



Monmouthshire Replacement Local Development Plan 2018-2033

Candidate Site Assessment Proformas

Primary Settlements

Chepstow

October 2024



monmouthshire
sir fynwy

INTRODUCTION

Background

- 1.1. This document presents the Candidate Sites Assessment Proformas which were completed as part of the Stage 3A Candidate Sites assessment process for the consideration of land for development in the Replacement Local Development Plan (RLDP).
- 1.2. A 'traffic light' coding system was used to inform which sites were more suitable for development and which sites were less so. The 'traffic light' coding system is as follows:

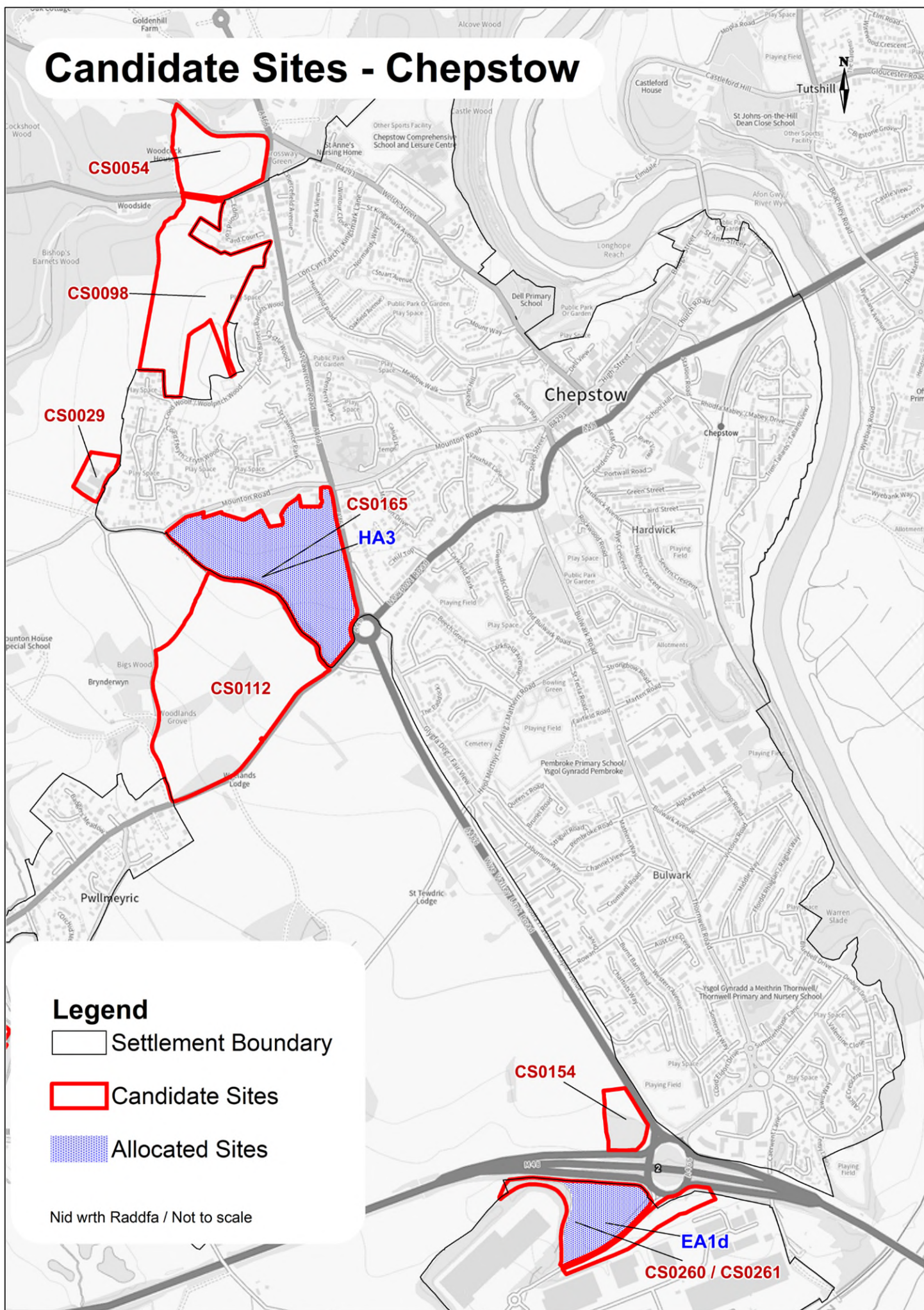
	Impact
Proposed site is expected to have significant positive impacts	
Proposed site is expected to have some positive impacts	
Proposed site is expected to have a neutral impact	
Proposed site is expected to have some negative impacts	
Proposed site is expected to have significant negative impacts	
The impact of the proposed site cannot be predicted at this stage	

- 1.3. At this stage, the sites were also assessed against the Council's ISA/SEA Framework. Candidate sites were assessed against these ISA objectives to determine whether they would contribute positively or negatively.
- 1.4. It should be noted that while the Candidate Site Proformas have informed the site selection process, the allocation of sites in the Deposit RLDP has required a balanced approach with all planning considerations carefully weighed up for each site.
- 1.5. For an explanation of the candidate sites assessment process please refer to the '**Candidate Sites Assessment Methodology Background Paper**'.
- 1.6. The findings of the candidate sites assessment process are outlined in the '**Candidate Site Assessment Report**'.

How to use this document

- 1.7. A map has been prepared for each settlement showing:
 - The settlement boundary
 - Candidate sites submitted for consideration for development in the RLDP.
 - Proposed site allocations
- 1.8. Each site is labelled with its candidate site reference(s) and, where applicable, with its allocation reference(s).
- 1.9. The map is followed by an Index listing each candidate site/proposed site allocation and relevant details pertaining to that site.
- 1.10. To assist with navigation the following hyperlinks have been provided:
 - Within the Index, the Candidate Site Reference Number is hyperlinked to the relevant pro forma.
 - At the end of each pro forma there is a hyperlink back to the Index.

