. Undertake an Ecological Impact Assessment (EclA) and specific surveys for protected species (e.g., bats, birds, dormice, badgers). 2. Implement mitigation measures for habitat loss and ensure biodiversity net gain – PPW12 Chapter 6 step wise approach. 3. Prepare a Habitats Regulations Assessment (HRA) for potential impacts on protected sites. 	<ol style="list-style-type: none"> 1. Noted and included within the submitted ecological reports and Ecology ES Chapter. 2. Noted and addressed within the submitted technical reports, Green Infrastructure Statement and Ecology ES Chapter. 3. EDP have confirmed that impacts upon such sites are comprehensively covered within the submitted ES chapter with respect to the HRA process. A standalone Shadow HRA has not been undertaken, as it is understood the competent authority (Monmouthshire County Council) is responsible for producing the HRA utilising the information we provided within this application submission such that a standalone report is not required.
Trees	<ol style="list-style-type: none"> 1. Comprehensive tree and hedge survey to BS 5837:2012 standards. 2. Confirmation of species of tree to be replanted will be required. 	<ol style="list-style-type: none"> 1. Noted and enclosed with this application. 2. Noted and will be addressed at Reserved Matters stage



Transport and Highways	<ol style="list-style-type: none"> 1. Submit a robust Transport Assessment addressing access design, pedestrian links, and traffic impact on the Highbeech roundabout. 2. For the Highbeech roundabout, the South East Wales regional transport model should be used to ensure a robust assessment. 3. Prioritize sustainable transport solutions and active travel measures to both Chepstow Town Centre and Bulwark. 4. Any road providing the primary means of access for over five dwellings must be presented for adoption and clear distinction by way of materials and/or design should be incorporated to indicate the limit of the public highway. 5. Swept path analysis must be provided that shows the site is accessible by refuse collection vehicles. 6. All private parking spaces should be contained within the curtilage of the property and should be accessed perpendicular to the carriageway, and additional visitor bays if appropriate. 7. Active Travel - Design permeable, direct walking and cycling routes within and outside the site – promote 20 minute towns. 8. Include facilities like cycle parking, benches, and wayfinding signage. 9. Provide financial contributions for off-site active travel improvements. 10. Provide multi-user routes through the site and connect to existing footpaths. 	<ol style="list-style-type: none"> 1. Noted and addressed within the supporting Transport Statement 2. The applicant is engaging with Welsh Government regarding the regional transport model. However, the Transport Assessment as submitted provides a robust assessment of the development proposals. 3. Noted and addressed within the submitted Transport Assessment, Travel Plan (Residential) and Framework Travel Plan (Commercial). 4. Noted and will be addressed at Reserved Matters stage. 5. Noted and will be addressed at Reserved Matters stage. 6. Noted and will be addressed at Reserved Matters stage. 7. Noted and addressed within the submitted Transport Assessment, Travel Plan (Residential) and Framework Travel Plan (Commercial). 8. Noted and will be addressed at Reserved Matters stage. 9. Noted and will be addressed and agreed with MCC during the determination of the application. 10. Noted and considered within the submitted Illustrative Masterplan, Transport Assessment, Travel Plan (Residential) and Framework Travel Plan (Commercial).
Community Infrastructure	<ol style="list-style-type: none"> 1. Preference to have a NEAP (0-12 year play area) with sustainable materials and sensory planting. 	<ol style="list-style-type: none"> 1. Noted and was discussed with Officers during the pre-app meeting. The development will provide a LEAP as it is



	2. Ensure the play area is located at least 25m from residential properties.	<p>understood that LEAPs include play facilities for younger children who would typically be accompanied by an adult or are exploring independent play – i.e. 0-12, whereas NEAPs are designed for older teenagers. The latest FIT standards and guidance also support provision of a LEAP on this site.</p> <p>2. This has been accounted for in the placement of the LEAP.</p>
Affordable Housing	<p>1. Provide 50% affordable housing (73 units) with a mix of unit types.</p> <p>2. Neutral tenure requested.</p> <p>3. Ensure compliance with WDQR.</p>	<p>1. The proposed development at Mounon Road will seek to provide a policy compliant level of affordable housing whilst delivering a range and mix of house types, tenures and sizes of both market and affordable homes in order to address and support the housing need in Chepstow and Monmouthshire as a whole.</p> <p>2. Noted and will be discussed with MCC during the determination of the application</p> <p>3. All affordable units will be designed to WDQR standards.</p>
Planning Obligations	<p>1. Contribute to off-site recreation, GI improvements, and active travel routes, new bus stops on A466 and A48.</p> <p>2. Commuted sum to cover the cost of drainage system and proposed adoptions.</p>	<p>1. Noted, the applicant will engage with MCC during the determination of the application to agree planning obligations.</p> <p>2. Noted, the applicant will engage with MCC during the determination of the application to agree any commuted sums.</p>

Statutory Pre-Application Consultation

- 3.2.4 The proposed development constitutes major development under the definition in Article 2 of the Town and Country Planning (Development Management Procedure Wales) Order 2012 (as amended), as it is development involving provision of 10 or more dwellings.
- 3.2.5 Article 4 of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 states that major developments will need to carry out pre-application consultation (PAC). This is a minimum of 28-day period of consultation that will be undertaken prior to the submission of the planning application.



- 3.2.6 The PAC was carried out in November 2025. The consultation material included draft versions of the proposed plans, application form and technical reports required for the submission of a valid planning application. This submission is accompanied by a PAC Report detailing this process and the consultation responses received.



SECTION 4

Planning Policy Framework



4.0 Planning Policy Framework

4.1 Framework

- 4.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan comprises of Future Wales: The National Plan 2040 (February 2021) and the Monmouthshire County Council (MCC) Local Development Plan (LDP) (February 2014).
- 4.1.2 Whilst not having development plan status, the provisions of Edition 12 of Planning Policy Wales (PPW) are also relevant. Technical Advice Notes (TANs) support PPW and add further detailed guidance on a range of issues which may affect development. These are material considerations.
- 4.1.3 In March 2017 MCC committed preparing a Replacement LDP (RLDP) which, upon adoption, will replace the adopted LDP. On 7th November 2025, MCC submitted the RLDP to Welsh Government and Planning and Environment Decisions Wales (PEDW) for examination. As the RLDP has reached Submission Stage (Regulation 22), the Plan can be given weight in the determination of this planning application.

4.2 Development Plan Policy

Future Wales: The National Plan 2040

- 4.2.1 Future Wales (FW) places a duty on public bodies to place the principles of sustainability and sustainable development at the heart of its decision-making processes.
- 4.2.2 Future Wales has been prepared in the context of Wales' three-tiered development plan system and positioned as the highest tier of development plan. It is of material consideration in plan making and decision making. The strategy seeks to address key national priorities through the planning system, by providing a framework which will in turn direct strategic and local development planning. Being focussed on solutions to issues and challenges at a national scale, it therefore does not allocate development to specific locations nor does it direct specific land uses.
- 4.2.3 Instead, Future Wales provides strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale by Strategic Development Plans and at local authority level by Local Development Plans. Strategic and Local Development Plans are required to be in conformity with Future Wales and must be kept up to date to ensure they and Future Wales work together effectively.
- 4.2.4 A number of challenges and opportunities are identified for Wales nationally, challenges including climate change and Covid 19 and opportunities including progress towards a low carbon economy,



renewable energy generation and abundance of natural resources. A changing society, the need for good quality housing, prosperity and increasing resilience in the economy as well as improved connectivity are also identified as drivers for the next 20 years.

4.2.5 Future Wales' outcomes are overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in PPW11. The aim of the spatial strategy and regional ambitions contained within Future Wales is to achieve these outcomes. These outcomes are inter-related and inter-dependent and will improve places and well-being across Wales.

4.2.6 There are 11 outcomes set out in Future Wales which collectively are a statement of where Wales 'wants to be' in 20 years. These 11 outcomes envisage a Wales where people live:

- and work in connected, inclusive and healthy places;
- in vibrant rural places with access to homes, jobs and services;
- in distinctive regions that tackle health and socio economic inequality through sustainable growth;
- in places with a thriving Welsh Language;
- and work in towns and cities which are a focus and springboard for sustainable growth;
- in places where prosperity, innovation and culture are promoted;
- in places where travel is sustainable;
- in places with world class digital infrastructure;
- in places that sustainably manage their natural resources and reduce pollution;
- in places with biodiverse, resilient and connected ecosystems; and
- in places which are decarbonised and climate resilient.

4.2.7 The Future Wales spatial strategy is made up of 36 policies and provides a framework to achieve the outcomes outlined above. This includes identifying and connecting key national and regional centres, providing a basis for long term infrastructure investment, identifying priorities for the planning system and providing a framework for the management of natural resources.

4.2.8 Future Wales policies that are of particular relevance to the development proposals include:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

4.2.9 It states that the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with



green infrastructure. As such, Urban growth and regeneration should be based on the following strategic placemaking principles:

- Creating a rich mix of uses;
- Providing a variety of housing types and tenures;
- Building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
- Increasing population density, with development built at urban densities that can support public transport and local facilities;
- Establishing a permeable network of streets, with a hierarchy that informs the nature of development;
- Promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and
- Integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment.

Policy 4 – Supporting Rural Communities

- 4.2.10 The policy outlines that the Welsh Government supports sustainable rural communities and that Strategic and Local Development Plans should consider how aged balanced communities can be achieved, where depopulation should be reversed and consider the role of new affordable and market housing, employment opportunities, local services and greater mobility in tackling these challenges.

Policy 5 – Supporting the Rural Economy

- 4.2.11 The policy outlines that local authorities must plan positively to meet the employment needs of rural areas which is sustainable, appropriate and proportionate to the town.

Policy 7 – Delivering Homes including Affordable Homes

- 4.2.12 The delivery of housing and affordable homes at levels which meet local and regional needs is also of focus in the spatial strategy. Future Wales specifically outlines that the planning system must facilitate the provision of additional market and affordable housing and recognises that there is a complex picture of housing need and provision with the opportunities people have varying significantly depending on income and where they live in Wales.

Policy 9 – Resilient Ecological Networks and Green Infrastructure



- 4.2.13 The policy outlines that the strategic focus of Future Wales on urban growth requires an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable. In particular, the policy recognises the need to maximise the use of green infrastructure and nature-based solutions as part of shaping urban growth, supporting rural communities and responding to the twin challenges of addressing the climate emergency and reversing biodiversity decline.

Monmouthshire Local Development Plan (adopted February 2014)

- 4.2.14 The statutory development plan in respect of the development site is the Monmouthshire County Council (MCC) Local Development Plan (LDP) adopted in February 2014.
- 4.2.15 According to the adopted Local Plan Proposals Map, the application site lies on unallocated white land outside, but adjacent to the defined settlement development limits of Chepstow. The site is shown to form part of the Green Wedge (defined under Policy LC6) and is also located in a Mineral Safeguarding area for Limestone (defined under Policy M2).
- 4.2.16 The site, in policy terms, is therefore considered to be situated in the open countryside whereby Policy LC1 (New Built Development in the Open Countryside) outlines that there is a general presumption against new build development unless justified in exceptional circumstances which includes for agricultural, forestry, 'one planet development', rural enterprise, rural/agricultural diversification, recreation, leisure or tourism purposes only.
- 4.2.17 Policy SD1 (The Spatial Distribution of New Housing Provision) however confirms that the main focus of new housing development will be within or adjoining the main towns of Abergavenny, Chepstow and Monmouth. Policy S8 (Enterprise and Economy) provides support for development proposals which seek to deliver sustainable economic growth particularly when they enable the continued development of existing key economic sectors, including tourism (criterion (a) refers).
- 4.2.18 As outlined above, the site is currently located within the Green Wedge which Policy LC6 confirms is to prevent the coalescence of Chepstow, Pwllmeyric and Mathern. The site is also located within a Mineral Safeguarding Area for Limestone whereby Policy M2 outlines that any proposals for permanent development uses within identified mineral safeguarding areas will not be approved unless:
- i) The potential of the area for mineral extraction has been investigated and it has been shown that such extraction would not be commercially viable now or in the future or that it would cause unacceptable harm to ecological or other interests; or
 - ii) The mineral can be extracted satisfactorily prior to the development taking place; or
 - iii) There is an overriding need for the development; or



iv) The development comprises infill development within a built up area or householder development or an extension to an existing building.

4.2.19 Other LDP policies of relevance to the development proposals for the site include:

- S2 (Housing Provision) – confirms that provision will be made to meet the requirement for 4,500 residential units in the plan period 2011-2021.
- S4 (Affordable Housing Provision) - would require 35% of the total number of the dwellings on site to be affordable.
- S5 (Community and Recreation Facilities) – states that Development proposals that provide and/or enhance community and recreation facilities will be permitted within or adjoining town and village development boundaries subject to detailed planning considerations.
- S7 (Infrastructure Provision) – outlines that the infrastructure needed to service and deliver sustainable development must be in place or provided in phase with proposed development.
- S11 (Visitor Economy) – proposals that provide and/or enhance sustainable forms of tourism will be permitted subject to detailed planning considerations.
- S12 (Efficient Resource Use and Flood Risk) - requires all new development to demonstrate sustainable and efficient resource use and to avoid development in areas at risk of flooding.
- S13 (Landscape, Green Infrastructure and the Natural Environment) – outlines that development proposals must: maintain the character and quality of the landscape; connectivity of green infrastructure; protect and enhance biodiversity and geological interests, and, seek to create opportunities for recreation and healthy activities.
- S15 (Minerals) – states that the Council will safeguard known / potential sand and gravel and limestone resources for future possible use and maintain a 10 year landbank.
- S16 (Transport) – states that where possible, all development proposals should promote sustainable transport which reduces the need to travel by car.
- S17 (Place Making and Design) - Development shall contribute to creating high quality, attractive and sustainable places.
- SD4 (Sustainable Drainage) - Development proposals will be expected to incorporate water management measures, including Sustainable Urban Drainage Systems (SUDS), to reduce surface water run-off and minimise its contribution to flood risk elsewhere.



- EP1 (Amenity and Environmental Protection) – development should have regard to the privacy, amenity and health of occupiers of neighbouring properties and should not result in any unacceptable harm to local amenity, health, character of the countryside or interest of nature conservation, landscape or heritage.
- EP2 (Protection of Water Sources and the Water Environment) – Development will only be permitted where it would not harm or pose an unacceptable risk to the capacity, flow or quality or surface and ground water interests.
- EP3 (Lighting) – development proposal should include an appropriate lighting scheme to minimise light pollution.
- EP5 (Foul Sewage Disposal) – in sewered areas all development shall connect to the main sewer except where not feasible.
- DES1 (General Design Considerations) - All development should be of a high quality sustainable design and respect the local character and distinctiveness of Monmouthshire's built, historic and natural environment.
- MV1 (Proposed Developments and Highway Considerations) – development proposals will be expected to satisfy adopted highway standards and parking guidelines.
- MV2 (Sustainable Transport Access) - The development of sites shall, dependent on their location, size and local need, include provision for and the integration of appropriate sustainable transport links, including public transport, walking and cycling, and link into existing public rights of way.
- LC5 (Protection and Enhancement of Landscape Character) – Development will be permitted provided it would not have an unacceptable adverse effect on the special character or quality of Monmouthshire's landscape in terms of its visual, historic, geological, ecological or cultural aspects.
- GI1 (Green Infrastructure) - Development proposals will be expected to maintain, protect and enhance Monmouthshire's diverse green infrastructure network.
- NE1 (Nature Conservation and Development) - Development proposals shall accord with nature conservation interests and will be expected to retain and enhance existing habitats, incorporate native vegetation, ensure protection and enhancement of wildlife and landscape resources, and, where appropriate make provision for on-going maintenance of retained or



created nature conservation interests.

4.3 Other Material Considerations

Well-Being and Future Generations Act 2015

- 4.3.1 The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies to place the principles of sustainability and sustainable development at the heart of its decision-making processes. The objectives of the Act are as follows:

A Prosperous Wales

- Promoting resource-efficient and climate change resilient settlement patterns which minimise land take and urban sprawl, especially through the reuse of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites;
- Play an appropriate role to facilitate sustainable building standards;
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities;
- Support initiative and innovation and avoid placing unnecessary burdens on enterprises so as to enhance the economic success of both urban and rural areas, helping businesses to maximise their competitiveness;

A Resilient Wales

- Contributing to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems;

A Healthier Wales

- Contribute to the protection and, where possible, the improvement of people's health and wellbeing as a core component of achieving the well-being goals and responding to climate change;

A More Equal Wales

- Promoting access to, inter alia, employment, shopping, education and community facilities and open and green space, maximising opportunities for community development and social welfare;
- Promote quality, lasting, environmentally-sound and flexible employment opportunities;
- Respect and encourage diversity in the local economy;

A Wales of Cohesive Communities



- Locating development so as to minimise the demand for travel, especially by private car;
- Fostering improvement to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity;
- Fostering social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that the development is accessible by means other than the private car;

A Wales of Vibrant Culture and Thriving Welsh Language

- Helping to ensure the conservation of the historic environment and cultural heritage;
- Positively contribute to the well-being of the Welsh language;

A Globally Responsive Wales

- Support the need to tackle the causes of climate change by moving towards a low carbon economy.

Planning Policy Wales Edition 12 (February 2024)

- 4.3.2 Planning Policy Wales (PPW) Edition 12 was updated in February 2024. The PPW sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), which provide the national planning policy framework for Wales.
- 4.3.3 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation such as the Socio-economic Duty.
- 4.3.4 PPW identifies five key planning principles aimed at achieving the right development in the right place. These are: Growing our economy in a sustainable manner; Making best use of resources; Facilitating accessible and healthy environments; Creating and sustaining communities; and Maximising environmental protection and limiting environmental impact.
- 4.3.5 Placemaking remains at the core of PPW12 whereby policy topics are clustered around the four themes of: Strategic and Spatial Choices, Productive and Enterprising Places, Distinctive and Natural Places and Active and Social Places which each contribute individually to placemaking. Importantly, these themes draw together the linkages between planning policies to make it clear how individual components contribute to placemaking.