Candidate Sites - Chepstow



Chepstow

Candidate Site Ref No.	Allocation Ref	Site Name	Electoral Ward	Current Use	Proposed Use	Site Proposer	Page No.
CS0165	HA3	Land at Mounton Road, Chepstow	Mount Pleasant	Agriculture	Residential (C3); Commercial uses such as Hotel (C1) and Care Home (C2)	Barwood Development Securities Ltd and The Meade Family	
CS0261	EA1d	Newhouse Industrial Estate, Chepstow	Bulwark and Thornwell, Shirenewton	Vacant scrubland and access road/footpath	Mixed Use: Petrol Station (Sui Generis), Drive Thru (A1/A3), Employment (B1/B2/B8)	East Mon Holdings Ltd (Carney Sweeney)	
CS0029		Land at Barnettts Farm, Chepstow	Shirenewton	Agriculture	Residential Development (approximately 15 units)	Mr Chris Jones (DJP Newland Rennie)	
CS0054		Land West of Chepstow Racecourse Roundabout	St Kingsmark	Agriculture	Residential (approx 100 dwellings)	Mr Mark Zorab (RPS)	
CS0098		Bayfield, Chepstow	Shirenewton, Mount Pleasant, St Kingsmark	Agriculture	Residential (165 dwellings)	Barratt David Wilson Homes	
CS0112		Land at St Lawrence Lane	Shirenewton	Agriculture	Up to 300 dwellings	Vistry Group (Walsingham Planning)	
CS0154		Land to the north of M48 and west of Wye Valley Link Road, Chepstow	Bulwark and Thornwell	Vacant scrubland	Hotel (160 bed including ancillary restaurant and leisure)	East Mon Holdings Ltd (Carney Sweeney)	
CS0260		Land south of Junction 2 M48	Bulwark and Thornwell, Shirenewton	Vacant scrubland and access road/footpath	Hotel (80 bed) Employment (12,100 sqm B1.B2,B8)	East Mon Holdings	

Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0165	Allocation Ref	HA3 – Land at Mounton Road	Area (Ha)	12.8
Proposal	Residential (C3); Commercial uses such as Hotel (C1) and Care Home (C2)			Existing Use	Agriculture

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Yes, is edge of settlement. The site is bound 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.
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		Greenfield agricultural land.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)		No		Site is fairly level. Nothing to suggest unstable ground conditions.
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			Predictive Agricultural Land Classification (ALC) map suggests majority of site is Grade 2. Submitted ALC survey indicates the following: • Grade 2: 2.7ha/ 22% • Grade 3a: 6.2ha/ 50% • Grade 3b: 2.6ha/ 21% • Woodland: 0.9ha/ 7%
5. Does the proposal result in the loss of amenity open space (DES2)?		No		
6. Does the proposal result in the loss of community facilities?		No		

Topic/Question	Yes	No	Not Stated	Commentary
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes- located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the Green Belt. The boundary of any future Green Belt will be determined by the future Strategic Development Plan.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?		Yes		Pembroke School is approximately 1,400m away/ 15 minutes' walk (Primary Catchment School). The Dell School is approximately 1,400m away/15 minutes' walk. St Marys Roman Catholic School approximately 1,000m / 11 minutes' walk.
10. Is the site within an acceptable walking distance of a secondary school?		Yes		Chepstow Secondary School approximately 1,300m away / 17 minute walk.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			Larkfield playing fields is approximately 700m away / 7 minute walk. Train station is approximately 19 minutes' walk.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Petrol garage/convenience store is approximately 300m away /5minute walk. Chepstow Town centre is approximately 1,200m away /15minute walk. Bulwark neighbourhood centre is approximately 1,300m /20-minute walk.
Deliverability & Viability				
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			The Candidate Submission forms notes that: The proposals are being brought forward on land made available by a willing and compliant landowner (The Meade Family), who has entered into a legal agreement with Barwood Development

Topic/Question	Yes	No	Not Stated	Commentary
				Securities Ltd. to deliver this site for a residential-led development. The site is available immediately.
14. Is the site wholly in the ownership of the proposer?		No		No not in ownership but site proposer has entered legal agreement with landowner (as above).
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No		
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)			N/S	
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water comments Water Supply- Hydraulic Modelling Assessment required- this is generally to ensure there is no detriment to existing customers' supply whilst from a sewerage perspective it may be due to there being insufficient hydraulic capacity to accommodate the proposed development without causing harm to customers or the environment. In both instances, it may be to identify a suitable connection point to the existing networks. Public sewerage – There are no issues in the foul flows from these sites being accommodated at our Newport Nash WWTW
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Dŵr Cymru Welsh Water comments Water Supply- Hydraulic Modelling Assessment required- this is generally to ensure there is no detriment to existing customers' supply whilst from a sewerage perspective it may be due to there being insufficient hydraulic capacity to accommodate the proposed development without causing harm to customers or

Topic/Question	Yes	No	Not Stated	Commentary												
				the environment. In both instances, it may be to identify a suitable connection point to the existing networks. Public sewerage – There are no issues in the foul flows from these sites being accommodated at our Newport Nash WwTW.												
19. Is the site capable of connection to electricity?	Yes															
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td></td><td>EV Charging</td><td>x</td></tr><tr><td>Broadband</td><td></td><td>Other (Please specify)</td><td></td></tr><tr><td>Landline telephone</td><td></td><td></td><td></td></tr></table>	Gas supply		EV Charging	x	Broadband		Other (Please specify)		Landline telephone			
Gas supply		EV Charging	x													
Broadband		Other (Please specify)														
Landline telephone																
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)			N/S													
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?			N/S													
23. Is affordable housing included as part of the proposal?	Yes			Updated DVMs submitted at 145 units and 190 units, both of which demonstrate the site is viable based on 50% affordable homes provision.												
24. Can the site be delivered in the RLDP Plan Period?	Yes			The Housing Trajectory (Appendix 9 of the Deposit RLDP) notes the following build rates: 50 units 2027/28, 50 units 2028/29 and 46 2029/30. These rates were not disputed by the Housing Stakeholder Group.												
Availability																
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?		No														

Topic/Question	Yes	No	Not Stated	Commentary
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?		No		Site does not have planning permission. Previous application- DC/2013/00571 for 200 Residential units was refused 13.01.2017 for various reasons including development within green wedge and highway concerns
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		
28. If yes, have details been provided of how development will achieve phosphate neutrality?				N/A
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			The homes and buildings will be high-quality, water efficient and energy efficient, through both their layout and orientation and the design of buildings and where feasible opportunities for sustainable and renewable technologies such as heat pumps and solar panels. Infrastructure will be provided to support people to work effectively from home as well as to enable electric car charging in homes, the community space and communal community areas. It will also be designed in a manner to ensure as far as is possible that it will be adaptable and resilient to technological advances which will happen over time
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No		
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its	Yes			The site promoter has indicated there have been numerous discussions with hotel and care-home operators.