- 4.3.6 PPW Chapter 3 (Strategic and Spatial Choices) refers to 'Good Design Making Places Better'. Paragraph 3.3 states that good design is fundamental to creating sustainable places where people want to live, work and socialise. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how the space is used, how buildings and the public realm support this use, as well as construction, operation, management, and its relationship with the surrounding area. Good design should consider: Environmental Sustainability; Movement; Access; Character; and Community Safety.
- 4.3.7 PPW Chapter 4 (Active and Social Places) seeks to promote social, economic, environmental and cultural well-being by providing well-connected cohesive communities. This policy theme covers transport, housing, retail and commercial development, community facilities and recreational spaces.
- 4.3.8 Section 4.1 refers to 'Transport' and outlines that by influencing the location, scale, density, mix of uses and design of development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution. Figure 9 sets of PPWs Sustainable Transport Hierarchy for Planning, this is a key principle when considering and determining planning applications.
- 4.3.9 Paragraph 4.1.50-4.1.51 refers to 'Car Parking'. These paragraphs state that car parking is a major influence on how people choose to travel and the pattern of development. A design-led approach to development should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development.
- 4.3.10 Section 4.2 refers to 'Housing'. In Paragraph 4.2.3, PPW states that planning authorities need to understand their local housing market and the factors influencing housing requirements in their area over the plan period. Paragraph 4.2.5 states that planning authorities must clearly set out the housing requirement in their development plan. They should also plan for a mix of market and affordable housing types to meet requirements and specifically consider the differing needs of their communities; this should include the housing requirements of older people and people with disabilities.
- 4.3.11 Section 4.5 relates to 'Recreational Spaces' and outlines that they are vital for a communities health, well-being and amenity, and can contribute to an area's green infrastructure. They provide a place for play, sport, healthy physical activity and a place to relax often in the presence of nature, and they contribute to our quality of life. Networks of high quality, accessible green spaces and recreation spaces will also promote nature conservation, biodiversity and provide enjoyable opportunities for residents and visitors to participate in a wide range of physical activities.
- 4.3.12 PPW Chapter 5 (Productive and Enterprising Places) explains that Productive and Enterprising Places are those which promote our economic, social, environmental and cultural well-being by providing well-connected employment and sustainable economic development. These places are designed and



sited to promote healthy lifestyles and tackle the climate emergency. This is done by making them: easy to walk and cycle to and around; accessible by public transport; minimising the use of non-renewable resources; and using renewable and low carbon energy sources.

- 4.3.13 Paragraph 5.4.2 outlines that Welsh Government seeks to maximise opportunities to strengthen the foundational economy, particularly the food, retail, tourism and care sectors which play such a prominent role throughout Wales and the planning system should be supportive of this aim.
- 4.3.14 Paragraph 5.8.3 states that sustainable building design principles should be integral to the design of new development.
- 4.3.15 PPW Chapter 6 (Distinctive and Natural Places) covers environmental and cultural components of placemaking. These components are complementary of those of the Active and Social and Productive and Enterprising themes and collectively the three themes come together to contribute towards the national sustainable placemaking outcomes. The Distinctive and Natural Places theme covers historic environment, landscape, biodiversity, geodiversity and habitats, coastal characteristics, air quality, soundscape, water services, flooding and other environmental (surface and sub surface) risks.
- 4.3.16 Section 6.1 relates to the Historic Environment and paragraph 6.1.10 covers Listed Buildings and outlines that there should be a general presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. For any development proposal affecting a listed building or its setting, the primary material consideration is the building, its setting or any features of special architectural or historic interest which it possesses.
- 4.3.17 In respect of Conservation Areas and Historic Parks and Gardens, paragraph 6.4.14 outlines that there should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings. Similarly, paragraph 6.1.18 states that planning authorities should value, protect, conserve and enhance the special interest of parks and gardens and their settings included on the register of historic parks and gardens in Wales.
- 4.3.18 Section 6.2 relates to Green Infrastructure and defines it as “the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places” and “at smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks”.
- 4.3.19 Paragraph 6.2.5 acknowledges the role of green infrastructure in enhancing the design quality of the built environment. It goes on to state that with careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places.
- 4.3.20 Paragraph 6.4.21 establishes that planning authorities must follow a stepwise approach to maintain and enhance biodiversity and build resilient ecological networks by ensuring that any adverse



environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.

- 4.3.21 Paragraph 6.6.25 states that development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself. With regard to flooding from surface water, Paragraph 6.6.27 advises that developments are designed and planned to minimise potential impacts and goes on to say that development should not cause additional run-off, which can be achieved by controlling surface water as near to the source as possible by the use of SuDS.

Technical Advice Notes (TAN)

- 4.3.22 The following TAN's are also relevant to the development proposals:

- TAN 2: Affordable Housing (2006)
- TAN 5: Nature Conservation and Planning (2009)
- TAN 11: Noise (1997)
- TAN 12: Design (2016)
- TAN 13: Tourism (1997)
- TAN 15: Development and Flood Risk (2004)
- TAN 18: Transport (2007)
- TAN 20: Planning and the Welsh Language (2017)
- TAN 23: Economic Development (2014)
- TAN 24: The Historic Environment (2017)

Monmouthshire County Council Replacement LDP (2018-2033)

- 4.3.23 It is material to note that since the adoption of the Monmouthshire LDP in 2014 and in accordance with Regulation 41 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended 2015), the LDP is currently under review. The Deposit Draft Replacement LDP was published in November 2024. The Monmouthshire Replacement LDP was submitted to Welsh Government's Planning and Environment Decisions Wales (PEDW) for Examination on 7th November 2025 (Regulation 22) and therefore can be given weight in the determination of this application.



- 4.3.24 According to the Replacement LDP's Proposals Map, Land at Mounton Road, Chepstow is allocated under Policy HA3 for a residential led mixed use development to provide approximately 146 homes and commercial uses such as Class C1 hotel and Class C2 residential care home. The policy outlines that the development of the site should accord with a number of specified parameters, placemaking principles and development requirements, which should be delivered in an appropriately phased manner and be formally tied to planning consents. The policy goes on to state that a masterplan establishing key design and placemaking principles should be agreed with the Local Planning Authority prior to the determination of any planning application.
- 4.3.25 The Proposals Map also shows that the site remains included within the Mineral Safeguarding Area for Limestone under Policy M2 but has been removed from the Green Wedge designation. The Green Wedge preventing the coalescence between Chepstow, Pwllmeyric and Mathern remains a policy within the Plan (Policy GW1).
- 4.3.26 Building on site-specific Policy HA3, Strategic Policy S8 (Site Allocation Placemaking Principles) sets out a range of key placemaking principles that must be incorporated into each allocated site. These principles focus on the creation of sustainable communities and address themes such as green infrastructure, landscape and nature recovery, sustainable travel and highways, educational provision, residential amenity, flood risk management, and sustainable drainage systems.
- 4.3.27 Strategic Policy S10 (Employment Sites Provision) confirms that Development proposals within settlement boundaries that seek to deliver the Council's vision for sustainable economic growth will be permitted. Similarly, Strategic Policy S12 (Visitor Economy) outlines that Development proposals that support Monmouthshire's visitor economy will also be supported.
- 4.3.28 Policy H1 (Residential Development in Primary and Secondary Settlements) defines the settlement boundary to Chepstow (to which Land at Mounton Road is included), and confirms that within settlement boundaries, new build residential development will be permitted subject to detailed planning considerations.
- 4.3.29 Strategic Policy S1 (Growth Strategy) outlines that between 2018 and 2033 the Plan will make provision for 6,210 homes (this figure includes a 15% flexibility allowance) to meet a housing requirement of 5,400 homes. The policy goes on to confirm that the focus of this growth will be in the County's most sustainable settlements which as per Strategic Policy S2 (as outlined below) includes Chepstow.
- 4.3.30 Strategic Policy S2 (Spatial Distribution of Development – Settlement Hierarchy) confirms that Chepstow is a Tier 1 Primary settlement and as such, is a focus for new development reflected in the range services, facilities and transport available within the Town.



- 4.3.31 Strategic Policy S3 (Sustainable Placemaking & High Quality Design) seeks to ensure that all development will contribute to creating high quality, attractive and sustainable places that support and enhance the health and well-being of the community and respond to climate change. In order to achieve this, the policy outlines that development must:
- i. Incorporate high quality, sustainable, safe and inclusive design that offers ease of access for all and provides connectivity between uses;
 - ii. Incorporate an appropriate mix of uses, where applicable, to minimise the need to travel and to maximise opportunities for sustainable travel;
 - iii. Incorporate a green infrastructure-led approach that respects local distinctiveness and the character of the site and its surroundings; and
 - iv. Protect and enhance the natural, historic and built environments and show an understanding of how these function together to contribute towards the quality of places.
- 4.3.32 Strategic Policy S7 (Affordable Housing) – outlines that on-site provision of 50% affordable homes on all new site allocations will be required to meet the affordable homes target of 1,595-2,000 homes across the Plan period.
- 4.3.33 Policy PM1 (Creating well-designed places) follows on from Strategic Policy S3 and states that all development should be of a high-quality sustainable design and respect the local character and distinctiveness of Monmouthshire's built, historic and natural environment. Developments should adhere to 7 criteria relating to: the existing built form, massing and materials of the site's setting, ensure a safe, secure, pleasant and accessible environment, contribute towards a sense of place whilst being compatible with the local context, respect local distinctiveness and landscape character, maintain reasonable levels of privacy and amenity of neighbouring occupiers, avoid inappropriate infilling and integrate multifunctional green and blue infrastructure and public open space within site boundaries, providing connectivity to wider networks as appropriate.
- 4.3.34 Strategic Policy S6 (Infrastructure) makes it clear that to mitigate any impacts, new or improved infrastructure must be provided as part of the proposed development and planning agreements will be sought to secure improvements to secure the provision of a number of elements including (but not limited to) affordable housing, education, sustainable transport measures, transport infrastructure, green and blue infrastructure and ecological mitigation.
- 4.3.35 Policy ST2 (Highway Hierarchy) identifies the A48/A466 High Beech Roundabout as a main arterial route whereby any proposals for on street parking, new frontage access and turning movements will be considered against the interests of road safety and the efficient movement of traffic.



4.3.36 Other Replacement LDP Policies of relevance to the development proposals are:

- Strategic Policy S4 (Climate Change) - states that all development proposals will be required to address the causes of, and adapt to the impacts of climate change.
- Strategic Policy S5 (Green Infrastructure, Landscape and Nature Recovery) – outlines that proposals must adopt a strategic and proactive placemaking approach based on a Green Infrastructure Assessment and step wise approach to maintain, protect and enhance the integrity and connectivity of Monmouthshire’s green infrastructure, landscape, biodiversity, access and heritage assets.
- Strategic Policy S13 (Sustainable Transport) – outlines that development proposals will be required to accord with the Sustainable Transport Hierarchy.
- Strategic Policy S16 (Sustainable Minerals Management) – outlines that the Council will safeguard known/potential land won sand and gravel, sandstone and limestone resources for future possible use and maintain a minimum 10 year bank of crushed rock reserves.
- Policy PM2 (Environmental Amenity) - outlines that development proposals should not cause or result in any harm to local amenity, health, the character/quality of the countryside or interests of nature conservation, landscape or built heritage importance, due to air, light or noise pollution.
- Policy HE1 (Conservation Areas) - states that development proposal must preserve or enhance the character or appearance of a Conservation or their setting.
- Policy H6 (Housing Mix) – states that development proposals of 10 or more homes must include a range and mix of house types, tenure and size, to be agreed by the Council.
- Policy NZ1 (Monmouthshire Net Zero Carbon Homes) – outlines that all new build residential development will be required to demonstrate compliance with a number of specified standards through the submission of an appropriately detailed energy assessment.
- Policy CC1 (Sustainable Drainage Systems) – states that water management measures including Sustainable Drainage Systems (SuDS) must be incorporated into development proposals.
- Policy GI1 (Green Infrastructure) – states that development proposals will be expected to maintain, protect and enhance the integrity and connectivity of Monmouthshire’s diverse Green Infrastructure network as demonstrated by the submission of a Green Infrastructure



Statement. The Green Infrastructure will need to demonstrate how the step wise approach has been applied.

- Policy GI2 (Trees, Woodland and Hedgerows) – outlines that the loss of trees, woodland and hedgerows will only be permitted when informed by appropriate surveys, assessments and plans to identify and inform biodiversity, GI and landscape value, methods for retention, integration, protective mitigation and long-term protection through maintenance and management.
- Policy LC1 (Landscape Character) – states that development proposals that would impact upon landscape character, as defined by LANDMAP, must demonstrate how landscape character has influenced their design, scale, nature and site selection.
- Policy LC4 (Wye Valley National Landscape (AONB)) – states that development proposals that are outside the National Landscape (AONB) but would detract unacceptably from its character and setting will not be permitted.
- Policy LC5 (Dark Skies and Lighting) – states that development proposals involving external lighting must include appropriate lighting details/strategies as appropriate.
- Policy NR1 (Nature Recovery and Geodiversity) – outlines that where biodiversity or ecosystem resilience could be impacted, applications must be accompanied by an ecological survey and an assessment of the likely impact of the proposal on locally designated site(s) and functionally linked land, species or habitat(s). Appropriate provision for their safeguarding and delivery of net benefit for biodiversity must also be included.
- Policy ST1 (Sustainable Transport Proposals) – states that all developments which are likely to have a significant impact on trip generation and travel demand must be accompanied by a Transport Assessment. The policy goes on to state that all new highway infrastructure and design will be expected to satisfy Active Travel Act Guidance, National and Local highway design guides and parking guidelines.
- Policy CI2 (Provision of Formal and Informal Open Space and Allotments / Community Growing Areas) outlines that development proposals will be assessed against the Councils' standards for the provision of such open space typology.



SECTION 5

Assessment of the Development Proposals



5.0 Assessment of the Development Proposals

5.1 Planning Context: The Need for Development

- 5.1.1 As set out within Section 4 of this report, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine applications in accordance with the policies of the Development Plan unless material considerations indicate otherwise.
- 5.1.2 The relevant adopted development plan pursuant to the development proposals at the time of writing is the Monmouthshire County Council Local Development Plan (February 2014). As previously outlined, the LDP's proposals map outlines that the application site is unallocated and currently lies outside but adjacent to the defined settlement development limits of Chepstow. As such the relevant adopted policy pursuant to the principle of the proposed development is Policy LC1 (New Built Development in the Open Countryside) which states that there is a general presumption against new built development in the open countryside unless justified in exceptional circumstances which include for agricultural, forestry, 'one planet development', rural enterprise, rural/agricultural diversification, recreation, leisure or tourism purposes only. The scale and nature of the proposed development outside the defined settlement boundary of Chepstow is therefore contrary to the principles of Policy LC1.
- 5.1.3 To ensure that LDP's remain up to date, Councils are required to review their plans at least once every four years following adoption. A full review of the Monmouthshire LDP commenced in 2017 but has been the subject of a number of delays. Whilst the Adopted LDP is now time expired, the 2020 Minister for Housing and Local Government's Letter to Authority Leaders and Chief Executives National Park Authority Chief Executives (dated 24th September 2020) clarified that the provisions in the Planning (Wales) Act 2015 relating to LDP expiry dates do not apply to LDPs adopted prior to that Act coming into force (4th January 2016). This means that the current LDP, adopted in February 2014, remains an extant Development Plan for decision-making purposes until the Replacement LDP is adopted.
- 5.1.4 Notwithstanding the above, MCC submitted the Replacement LDP to PEDW on 7th November 2025 (Regulation 22), meaning that its policies can be given weight in the determination of this application. The Replacement LDP allocates land for 6,210 homes (this figure includes a 15% flexibility allowance) to meet a housing requirement of new 5,400 homes. Land at Moun-ton Road is identified as a Strategic Site Allocation under Policy HA3 for a residential led mixed use development to provide approximately 146 homes and commercial uses such as Class C1 hotel and Class C2 residential care home.
- 5.1.5 The identification of the application site, as an emerging residential led mixed use allocation demonstrates the suitability of the site for the delivery of new homes within Chepstow, and is a



material consideration that should be given considerable weight in the determination of this application.

- 5.1.6 The site is immediately available and will make a key contribution to the delivery of a range and mix of housing in Chepstow. The submitted planning application provides the technical evidence to demonstrate the suitability of the site to accommodate the proposed development. The site is therefore well placed to become fully integrated into the existing settlement of Chepstow and will deliver a range of services and facilities to include care home, hotel, mobility hub, improved open space provision and improved walking, cycling and public transport links, within a development able to commence within the first five years of the new Local Plan.
- 5.1.7 The proposed hotel seeks to capitalise on the site's strategic location at the 'gateway' to Chepstow, offering excellent links to the Town Centre and surrounding scenic countryside in Monmouthshire. The applicant has undertaken preliminary market analysis of potential operators which demonstrates there is demand for a mid-sized hotel comprising c. 60-80 beds in Chepstow. The demand is driven by leisure and tourism activity, both in nearby commercial centres and the countryside, and convenient access to the M4 motorway. The proposal is anticipated to create approximately 20-30 new employment opportunities, contributing positively to the local economy. Furthermore, the hotel is anticipated to deliver wider economic benefits by enhancing the tourism offer in Chepstow and supporting local businesses.
- 5.1.8 One of the key issues affecting Monmouthshire at a County-wide level is its ageing population, with the proportion of the population aged over 65 exceeding the national average (as referenced at paragraph 2.1.10 of the Draft RLDP). The applicant's preliminary market analysis has identified a shortfall in existing care home provision within the locality, demonstrating the need for specialist residential care provision. This proposal includes a new care home facility comprising c. 60-70 beds, located in the north-eastern part of the site, with convenient access to Chepstow Town Centre. This development will help towards addressing the growing demand for expert care services for an ageing demographic and is expected to generate permanent employment opportunities in the care industry as well as management and ancillary services, thereby supporting the local economy and healthcare infrastructure.
- 5.1.9 The provision of both new homes and commercial uses at the site therefore not accords with Replacement LDP Strategic Policy S8 and Strategic Site Allocation Policy HA3, but also Strategic policies S10 and S12 which reference employment provision and supporting the visitor economy.
- 5.1.10 With regards to the Future Well-Being of Generation Act, the proposed development will help Monmouthshire County Council fulfil their duty to carry out sustainable development through the provision of homes, including affordable homes; creating jobs & supporting existing ones in the local economy; and protecting and improving the natural environment.