Topic/Question	Yes	No	Not Stated	Commentary
intended purpose including marketing details and infrastructure requirements?				
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			It is anticipated that the traffic generated by the additional dwellings can be accommodated on the local network but the operational capacity and resilience of the strategic trunk road network, particularly High Beech Roundabout, will be affected. MCC Highway Officer comments in relation to the submitted Transport Assessment (Feb 2024): The Transport Assessment for the Deposit Plan submission is considered to be suitably robust and demonstrates the impact of the development with regard to the existing highway network, potential mitigation and sets out what improvements are likely to ensure that the development accords with current and national guidance particularly the Active Travel Act/Guidance. The TA acknowledges that further consideration of the development's impact will be required following Deposit Plan submission.
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site sits alongside ATNM routes MCC-C08C and MCC-C11C, these are future route. This has a low priority, meaning it should be developed within 15 years. Shared Use and ATNM route MCC-C07C which is a future route with a medium priority meaning it should be developed within 10 years. The site sits near a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping). Good walking links are made out of the site and off-road provision is given to walkers and wheelers.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as	Yes			MCC' Public Transport Officer comments that that the current public transport provision situation is :

Topic/Question	Yes	No	Not Stated	Commentary
submitted, or with appropriate mitigation and further dialogue with the LPA?				- The A48 at the southern edge of the site is served by bus routes 73 (Chepstow-Crick-Caerwent-Newport) and 74/X74 (Chepstow-Caldicot-Magor-Newport) - Combined service level for routes 73 and 74/X74 is 15-26 journeys Mon-Fri (i.e. both hourly), 18 on Saturdays (hourly on 74/X74) and 5 on Sundays - There are no stops adjacent to the site – the nearest stop requires crossing of the A466, and in the westbound direction (from Chepstow, towards Newport) the A48 too, at uncontrolled crossings. - The A446 north of its junction with Mounton Road is served by town service C2 (town centre – hospital – St Lawrence Park – leisure centre loop) and most services of routes 63 (Chepstow-Usk-Pontypool-Cwmbran), 65 (Chepstow-Trellech-Monmouth) and 69 (Chepstow-Tintern-Monmouth). - The combined service level at the nearest stop (“Hospital”, just north of the junction) is 25/17 (from Chepstow/to Chepstow) journeys Mon-Fri, 12/7 on Saturdays and none on Sundays. - All southbound journeys (i.e. to Chepstow town centre) on routes 63, 65 and 69, and some northbound journeys - Some journeys on route 63/65/69 go via Welsh Street instead. - The southbound bus stop (to Chepstow) requires crossing of the A466 at uncontrolled crossings. - Large parts of the site appear to be more than 400m of the nearest bus stop. - Without any further measures the public transport mobility of the site is poor (– –) There is the potential for the following improved public transport provision: - There would be a requirement for a bus service to the new development. - The current timetable and routeing (e.g. need to serve the hospital and leisure centre, over journey time) would make it difficult to reroute the C2 through the new development. - Routes 73 and 74/X74 are trunk routes and cannot be rerouted though a housing estate.

Topic/Question	Yes	No	Not Stated	Commentary
				• A new local bus service would likely be required. The entire site could then be within 400m of a bus stop with a reasonable service level. • Any new service is likely to require ongoing revenue support. As the development is limited in size and the route service would serve few other residential areas or attractions, is it likely to have low patronage and high costs. MCC would not be able to fund this, it would have to be continuously funded by the development. • There would also be a need for several new bus stops and road crossings. • Without a costly new local service public transport mobility of the site continues to be poor (–). With a new local service, it can be above average (+).
36. Is access required directly on to the trunk road network?	Yes			No vehicular access onto the A466 (Wye Valley link Road) east of the site, which is a section of the A466 which is not trunk road (the A466 element from south of highway beech roundabout to Newhouse roundabout is trunk road). The Highbeech Roundabout however which the site is immediately adjacent to is trunk road. Similarly, south of the site A48, is not trunk road (the trunk road element of the A48 begins with the junction east of Hardwick roundabout).
37. Are there any WG highways comments for this site?	Yes			Welsh Government Highway's response: Proposal for inclusion of the Mounton Road site to be adopted as part of the upcoming LDP is satisfactory subject to any development coming forward being in line with principles of the Wales Transport Strategy / the Active Travel Act etc. Further correspondence with WG Highway Officers (December 2023) notes that : 'There is a coordinated approach to Transport in Chepstow between highway and town stakeholders and the Transport Assessment for development at this location must identify and promote measures in line with solutions that will come forward for the town. This may include potential measures at the Highbeech junction itself and an appropriate contribution to that, although there is a bigger picture to influencing travel in the town that goes far beyond this junction.'

Topic/Question	Yes	No	Not Stated	Commentary
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA – 0% in flood risk zones. No significant flood risk to allocation.
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination	Yes			MCC Drainage Officer comments – The site investigation work has identified that there are a few areas of the site that were suitable for infiltration features. The current layout will be impacted in the process of incorporating SuDS in the street scene across the site. We would like to see swales and raingardens spread across the site and multiple basins not just the one focussed infiltrating feature. The use of SuDS to enhance the street scene will also provide added benefits for the ecology and biodiversity across the site. Further work is required at detailed planning application stage and for SAB approval.
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			MCC Tourism Officer supportive of the proposal and comments that – A hotel in this location would also provide convenient accommodation for nearby Chepstow Racecourse, with its packed events programme, potentially increasing visitor yield by helping to convert would-be day visitors into staying visitors. Although generally the opportunities for hotel development in Monmouthshire relate to high end, boutique / destination type hotels, this site (which potentially includes residential and care home development) and which is within easy reach of Bristol, Newport and Cardiff, might better support a budget hotel offer.
Ecology				
41. Has an ecological assessment been undertaken?	Yes			

	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site				From an ecological perspective it is considered that there are no ‘in principle’ constraints to the future development of the site subject to implementation of a sensitive masterplan design that incorporates appropriate inherent avoidance, mitigation and enhancement measures • MCC Ecologist has noted a ‘Medium site value’ for the following reasons: • Presence of Priority Habitat (Section 7) • Veteran mature tress present • Existing value for connecting semi-natural habitats • Protected species reasonable likely to be found on site but unlikely to prevent development if appropriate mitigation MCC Ecologist has indicated potential for net benefit for biodiversity at the site. NRW comments (In response to the Preferred Strategy consultation): For protected species, development here would need to ensure the retention/creation of suitable habitat and ecological corridors to the wider countryside for dormice. The aim should be to increase the size (and resilience) of existing habitats and corridors and retain suitable buffers to any woodlands on site. Furthermore, a sensitive lighting scheme will be necessary.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with	Yes			High/Medium Landscape sensitivity MCC Landscape Officer comments that: It is considered that from a Landscape and GI perspective that the scale of development proposed within the open countryside, and adjacent to existing valued historic parks, gardens and listed buildings and associated