5.2 Conformity with Monmouthshire County Council's Replacement Local Development Plan Policies

- 5.2.1 As previously identified, the Land at Mounton Road is identified as an emerging residential led mixed use allocation within the Replacement LDP under policy HA3. Chepstow is also identified as a Tier 1 Primary Settlement which is considered to be one of the County's most sustainable settlements in which to locate new growth. This is reflected in the range of services, facilities and transport available.
- 5.2.2 The principle of the development of the site is not only supported by the factors above but also by MCC's evidence base which has been used to justify the policies and proposals contained within the Replacement LDP, and in particular Policy HA3, which confirms that the application site represents a deliverable, suitable and logical extension to the existing built form of Chepstow.
- 5.2.3 Strategic Policy S8 sets out a number of placemaking principles which all strategic sites must adhere to whilst Strategic Site Allocation Policy HA3, as currently worded within the Replacement LDP, outlines a number of parameters, placement principles and development requirements which seeks to ensure that future land uses and infrastructure will be developed and integrated in a co-ordinated manner within any development scheme for the site.
- 5.2.4 Tables 1 and 2 below, provide a detailed assessment of the development proposals against the policy criteria set out in both Strategic Policy S8 and Strategic Site Allocation Policy HA3.

Table 1: Assessment of Proposals Against Replacement LDP Policy S8

RLDP Policy Criteria	Applicant Response
Sustainable Communities	
Creation of a high-quality and well-connected extension to the settlement, which responds to its edge of settlement location. Where appropriate, the layout will identify and respect key views to and from the wider landscape setting.	The site responds to this criterion and seeks to deliver an inclusive, sustainable, integrated and economically active community which responds to the site's setting and features whilst adhering to the main objectives of the MCC RLDP. The masterplan and integrated Green Infrastructure proposals capitalize on the site's elevated, edge-of-settlement location through the protection of key views to the Severn estuary and the location of significant open space to allow open views to the National Landscape to the west. This open space, coupled with existing tree cover, also allows for a sensitive transition between the built form of the development and the open countryside – a more sensitive transition than is currently afforded by the A466 and associated infrastructure.
Provision of 50% affordable homes on-site comprising a mix of housing types and tenures	The proposed development seeks to deliver 50% affordable homes comprising a mix of house



to meet local need.	types and tenures in accordance with the policy.
Dwellings built to net zero carbon standards, including the incorporation of renewable energy generation technologies and low carbon heating systems and ULEV charging points.	Homes will be designed to meet all relevant building regulations for sustainability, with enhanced building fabric, energy-efficient technologies, and a policy-compliant provision of ULEV charging facilities, helping to reduce energy use.
Provide a mix of house types, tenures, sizes, materials and colour to be developed at an appropriate density.	A character analysis has been undertaken to understand the key attributes that define various parts of Chepstow. A number of these characteristics have been identified as potential 'character generators', to inform the proposals at Mounton Road. This includes providing a mix of house types, tenures, materials etc.
Broadband /digital infrastructure must be provided to serve each new home.	Digital infrastructure will be provided to serve each new home.
Green Infrastructure, Landscape and Nature Recovery	
Make provision within the development for appropriate green infrastructure, multifunctional streetscapes and useable public open space in accordance with National Policy and agreed standards, including play and recreation provision, community growing opportunities and accessibility for all.	The proposed development seeks to enhance the functionality of the site when compared to its present condition. It will take an inaccessible area of grazed agricultural land and convert it to a mosaic of community parkland, formal public open space, public realm areas, community growing, ponds, wetlands, streets and gardens.
Demonstrate a proposal that is informed by the surrounding landscape character and reflects the distinctive landscape character, qualities and sensitivities of the area.	The development proposals have been designed having regard to a suite of technical assessments including Ecological Assessments, Landscape and Visual Assessments and an Arboricultural Assessment. As noted above, the layout of the masterplan allows for a sensitive transition to countryside and the protection of key views.
Take a proactive approach to deliver a net benefit for biodiversity and ecosystem resilience within the development site by maintaining, incorporating and enhancing semi-natural habitats and ecological connectivity between them.	The development proposals have been designed in accordance with the step wise approach to deliver a net benefit for biodiversity and positive multifunctional outcomes from a GI perspective.
Ensure the protection and enhancement of biodiversity through appropriate building design, site layouts, lighting proposals that retain dark corridors, landscaping techniques and choice of plant species.	The proposals have been designed to avoid the majority of the higher value assets and habitats within and around the site whilst being framed within a robust GI and biodiversity strategy to deliver ecosystem resilience as well as a net biodiversity benefit on-site.



Ensure that trees, woodland and hedgerows along site boundaries and within the site are retained and protected as far as possible with adequate space to allow access for maintenance and to maintain functional and viable wildlife corridors and green infrastructure assets.	Buffers will be provided around retained woodland to protect root areas and ecological features. These buffers will include additional woodland planting and the creation of 'ecotones' (transition areas between two biological communities) to increase habitat diversity.
Sustainable Travel and Highways	
Design of the site and its connections must prioritise active travel to local trip attractors and public transport, in line with the Sustainable Transport Hierarchy (PPW12/Wales Transport Strategy). Active Travel Act guidance should be applied to routes, facilities and sustainable transport promotion.	New vehicle, pedestrian, and cycle access points will be introduced along the A466, with potential additional (active travel) links to the A48 (south) and Mounton Road (north-west). A new cycle route connecting the southern A466 and Mounton Road access points could offer an appealing alternative to NCN4. Opportunities exist to enhance sustainable travel through the provision of a mobility hub on-site, improved crossings on the A466, improved bus stops on the A466 and A48, and accessible walking/wheeling routes across the site towards the town centre and Bulwark.
Sites must contribute to active travel and public transport improvements as necessary.	The active travel proposals aim to enhance accessibility for walking and wheeling. Key elements include three active travel routes connecting the site to Chepstow Town Centre and Bulwark Neighbourhood Centre, with potential improvements such as wayfinding, traffic calming, footway widening, and new crossing facilities. A new crossing is proposed on the A466 near Mounton Road, along with an upgrade to the existing crossing near Highbeech Roundabout. A key feature is the on-site mobility hub, designed to complement the nearby Chepstow Transport Hub and Railway Station, encouraging active travel and enabling short, sustainable journeys within and beyond the site.
Ensure that the development does not adversely affect the safety, capacity and operation of the highway network.	The development proposals are supported and have been informed by the results of a Transport Assessment which is submitted in support of the application proposals.
Streets must be designed and built to adoption standards in accordance with national and local	The scheme is based on a permeable and connected framework of routes that have been



design standards and offered for adoption pursuant to the requisite highway adoption agreements.	designed to adoptable standards.
Education Requirements	
Sites must contribute to primary and secondary school provision in the area in accordance with capacity requirements.	This will be secured via S106 agreement for the site.
Residential Amenity	
Ensure a safe, secure, pleasant and accessible environment for all members of the community.	The proposed development seeks to enhance the functionality of the site when compared to its present condition. It will take an inaccessible area of grazed agricultural land and convert it to a mosaic of parkland, formal public open space, public realm areas, community growing, ponds, wetlands, streets and gardens for the benefit of all members of the community – existing and future.
Maintain reasonable levels of privacy and amenity of occupiers of neighbouring properties.	The site is visually well contained by the combined screening effect of local topography, existing vegetation, and existing development. The development proposals have been designed to respect neighbouring properties.
Incorporate satisfactory air quality measures for mitigating and/or reducing emissions, as appropriate.	The development proposals are support by an Air Quality Assessment which concludes that no significant adverse air quality impacts are anticipated to arise from the development proposals.
Incorporate good acoustic design which must be compatible with thermal comfort by ensuring adequate ventilation and avoidance of overheating, in the interests of protecting residents from the harmful effects of noise.	The development proposals are supported by a Noise Assessment which concludes that no unacceptable adverse noise impacts are anticipated to arise from the proposed development.
Flood Risk and Sustainable Drainage Systems	
Potential flood risk to, or as a consequence of, the development of the site must be suitably assessed in accordance with national planning policy.	The site is at “low risk” of flooding from all assessed sources and will incorporate SAB-compliant sustainable drainage features in accordance with national policy.
The development must manage surface water through a sustainable drainage system in accordance with Welsh Government’s Statutory Standards for Sustainable Drainage Systems	The proposed development has been designed to provide a SAB compliant sustainable drainage scheme, including roadside swales, bioretention areas within highways and plot soakaways.



2018. The distribution of SuDS features across the site should be prioritised, reducing the size of any single SuDS feature.

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Table 2: Assessment of Proposals Against Replacement LDP Policy HA3

RLDP Policy Criteria	Applicant Response
Sustainable Communities	
a) Creation of a high-quality well-connected extension, which responds to its edge of settlement location and to its gateway locality to Chepstow and Wye Valley National Landscape (AONB) setting.	The site's location and context presents the opportunity to create a distinctive and memorable new gateway to Chepstow and the popular leisure and tourism destinations that lie in the surrounding areas, such as the Wye Valley. The site is well connected to the existing settlement pattern, being surrounded by development on all but one side.
b) A street hierarchy comprising a legible, permeable and connected network of street, footpaths and cycleways should be developed to inform the character of different parts of the site.	The route network is arranged in a clear street hierarchy. The design and scale of these routes across the hierarchy create a sense of character across the different parts of the development.
c) A focal tree-lined avenue should lead to the entrance of the community parkland from the A466 entrance point.	A treelined avenue has been incorporated into the design to define the entrance "arrival street" from the A466, guiding residents and visitors towards a community parkland enhancing legibility and sense of place.
d) The non-residential element of the site to be delivered in line with an agreed phasing schedule.	A hotel and care home are included as part of the development proposals. Any requirement for a phasing strategy can be subject to a suitably worded planning condition, which will address this policy requirement.
e) The commercial uses of the development, which could include a hotel and care home are to be located in the north east focal/gateway point of the site.	The commercial uses (care home and hotel) are located to the north-eastern part of the site, serving as landmark buildings and positioned where they are most accessible to and from Chepstow town centre and from the A466.
f) An appropriate scale, massing, height and appearance of buildings, in particular the hotel and care-home, to respect the site's location, character and residential amenity impact.	The development proposals have carefully considered the scale, massing and appearance of the proposed dwellings on site and particularly for the hotel and care home which will serve as a focal buildings at the entrance of the site. These buildings have been specifically designed to respect the character of the site, its landscape setting, and adjacent residential amenity.
g) Provision of a publicly accessible Community Parkland, with a parkland character that respects the setting of the Grade II listed St Lawrence House and creates opportunities for recreation and leisure.	The development proposals have been designed to ensure they are located within a diverse network of public open spaces which includes a large community parkland located on the western part of the site which responds to the setting of St Lawrence House.



h) Provision of an appropriate design response and interface between the eastern edge of the development and the A466 road corridor.	The proposed dwellings seek to provide a strong frontage along the A466 which will also serve as the main access into the new development.
i) Provision of an appropriate design response for the proximity and transition to the green wedge and wider landscape to the south and west of development in terms of lighting and built form.	Along the southern edge, a deliberately varied building line coupled with additional GI Landscaping and planting offers a sensitive response to the adjacent green wedge and the informal character of High Beech Lane.
Green Infrastructure, Landscape and Nature Recovery	
j) Existing western and northern boundary hedgerow and woodland shall be retained, buffered and protected. Trees with TPOs and other mature trees will be retained and protected within the Community Parkland and managed appropriately to maintain biodiversity value.	The Framework Masterplan specifically protects and buffers areas of existing hedgerow and woodland along the northern and western edges and commits to the management and retention of mature trees within the community parkland. The proposals also include for significant new tree planting and development will result in long term tree management and replanting strategies which currently don't exist.
k) The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. Green space design must consider any emerging guidance for Suitable Alternate Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary.	This criterion is noted and will form part of the S106 contribution package for the site.
l) Provision of a lighting strategy that considers and mitigates for visual impact on landscape character and setting and minimises light spillage on to wildlife corridors and habitats.	The development will utilise nature-sensitive lighting strategies to reduce any visual impact preserve dark corridors for wildlife.
Sustainable Travel and Highways	
m) Provision of on and off-site highways infrastructure improvements as necessary, having regard to requirements arising from the Transport Assessment and including: <ul style="list-style-type: none"> A legal agreement for the proposed A466 primary access junction, footways, street lighting, crossing provision and the widening and improvement of the existing footway on the A466. A legal agreement for the construction of off-site pedestrian/cycling improvements, including connections to bus stops in both directions, the 	<p>The transport strategy for the site addresses each of the criterion.</p> <p>It should however be noted that in relation to the provision of the public transport link, it has been demonstrated that the application site is well served by existing public transport services, with bus services operating in the vicinity of the application site offering 'above average' service provision within reasonable walking and cycling distance such that these will offer good opportunities to future residents, employees and visitors to travel to/from the site by sustainable travel modes. Thus, it is concluded that a public transport link through the site is not necessary and therefore not proposed.</p>



<p>National Cycle route and Chepstow's community hospital.</p> <ul style="list-style-type: none"> • The layout in north west corner of the site will connect the proposal to the existing Public Right of Way 355/3/3 footpath. • Land to be safeguarded for potential future improvements to the Highbeech Roundabout. • Provision of a public transport link through the site, details of which to be agreed with MCC, including any necessary financial contributions to improve public transport services and nearby infrastructure. 	
Residential Amenity	
<p>n) The incorporation of satisfactory air quality measures for mitigating and/or reducing emissions. Development must not significantly worsen (either individually or cumulatively) any air pollution emissions in areas where pollution levels are close to their objective or limit value levels, nor result in a breach of an air quality objective or limit value.</p>	<p>This is addressed within the supporting Air Quality Assessment, which concludes that impacts during construction and operation phases are negligible. Pollutant concentrations are predicted to be below the relevant air quality objectives and the site is therefore considered suitable for the proposed development with regard to air quality.</p>

5.2.5 Tables 1 and 2 above clearly demonstrate that the development proposals accord with the policy criteria outlined in Policies S8 and HA3 and will provide well-designed development leading to the delivery of numerous placemaking, community and economic benefits to both existing and future residents, including:

- Providing a range and choice of new homes within Chepstow, including the provision of 50% affordable units at appropriate densities and scale across the site, in a sustainable location on a deliverable site which can contribute towards the resilience of the RLDP's housing trajectory and effectiveness of the Plan;
- Provision of a mix of uses including a community hub, which could provide a range of small scale facilities including bike hub, space for remote working, shops/cafe, information centre, etc.
- The delivery of an extra care / retirement living / older persons accommodation would help meet the needs of an ageing population, reduce social exclusion and enhance wider community wellbeing and provide peace of mind for those with elderly relatives that family members are well looked after in a high quality, safe and accessible environment in close proximity to the town. Delivery of such accommodation can also stimulate Chepstow and



Monmouthshire's housing market through the release of more large homes for families to occupy – the knock on effect being that this stimulates the housing chain and ultimately benefits first time buyers;

- Delivery of a strategically located hotel within Chepstow, offering close proximity to a range of historic and countryside attractions. It will provide overnight accommodation and directly support Monmouthshire County Council's objective of strengthening the local tourism sector. In addition, the hotel will deliver wider benefits through inward investment and contribute positively to local economic growth.
- Encouraging and supporting active travel with cleaner, greener travel choices and reduced out commuting along with the delivery of bus stops and crossing facilities to provide better integration from west Chepstow into the town centre;
- Retention of the majority of existing trees and vegetation across the site including the provision of additional planting to increase separation and privacy between the site and surrounding areas. Buffers to safeguard the sites natural assets and increase habitat diversity.
- Creation of a large area of community parkland which responds to the setting of St Lawrence House.
- Provision of good quality open spaces with significant biodiversity benefits (delivering a net benefit for biodiversity), surface water resilience and efficient energy, water and communications infrastructure;
- Economic benefits – including that the proposed development will:
 - Deliver and support circa 800 jobs in construction and operation, including circa 80-100 long-term and local employment opportunities;
 - Provide job opportunities for local people, apprentices and traineeships; and
 - Create circa £2.5m additional tax and council tax revenue for Monmouthshire County Council.

5.2.6 In addition to the above, the suite of technical documents submitted in support of the application proposals confirms that the development of the application site will deliver a large number of much needed family homes, including affordable housing units, economic/commercial benefits, highways improvements, landscape, biodiversity and open space benefits, without raising any significant environmental impacts.



5.3 Design Strategy: Layout and Appearance

- 5.3.1 Layout and Appearance are reserved matters of this Outline application. An Illustrative Framework Masterplan (**Appendix 1**) and Parameter Plans have been prepared to demonstrate how the layout, scale and massing can be delivered on site. This has been directly informed by the pre-application consultation feedback and a detailed context analysis of the site's topography; its prominent location along the A466; heritage considerations; and existing green infrastructure.
- 5.3.2 Accordingly, the illustrative masterplan locates development on the eastern edge of the site, maximising its frontage with the key travel route along the A466. The hotel and care home development are located in the north eastern part of the site, forming a 'gateway' at the most accessible location with existing communities in Chepstow. Meanwhile the western part of the site is dedicated to an expansive area of public open space, to respect the setting and context of St Lawrence House and existing parkland to the north, and the open countryside to the west of the site.
- 5.3.3 The layout of the development seeks to create legibility and permeability for future residents, with a clear street hierarchy and integrated network of pedestrian footpaths, cycle ways and bus connections, that encourage active travel and access to key services including the community parkland. The main 'arrival street' will be a tree-lined 'boulevard' style street, accessed directly from the A466 to the east, travelling to the 'central node' of the site adjacent to the care home and hotel which will be a focal point for the site, featuring hard and soft landscaping and the mobility hub, beyond which the avenue will travel westwards to the community parkland.
- 5.3.4 As for appearance, the site will incorporate careful placement of landmark, corner and other prominent buildings to reflect the different uses proposed, and to support wayfinding, character and placemaking objectives. The hotel and care home will be landmark buildings of a greater scale (3 storeys) with distinct features, appropriate to their location at key focal and entrance points to the site. Corner buildings at key junctions will be dual aspect to address both frontages and may feature architectural and design features such as bay windows. The Scale Parameter Plan demonstrates that residential buildings at the eastern edge of the site fronting the A466 road, and those along the 'Main Street' to the site will be 2.5 storeys, meanwhile the remainder of residential buildings will be 2 storeys in height.

5.4 Housing Mix Statement

- 5.4.1 Future Wales specifically outlines that the delivery of housing and affordable homes at levels which meet local and regional needs is a focus in the spatial strategy. Policy S4 (Affordable Housing Provision) of the adopted LDP requires 35% of the total number of the dwellings on site to be affordable whilst Strategic Policy S7 (Affordable Housing) in the emerging Replacement LDP outlines



that all new site allocations will be required to meet an on-site provision of 50% affordable homes in order to meet the Council's affordable homes target of 1,595-2,000 homes across the Plan period.

- 5.4.2 The proposed development at Mounton Road will seek to provide a policy compliant level of affordable housing whilst delivering a range and mix of house types, tenures and sizes of both market and affordable homes in order to address and support the housing need in Chepstow and Monmouthshire as a whole.
- 5.4.3 The development therefore seeks to support MCC's spatial housing strategy and the delivery of housing within the main town of Chepstow.

5.5 Delivery

- 5.5.1 Subject to the granting of Reserved Matters consent, it is anticipated that the development will commence in 2027/28 and will deliver up to 50 units per annum in accordance with the following programme:

Table 3: Delivery Programme

Total Capacity	Estimated Completions		
	2027/28	2028/29	2029/30
146	50	50	46

5.6 Highways and Transport

- 5.6.1 This application is supported by a Transport Assessment (TA) and Travel Plan (TP) prepared by Rappor Consultants Ltd.
- 5.6.2 The highway network surrounding the site comprises Mounton Road to the north, Wye Valley Link Road (A466) to the east, A48 to the south and St Lawrence Lane to the west. The site is located approximately 1km (as the 'crow flies') south-west of Chepstow Town Centre.
- 5.6.3 There are no Public Rights of Way (PRoW) crossing the site, though there is a PRoW network nearby, including footpath 355/3/3 accessed from Mounton Road to the north west.
- 5.6.4 The TA provides a review of the safety of the existing local highway network, concluding there is good existing provision of active travel routes, with opportunities for the development to provide enhancements. As a result, the network is suitable to accommodate the proposed development, with no existing highway safety concerns that are anticipated to be exacerbated by the proposal.
- 5.6.5 There are a wide range of services and facilities within Chepstow, which are accessible within a 20-minute walk of the site, including taking gradient into account. This includes public transport hubs that facilitate sustainable travel further afield. The development is therefore well placed to support MCC's aspirations for 20-minute neighbourhoods, creating urban spaces where people can safely access the things they need to live a healthy and happy life, without relying on a private car. The TA and TP



evidence that the site will therefore form a natural extension to Chepstow and is well located to access a range of services and amenities within Chepstow and Bulwark via walking and cycling, as well as bus and rail public transport nodes, and as such the site offers opportunities for sustainable travel both locally and further afield.

- 5.6.6 Three key active travel routes between the site and key destinations have been identified as part of the assessment and future potential improvements to the identified routes have been identified and will be explored in more detail with MCC Officers in due course.
- 5.6.7 The TA also sets out an Access and Movement Strategy, including on-site provision of a mix of uses, high quality pedestrian and cycle infrastructure and the provision of a mobility hub. This mobility hub would complement the proposed Chepstow Transport Hub and would help encourage active travel movements between the site and the proposed Chepstow Transport Hub, adjacent Chepstow Railway Station.
- 5.6.8 It is envisaged that the development will become a destination / 'gateway' for the wider community; to use the open spaces we propose and to be inspired to access the Wye Valley. Both existing and future residents will not need to travel far from their front door to access opportunities for outdoor activities and access the wider countryside, and in addition will have no need to drive to do so.
- 5.6.9 The proposed site access arrangement is a simple priority junction from the Wye Valley Link Road (A466). It has been demonstrated that this would provide suitable access to serve the proposed development, with the design in accordance with the relevant national guidance, i.e. MfS, MfS2 and DMRB, as appropriate, and achievable visibility in accordance with recorded average 85th percentile speeds on the A466. The junction capacity assessment has demonstrated that the simple priority junction arrangement would suitably accommodate the proposed development traffic flows.
- 5.6.10 Potential public realm improvements on the section of the Wye Valley Link Road (A466) along the site frontage will be explored to provide improved access for all within this corridor, including movement across, as well as along, the A466.
- 5.6.11 The Highway Impact Assessment contained in the TA confirms that the proposed development will not result in a significant increase in vehicle trips on the surrounding highway network when compared to the forecast baseline traffic flows, based on extremely robust assessment assumptions. Furthermore, the net impact of development related traffic on the key junctions in the study area in the weekday peak hours will be negligible and it has been demonstrated that the addition of the development related traffic will not materially impact the existing operation of the junctions.
- 5.6.12 Highbeech Roundabout is forecast to operate approaching / at capacity in the weekday peak hours; however, this is not a direct result of the proposed development, as the junction is already shown to be operating approaching / at capacity in the baseline. The additional development related traffic at



the junction in the weekday peak hours is not significant. The development transport strategy, as set out in the TA, focusses on the promotion of active travel, sustainable transport and flexible working patterns. With this in mind, and noting that there remains spare vehicular capacity at the junction outside of the traditional weekday peak hours, significant investment in additional vehicular capacity at Highbeech Roundabout appears contrary to transport policy objectives and priorities for promoting active travel at the site. It is understood that a scheme to improve operational performance for all modes of transport at Highbeech Roundabout is being investigated by MCC and SWTRA (Welsh Government) and the submitted Masterplan shows land being safeguarded within the site to allow for any potential future improvements if necessary.

- 5.6.13 In conclusion, the site represents a high quality sustainable mixed-use neighbourhood that would form a natural extension of Chepstow that is well-integrated with the existing community. The proposed development is capable of delivering a sustainable transport strategy focusses on the promotion of active travel and sustainable transport, to reduce reliance on the private car. The TA demonstrates that a suitable access strategy to serve the development can be delivered, which includes potential enhancements to the surrounding public realm and the MCC identified future active travel routes within Chepstow, in accordance with adopted LDP Policies S16 and MV2; and RLDP policies S13 and ST1.

5.7 Ecology

- 5.7.1 This application is supported by an Environmental Statement which includes an Ecology Chapter (4) and Ecological Baseline Report (Appendix 4.1) and has been informed by the EIA Screening and Scoping exercise with MCC, as well as pre-application engagement with the LPA and NRW. An Ecological Appraisal is also submitted as a standalone report.
- 5.7.2 The site has been subject to numerous ecological surveys, including a desk-based study, an Extended Phase 1 habitat survey in 2018, which was updated in 2024, together with other targeted site surveys for bats, badger, dormouse and reptiles.
- 5.7.3 The site is not within any statutory or non-statutory designations. Within 10km of the site, there are six internationally important designations:
- River Wye Special Area of Conservation (SAC);
 - Wye Valley Woodlands SAC;
 - Severn Estuary Special Protection Area (SPA)/SAC/Ramsar; and
 - Wye Valley and Forest of Dean Bat Sites SAC.
- 5.7.4 The following nationally important designations are located within 2km of the site:
- River Wye Site of Special Scientific Interest (SSSI);



- River Wye (Lower Wye) SSSI;
- Pierce, Alcover and Piercefield Woods SSSI;
- Lower Wye Gorge SSSI; and
- Pennsylvania Fields, Sedbury SSSI.

5.7.5 There are, in addition, 16 Sites of Importance for Nature Conservation (SINC); one Wildlife Trust Reserve (WTR); one Gloucestershire Wildlife Trust (GWT) Nature Reserve; and one Local Wildlife Site (LWS) within 2km of the site.

5.7.6 The site comprises agricultural farmland which is poor semi-improved grassland, with boundary hedgerows, unvegetated fence lines and broadleaved semi-natural and plantation woodland. The majority of the site has less than Local Level importance or negligible importance, with potential to support protected species. Meanwhile, the hedgerows and woodland are of Local Level importance and comprise Priority Habitats for Wales.

5.7.7 The site surveys concluded no bat roosts on site. However, a number of trees on site are considered to have features capable of supporting bats and roosts; and other habitats have value for foraging/commuting bat assemblage.

5.7.8 Several badger setts are identified within and adjacent to the site.

5.7.9 Dormouse are present on site within the woodland area along the western boundary of the site.

5.7.10 Otherwise, the site is considered to be of Site level importance for potential to support breeding bird assemblage, common reptiles and amphibians, invertebrates and notable mammal species.

5.7.11 The design of the development has evolved to incorporate the existing ecological features on site, to avoid adverse environmental effects in the first instance, before considering minimising, mitigating and, as a last resort compensating effects, in accordance with the Stepwise approach outlined in PPW. As such, the existing fields, woodland and scrub in the north and western parts of the site are proposed to be retained for open space and recreation use. The woodland will also be enhanced with new formal and informal planting. Trees and hedgerows within the site are to be retained as far as possible, particularly those with bat roost suitability. The site layout also incorporates sustainable drainage features such as attenuation basins and swales which will also provide an open space and ecological function, together with the rain gardens and swales in the residential areas.

5.7.12 Additional mitigation and enhancement measures include:

- Provision of footpath and cycle links integrated with the extensive areas of proposed green infrastructure on site for recreational use to ensure no significant impacts arising from recreational pressure upon nearby designated sites.



- Appropriate pollution control measures during pre-construction and enabling works to avoid impacts on aquatic features on/adjacent to the site resulting from surface run-off, thereby protecting the water quality of the River Wye SAC and River Severn Ramsar/SAC/SPA downstream.
- Planting appropriate species within the proposed SuDS features to increase natural filtration and provide biodiversity benefits.
- Protection of the ancient semi-natural woodland habitat adjacent to the northern boundary of the site, by introducing a 15m buffer from the development edge.
- Install protective fencing along retained trees, hedgerows and woodland habitat including root protection areas during construction phase, and other best practice measures to be secured through provision of an Arboricultural Method Statement (AMS).
- Sensitive lighting strategy during construction phase, whereby activities are limited to daylight hours where possible; use of temporary artificial lighting between dusk and dawn is avoided; and directional, low-level lighting used away from sensitive habitat corridors. Details are to be provided within a Construction Environmental Management Plan (CEMP) and/or Ecological Construction Method Statement (ECMS).
- Sensitive lighting scheme during operational phase to ensure no/limited light spill to retained, enhanced and new habitats on site. Lighting should include directional, timed and/or low lux lighting, utilising shields and/or hoods where required, to be secured by a Landscape and Ecological Management Plan (LEMP) condition as necessary.
- Creation of new habitats to deliver net benefit for biodiversity, such as new tree, hedgerow, scrub and grassland planting; provision of ecotone planting adjacent to retained woodland edges; and incorporate SuDS into areas of open green space, which will compensate for the small scale of habitat loss, whilst protecting and enhancing retained habitats to maximise connectivity.
- Long term management and maintenance of habitats and features.

5.7.13 Subject to the implementation of the proposed mitigation measures in respect of habitats and protected species, it is demonstrated that the proposed development is capable of compliance with relevant wildlife legislation and planning policy (i.e. PPW Stepwise Approach; Adopted LDP Policies S13, GI1, NE1; and Draft RLDP Policies GI1, GI2 and S5) and can deliver net benefits for wildlife and biodiversity.



5.8 Landscape, Trees and Green Infrastructure

5.8.1 This application is supported by a Landscape and Visual Impact Assessment (LVIA), Green Infrastructure (GI) Statement, Landscape and Visual ES Chapter (5) and Arboricultural Impact Assessment (AIA).

5.8.2 The work undertaken has involved a desktop review; assessment of the existing landscape condition and character of the site and its setting; assessment of the existing visual context and key views; consideration of landscape and visual mitigation measures.

Designations

5.8.3 The site itself does not lie within a nationally designated landscape. The nearest designation is Wye Valley National Landscape, which is located c. 100m to the west of the site.

5.8.4 Within the adopted LDP, the site is located within the Green Wedge (under Policy LC6), a local designation to prevent coalescence of Chepstow, Pwllmeyric and Mathern settlements. However, the Submission Draft RLDP allocates the site for residential-led development and removes the land from the green wedge designation. PPW is clear that *“Green wedges should be proposed and be subject to review as part of the LDP process”* (paragraph 3.68). The proposed development is considered alongside the key purposes of green wedge designations as follows:

- *Prevent coalescence:* the proposal would bring the westernmost part of Chepstow no closer to Pwllmeyric than the existing housing south of Highbeech Roundabout, which is approximately 600m away. Existing vegetation screens views between the Site and Pwllmeyric, meaning visual perception of closeness would not increase.
- *Manage urban form; and Safeguard countryside from encroachment:* the development represents a ‘rounding off’ of the existing settlement edge, being located between existing residential development to the north (Bayfield) and south (High Beeches), thereby resulting in minimal effect on the open countryside. The western part of the site is also proposed for extensive open space and recreation.
- *Protect setting of urban areas:* Chepstow’s historic core is in the town centre and the eastern part of the settlement along the River Wye, whereas the site is at the western edge of the settlement, already established by modern residential development.
- *Assist in urban regeneration:* Whilst there is a policy preference for development on brownfield land, this must be balanced with the acute need to deliver housing (including affordable housing) and employment, particularly in rural areas in Monmouthshire, which justifies greenfield development in this case.



5.8.5 As a result, the proposed development would not compromise the purposes of the designation, as further supported by MCC's informed decision to remove the land from the green wedge and allocate the site for residential development in their forthcoming RLDP.

5.8.6 The site itself is not within a Conservation Area and contains no Listed Buildings nor Registered Historic Parks and Gardens (RHPG). However St Lawrence House (Grade II) is adjacent to the northern boundary, with views across part of the site in the west.

5.8.7 Wyelands RHPG is located c. 150m south of the site; and Mounon House RHPG is c. 575m to the west. Due to topography and intervening vegetation, there is no intervisibility between the Wyelands RHPG and the site.

Landscape and Visual Context

5.8.8 In terms of the physical landscape, the site's topography is generally undulating with a gentle gradient falling from the north-eastern corner, towards the south-west. Small variations to this overall decline contribute to the visual relationship between the site and its surroundings. St. Lawrence House sits in an elevated position with clear views across the local landscape and beyond, as do other residential properties along Mounon Road. The western site boundary undulates greatly (as does St Lawrence Lane). These changes in the landscape gradually feather out to a relatively level, open fieldscape, near the eastern boundary, adjacent to the A466.

5.8.9 The site is located within National Landscape Character Area (NLCA) 34: Gwent Levels, albeit on its peripheries, whereby the site contains notable differences to the broad scale descriptions of the character area. The local character assessments identify visual/sensory elements such as rolling landform, views to Severn Estuary and presence of farmland, which are applicable to the site. However, there are also some differences from the LANDMAP assessment, such as the influence of Chepstow's western edge, busy 'A' roads and residential development, which detracts from the tranquillity and character of the site. Overall, the site is assessed as having medium landscape value, with the wider context considered to be of poor form, equating to low value.

5.8.10 As detailed within the supporting Abrocultural Impact Assessment (AIA), there are a total 82 Category A-C trees, groups and hedgerows identified on site, including 16 Tree Preservation Order (TPO) trees.

Effects of Proposed Development

5.8.11 The landscape and green infrastructure strategy for the site has informed the overall design, which retains the boundary vegetation and trees for their habitat and visual amenity value. All TPO trees will be retained on site (in accordance with the requirements of RLDP Policy HA3). A total 17no trees, groups and hedgerows are required for removal as part of the development (4 of which are Category B and the remaining 13 are Category C). Those trees to be retained will be managed in accordance with established best practice guidance.



- 5.8.12 As a result, minimal tree loss is required on site and the built development is focused in the eastern part of the site, which will introduce new landscape features including new trees and planting, as well as SuDS features such as swales. The new planting will improve site biodiversity and habitat connectivity and introduce enhanced pedestrian and cycle connections to the wider GI network; meanwhile the planting focused in the western part of the site will filter views from the National Landscape.
- 5.8.13 The assessment of landscape and visual effects finds that at construction stage, there will be adverse effects, owing to the transition from an agricultural landscape to construction environment. Albeit this effect is relatively temporary for the duration of the construction period, and will be managed through best practice measures and implementation of a Construction Environmental Management Plan (CEMP).
- 5.8.14 At Year 1 of operation, whilst the character of the site will have changed with the introduction of the proposed mixed use built development, the retention of boundary vegetation and new planting will provide screening.
- 5.8.15 At Year 15 of operation, the mitigation planting will have had time to establish fully, softening the site's appearance and improving integration with the surrounding landscape, as well as delivering ecological and climate resilience benefits.
- 5.8.16 The scheme will also bring many landscape and visual benefits to the character and use of the site. New landscape features such as attenuation ponds, local areas of play, ornamental and native planting help to neutralise the change to the site's character. The site would be used and enjoyed by more people, given it is a private enclosure as it stands. New planting will create habitats for wildlife and supplement those already in place within areas of open space. The proposals aim to retain the site's most valuable features and secure their long-term success and maintenance for years to come.
- 5.8.17 Having assessed the appropriateness of the proposals in landscape terms, within their setting, it is demonstrated that the development can be accommodated at this site and would not constitute an unacceptable impact in landscape and visual terms. The proposal is therefore considered to accord with LDP Policies EP1, S13, LC5; and RLDP Policies S5, GI1, GI2, LC1 and CL4.