Topic/Question	Yes	No	Not Stated	Commentary
appropriate mitigation and further dialogue with the LPA?				setting may, if not designed appropriately, significantly impact on the intrinsic values that underpin the landscape character. However, the proposed development is an extension of Chepstow urban boundary but seeks to retain / emphasise a 'parkland' character and keep development to eastern and NW boundaries of the site.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			MCC Heritage Officer – Site is suitable to be developed- Following the submission of a masterplan and retention of the western edge of the site, the impacts on the historic environment can be mitigated. This area is essential for the protection of the listed building and wider historic landscape. Cadw Comments- Candidate Site could be included in the LDP. Candidate site is located some 150m northeast of PGW(Gt)51(MON) Wyelands registered historic park and garden and some 530m east-north-east of PGW(Gt)8(MON) Mounton House registered historic park and garden. Intervening vegetation already provides significant screening of the candidate site from the registered historic park and garden and careful design should provide additional screening ensuring that the proposed development will not have a significant impact on their settings
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?	Yes			Yes, St Lawrence Grade II listed building is located immediately adjacent to the north boundary of the site. In close proximity to St Lawrence Grade II listed building and Weyland's Lodge listed building. The parkland setting forms a very important space between St Lawrence House and that of the Lodge, which is clearly and indicator of a larger estate beyond. The development of this historic parkland would have a significantly detrimental impact on the setting of these listed buildings. This part of Chepstow is characterised by the high quality landscape setting being important for a number of large country houses set in their own grounds, emphasising the wealth and prosperity of merchants of the town and port of Chepstow. Incremental damage has eroded some of this character increasing the importance of this setting.

Topic/Question	Yes	No	Not Stated	Commentary
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?	Yes			Mathern Conservation Area boundary is to the south west of the site. GGAT comments- A previous submission in the planning process was addressed by undertaking a desk-based assessment, geophysical survey and field evaluation. The results of this showed agricultural use, and potential features associated with the Roman road at the south of the site. It was, and remains, our opinion given the results, that development could be mitigated by condition, in accordance with an agreed Written Scheme of Historic Environment Mitigation.
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?	Yes			Although not immediately adjacent, site is in close proximity to the boundary of the Wye Valley (AONB) National Landscape.
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?	Yes			The site is currently within a Green Wedge in the Adopted LDP. It is relevant to note however that a green wedge review has been undertaken and as a result the parcel of land has been removed as green wedge for the RLDP Deposit Plan. The Green Wedge Review concluded that 'the tree belt along St Lawrence Lane forms a strong boundary to the land south west, and the A48 forms a boundary to the south east limiting the impact that development here would have on the adjacent land and on the remaining gap between Chepstow and Pwllmeyric. The parcel makes a moderate contribution to preventing settlement coalescence, managing urban form, safeguarding the countryside from encroachment and protecting the setting of an urban area. It plays a moderate buffer role. Therefore, potential for green wedge designation is moderate and as such, the site is not designated as a green wedge in the Deposit RLDP.
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?	Yes			
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer- The location appears to be greenfield, however, it is located south of a potentially contaminated site (former hospitals), as well as

Topic/Question	Yes	No	Not Stated	Commentary
				features such the A466 (Wye Valley Link Road) and High Beech Roundabout to the east, and more recent housing developments to north. Land Contamination can be addressed at planning application stage. This would take the form of a site investigation and risk assessment undertaken in line with the Environment Agency's 'Land Contamination Risk Management' four stage approach.
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.	Yes			Site is in close proximity to Chepstow's Air Quality Management Area (AQMA). An updated air quality assessment has been undertaken and has been assessed by MCC Environmental Health Officer with the following comment: The model also predicted that 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). MCC does not have the facility to undertake its own ADMS-Roads dispersal modelling to check the data, therefore I can make no further comment on the air quality assessment. The planning authority could consider employing their own consultants to check the air quality modelling data and ensure Welsh Government and Active Travel are satisfied that the predicted number of additional vehicle movements are robust (if not already provided). There is no comment on air quality mitigation measures in the AQIA, however, should this site be allocated the Planning Authority could attach conditions to ensure the developer implements good air quality design principals that reduce emissions and contribute to better air quality management.
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?				MCC Tourism Officer supportive of the proposal and comments that- A hotel in this location would also provide convenient accommodation for nearby Chepstow Racecourse, with its packed events programme, potentially increasing visitor yield by helping to convert would-be day visitors into staying visitors. Although generally the opportunities for hotel development in Monmouthshire relate to high end, boutique / destination type hotels, this site (which potentially includes

Topic/Question	Yes	No	Not Stated	Commentary
				residential and care home development) and which is within easy reach of Bristol, Newport and Cardiff, might better support a budget hotel offer.

SA/SEA assessment

Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
++	--	++	++	++	-	++	+	-	+	+	--	--	--	--	?	+

Commentary

The colour coding relates to a desk top GIS assessment of the ISA objective themes only. Below is a brief summary of this GIS desktop assessment findings. Please refer to the full ISA Report for further information on the ISA objective questions and significant effect findings on the Candidate Site.

GIS Desktop analysis

The desk top study records that the site performs positively against ISA themes relating to 'Economy and Employment', 'Population, Communities Placemaking' and 'Health and Well-being' themes. This is due to the proposal being a mixed-use delivering both homes and employment opportunities in a location that is reasonably well connected to services and facilities including and primary school and open/green /leisure space. The site also performs very well for transport and movement as it is in walking distance to Bulwark neighbourhood centre (600-700m), nearby bus stops (<50m Chepstow Community) and 13m from the nearest PRoW. It performs negatively against 'Population and communities-homes' as the site intersects with a green wedge.

The site is noted to perform well against 'Natural Resources – air, source protection zone and nitrate vulnerable zone, however less well against 'Natural Resources 'Natural Resources – minerals' as the site is within a mineral safeguarding zone. The 'Landscape' impact is considered uncertain as it is nearby to the Wye Valley AONB. Not scoring so well is 'Natural Resources- land' as the site contains BMV agricultural land and 'Historic Environment' as the site is in close proximity to listed buildings and overlaps with Mathern's Conservation Area. The site also scores negatively against 'Biodiversity and Geodiversity' as the site contains ancient woodland and is 1km from the nearest priority habitat (parkland).

SA/SEA assessment - Significant effects appraisal

Economy & Employment	Population & Communities	Health & well-being	Equalities, diversity & inclusion	Transport & Movement	Natural Resources	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
Yes – positive	Yes – positive	Yes – positive	Yes – positive	No	Yes – negative	Uncertain	Yes – negative	Yes – negative	No

Commentary

As this was a Preferred Strategic Site a further detailed appraisal has also been undertaken as part of the ISA and the significant effects the proposal is considered to have on the above themes. A summary of the detailed appraisal is set out below, however, please refer to the full ISA report for further detailed information.

Economy & Employment

Mounton Road site is anticipated to lead to significant long-term positive effects against this ISA topic. This reflects the focus of housing and employment growth in the centre of Chepstow, which plays a significant economic role in the County. By facilitating growth, it also increases the local working population, supporting the local/ wider economy, and increasing levels of self-containment. The site has good access to bus and train stations, supporting sustainable travel use and modal shift, particularly to access employment outside of the County. However, the location of the site on the A466/ A48 roundabout could see some continued reliance on the private vehicle for access to employment, reflecting the strength of the strategic road network within and surrounding Chepstow.

Population & Communities

Long-term positive significant effects at this stage reflect the delivery of new homes and employment in one of the County's top tier, sustainable settlements. Any adverse effects relating to connectivity of the site with the existing community will likely be addressed through masterplanning and design ahead of deposit stage.

Health & Well-being

The site performs positively against this ISA topic and long-term significant positive effects are anticipated as a result of development at this location. This is because the site provides residents with good access to health services, supports active travel and access to the open countryside, as well as the use of public transport.

Equalities, Diversity and Social Inclusion

The site performs positively against this ISA topic and long-term significant positive effects are anticipated as a result of development at this location. This is because the site supports the growth of the existing community to the north and east (across the A48 and A466) with good access to services and facilities and new/ existing employment opportunities. Appropriate masterplanning and design will likely ensure development links to the existing settlement core, encouraging integration of all groups of the community.

Transport and Movement

It is recognised that the location of the site lends itself to continued reliance on the strategic road network, which in turn would increase traffic through the town, leading to increased vehicular emissions. However, the site performs well in terms of promoting the use of sustainable modes of transport and facilitating modal shift. Effects are considered uncertain at this stage ahead of detailed masterplanning, infrastructure delivery, and site layout.

Natural Resources

The site performs negatively against this ISA topic given that development of the site has some potential to exacerbate poor air quality at the Chepstow AQMA, although the site also supports sustainable travel. Additionally, development would result in loss of BMV/ greenfield land. However, it is recognised that there are limited opportunities within the Monmouthshire for development on lower grades of agricultural land/ brownfield land. Nevertheless, significant long-term negative effects are considered likely as a result of development.

Biodiversity and Geodiversity

Mounon Road site has the potential to lead to adverse effects on biodiversity given the presence of the River Wye SAC/ SSSI to the east of the settlement. In terms of wider biodiversity effects, the site is not particularly constrained, although the greenfield nature of the site does lend its self to localised constraints and opportunities. In this respect, it is noted that there is the potential for the site to deliver positive effects through biodiversity enhancement/ net gain. Uncertainty is concluded at this stage, awaiting a fully conclusive HRA AA which will be carried out at the Deposit stage.

Historic Environment

The site does not contain any designated heritage assets. However, Mathern Conservation Area is situated adjacent to the site, to the south west. There are also Grade II listed buildings close to the site, within the Conservation Area to the south west, and another to the north of the site. Key considerations in terms of the historic environment for growth in this area will therefore be impacts on the Conservation Area and associated listed buildings, its setting and intrinsic qualities. It is considered that development of the site could significantly change the existing approach to the Conservation Area from the north, which is currently open greenfield land; however, the presence of the A48, A466 and roundabout does reduce the sensitivity of the historic environment in this location. Specifically, it is noted that the conservation area appraisal highlights that “the landscape character of this conservation area is a key element that distinguishes it from other conservation areas”, furthermore “the farmland beyond the estate boundaries forms part of the essential setting of the parkland”. While it is possible that the site could adopt a landscape led approach to masterplanning, and with sensitive design could reduce the potential for significant adverse effects; this is uncertain at this stage. Taking a precautionary approach in light of the assets present, the open greenfield nature of the site, and considering the conservation area appraisal findings, significant negative effects are concluded at this stage.

Landscape

The site is particularly sensitive in terms of the landscape, with the potential for significant long-term negative effects. The site is significantly constrained, being greenfield in nature and falling wholly within a Green Wedge and in close proximity to the AONB.

It is considered that mitigation (which reduces the extent of development to avoid the most sensitive areas) could reduce the significance of the potential negative effects (for example through sensitive masterplanning and design). However, taking a precautionary approach, significant negative effects are concluded at this stage.

Climate Change

The scale of development proposed is unlikely to have a significant effect on climate change when considered in isolation. While some continued reliance on the private vehicle is likely, the site has potential to support the use of sustainable modes of transport, increase self-containment, deliver energy/ water-saving measures, and reduce flood risk in the wider area.

Site assessment conclusion

	Yes	No	Commentary
Progress to RLDP allocation?			It is proposed to allocate the site as a Strategic Allocation in the Deposit Plan. The allocation is a sustainably located edge of settlement site that performs well against the site search sequence, with no significant constraints identified on site. The integration of the site with the existing settlement is a key principle with connection links forming a key policy requirement of the site's allocation. The site also meets key policy requirements, including 50% affordable housing and net zero carbon homes, demonstrating its viability and deliverability. The mixed-use development proposal, which includes a care home and hotel, is considered to have associated job creation and tourism benefits, with opportunities to work and live together and promote accessibility and connectivity to the existing settlement.

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Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0261	Allocation Ref	EA1d- Newhouse Industrial Estate, Chepstow	Area (Ha)	6.7
Proposal	Mixed Use: Petrol Station (Sui Generis), Drive-Thru (A1/A3), Employment (B1/B2/ B8)			Existing Use	Vacant scrubland

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Is within the existing development boundary Chepstow as part of the protected employment site / Newhouse Farm' Under the current adopted LDP Northern section is identified as a land suitable for employment (SEA1) and potential for Waste Management Site – SAW Southern section of the site- lies within the protected employment allocation (SAE2) DM/2022/01155- Hybrid – outline/full permission for B2/B8 (speculative)- 9,043 sqm on western half of site. Petrol station, drive thru restaurant and coffee drive thru on eastern half- Approved 31.05.2024 (under this planning application B uses account for approx 2ha of land)
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		Desktop assessment indicates: Northern section is greenfield and southern section appears as a disused access track.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)	Yes			Submission form indicates topography in NE section of site rises by 8m but 'Subject to appropriate regrading / enabling engineering works, the candidate site can nevertheless viably come forward for commercial / employment use.'
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			Predictive Agricultural Land Classification maps indicate that parts are grade 2/grade 3a.