5.9 Flood Risk and Drainage

- 5.9.1 The application is supported by a Flood Risk Assessment (FRA), in accordance with TAN15 guidance.
- 5.9.2 According to the Flood Map for Planning, the site is entirely located within Zone 1 and whilst the wider area has a history of flooding, there is no history associated with the site itself. The FRA states that the site is considered to be at low to negligible risk of flooding from all sources.



- 5.9.3 The proposed development is classified as 'highly vulnerable' to flood risk based on land use, which according to TAN15, is appropriate development on land entirely within Flood Zone 1.
- 5.9.4 SuDS will be used to manage surface water run-off, via infiltration to the ground, to ensure the development will not be at risk from surface water flooding and that flooding is not increased elsewhere. Additional mitigation measures are recommended, to include raising finished floor levels of the proposed dwellings to a set level which is above the proposed ground levels to provide further protection from surface water runoff flooding.
- 5.9.5 The FRA demonstrates that the proposal accords with national policy and TAN15 guidance requirements, such that, subject to the mitigation measures proposed, the development will not cause or be subject to significant flood risk issues. It is therefore considered that the proposals are in accordance with adopted policies S12, SD4 and EP2; and draft policies CC1 and NR3.
- 5.9.6 In terms of foul drainage, foul water from the proposed development shall be collected through a traditional gravity drainage system and directed to the Welsh Water combined sewer with a proposed connection point within Chepstow Road.
- 5.9.7 According to the Welsh Water asset plans the closest foul public asset is a 300mm diameter combined sewer located within the Wye Valley Link Road flowing south adjacent to the eastern boundary before turning west along Chepstow Road to then continue flowing east towards High Beech Lane.
- 5.9.8 The final layout and design of the foul water drainage network will be determined at the detailed design stage as the development masterplan evolves. It is therefore considered that the proposals are in accordance with adopted policy EP5. The RLDP does not have a specific policy relating to foul drainage.

5.10 Built Heritage

- 5.10.1 The application is supported by a Heritage Assessment and Heritage ES Chapter (6) prepared by EDP, which identifies and assesses the above ground built historic assets which could be affected by the development proposals, in accordance with relevant Cadw guidance.
- 5.10.2 The site itself does not contain any designated historic assets, meaning the development will not give rise to any direct effects on the physical form and fabric of assets. The heritage assessment therefore considers impacts upon off site historic assets and their settings.
- 5.10.3 Four assets were identified as having potential to be affected by the development:
1. St. Lawrence House Grade II Listed Building [ID 2606];
 2. Wyelands Grade II Registered Park & Garden [PGW(Gt)51(MON)];
 3. Mathern Conservation Area; and



4. Mounton House Grade II* Registered Park & Garden [PGW(Gt)8(MON)].

- 5.10.4 The application of Cadw's guidance on the identification of 'setting effects' in respect of historic assets has concluded that only the Grade II listed St. Lawrence House (to the north of the site) would be adversely affected by the proposed development and (even then) to just a small degree. This in large part reflects the fact that the site represents part of the estate associated with this country house from around the turn of the 19th/20th centuries, with the development retaining and enhancing the aspects which contribute most to its significance and focusing development on the areas contributing the least.
- 5.10.5 Appropriate consideration has been given to the setting of historic assets located further away from the site to the south and west, including the RPGs associated with Wyelands and Mounton House (respectively) and the Mathern Conservation Area which extends to contain the Wyelands RPG. Application of the setting guidance issued by Cadw has confirmed that none of these designated historic assets would be affected by the proposals for development of the site as a result of their spatial separation, the absence of relationships contributing to their significance and the careful design of the illustrative masterplan.
- 5.10.6 Whilst a loss of heritage significance is possible in respect of St Lawrence House as a result of changes to its setting, the preparation of an appropriately sensitive development, the inclusion and application of suitable Green Infrastructure (GI) principles within the proposals will minimise this impact and make sure that the proposed development can be delivered in line with the relevant legislative and planning policy provisions around the historic environment. Indeed, the current concept masterplan for the site focuses development away from the aspects of St. Lawrence House's setting that contribute most to its significance as an historic asset and instead focuses it on the aspects of the former estate contributing least. The extensive community parkland area will both respect the setting of the Listed Building, whilst also creating new opportunities for recreation, leisure, and wider public appreciation of the asset, in accordance with criteria g of RLDP Policy HA3.
- 5.10.7 In accordance with legislation, national and local planning policy, development that may harm historic assets must be balanced with the benefits of the development as a whole and in this regard it is pertinent to reiterate that the site is allocated for residential-led development within the Submission Draft RLDP to deliver much-needed housing (including affordable housing) and employment use.

5.11 Air Quality

- 5.11.1 The application is supported by an Air Quality Assessment, which has been prepared by Rappor Consultants Limited and is informed by prior consultation with MCC Environmental Health department.



- 5.11.2 The site is not located within an Air Quality Management Area (AQMA), however the site lies approximately 60m west of the Chepstow AQMA covering the A48 Newport Road from the junction with Highbeech Roundabout in the west to Moor Street in the east, which was declared for the exceedance of the annual mean nitrogen dioxide air quality objective.
- 5.11.3 The assessment methodology, as agreed with MCC, and informed by the Transport Assessment data, comprises a construction phase dust assessment and operational phase impact assessment qualitative assessment.
- 5.11.4 At construction phase, demolition, earthworks, construction and trackout activities have potential to generate dust and thereby, influence local air quality. The construction phase dust assessment was undertaken in accordance with Air Quality Management (IAQM) guidance. As a result, the report recommends a number of mitigation measures, including implementing a Dust Management Plan, carrying out regular inspections to monitor compliance with the plan, erecting solid screens or barriers around dusty activities, implementing a Travel Plan that supports and encourages sustainable travel and using water-assisted dust sweepers on the access and local road to remove, as necessary, any material tracked out of the site.
- 5.11.5 A detailed operational phase road traffic emissions assessment was also undertaken to consider the impact of development-generated road traffic on local air quality at identified existing receptor locations. Road traffic emissions were modelled using the dispersion model ADMS-Roads and concentrations of nitrogen dioxide and particulate matter (PM10 and PM2.5) were predicted at identified sensitive receptor locations. The modelling assessment was undertaken in accordance with Defra Local Air Quality Management Technical Guidance and IAQM & Environmental Protection UK guidance.
- 5.11.6 The development was not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality was predicted to be negligible in accordance with guidance.
- 5.11.7 Concentrations of NO₂, PM10 and PM2.5 were also predicted across the site and the suitability of the site for the proposed uses considered with regard to air quality. Pollutant concentrations were predicted to be below the relevant air quality objectives.
- 5.11.8 As such, the Air Quality Assessment for the site concludes that the site is considered suitable for the proposed uses and taking account of the proposed mitigation measures, no significant adverse air quality impacts are anticipated. The proposal is therefore considered to accord with adopted LDP policy EP1 and draft RLDP policy PM2 with regard to environmental amenity.



5.12 Noise

- 5.12.1 The application is supported by a Noise Assessment, prepared by Rappor Consultants Ltd and informed by a baseline noise survey which was undertaken at the site, in accordance with TAN11 and BS 8233 guidance.
- 5.12.2 For outdoor amenity areas, it is considered that external noise levels of an acceptable rating can be achieved through careful design and layout of the development at the future detailed design (reserved matters) stage, when orientation of dwellings, location of gardens and screening will be fully considered. Where necessary, additional mitigation measures can be considered and implemented.
- 5.12.3 It is also considered achievable to ensure acceptable internal noise levels within buildings across the site, including for properties closest to the surrounding highway network, providing suitable mitigation measures within the future detailed design of the scheme, such as double glazing and trickle vents.
- 5.12.4 The noise assessment concludes that no unacceptable adverse noise impacts are anticipated to arise from the proposed development, in accordance with LDP Policy EP1 and RLDP policies PM1 and PM2.

5.13 Minerals

- 5.13.1 It is acknowledged that the site is located within a Mineral Safeguarding area for Limestone (as defined under Adopted LDP Policy M2). However, MMC's Mineral's Background Paper (October 2024) prepared to support the RLDP's evidence base outlines that Monmouthshire has a proven surplus of existing permitted reserves for crushed rock, extensive reserves of unworked carboniferous limestone, together with potential resources of sand and gravel. As such no future allocations for future working are specially required to be identified in the RLDP.
- 5.13.2 In any event it is considered that mineral extraction on the application site would not be an acceptable land use given the proximity of the site to St Lawrence House, local residential properties, local highways and the unacceptable environmental impact that such extraction would have. Moreover, the site is identified as a Strategic Site Allocation under Policy HA3 of the Replacement LDP for a residential led mixed use development to provide approximately 146 homes and commercial uses to meet the Replacement LDP's spatial strategy and the delivery of 6,210 homes over the plan period. As such there is an overriding need for the development. It is therefore considered that the development would not prejudice the aims of Adopted LDP Policy M2.

5.14 Sustainability and Energy

- 5.14.1 The development seeks to promote sustainable living, energy efficiency, and community wellbeing. It encourages low-impact lifestyles through designing walkable streets, safe cycling routes, and shared mobility options that aim to reduce reliance on private vehicles. Biodiversity will be enhanced by



retaining existing natural features and introducing new planting, wildflower meadows, and wetland habitats to support wildlife and ecological resilience throughout the site.

- 5.14.2 Public spaces are designed to foster mental and physical wellbeing, with nature-rich environments that offer places for rest, play, and social interaction. Community engagement is supported through shared gardens, edible landscapes, and nature-based play areas, cultivating a sense of ownership and environmental care.
- 5.14.3 Homes will be designed to be energy efficient, in accordance with Building Regulations standards for sustainability, featuring enhanced building fabric and low-energy technologies to reduce consumption and improve thermal comfort. Waste management will be streamlined through accessible facilities and clear signage for future residents, supporting everyday sustainable habits. The scheme also encourages long-term community stewardship through initiatives such as composting areas and sustainability education.
- 5.14.4 The construction phase will be managed in accordance with a future Construction Environmental Management Plan (CEMP), that will be subject to LPA review and approval, ensuring responsible and sustainable practices from the outset to minimise waste and promoting re-use and recycling of materials wherever possible.
- 5.14.5 The proposal is therefore considered to accord with the relevant criteria of RLDP Policy S4 (Climate Change).



SECTION 6

Conclusions

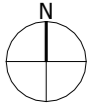


6.0 Conclusions

- 6.1.1 This Planning Statement has been prepared on behalf of Barwood Land in support of an outline planning application with all matters reserved apart from the means of access (to be submitted in full) for the development of up to 146 dwellings together with a hotel, residential care home, mobility hub, highway access, provision of green infrastructure, open space, on site play provision, drainage attenuation and infrastructure works.
- 6.1.2 Whilst the site is not currently allocated for residential development in the adopted Monmouthshire Local Development Plan (February 2014), the site has been identified as a residential led mixed-use allocation in the Replacement Local Development Plan Review for 146 dwellings.
- 6.1.3 The principle of the development for the site is not only supported by Chepstow's classification as a Tier 1 Primary Settlement but also by Monmouthshire County Council's evidence base which has been used to justify the policies and proposals contained within the submitted Replacement LDP, and in particular Policy HA3, which confirms that the application site represents a deliverable, suitable and logical extension to the existing built form of Chepstow. As such, the identification of the application site, as an emerging residential led mixed use allocation is a material consideration that should be given considerable weight in the determination of this application and demonstrates the suitability of the site for the delivery of new homes and employment within Chepstow.
- 6.1.4 The site is suitable, available and deliverable and has the capacity to deliver the quantum of development envisaged within the emerging allocation for the site.
- 6.1.5 The ES which has been prepared in support of the application proposals, together with the supporting technical reports, concludes that there are no overriding constraints to preclude the proposed development and the illustrative masterplan takes account of recommendations and mitigation measures highlighted by the ES and technical assessments.
- 6.1.6 It is therefore considered that the development of the site as described in this application is acceptable and, accordingly, that the application should be granted planning permission subject to the imposition of any necessary and appropriate planning conditions.



Appendix 1 – Illustrative Framework Masterplan



LEGEND

- Application boundary
- Proposed buildings
- Proposed primary street
- Proposed secondary streets
- Private amenity space
- Public open space
- Retained trees
- Retained hedgerow
- Fallen trees, potentially to be retained
- Green amenity spaces
- Proposed new play spaces
- Proposed primary ped-cycle path
- Proposed mown path
- Potential ped-cycle connection
- Proposed swale
- Proposed verge
- Proposed trees in open space
- Proposed orchard
- Proposed street trees
- Proposed trees in parking areas
- Proposed drainage basin
Occ. including standing water

Project
Mounon Road, Chepstow

Drawing Title
Illustrative Masterplan

Date	Scale	Drawn by	Check by
28.11.2024	1:2,500 @A3	LP	AT
Project No	Drawing No	Revision	
333100472	Ai-M-08	C	





Appendix 2 – LPA Pre-Application Response

Monmouthshire County Council

Development Management Services

Pre-Application Advice – Written Response

1	Ref No: DM/2025/00576
2	<p>Site Address:</p> <p>Land At , Mounton Road, Chepstow, Monmouthshire, NP16 6AA</p>
3	We understand your proposal to be: Development of 146 residential dwellings, hotel, residential care home, mobility hub (providing active and sustainable travel options) together with associated highway improvements, associated green infrastructure, open space and drainage attenuation.
4	<p>What information our advice is based on the Pre-App Teams Meeting and the following supporting plans:</p> <p>BL-M-16 Site Location Plan - , Pre App Covering Letter - , Pre App Design and Access Statement - ,</p>
5	<p>Planning Policies you need to be aware of:</p> <p><u>Local Development Plan (LDP):</u></p> <p>S1 LDP The Spatial Distribution of New Housing Provision</p> <p>S4 LDP Affordable Housing Provision</p> <p>S5 LDP Community and Recreation Facilities</p> <p>S7 LDP Infrastructure Provision</p> <p>S8 LDP Enterprise and Economy</p> <p>S11 LDP Visitor Economy</p> <p>S12 LDP Efficient Resource Use and Flood Risk</p> <p>S13 LDP Landscape, Green Infrastructure and the Natural Environment</p> <p>S16 LDP Transport</p> <p>S17 LDP Place Making and Design</p>

DES1 LDP General Design Considerations

CRF2 LDP Outdoor Recreation/Public Open Space/Allotment Standards and Provision

E2 LDP Non-Allocated Employment Sites

EP1 LDP Amenity and Environmental Protection

EP3 LDP Lighting

GI1 LDP Green Infrastructure

H1 LDP Residential Development in Main Towns, Severnside Settlements and Rural Secondary Settlements

LC4 LDP Wye Valley AONB

LC5 LDP Protection and Enhancement of Landscape Character

LC6 LDP Green Wedges

MV1 LDP Proposed Developments and Highway Considerations

MV2 LDP Sustainable Transport Access

MV3 LDP Public Rights of Way

MV4 LDP Cycleways

NE1 LDP Nature Conservation and Development

SD1 LDP Renewable Energy

SD2 LDP Sustainable Construction and Energy Efficiency

SD4 LDP Sustainable Drainage

Supplementary Planning Guidance (if any):

Affordable Housing SPG July 2019:

<https://www.monmouthshire.gov.uk/app/uploads/2019/09/Final-Adopted-SPG-July-2019.pdf>

Renewable Energy and Energy Efficiency SPG March 2016:

<http://www.monmouthshire.gov.uk/renewable-energy-energy-efficiency-supplementary-planning-guidance>

Green Infrastructure April 2015:
<http://www.monmouthshire.gov.uk/app/uploads/2015/07/GI-April-2015.pdf>

Mathern Conservation Area Appraisal (March 2016):
<http://www.monmouthshire.gov.uk/planning-policy/supplementary-planning-guidance/mathern-conservation-area-appraisal>

Domestic Garages SPG (January 2013):
<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Domestic-Garage-SPG-Jan-2013.pdf>

Monmouthshire Parking Standards (January 2013)
<http://www.monmouthshire.gov.uk/app/uploads/2015/07/Mon-CC-Parking-Standards-SPG-Jan-2013.pdf>

National Planning Policies (If Any)

Future Wales: the national plan 2040:
<https://www.gov.wales/future-wales-national-plan-2040-0>

Planning Policy Wales, Edition 12 (2024):
<https://www.gov.wales/sites/default/files/publications/2024-07/planning-policy-wales-edition-12.pdf>

Technical Advice Note 6 - Planning for Sustainable Rural Communities (2010):
<http://gov.wales/docs/desh/policy/100722tan6en.pdf>

6

RELEVANT PLANNING HISTORY (if any)

Reference Number	Description	Decision	Decision Date
DM/2024/01242	Screening Request in respect of the proposed new residential development.	EIA Development	21.11.2024
DM/2025/00133	EIA Scoping Request - outline planning application for a proposed mix-use residential led development.	Closed	04.04.2025
DC/2013/00571	Residential development comprising up to 200 dwellings, highway access, open space and landscaping.	Refused	13.01.2017

7 Our initial views about the proposal:

Background

Land at Mounon Road is a greenfield site located on the western edge of Chepstow, comprising approximately 12.8 hectares of agricultural land, parkland, and woodland. It lies to the west of the A466 (St Lawrence Road), north of the A48, and south of Mounon Road. The site is currently situated outside the Chepstow Town Development Boundary as defined in the adopted Monmouthshire Local Development Plan (LDP). However, in the Deposit Replacement Local Development Plan (RLDP), it is proposed as a mixed-use allocation for residential and commercial development. The RLDP identifies the site for approximately 146 homes, a mix of 73 open market and 73 affordable units, alongside commercial uses such as a C1 hotel and a C2 care home.

This pre-application enquiry aims to allow the Local Planning Authority to highlight key considerations that the developer should address in the design of the scheme. A preliminary layout has been submitted to support the enquiry and facilitate discussions between the planning agent and relevant multidisciplinary colleagues who have contributed to the development of the proposal.

The proposed development

The proposal said to deliver a new sustainable mixed-use neighbourhood comprising approximately 146 residential dwellings, a hotel, a residential care home, and a mobility hub. The development also includes highway improvements, green infrastructure, public open space, and drainage attenuation features.

The scheme will provide a mix of market and affordable housing, with homes ranging from 2 to 4 bedrooms, designed to meet the needs of a diverse population, including first-time buyers, families, older people, and those with disabilities.

The residential care home/supported living accommodation is currently proposed in the northwest corner of the site, with capacity for approximately 60-80 bedrooms. The hotel, also proposed to accommodate around 60-80 bedrooms, is located opposite the care home, adjacent to the Wye Valley Link Road.

The mobility hub is intended to support active and sustainable travel. Potential features include:

- o Pedal and electric bike/scooter hire
- o Space for remote working
- o Facilities to encourage modal shift and reduce car dependency

The development will incorporate extensive high-quality public open space, including:

- o Children's play areas
- o Green and blue infrastructure corridors
- o Sustainable drainage systems (SuDS)
- o Opportunities for significant biodiversity net gain

Vehicular access will be provided via a new junction off the Wye Valley Link Road, while pedestrian and cycle access will be available from Moun-ton Road, the Wye Valley Link Road, the A48, and St Lawrence Lane.

Principle of the proposed development

Assuming the site is successfully included in the RLDP as a mixed-use allocation, there would be no objection to the proposal in principle, subject to detailed consideration at the planning application stage.

Landscape and GI

The site is located on the western edge of Chepstow, outside the current development boundary and just east of the Wye Valley AONB boundary. The site lies fully within the Chepstow, Pwllmeyric and Mathern green wedge which seeks to prevent the coalescence of settlements by safeguarding the character and identity of settlements in the south of Monmouthshire. The site consists of green agricultural fields ALC 2 and is bounded on all sides by tree, hedge, scrub copse some of which is protected by TPO's.

The development area abuts boundaries and essential settings of CADW registered Parks and Gardens of Wyelands to the south. To the north is St Lawrence house grade II, garden setting with intermediate views over the site with associated treed edges. To the southeast of the site is St Lawrence lane, topography gently undulating to provide wide vistas over the Severn estuary and Monmouthshire's rural landscape.

The area is within the national landscape character area NLCA34 Gwent levels <https://cdn.naturalresources.wales/682620/nlca34-gwent-levels-description.pdf> although lies to the north eastern boundary of the character area bounding Chepstow settlement.

In terms of the wider landscape the area is within a landscape character that is typically gently undulating, bands of mixed pasture and arable farmland with blocks of woodland that runs from the western boundary of the county to the Wye Valley in the east and is dissected in places by steep wooded valleys. This LCA contains the Severnside sub-region settlement of Caerwent, the Main Villages of Pwllmeyric, Shirenewton/Mynyddbach and St Arvans and the Minor Villages of Crick and Llanfair Discoed. The eastern quarter of the LCA lies within the Wye Valley National Landscape AONB.

Field patterns range from larger fields bounded by well managed hedges in the south to smaller more enclosed and wooded with thicker mature hedges, and hedge banks to the east. The principle settlement is the Roman town of Caerwent and the MOD training area to the north. Other settlement forms vary from nucleated villages such as Shirenewton to the dispersed linear settlement of St Brides, traditional farmsteads /small holdings also typical, along with a number of country estates and their associated grounds. The area generally is home to a number of rare species of butterfly, other insects and ground flora and dormice.

An analysis of the relevant sensitivity appraisals from LANDMAP information indicates that the LCA has been evaluated as;

Historic Landscape; 83% High and 13% Moderate

Cultural Landscape; 20% Outstanding and 45% Moderate

Landscape Habitats; 86% Moderate

Geological Landscape; 47% High, 45% Moderate

Visual and Sensory; 55% High and 35% Moderate

The key characteristics are:-

- o Gently indented hillside rising from south west to north east of pastures with outgrown hedges and a new woodland belt along St Lawrence Lane [possibly indicating hope value in the land].
- o The southern part of the area forms part of an important rural approach to the settlement from the A48[T] and has long views to the Severn estuary across it from the A466.
- o The area contributes to a green gap between Chepstow and Moun-ton and Pwllmeyric as part of the Green Wedge. The north eastern part forms a setting to the listed St Lawrence House, especially the field south of the property with its parklands trees.
- o The settlement edge consists of well integrated estate to the east and a positive edge to the north around St Lawrence House.

Policy S13 Landscape, Green Infrastructure and the Natural Environment. The strategic policy highlights that development proposals must maintain the character and quality of the landscape by preserving local distinctiveness, sense of place and setting as well as maintain, protect and enhance the integrity and connectivity of Monmouthshire's green infrastructure network.

Policy LC5 Protection and Enhancement of landscape character highlights that development will be permitted provided it would not have an unacceptable adverse effect on the special character or quality of Monmouthshire's landscape in terms of its visual, historic, geological, ecological or cultural aspects.

Policy LC4 Wye Valley AONB highlights that development must be subservient to the primary purpose to conserve and enhance the natural beauty of the area.

Policy GI1 - Green Infrastructure highlights that development proposals will be expected to maintain, protect and enhance Monmouthshire's diverse green infrastructure network by: a) Ensuring that individual green assets are retained wherever possible and integrated into new development. Where loss of green infrastructure is unavoidable in order to secure sustainable development appropriate mitigation and/or compensation of the lost assets will be required; b) Incorporating new and /or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off-site.

The MCC Monmouthshire landscape sensitivity study of 2020 highlights that the susceptibility of the area lies in its role as a positive rural approach to the settlement from the west along the A48 [T], and adjacent to the A466, its intrinsic

qualities as a rural pastoral landscape with parkland and woodland and positive long views to the Severn estuary across it, its function as a positive setting to St Lawrence House and part of the green wedge between the Chepstow and Mounton and its Conservation Area and Pwllmeyric. LANDMAP value is high for visual and sensory, historic landscape, cultural landscape and geological landscape. If development did take place, development should avoid the skyline and a large buffer and tree planting should be implemented in the fields around and south and west of St Lawrence House, allowing habitat connectivity especially to the south.

The design and access statement has provided a high-level assessment of the constraints and opportunities based on analysis summary of the site as indicated in section 1.2.

1.3 outlines the key context led design drivers of Topography, Frontage considerations, Heritage considerations and Green infrastructure.

1.4 articulates the design drivers in the form of a development framework whose key principles are

- o Locating development on the eastern edge of the site to address the A466
- o Respecting the context of the parkland to the south of St Lawrence House
- o Addressing the desire line running from southeast to northwest across the site, linking NCN4 through landscaped open space
- o Creating a series of key activity spaces, linked by travel routes

Section 1.5 The masterplan overview outlines the key design features as well as key environmental commitments and design proposals. However, at this stage there does not appear to be a reference or articulation of the PPW 12-chapter 6 step wise approach to design development when considering impacts on underlying GI and ecology and opportunities for protection, enhancements and resilience. For instance, the GI 'assessment' summary appears to be focused solely on what is within the site as opposed to the connections the site has with bounding GI corridors of trees, hedges, grassland and if and how GI assets on the site such as hedgerows and trees that although have a low arboriculturally rating may act as stepping stone connections for species through the site. A comprehensive GI constraints and opportunities assessment should be undertaken to help to inform development masterplanning.

The urban design strategy plan has outlined the proposed core principles consisting of landmark buildings, key corner buildings, proposed frontages to green wedge, community park and key priority frontages to A466 key access into the site. Of concern is the proximity and built line of the proposed priority frontage to the A466 and how this will work within existing streetscape that has built form predominately set back from the busy road corridor. The proposal has indicated within the Placemaking section 8 A466 frontage that the frontage design layout creates a sense of enclosure with some development having frontage with access from the rear. The concept plans and vehicle access options appear to show little space between A466 and pedestrian / cycling access route for GI / street trees indicated on the landscape strategy plan and emphasised as a wider green corridor on the 3D concept plan. Further clarity and consistency will be

required to ensure adequate space is provided for both shared access, GI and high-quality frontage aesthetics.

With development it is often the case to have landmark or focal building at ends of streets at junctions however the layout provided retains vistas towards to open countryside to the west and south which is welcome and will help to retain the relationship of settlement edge with the wider Monmouthshire landscape as well as good connectivity both visually and physically with the proposed community park.

The proposed shared access to the site from the NE through a proposed avenue of trees between hotel and residential is welcome and will provide permeability from and to the north incusing links to wider community facilities. The space provided for the interface with the A466 is welcome.

Placemaking area 7 i.e. the southern frontage / approach indicates material choice and building forms taking inspiration from more rural characteristics found along High beech lane. This is welcome. The interface between internal development material choice and architectural form to ensure there is not a jarring architectural, streetscape and landscape interface across a road should also be considered carefully. This is also to be considered where there are areas of open market and affordable housing to ensure there is a seamless visual integration.

Placemaking area 9 consisting of the buildings at the northeastern corner of the site indicates that the hotel and care home will be three storey landmark buildings. The location set with a backdrop of mature trees and existing development is a preferred location from a landscape and GI perspective in terms of visual impact. Design of the two buildings should be considered carefully to decide whether they are seen as two separate buildings in terms of architectural form and colour or have an architectural, landscape and colour synergy so there is a design dialogue and link between the two. The artist rendering of the street view of the arrival street and central node indicates the hotel as having a closer architectural form to that of the residential buildings with the care home having a similar architectural form. Further clarity would be welcome through the application process to define what architectural features will create a landmark building.

Section 1.6 Green and Blue infrastructure provides an overview a vision of how the proposed landscape and habitat measures will protect, enhance and seek to provide benefit. This is welcome however attention will need to be paid to the multifunctional streetscapes accommodating both SUDS, trees, shared access and strategic planting to ensure water is retained for benefit before discharge to swales, attenuation and outfall.

The cumulative impact of additional lighting, light spill and light glow should be a consideration within the LVIA and subsequent ES in terms of cumulative impact. The site is in a topographically elevated location on edge of settlement on a rolling elevated ridge facing to the west of Chepstow and Monmouthshire's wider landscape. New street lighting, higher storey commercial unit lighting (hotel / care

home) as well as residential development and vehicle movement will increase light activity and spill into the landscape. The site will need to ensure through design that there is no creeping coalescence of settlements as well as being near to Mathern Conservation Area to the south and Mounton Conservation Area / Wye Valley National Landscape to the west where consideration of maintaining dark skies as part of landscape character and setting will be pertinent.

An environmental colour assessment will need to be undertaken to assess baseline to inform the ES to ensure that appropriate diversity of material colours for built form, infrastructure and lighting are considered at design stage. To ensure landscape character is respected and enhanced and there are no adverse impacts caused through inappropriate block of material colour.

Landscape and GI

Should the project progress as an holistic scheme the following information will be required to inform an application from a Landscape and GI perspective:-

1. EIA:

The site should be considered as a Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 Section 10 Infrastructure Projects (b) Urban Development Projects. An initial screening opinion will need to be sought from the LPA if not done so already with reference to SCHEDULE 3 Regulations 5(8), (9), (13), 6(4), and 31(3). It is likely that a full EIA Environmental Statement will be required and will need to comply with SCHEDULE 4 Regulation 17(3) Information for inclusion in environmental statements as well as consider current LDP policy as well as reference to deposit RLDP policy OC1, S3, S4 (CC1), S5 (GI1, GI2, LC1, LC2, LC4, LC5, NR1 and PROW1), S8 (HA1), S13, S15 (CI2). The ES will need to assess amongst other subjects the cumulative impact that the development may have on settlement, landscape character and visual amenity including any landscape impact on the Wye Valley National Landscape.

2. LVIA:

A Landscape and Visual Assessment undertaken and guided by the Third Edition of 'The Guidelines for Landscape and Visual Impact Assessment' with photomontages from key receptor locations including any nearby and / or elevated residential areas, PROW and views towards and from the site. This will help to inform subsequent landscape proposals to help to integrate development into the landscape. The assessment should also consider the underlying colours within the environment to help to inform material choice.

3. Tree and hedge survey, assessment and strategy:

A Comprehensive tree survey (and hedge) to BS 5837:2012 (Trees in relation to design, demolition and construction to provide further guidance on tree protection) is required and to include:-

- o A Tree and hedge Retention/Removal Plan
- o Plan of retained trees and hedges and their root protection areas (RPAs) shown on the proposed layout.
- o An Arboricultural Impact Assessment as required.
- o An Arboricultural Method Statement where construction activity within the RPA

of any retained tree or hedge is unavoidable.

O The appointment of an Arboricultural Clerk of Works to maintain a watching brief on trees / hedges at the site for the duration of the development.

The survey and watching brief must be carried out by a person who meets the requirements set out in accordance with the Terms and Definitions contained in Section 3 of the Standard i.e. an arboriculturist or a competent person. BS 5837:2012 Trees in relation to design, demolition and construction to provide further guidance on tree protection.

4. Green Infrastructure Asset and Opportunities assessment:

An appropriately scaled assessment to ensure an application has considered, assessed and embedded high quality sustainable and multifunctional GI into the proposal which includes the way in which the site is to be designed and managed with consideration of the existing GI assets. It is important that the application includes an appropriately scaled but comprehensive:

a. GI Assets and Opportunities Plan.

b.*For outline applications: a GI framework plan will be required (clearly setting out the GI open space, any structural planting that will sit outside private ownership and the key design principles for the scheme).

c.GI Masterplan which includes assets to be retained, the location and extent of the access requirements, proposed use and facilities, parking, landscape mitigation, tree protection, lighting and SUDs opportunities.

The Masterplan will be informed by an Ecological, Tree and Drainage / SUDS assessment(s)

d.GI Management plan to compliment any built / engineering infrastructure plans (to be submitted for full applications but can be conditioned for outline application but will need to be tied into the GI framework and masterplan). A draft structure can be made available to help clarify the LA requirements.

The GI assets and opportunities plan should also consider the assets within the site and nearby that could contribute and inform a layout, design texture, material palette inclusive of colour and opportunities for habitat enhancements.

5. Lighting strategy:

A comprehensive lighting strategy will need to be undertaken. It is important the light spill is kept to a functional minimum and does not create a visual intrusion in the rural landscape setting. A typical condition seeking information relating to the lighting for the site will read as follows:- Notwithstanding the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification) no lighting or lighting fixtures shall be installed on any land or buildings within the application site until an appropriate lighting strategy and plan has been submitted to and approved in writing by the Local Planning Authority. The strategy and plans shall include details of all external lighting; provide detail of lighting types, positioning and specification. No lighting, unless it is in accordance with the approved details, shall be installed on site.

6. A GI statement:

The provision of a Green Infrastructure Statement (GIS). PPW12 chapter 6 highlights that a GIS should be submitted with all planning applications and will be proportionate to the scale and nature of the development. The statement will describe how green infrastructure will be incorporated into the proposal and how the adoption of a step wise approach has informed design.

7. Landscape:

The provision of a scaled and comprehensive landscape plan that is informed by an LVIA, SUDS assessments, ecological surveys, arboricultural assessments, GI Masterplan, development Layout to include details for:-

- O All external hard landscape surfaces, materials, signage
- O All new boundary treatments inclusive of new earthworks, fencing, walling, tree planting and hedging
- O Sections, elevations, lighting, tree and hedge root zone barriers (if applicable), materials, SUDS and green engineering provisions and design.
- O All proposed GI works in association with retained and enhanced GI assets on site such as boundary treatments, SUDS, GI corridors, new tree and hedge planting
- O Soft landscape planting schedule inclusive of species, location, size , number and density of planting inclusive of planting techniques, seed mixes and aftercare programme for 5 years to establishment. This is to include mitigation measures to account for loss of any tree cover, mitigation to reduce localised visual impacts, ecological connectivity and localised landscape treatments to reduce impact on any nearby views/use
- o Hard landscape materials to include surfacing, SUDs, location of proposed lighting, fencing, benches and access, minor artefacts and structures (e.g. interpretation and signs).
- o Lighting strategy
- o Materials palette and colour for all structures and surfaces inclusive of new building(s)

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

8. Landscape works implementation:

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. Planting of Trees shall be in accordance with BS8545:2014

Trees: from nursery to independence in the landscape. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs and ensure the provision afforded by appropriate Landscape Design and Green Infrastructure LC5, DES 1, S13, and GI 1 and NE1.

9. Landscape maintenance:

A schedule of landscape maintenance for a minimum period of five years shall be submitted to and approved by the Local Planning Authority prior to works

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

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

10. Green Infrastructure / Landscape Management Plan:

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

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

a. Boundary buffers

b. Green corridors

c. Landscaping and SUDs features that include soft landscaping

d. Ecological enhancements

b) Opportunities for enhancement to be incorporated

a. Management of treed, grass and planted boundaries for GI and biodiversity

b. Maintain habitat connectivity through the site for species

c) Trends and constraints on site that might influence management of above features.

d) Aims and objectives of management.

e) Appropriate management options for achieving aims and objectives.

f) Prescriptions for management actions.

g) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a twenty-year period).

h) Details of the body or organization responsible for implementation of the plan.

i) Ongoing monitoring and remedial measures.

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

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

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

Observations:

1. All areas of strategic landscaping and GI to sit outside private ownership.

A clear management prescription needs to be provided through GIMP.

2. All areas of planting should be designed to allow access for management / maintenance and therefore a minimum of 4m buffer strips should be incorporated where appropriate to allow for machine maintenance access.

3. All existing hedgerows, trees and woodland to be protected and reinforced as part of the new development and integrated into accessible green corridors.

4. The site offers opportunities for interpretation relating to the listed buildings and associated parkland and should be incorporated into the proposals.