Topic/Question	Yes	No	Not Stated	Commentary
				Notwithstanding this, the location of the site and its surrounding uses is however such that it is unlikely that the land is a viable part of a farming operation. Due to the location no further ALC survey has been requested submitted.
5. Does the proposal result in the loss of amenity open space (DES2)?		No		
6. Does the proposal result in the loss of community facilities?		No		
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes- located within Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the Green Belt.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			Approximately 500m away from Thornwell Primary School.
10. Is the site within an acceptable walking distance of a secondary school?		No		More than 2000m from Chepstow Secondary School.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			There is open space in close proximity – opposite (on the other side of the A466) are Chepstow Rugby pitches. Thornwell football pitches are also in close proximity.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Tesco express in Thornwell within 800m via underpass. Town centre 3,100m 42 minute walk.

Topic/Question	Yes	No	Not Stated	Commentary												
Deliverability & Viability																
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			Submission form states site is owned by East Mon Holdings Ltd.												
14. Is the site wholly in the ownership of the proposer?	Yes			Submission form states site is owned by East Mon Holdings Ltd.												
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No														
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)			N/S	None stated.												
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water- There are no issues in the foul flows from these sites being accommodated at our Newport Nash WwTW.												
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Dŵr Cymru Welsh Water- There are no issues in the foul flows from these sites being accommodated at our Newport Nash WwTW.												
19. Is the site capable of connection to electricity?	Yes															
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)		No		<table border="1"> <tr> <td>Gas supply</td> <td></td> <td>EV Charging</td> <td></td> </tr> <tr> <td>Broadband</td> <td></td> <td>Other (Please specify)</td> <td></td> </tr> <tr> <td>Landline telephone</td> <td></td> <td></td> <td></td> </tr> </table>	Gas supply		EV Charging		Broadband		Other (Please specify)		Landline telephone			
Gas supply		EV Charging														
Broadband		Other (Please specify)														
Landline telephone																

Topic/Question	Yes	No	Not Stated	Commentary
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)	Yes			
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?				Submission form states: Various discussions have taken place regarding the candidate site, including those most recently with EG Group (Eurogarages), who as previously mentioned are at present progressing pre-application discussions with the Local Planning Authority regarding the introduction of road-side services (petrol filling station and drive-thru units) at the candidate site. As market demand for such uses on this site clearly exist, subject to achieving planning permission, the development could be brought forward in the short term. Likewise, the landowners have been approached by numerous developers for the candidate site over recent years for employment use, albeit the candidate site will need the above-mentioned enabling works to take place in the first instance. In this regard, EMH are seeking to develop the remainder of Newhouse Farm site themselves given the evidenced demand for such employment / commercial uses within this locality and their understanding of the necessary enabling works (see the submitted CBRE Enquiry Schedule, 6th August 2021 and marketing brochure).
23. Is affordable housing included as part of the proposal?	Yes			N/A
24. Can the site be delivered in the RLDP Plan Period?		No		
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?	Yes			Submission form seems to indicate not come forward to date because of engineering works (but provision of hotel would be viable to undertake these works – allowing for further employment land to be developed) The current adopted Monmouthshire LDP (adopted February 2014) allocates the candidate site for Class B1, B2 and B8 and waste uses (SAE2k, SAE1f and SAW1f).

Topic/Question	Yes	No	Not Stated	Commentary
				In terms of delivery, extensive site levelling earthworks and utilities are required to bring forward the future development. The engineering works to create the platform are designed as a regrade to the land, which call for the need of 'enabling' uses (i.e. hotel uses), to allow the site to deliver further employment floorspace. See submitted Site Promoter Note, East Mon Holdings Ltd (August 2021)
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?	Yes			DM/2022/01155- outline permission for B2/B8 (speculative)- 9,043 sqm on western half of site. Petrol station, drive thru restaurant and coffee drive thru on eastern half Approved- 31.05.2024 (under this planning application B uses account for approx 2ha of land)
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		N		
28. If yes, have details been provided of how development will achieve phosphate neutrality?				N/A
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			Submission form states 'East Mon Holdings Ltd confirm that the future development of the candidate site will respond positively to the local and national sustainability targets and requirements. Efforts are being made to discuss options to achieve carbon neutral development at the site, with regard to the potential hotel operations'
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			Submission form states 'given the candidate site location and strategic hub nature as a gateway site into Wales, as part of the decarbonisation agenda, electric vehicle charging points (allowing overnight charging) and other initiatives to encourage more sustainable forms of travel are expected to be encouraged within any future detailed scheme.'

Topic/Question	Yes	No	Not Stated	Commentary
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No		
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its intended purpose including marketing details and infrastructure requirements?	Yes			Submission form states- The proposals will create a range of direct and in-direct jobs in the local economy. It is anticipated the proposal could result between 16 (budget) to 80 (luxury) Full Time Equivalent roles ranging from management to cleaning and administrative staff at hotel depending on service level. The proposed employment uses have the potential to provide a further c. 186- 465 FTE jobs depending on the end users. A range of opportunities will likewise be created during the construction for local business and supply chains. Discussions are presently underway with operators for both budget and higher-end hotel provision, therefore emphasising the over-riding demand for hotel facilities in this location.
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The highway authority think that the size and scale of the development will have a minor impact on the immediate local highway network, the level of mitigation and improvements will be subject to detailed analysis and review undertaken as part of the robust transport assessment. Although no access is required onto the trunk road it is recommended that the WG are consulted due to the proximity of the M48 roundabout and the potential negative impact the development would have on the trunk road network etc. Comments on Planning application DM/2022/01155 planning application: The Highway Authority are now satisfied that the standards applied to the proposal are acceptable and supports the use of the peak hour analysis. Therefore, based on the junction capacity analysis the junctions are considered to be acceptable in capacity terms. The junctions are also backed by suitable data including swept path analysis and suitable visibility splays, and the applicant has demonstrated measures to create visual awareness of the junction approaches to assist with reduction in vehicle speeds around the junctions. Regarding the proposed junction and access road gradients it is noted that gradients are to be considered at reserved matters,