Planning Obligations:

Should the application progress it is anticipated that contributions would be requested for the following areas - please note these figures are indicative and will be dependent upon scheme details:

1. Offsite recreation: A sum to be agreed prior to approval and based on the final layout and dwelling numbers. To be used for improvements to recreation and associated green infrastructure provision within a one-mile radius of the site.

2. A sum to be agreed prior to approval and based on the final layout . This will contribute to improvements to the local PROW network, including GI improvements associated with improved PROW as well as GI to mitigate for on-site GI and loss.

3. GI : A sum to be agreed prior to approval and based on the final layout. This will contribute to the provision of GI off site should insufficient GI, based on the draft GI S106 SPG guidance, be provided on site as a proportion of land use.

Surface Water Drainage

1. Street-side SuDS Integration:

The existing plans indicate that street-side SuDS have been considered, which is a positive step. We would strongly encourage more of these features, as they are an effective way to manage surface water at source. These designs should be extended across all linear features, particularly highways, to maximise their benefit and ensure consistency across the site.

2. Optimising Site Layout for Surface Water Management:

Opportunities should be explored to utilise the northern part of the site more effectively for surface water management, rather than directing flows southwards. The SuDS Standards for Wales emphasise the importance of treating and discharging water as close to source as possible. Given the available space on this site, this principle should be applied wherever feasible, and any deviation from this approach will require clear justification.

3. On-Plot Surface Water Retention:

Surface water should be retained within the plot boundary wherever possible. For example, the hotel car park could incorporate infiltration techniques such as permeable paving or underground storage. This approach can reduce reliance on off-site infrastructure and avoid the need for complex and costly legal agreements related to adoption and maintenance responsibilities.

4. Pre-Application Engagement with SAB:

We strongly recommend using the SAB pre-application service to help ensure the

full application process runs smoothly. This can help identify and resolve potential issues early, including ensuring that ground investigations are carried out to the appropriate standard and specification.

5. Infiltration Basins and Multi-Use Design:

Large, shallow infiltration basins should be prioritised in the recommended locations. These can be designed as multi-functional spaces that also provide amenity value and contribute to wider planning objectives such as Green Infrastructure and Biodiversity. Reference can be made to the CIRIA SuDS Manual for examples. Deep basins should be avoided, as they offer limited benefits beyond storing water from infrequent rainfall events.

6. Self-Draining Active Travel Routes:

Footpaths and tracks, including those intended for active travel, should be designed to self-drain within their own footprint. Storage should be incorporated into the sub-base to manage runoff effectively without relying on external drainage infrastructure.

7. Infiltration Testing Requirements:

Infiltration testing will be required at the locations and depths of all proposed infiltration features. While some testing may have already been undertaken, the scale and complexity of the site suggest that further site-wide testing will likely be necessary once the layout is more defined.

8. Consideration of Surface Water Flow Paths:

The Flood Map for Planning indicates modelled surface water flows in the south-western corner of the site. These should be carefully considered when locating infiltration features, as they may suggest the presence of a stream or spring that could affect infiltration potential.

Planning Obligations:

You are expected to pay a commuted sum to cover the cost of the drainage system and any contributions related to proposed adoptions. SAB will be in touch to go through the details in more depth.

Environmental Health

1. The development site is bordered to the east by the A466 and to the south by the A48. As such, the potential for noise disturbance from road traffic on the use and enjoyment of the proposed residential properties should be carefully considered.

It is therefore recommended that a noise assessment be undertaken to determine the applicable Noise Exposure Category (or Categories) for the site, in accordance with Planning Guidance Wales: Technical Advice Note (Wales) 11 – Noise. The assessment should cover the entire site, with particular attention given to dwellings proposed in areas closest to the A466. The report should include appropriate recommendations based on the identified Noise Exposure Categories and relevant standards and guidance, including BS8233:2014 and the WHO Guidelines for Community Noise.

2. A noise report should be submitted by a suitably qualified acoustic consultant. This report should assess the impact of noise from both the commercial and residential elements of the development, as well as from the existing surrounding environment. The assessment should include details of any proposed air source heat pumps for the residential units and consider the cumulative impact of such installations. It should also address operational, plant, and vehicular noise associated with the commercial elements and provide appropriate mitigation recommendations.

3. A Construction Environmental Management Plan (CEMP) should be submitted. The CEMP must identify the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, and dust during site preparation, groundworks, and construction phases. The approved CEMP must be adhered to at all times unless otherwise agreed in writing by the Local Planning Authority.

4. As part of the application, it is recommended that information be provided demonstrating how the development will align with the principles of the Well-being of Future Generations (Wales) Act 2015 and the Council's well-being objectives. The Future Generations Commissioner's framework may be used to support this, available at:
<https://futuregenerations.wales/resources/future-generations-framework/>

The site is in close proximity to Chepstow's Air Quality Management Area (AQMA). As highlighted in the Statement of Development Considerations for the RLDP, the Air Quality Assessment (Rapport, April 2024) submitted to support the submission has demonstrated that air quality levels at the development site (new receptors) would be below the air quality objective levels in the opening year of 2026 and in future year scenarios, however, PM2.5 would exceed the 2040 objective level at four locations in 2029 (but achieve the 2028 interim level). Air quality impact will be further assessed as part of the planning application process.

Policy HA3 (n) of the RLDP includes a specific requirement for the incorporation of mitigation measures, which can be further developed through the design process. It is considered good practice to integrate design features that help offset air emissions, such as the delivery of Net Zero Homes (e.g. no connection to the gas grid or use of gas boilers), the provision of Ultra Low Emission Vehicles (ULEVs) infrastructure, and enhancements to active travel routes and public transport services.

Heritage Management

Context

This site concerned is West of Chepstow historic town and conservation area, North of the Roman road and Mathern Conservation Area and East of Mounton House and Conservation Area.

Whilst this site sits between all three designated areas, it sits alongside a familiar development pattern of large villa developments in open countryside, with rolling

landscape both formal gardens and wider vistas as part of its setting. This Grade II listed house is the primary Heritage consideration, where development should seek to preserve its special interest in any consent required.

While the site lies outside the designated Conservation Area, it is located immediately north of Mathern's Conservation Area boundary, which includes the Weyland's Historic Park and Gardens. Additionally, the site forms part of the parkland setting of the Grade II Listed St Lawrence House, situated just beyond its northern boundary, alongside several other characterful residential properties.

Proposal

The retention of the western edge of the site as open parkland, as shown on the indicative masterplan, indicate mitigation of the impact on the historic environment. This area is regarded as essential for preserving the setting of the Grade II listed St Lawrence House and the wider historic landscape.

The principal area of archaeological interest potentially affected by the proposal relates to the presence of a Roman road to the south. This feature is visible as an earthwork and has been confirmed through geophysical survey. It is understood that further archaeological investigations will be undertaken as appropriate. Noting the immediate Roman road boundary is to the south, the area more widely has accounts of late roman and early medieval villas in the countryside surrounding Chepstow town and as such, archaeological oversight should be anticipated more widely across the site.

Whilst wider setting will be affected to some degree by the proposed development, a conditioned landscaping and screening plan both at the boundary of the principal 'Heart-shaped' park of the House re-enforcing the original tree lines, but also at the edge of the development site should mitigate the impact.

Furthermore, the main approach track to the east retains a degree of its tree line, which would have been part of the original grounds design and has been noted as a 'Pilot's mark' for ships in the estuary as early as the 1700's. This is an important element in the park and house' design requiring retention and any replacement should be closely controlled with Heritage input.

We welcome the initial indicative site plans but request reconsultation when elevational, massing and screening detail become available, particularly alongside the entrance approach to the north and the wester border with the park.

Biodiversity & Ecology

The site has been subject to biodiversity comments relating to Environmental Impact Assessment (EIA) Screening and Scoping reviews which were provided on 12/11/2024 and 13/05/2025 respectively. It was agreed that an Ecology chapter should be scoped into the Environmental Statement, with consideration of potential impacts to protected sites (including Severn Estuary SPA) and species.

General Survey requirements

An Ecological Impact Assessment (EclA) in accordance with CIEEM guidelines must be undertaken and the findings of surveys and assessments must influence the design and layout of the scheme. The Ecological Impact Assessment (EclA) will include loss/gain analysis of the proposals identifying, quantifying and evaluating the potential effects of the development on priority habitats and protected and priority species.

The EclA shall be informed by the Preliminary Ecological Appraisal (PEA) including desk study (Local Record Centre search) and habitat assessment already undertaken. Secondary surveys to identify presence of protected and priority species will need to be undertaken to inform the EclA. Surveys should be in line with:

- o British Standard BS42020:2013 Biodiversity - Code of Practice for Planning and Development,
- o CIEEM (2016) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal, 2nd edition
- o Bat Surveys should be undertaken in accordance with Collins, J. (ed.)(2016) Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th edn)
- o Bird Survey & Assessment Steering Group. (2025). Bird Survey Guidelines for assessing ecological impacts, <https://birdsurveyguidelines.org>

Priority Habitat

Although this will be determined by results of the PEA, priority habitat on site appears to be limited to the hedgerows and lowland mixed deciduous woodland at the site boundaries. It is understood that the majority of hedgerows/tree lines will be retained but that removal will occur on features to the east of the site to accommodate the development. Any removal of priority habitat should follow the stepwise approach detailed in PPW 12 so any loss is to be minimised and appropriate mitigation included as part of any masterplan designs.

It is understood that the lowland mixed deciduous woodland at the site boundaries will be retained post-development. This is welcomed but nevertheless, appropriate woodland buffers between the habitat and residential development should be incorporated into the design. Furthermore, light spill onto woodland habitat should be strictly controlled to prevent impacts on protected light sensitive species such as bats and hazel dormice.

Other habitat on site potentially important for biodiversity to be impacted includes poor semi-improved grassland, scrub and mature trees. Appropriate mitigation for any habitat loss should be detailed within a Green Infrastructure Statement and landscape plans for the site.

Specific Survey Requirements

The extent of the application means that a number of protected species could be impacted by the application. Due to the size and scale of the proposals, Breeding Bird Surveys and Bat Activity Surveys should be scoped into any EclA. A data search indicates that the site may support populations of hazel dormice and badger, and therefore baseline surveys for these species may be required.

Furthermore, as detailed below, non-breeding bird walkover surveys should be considered in order to inform the EIA, and Habitats Regulation Assessment which will be undertaken to determine a likely significant effect on features of the Severn Estuary European Marine Site.

Protected Sites - Habitats Regulations Assessment

A Habitats Regulations Assessment (HRA) will need to be undertaken to determine any likely significant impact to features of the various European protected sites including the Severn Estuary European Marine Site, Wye Valley Woodlands SAC and River Wye SAC.

The application is located approximately 2.7 km from the Severn Estuary European Marine Site. Among the features the site has been designated for include overwintering bird assemblages of various species including Bewicks swans and European white-fronted geese, as well as a range of other wading and waterfowl species (see table below). Whilst the application is not considered to directly impact these features, there is scope for potential impacts through the loss of functionally linked land used for foraging/roosting and through recreation-based disturbance. It is advised that non-breeding bird surveys are undertaken on site to determine whether the site is used by any features associated with the Severn Estuary EMS, which in turn will inform the HRA.

The Wye Valley Woodlands and River Wye SAC are located approximately 800m and 870m respectively. Potential impacts to both protected sites will need to be considered as part of the HRA.

Lighting Strategy

A comprehensive lighting strategy will need to be undertaken. It is important the light spill is kept to a functional minimum and does not create a visual intrusion in the rural landscape setting. The strategy and plans shall include details of all external lighting; provide detail of lighting types, positioning and specification. No lighting, unless it is in accordance with the approved details, shall be installed on site. It is strongly advised that the strategy is designed in accordance with the Welsh Governments recently published Good Practice Guidance: Planning for the Conservation and Enhancement of Dark Skies in Wales.

Planning Policy Wales 12

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

The application when submitted must consider the step wise approach to ensure that the development meets the requirements of PPW 12 with regards to both habitat loss and providing an overall net benefit for biodiversity, these benefits should be informed by the Ecological assessments.

Due to the west side of the site being largely retained as a public park, the site is

considered highly suitable to offer opportunities to demonstrate an overall net benefit for biodiversity in line with PPW 12. Such proposals should be detailed on any site plans, landscape plans and within the Green Infrastructure Statement. PPW12 chapter 6 highlights that a GIS should be submitted with all planning applications and will be proportionate to the scale and nature of the development. The statement will describe how green infrastructure will be incorporated into the proposal and how the adoption of a step wise approach has informed design.

Page 22 of the submitted Design Statement lists a number of measures proposed including increased tree planting as both part of public park creation and to create woodland buffers. This is welcomed and details of such plans should be set out within a Green Infrastructure Management Plan. Woodland planting should incorporate a mixture of appropriate native species, as typically found elsewhere within the Wye Valley.

Other potential net benefit features included within the submitted statement include wildflower meadows, street tree planting and orchard planting.

In addition to the above, further habitat creation with the developed area would be encouraged, with the use of in-built nest cavities for more urban-associated bird species such as house sparrows and common swifts. Furthermore, features such as a hibernaculum for reptiles/amphibians close to the wetland features would be beneficial.

Trees

This site has 7 individual TPO'd trees, 3 GTPO's and a WTPO. The plans show that all of these trees have been taken into consideration and will be given space to grow and thrive.

The development in the southwest of the site does possibly encroach near to the WTPO. Any Arboricultural survey will confirm if this will affect the RPZ of the trees.

2 hedgerows are being removed. These have not been managed and have outgrown leaving young poor-quality trees of mainly hazel, ash and hawthorn.

Species and location of further planting would need to be confirmed.

Confirmation of species of tree to be replanted will be required.

A comprehensive tree survey to BS 5837(2012) is required. This will include –

- * A tree and hedge retention and removal plan.
- * A plan of retained trees showing their Root Protection Zone.
- * An Arboricultural impact Assessment.
- * An Arboricultural method statement where construction within a retained trees RPZ is unavoidable.
- * The appointment of an Arboricultural clerk of Works to maintain a watching brief at the site during development.

The survey and watching brief must be carried out by a person who meets the requirements as set out in accordance with terms and definitions contained in section 3 of the standard ie. an arboriculturist or a competent person.

Public Rights of Ways

There are no recorded public rights of way within the site's red line boundary. However, there are numerous opportunities to provide pedestrian and multiuser routes through the site.

There are existing footpaths to the northwest corner of the site, and these link to the wider rights of way network. Offering connections through the site to these existing paths would be welcomed.

MCC Public Rights of Way would also like to see routes through the development, made up to multiuser standards, between the Wye Valley Link Road, St. Lawrence Lane and Mounton Road.

Highways

The site is bounded by the principal A466 & A48 to the east and south respectively, the unclassified C68.17 & existing properties to the north, and the unclassified C68.6 to the west. The Highbeeche roundabout forms part of the trunk road network, responsible to the Welsh Government/South Wales Trunk Road Agency (SWTRA).

General

The site is a candidate site for the Replacement Local Development (RLDP) to which we as local highway authority provided formal comments. Concerns were raised over highway capacity and potential impact on the operation of the High Beech roundabout.

The application is referred to as "Land at Mounton Road" however the principal frontage and access is to be located along the principal A466. The site has been the subject of a previous planning application for a development of up to 200 dwellings where concerns related to traffic impact and congestion through the Highbeeche Roundabout were raised.

This application proposes a mix of properties, affordable and open market, with additional commercial sites, largely spread over an area running parallel to the A466. All vehicular traffic is stated to access via the primary access onto the A466, with additional active travel connections throughout. It should be noted that the development estate roads are required to be designed to adoptable standards and in accordance with the All-Wales Common Standards. No private street may provide access to more than five dwellings.

The proposal has safe guarded land to the south of the site for potential highway dedication as part of any Highbeeche roundabout improvements.

Transport Assessment

A Transport Assessment (TA) was provided for consideration under the RLDP, however the details of design and access submitted as part of the current pre-app do not reflect what was submitted as part of the RLDP. No new TA appears to have been provided as part of the current pre-app therefore the cannot be fully assessed at this stage.

Active Travel

It's considered that active travel towards Chepstow town centre is unattractive owing to the distance & steepness of the return journey, however, it should be questioned whether the Bulwark commercial area would be the primary destination for proposed residents.

Additional active travel access points are spread along the site boundary, with two onto the A466 in line with the existing/proposed road crossings, one onto to A48 at the south of the site, and an additional one onto Mounton Road at the far northwestern corner of the site. The proposed connections and permeability are acceptable at this stage; however further detail will be required.

Access & Offsite works

The A466 in this location is a 2-lane carriageway subject to a 30mph speed limit. The principal access here has been considered in two designs, a simple junction and a ghost island junction, both with appropriate crossing facilities. Both designs provide approximately 50m visibility splays in both directions and have been stated to be designed in accordance with DMRB standards for a 30mph design speed.

The ghost island junction design includes a recessed footway on land that would be dedicated as public highway as part of Section 278 agreement pursuant to the Highways Act 1980 for the off-site highway improvement works.

The proposal includes works to enhance the existing pedestrian crossing over the A466 and a new active travel crossing near the Mounton Road junctions.

The impact of the access design and the improved/proposed crossings must be considered as part of a robust Transport Assessment.

Layout & Parking

The indicative layout shows the approximate relationship of the public/private streets. All roads intended for adoption must be designed to existing standards, which will require appropriate turning provision at their termination points and appropriate footway widths depending on the environment. Any road providing the primary means of access for over five dwellings must be presented for adoption and clear distinction by way of materials and/or design should be incorporated to indicate the limit of the public highway. Careful consideration should be given to the proposed use of highway construction materials as any material which is over and above what is conventional materials a commuted sum will therefore be required for its future maintenance.

The applicant must ensure that all junctions are appropriately designed and suitable for the proposed level of traffic, with traffic calming where appropriate.

Swept path analysis must be provided that shows the site is accessible by refuse collection vehicles.

The applicant must ensure suitable levels of parking are considered and must meet the MCC Local Parking Standards. All private parking spaces should be contained within the curtilage of the property and should be accessed perpendicular to the carriageway, and additional visitor bays if appropriate.