Topic/Question	Yes	No	Not Stated	Commentary
				however we would request that as per the Welsh Common Standards that the junction gradient should 1 in 20 for a minimum 20m to ensure that all vehicles accessing & egressing the site do so at a reasonable level.
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site sits near a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping). The site sits alongside ATNM route MCC-C07A and MCC-C14C, these are future routes. This has a medium priority, meaning it should be developed within 10 years. Comments on DM/2022/01155 planning application: While there remain concerns over the Active Travel route for the site and its distance from the Active Travel (AT) desire line, the link proposed is acceptable on balance since we are unable to promote pedestrian routes towards the M48 junction. The proposed crossing and link between sites are acceptable given that the land and works required within the embankment directly opposite to the PFA junction (AT desire line) to provide a suitable AT link is not achievable due to the topography and impact on existing trees. It should be noted that further guidance on measures to improve the existing route should be sought from our AT team and should include a Section 106 to improve its safety and desirability as an AT route.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?				No comments from MCC Public Transport Officer received, however this site is in a location which is served by public transport, including a train station in Chepstow's town centre (however this is approx. 2 miles away/ 50 minute walk). There are no bus stops within the New House Industrial Estate – nearest in Thornwell via underpass of M48. There is potential for linkages and improvements to public transport provision in the area.
36. Is access required directly on to the trunk road network?		No		No- an indicative plan indicates access off the existing slip road/access road into Newhouse Industrial Estates

Topic/Question	Yes	No	Not Stated	Commentary
37. Are there any WG highways comments for this site?	Yes			Welsh Government Response: TA and AT links to Chepstow need to be considered. No interference/undermining of M48 slip road embankment/soft estate. Comments on DM/2022/01155 planning application: In vehicular terms the above proposal is considered not to represent a significant impact at the trunk road and motorway. From an Active Travel perspective, connectivity to Bulwark (the main residential node) is via a route that could be considered unsuitable from an inclusivity perspective. The underpass and connecting paths have limited natural surveillance, particularly at times that employees may be travelling back and forth, as well as being potentially indirect. Further information regarding signing and appropriateness of this route is required to be provided for its improvement and relevance so that unsuitable alternatives do not form. The principles and design elements of the Active Travel Design Guidance should be used and referred to in demonstrating such routes in support of the application. Welsh Government have reviewed the Active Travel report and its conclusions have been noted. It has been observed that there is a significant fall gradient at the north of the site. Excavation and retaining structures are proposed at this northern extent of the development where this land abuts the motorway highway asset. These works and structures have the potential to severely impact upon our right of support if not implemented via an appropriate method to the required standard. Any failure to comply with notes one and two would likely result in legal action being taken.
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA – less than 1 % Flood zones – no concerns for allocation Flood risk maps provided by NRW indicate the site not to be at particular risk of flooding. Our database of previous flood events does not record any flood events in close proximity to the site. The applicant has submitted an FCA which confirms the above.

Topic/Question	Yes	No	Not Stated	Commentary
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination		No		Comments from the DM/2022/01155 planning application: The proposal has demonstrated a means of surface water disposal that is likely to get approval; the system needs further design but this will be managed through the SAB process. On that basis the surface water runoff will be managed via a system to be approved by the SAB.
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	
Ecology				
41. Has an ecological assessment been undertaken?	Yes			
	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site				MCC Ecologist has noted a 'medium site value' with the following comments: - Site of existing value for connecting semi-natural habitats in the landscape as identified in the ecological connectivity assessment. - No net benefit for biodiversity has been provided. Potential to achieve net benefit with landscaping mitigation. Comments from the DM/2022/01155 planning application: The ecological report includes details of proposed enhancement measures for all types of ecology present on the site following the relevant surveys being undertaken. These are considered appropriate and the landscaping

				and planting details have been provided with the submission and are deemed broadly acceptable.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			It is considered that from a Landscape and GI perspective that an appropriately developed scheme of this intended purpose at this location within the allocated site may not significantly undermine the intrinsic values that underpin the wider landscape character or that of the Gwent levels historic landscape. Comments from DM/2022/01155 planning application: It was assessed in the planning application Dm/2022/01155 that the submitted LVIA 'methodology and assessment of impact and proposed mitigation is acceptable although the reserved matters for the industrial unit may provide further opportunity to reduce visual impacts to the Wales Coastal Path.'
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?				Not consulted. Far enough away from conservation area heritage assets in the locality. No consultation/comments received as part of DM/2022/01155.
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?		N		There are some listed buildings (Innage Farm Mathern) but these are screened by existing large employment units.
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?		N		Site separated from Mathern conservation area by existing employment unit to south west and M48 to the north
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?		N		

Topic/Question	Yes	No	Not Stated	Commentary
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?		N		Outside the green wedge which boundary is North of M48.
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?	Yes			
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer advises potential for land contamination. Therefore, the developer would need to investigate the site and submit their own remediation strategy, if necessary, in accordance with CLR11 "Model Procedures for the Management of Land Contamination"
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.			Not Stated	MCC Environmental Health Officer indicates however that : Site is in close proximity to Chepstow's Air Quality Management Area (AQMA). Updated Air Quality Impact Assessment would be needed.
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			Site benefits from excellent highway connectivity, being located adjacent to junction 2 of the M48. Site also offers the potential to address the need for B1/B2/B8 employment space in Chepstow and south Monmouthshire. Chepstow and Caldicot are established locations for B1/B2/B8 premises. However, vacancy rates in both areas are low and there is a need for additional stock to accommodate the needs of new businesses and the growth of existing businesses.

SA/SEA assessment																
Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure&	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources -	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding

				green spaces)				Water bodies								
++	0	0	0	0	-	0	+	-	+	+	--	-	?	--	+	-

Commentary

The colour coding relates to the desk top GIS assessment of the site which note the site performs most positively against the ISA theme relating to economy & employment as it proposes new employment. The site also performs well against landscape (as its not within an AONB or National Park) along with the natural resources themes relating to minimising exposure to air pollution, source protection zones and minerals. The site has the potential for a significant negative effect on the historic environment due to being within Mathern's Conservation Area and within an archaeologically sensitive area and also within the natural resources – land theme as it primarily relates to best and most versatile agricultural land. There is an uncertain impact upon biodiversity & geodiversity as the site is within 1km of a designated sites. A number of themes are not applicable as the proposed use relates to employment use rather than residential.

Site assessment conclusion

	Yes	No	Commentary
Progress to RLDP allocation?	Yes		Site to progress to Deposit Plan as an employment site allocation. The Site has recently gained planning permission (DM/2022/01155) for the non-B use suis generis use of a Petrol Station and Drive Thru facility. Overall, the remaining employment land at the site provides an opportunity for B use employment land within an already established and protected industrial site.

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Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0029	Candidate Site Name	Land at Barnetts Farm, Chepstow	Area (Ha)	1.13
Proposal	Residential Development (approximately 15 units)			Existing Use	Agricultural Farmstead

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Yes – edge of settlement.
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		The site comprises farmstead/ existing agricultural buildings. The land, however, is not considered previously developed land as the definition within PPW12 for previously developed land excludes 'land and buildings currently in use for agricultural or forestry purposes.'
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)	Yes			Yes – farmstead buildings required to be demolished/ cleared.
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?		No		No ALC survey undertaken. The site comprises land that is farmstead /buildings and, therefore, an ALC survey is not appropriate in this instance.
5. Does the proposal result in the loss of amenity open space (DES2)?		No		No loss or amenity space – site is solely within a private farmstead.
6. Does the proposal result in the loss of community facilities?		No		No loss of community facilities- site is solely within a private farmstead.
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes- located within a small section of Sandstone Category 2 and Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.

Topic/Question	Yes	No	Not Stated	Commentary
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the indicative Green Belt.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			The Dell 25 minute walk 2500m. St Marys catholic primary (nearest primary school) is approximately 2000m/ 21-minute walk.
10. Is the site within an acceptable walking distance of a secondary school?	Yes			Chepstow Comprehensive school is approximately 1800m/18-minute walk.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			Woolpitch Wood – amenity open space approx. 800m /10-minute walk. Train station approximately 2,200m/28-minute walk.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Approx 1000m/ 12-minute walk to Budgens convenience store. Approx 1200m/ 16-minute walk from the Larkfield garage on Newport Road.
Deliverability & Viability				
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			
14. Is the site wholly in the ownership of the proposer?	Yes			
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No		Stated on form that landowner not aware of any.

Topic/Question	Yes	No	Not Stated	Commentary										
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)		No		Stated on form that landowner not aware of any.										
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water (DCWW) comments- No issues on water supply. No issues with public sewerage.										
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Dŵr Cymru Welsh Water comments- No issues with water capacity. No issues with public sewerage.										
19. Is the site capable of connection to electricity?			Not stated											
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td></td><td>EV Charging</td><td></td></tr><tr><td>Broadband</td><td></td><td rowspan="2">Other (Please specify)</td><td rowspan="2"></td></tr><tr><td>Landline telephone</td><td></td></tr></table>	Gas supply		EV Charging		Broadband		Other (Please specify)		Landline telephone	
Gas supply		EV Charging												
Broadband		Other (Please specify)												
Landline telephone														
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)			Not stated											
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?		No		None to date.										
23. Is affordable housing included as part of the proposal?		No		DVM has not been updated to demonstrate provision of 50% affordable homes.										

Topic/Question	Yes	No	Not Stated	Commentary
24. Can the site be delivered in the RLDP Plan Period?	Yes			
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?		No		
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?		No		
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		
28. If yes, have details been provided of how development will achieve phosphate neutrality?			N/A	
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			Candidate Site submission states that development will provide a number of measures which in combination will reflect a well-designed climate resilient scheme. Detailed measures will be addressed at full application stage.
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			Candidate Site Report states that development will provide a number of measures which in combination will reflect a well-designed climate resilient scheme. Detailed measures will be addressed at full application stage.
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No.		

Topic/Question	Yes	No	Not Stated	Commentary
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its intended purpose including marketing details and infrastructure requirements?			N/A	
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?		N		The Highway Authority has concerns that Mounton Road over its length from its junction with the A466 St Lawrence Road is sub-standard and not capable of accommodating the increased traffic generated by the development proposed, and the increase in traffic would be detrimental to the safety and capacity of Mounton Road. Mounton Road is not capable of being improved to provide appropriate walking and cycling provision between the development site and the A466 St Lawrence Road. In the absence of any detailed assessment and capacity analysis the Highway Authority consider that the proposed development would have a negative impact on the capacity and safety of the immediate highway network.
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Y			The site sits alongside ATNM route MCC-C22A, this is a current route, Shared Use ATNM route MCC-C22C which is a future route with a medium priority ANTM route MCC-C33A which is a future route with a low priority. Site is in a suitable location but more information required. Although the site sits within a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping), there needs to be more detail on how active travel will link up with existing infrastructure for walking wheeling etc.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			No comments from MCC Public Transport Officer received, however, this site is in a location which is served by daily public transport, where there is potential for linkages and improvements.

Topic/Question	Yes	No	Not Stated	Commentary
36. Is access required directly on to the trunk road network?		N		
37. Are there any WG highways comments for this site?				N/A
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA- 0% in flood risk zones No significant flood risk to allocation.
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination	Yes			MCC Drainage Officer - No clear outfall for surface water if Infiltration is not suitable. Further assessments will be required to determine if there are other potential means of discharge such as infiltration, surface water or combined sewers etc. It is anticipated that such an assessment will be undertaken at a later phase in the candidate site screening process. A lack of suitable surface water drainage destination can be a significant barrier to lawful development.
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	
Ecology				
41. Has an ecological assessment been undertaken?	Yes			Preliminary Ecology Survey has been undertaken. Candidate Site Report provides brief summary – states site not covered by wildlife designation and does not support SINC habitats.

	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site				MCC Ecologist has noted a Medium site value for the following reasons: • Site close to SINC/Ancient Semi Natural woodland (within 500m). • Protected species reasonably likely to be found on site but unlikely to prevent development if appropriate mitigation and compensation provided. • Net benefit for biodiversity has not been demonstrated.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			Medium landscape sensitivity. MCC Landscape Officer comments that: The site is already built upon in the form of a farm and associated buildings so has an existing development footprint within the valued landscape. Sensitivity to change would be lessened as would impact on the intrinsic values of the AONB and receptor locations. Existing vegetation to boundaries could be enhanced to be able to integrate a development within the landscape and improve GI connectivity and capital. The site is adjacent to existing residential development and has PROW connectivity. Providing proposed development of the site is proportionate and does not overwhelm or dominate existing development, development at the site could have an acceptable visual impact.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?				Heritage Officer not consulted, as site not within the immediate vicinity of Listed Buildings, Heritage assets or Conservation Areas.

Topic/Question	Yes	No	Not Stated	Commentary
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?		No		
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?		No		Is not located within or immediately adjacent to a Conservation Area, Registered Park or Areas of Special Archaeologically.
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?	Yes			Yes site is within Wye Valley AONB. Site within Caerwent Limestone Plateau/Hinterlands Management Zone.
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?		No		
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?	Yes			Residential use is considered compatible. There is existing residential use in close proximity.
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer notes that as a previously developed site there is a potential for land contamination. The developer would need to investigate the site and submit their own remediation strategy if necessary, in accordance with CLR11 "Model Procedures for the