Conclusion

The Highway Authority has no objection to the principle of the development based on previously submitted information and current design; however, should the applicant submit a formal planning application a full and robust Transport Assessment shall be submitted as part of the application which takes into consideration the current design, proposed accesses & pedestrian links/crossings, and the potential impact on the capacity on the Highbeech roundabout. It should be noted that the Transport Assessment is also to be considered in detail by the Welsh Government in respect of the impact on the Highbeech Roundabout and wider trunk road network.

Welsh Government transport:

WSP have recently provided further comments for Mounton Road on behalf of Welsh Government transport.

Regarding High Beech, any development affecting this junction must mitigate its traffic generation. Suitable measures must be provided for our consideration before planning approval is granted.

For modelling purposes, the South East Wales regional transport model should be used to ensure a robust assessment. This will validate outputs and provide appropriate assurance that the junction will function effectively post-development. At the relevant stage, Welsh Government (WG) will facilitate access to necessary contacts for model inclusion.

Key Considerations for All Developments:

1. Sustainable Transport Solutions

New developments should prioritise measures that maximize modal shift and minimize additional vehicular traffic on the highway network. Developers must define each measure and assess its expected percentage shift. Once the maximum modal shift is achieved, any residual traffic increase should be evaluated. If this increase negatively impacts the highway network, developers must propose targeted mitigation measures rather than large-scale road improvements that could inadvertently encourage car use.

2. Access to the Trunk Road Network

Wherever possible, developments should use existing trunk road access points, as new access points are generally discouraged. Access improvements may be required to accommodate additional traffic.

3. Compliance with Design Standards

If new access points are unavoidable, they must adhere to the Design Manual for Roads and Bridges standards. If full compliance is unachievable, developers must disclose this at the earliest stage. In such cases, the transport proposals will be subject to review by a Welsh Government technical panel.

4. Traffic Impact and Mitigation Strategies

If a development causes increased congestion but is not large enough to warrant a substantial junction improvement, the Local Authority (LA) may seek pooled contributions from multiple developments within an LDP area to fund a full highway improvement scheme. Developers should also address broader traffic implications and include a strategy to reduce private vehicle trips while increasing sustainable transport options.

5. Surface Water Drainage

Development-related surface water discharge must not enter the trunk road drainage system and should be prevented from running onto the trunk road.

6. Compliance with Legislation

All new proposals must align with relevant legislation, including the Active Travel Act and Equalities Act, while also contributing to the objectives of the Wales Transport Strategy.

7. Preservation of Trunk Road Assets

Developers must consult and obtain approval before making any changes to trunk road assets. Construction or clearance work should not compromise the stability of trunk road embankments or alter boundary elements.

8. Noise Mitigation

In areas adjacent to trunk roads, developers should consider noise mitigation measures. Any such structures should be located within private land to ensure self-contained solutions.

Active Travel

Policy considerations:

The following points have been prepared to provide a direction for incorporation of active travel into site developments. National policy and guidance defines the quality and type of infrastructure. The developer should follow the guidance, both within the site boundary and for improvements required off site. The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications (PPW12 4.1.14), and as such the following is set out for completeness to ensure that all are informed of the points to be addressed in site design and development. If you have any questions, please contact ActiveTravel@monmouthshire.gov.uk

Guidance around Active Travel:

Active travel: Active Travel Act guidance 2021 (ATAG)

Planning for the sustainable transport hierarchy: Planning Policy Wales (PPW12)

Guidance on the Use of Tactile Paving Surfaces - DfT Manual for Streets 2 with reference particularly to section 9.4 Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

The most recent guidance should be followed. Please see below for Active Travel Act guidance on responsibilities towards active travel in relation to new developments.

Location:

We look for these sites to be within an active travel designated locality or in close proximity with safe links to ensure that journeys can be made in a sustainable manner. The design of the highway and walking and cycling connections within and immediately outside the site will be critical to the sense of connection to the town and adoption of sustainable travel choices, given the context of the Wye Valley Link Road. Some of this will be addressed in the S278 works, further connections between the site, public transport and destinations in the town should be addressed through S106.

Site layout:

Active Travel Act guidance - 7.6.3 The design of development proposals shall, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

Site design should prioritise and thoroughly provide for active travel 'to the door' and throughout, with logical, permeable routes and appropriate facilities to promote active travel as the preferred mode for local journeys. Sites and site boundaries should include filtered permeability to increase the directness of active travel and serve desire-lines where possible. All houses should be linked with a minimum 2m pavement to the highway network of pavements, with an even (machine-laid) surface, adequate dropped kerb and tactiles provision for all users to be able to safely and comfortably access the site. Access design should follow the least restrictive access option guidance and comply with the Equality Act. Exceptional points where restriction of path width to below desirable minimum is necessary (e.g. because of an immovable object), should be highlighted in detailed design with measurements indicated for individual assessment.

Active Travel routes should be free from clutter, but facilities such as seating provided nearby where possible. Greenery should be kept back from footways and cycle paths, by planting further away, maintenance and avoiding the use of plants with a low spreading habit.

Facilities:

Facilities to support active travel should be included. Please refer to ATAG Chapter 14: Related Facilities. Cycle parking (see above), litter bins, wayfinding signs, benches and handrails should be provided where necessary.

Cycle maintenance facilities (pumps, tools, repair stands), toilets, drinking

fountains, e-bike charging facilities and washing and changing facilities should be added at trip attractors (inc. employment sites), and play equipment and map/info boards along routes should also be considered.

Footways:

Active travel paths, including footways, should achieve the 'desirable minimums' set out in the ATAG. Modes should be segregated, and physical separation provided, where needed for comfort and safety. Tracking should be accommodated: Angular junctions and corners should be softened on active travel paths to allow for comfortable turning and prevent wear of verges.

Continuous footways are requested on residential streets, without frequent grade changes - Dutch entrance kerbs should be used and vehicle crossovers avoided. Footways should provide a coherent and direct route, with wayfinding if necessary.

Cycle routes:

Cycling should be accommodated on the road in residential streets, with safe provision for cyclists at junctions, and safe, rollable transition from residential roads to cycle paths where cycling on the bigger roads is not accommodated. Swept paths of cyclists should be accommodated - cycles do not turn sharp angles.

Cycle Parking:

The convenience of cycle parking must be on a par with local car parking. Cycle parking should offer a mix of 'short-stay' (obvious, easily accessed, close to destination) and 'long-stay' (secure, ideally covered) parking according to land use, with accessible spaces for non-standard cycles included.

Dimensions for cycle parking are given in ATAG table 14.6 Space required for cycle parking. The cycle parking mix for land-use sub-types is shown in ATAG table 14.4, section 14.8 Cycle parking. For residential developments, cycle parking should, at a minimum meet Active Travel guidance of 1 long-stay space per bedroom. Office (A2/B1) sites of employment should offer 1 short-stay parking space per 1000m² and 1 long-stay space per 200m². Industrial/ warehousing (B2/B8) should have 1 short-stay space per 1000m² and 1 long-stay space per 500m².

Security can be achieved through natural surveillance and locking both wheels and frame with a Secured by Design approved lock- i.e. a ground-fixed Sheffield stand (this can be covered in a street cycle hangar) in a surveyed/busy place may be as secure as out-of-the-way storage, whilst providing ease of access, efficient land use and promotion through visibility. Though suggested in police guidance, a garden shed is not likely to provide the 'competitive advantage' to cycling over driving for short, local trips to that we aim to achieve.

Transport assessment and offsite links:

A transport assessment should be provided with safe routes to trip attractors (in the case of housing) or visitor sources (in the case of trip attractors such as employment sites) highlighted and improvements identified where necessary.

Provision for active travel within developments should link coherently to the wider active travel network. For this, local Active Travel routes ('Existing' and 'Future' on the Welsh Government's Active Travel Network Map (ATNM)) and local public transport stops should be mapped, and connections to them from planned developments should be identified and links brought up to standard.

The identified offsite improvements will need to be completed before first occupation. For active travel routes linking to public transport and active travel destinations off-site, design and construction by the developer is preferred: developers will enter into a highway improvement agreement with the authority and carry out work after agreeing designs with MCC. Otherwise, financial contribution to improvements to routes will be considered but implementation and project management costs must be recouped.

Prioritising active travel:

- o Active travel should not be de-prioritised by unreasonable inconvenience such as frequent level changes, cars parked across routes and long waits at crossings.
- o Junctions should be designed to prioritise active travel as per PPW12/the Highway Code.
- o Priority should be reinforced through suitable design, e.g. level footways across side roads.
- o Level pavements/Dutch entrance kerbs are preferred over dropped kerbs for driveways.
- o Button-controlled crossings should only be used where no other solution can be engineered.
- o Measures should be in place to prevent transgression of active travel space by motor vehicles: i.e. bollards/plants to prevent parking on pavements.
- o If guardrails are needed to keep pedestrians/cyclists safe, they should be placed between the footway/AT path and road.

Measures to prevent vehicular ingress onto active travel paths tackle a separate problem to road guardrails. Given the user groups and lower speeds on AT paths, access restrictions should be designed for comfort of use and attractiveness as well as safety. To prevent abuse of shared used paths, staggered bollards with adjacent width restriction is preferred to chicaned barriers, unless evidence is given that barriers are needed.

During construction:

Developers should have regard to needs of walkers and cyclists in temporary changes to route use, diversions and traffic management arrangements during construction, following TRSGD 8 D3.32.1-20 and Welsh Government's Safety at Street Works and Road Works.

Additionally, the following points should be considered:

- o Active travel can be promoted to potential residents with maps showing walking/cycling routes and times, and public transport information (as appropriate) as part of site promotion. - Promotion, 20-minute towns.
- o Wayfinding/active travel signage can include walking/cycling time to key locations. - Cohesion
- o Active travel site access doesn't have to be limited vehicle entry points.

The developer should safeguard/develop active travel links through to nearby destinations and residential sites to reduce journey times and make active travel the preferred choice for local trips. - Permeability, directness

- o Active travel incentivisation such as community/workplace bike share schemes, free/subsidised secure bike locks, Dr Bike sessions, e-bike vouchers and cycle training, are welcomed. - Promotion

- o Lower traffic volumes create an environment that is conducive to active travel. Promote modal share that converts car trips to active travel trips where possible, and install superfast broadband as standard, to enable working from home. - Trip reduction

Active Travel Act (Wales) 2013 compliance:

The Active Travel Act is carried out through adherence to the Active Travel Act Guidance (ATAG). ATAG Section 7.6 outlines responsibilities towards active travel in relation to new developments:

7.6.1 In conjunction with Planning Policy Wales, this guidance will support the masterplanning, layout and design of development sites, ensuring that all newly planned development is fully accessible by walking and cycling. This applies to private and public sector development, whether mixed use, housing, employment, or public services such as schools and hospitals. It relates to provision within the site and to connections between the site and nearby services, facilities and active travel networks.

7.6.2 Planning Policy Wales 11 (the latest edition is PPW 12) clearly states that the sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications. Careful consideration needs to be given in development plans to the allocation of new sites which are likely to generate significant levels of movement, to ensure that access provisions which enable walking and cycling, as well as for public transport, are included from the outset and that any implications associated with airborne pollution can be addressed.

7.6.3 The design of development proposals shall, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs.

7.6.4 A key factor within Planning Policy Wales is that "Sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established." Local authorities must therefore work closely with developers to ensure they fully understand and implement this guidance.

7.6.5 PPW and the act means that authorities should review their design guidelines for developers to ensure that adequate provision is made for active travel by developers' design teams (and/or refer developers to comply with the ATAG). This will require a consideration of the basic elements making up new highways - motor traffic lane widths, cycle lanes/tracks, footways, verges and so on - to ensure that highways on new developments provide appropriate facilities for walking and cycling as a matter of course.

7.6.6 The planning and design of new and improved infrastructure will be led by the Transport Assessment for the new development, which is used to forecast the all-mode travel demands, assess their impact on the surrounding network and design appropriate mitigation measures. It should be noted that smaller developments, on designated active travel routes, which fall below the normal thresholds to provide Transport Assessments should still be required to contribute to active travel improvements.

7.6.7 Developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development.

7.6.8 Planning Policy Wales 11 requires that sustainable transport measures be included before the development is complete "Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established".

Planning Obligations:

Contribution to improvements to walking routes between the site and the town centre of £200,000 for crossings, dropped kerbs and build-outs at locations identified through our current study on Active travel routes to the centre of Chepstow.

In addition to exploring opportunities for new bus stops along the A466, the potential provision of an additional stop on the A48 has also been discussed.

Community Infrastructure

In terms of play area, our preference is to have a NEAP that appeals to children and young people of a wide age range (0-12 yrs) and, in line with the FiT standards, the play area will need to be located at least 25m from the nearest residential curtilage. At this stage understandably there will be no detailed designs available but they will be looking for the play area to sit comfortably in its landscape setting, using equipment made predominantly of sustainable hardwoods, preferably Robinia, and sourced from a reputable supplier that can provide independent certification that the materials used are fully recyclable. The play equipment should be enclosed with a wooden stockproof fence to prevent access by dogs and other animals, supplemented by beech hedging interspersed with some sensory planting and located in or next to an area of green open space that provides informal play opportunities.

Planning Obligations:

They have indicated a willingness to adopt a more flexible approach regarding the spatial requirements and are open to discussing the layout and design of the play area, including the type and range of equipment to be provided. The trigger point should be the completion or occupation (whichever is the sooner) of 50% of the dwellings on the site. Further discussions will place regarding a commuted sum for the Council to adopt and maintain the play area and public open space once the site is developed.

Affordable Housing

50% of the homes on site is required to be affordable homes - WDQR compliance.

Total Number of Affordable Units – 73 units (50% of the residential units)

- * 1 bed 2 person flat (walk ups) – 32 no. (44%)
- * 2 bed 4 person house?- 21 no. (29%)
- * 3 bed 5 person house?- 13 no. (18%)
- * 4 bed 6 person house - 3 no. (4%)
- * 2 bed 3 person bungalow? - 4 no. (5%)

Neutral Tenure - this is where tenure of housing is not predetermined but can vary according to needs, means and preferences of households to whom it is offered.

Comments from Councillor Paul Griffiths

- The location of the non residential options, hotel/care home, looks sensible
- Someone, rather than me, will need to check the impact of highway access
- There is a Weltag study taking place slowly on the High Beech roundabout and we will need to coordinate your conclusions with the conclusions of that study – inviting walking routes to Pembroke School in Bulwark and Chepstow Town need to be integral to the design
- The illustrations indicate some aspects of 3 story urban terracing with some aspects of village green detached and semi's – do we need a more consistent design on the urban theme?
- Has anyone checked at what height might there be a view of the estuaries. If such a view exists, should it influence design?

8 OVERALL SUMMARY

This pre-application enquiry provides an opportunity for the Local Planning Authority to identify key considerations that the developer should address in the design of the scheme. Provided that the site is successfully included in the RLDP as a mixed-use allocation, there would be no objection to the proposal in principle, subject to detailed assessment at the planning application stage.

The key considerations have been discussed during the pre-application Teams meeting and are summarised in this report for further reflection. It is acknowledged that the RLDP process is ongoing and that work on this proposal is progressing in parallel. As such, it is important to remain mindful of the evolving policy context and to make any necessary adjustments as the RLDP develops.

Please note that it is not possible to address every aspect of the proposal at this pre-application stage. However, considerable thought has been given to the scheme with the intention of guiding the formal application in a positive and constructive direction.

NB: Please note that whilst all drawings should be to scale, all proposed plans should include external dimensions annotated on them.
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Case officer: Mr David Wong

Date: 24th July 2025

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

Fast Track Services

We now offer a Fast Track service for all applications. The Fast Track service will accelerate the administration and processing of your application for a small additional charge.

Please take a look at the services we offer here : -

<https://www.monmouthshire.gov.uk/planning/quick-decision/?preview=true>

Planning Performance Agreements (PPAs)

For larger applications we offer the opportunity to manage timescales through a Planning Performance Agreement (PPA). For an agreed fee, the application will be project managed and overseen by one of the Development Management Team Managers, helping to map out suitable timescales, actions and resources to aid determination. This service is specifically tailored to your application, for further information on PPA's please contact Planning@Monmouthshire.gov.uk

NB: Sustainable Drainage Approving Body (SAB)

All detailed applications for residential development or where the construction area is *100m² or more*, will require Sustainable Drainage Systems for surface water (SuDS), to be designed and built in accordance with the statutory standards. Local Authorities will be required to discharge their functions as a SuDS Approving Body (SAB) and approve SuDS schemes prior to the commencement of construction works. SABs will be required to adopt compliant SuDS that are built and function in accordance with the approved proposals, including any SAB conditions of approval. Further guidance is available on the Council's website:

<https://www.monmouthshire.gov.uk/sab/>

If your project is likely to meet these thresholds you are advised to contact the Council's SAB Team via SAB@monmouthshire.gov.uk

Affordable Housing

The sixth bullet point of Strategic Policy S4 relates to financial contributions to the provision of affordable housing in the local authority area for proposals below this threshold. Full details of the requirements of the Policy are outlined in the Affordable Housing Supplementary Planning Guidance document that was adopted in March 2016. Applications for residential development will need to be considered with reference to this SPG.

Network Rail

Should your development be likely to increase the level of pedestrian and/or vehicular usage at a level crossing any future planning application should be supported by a full Transport Assessment assessing such impact. Any required qualitative improvements to the level crossing as a direct result of the development proposed should be included within the Heads of Terms. Should you wish to discuss the impact of your proposal on the railway network you are advised to contact Network RailWesternLevelCrossings@networkrail.co.uk

Section 50 Agreement

MCC's Highway Department will not enter into a Section 50 Agreement with anyone who needs to lay off site connections to a Public Utility (PU) apparatus which on completion will be adopted by the respective PU. Works which fall into this category must be noticed to MCC via the PU's EToN 6 noticing system.

If further clarification is required, please do not hesitate to contact the Council's Highways Team highways@monmouthshire.gov.uk

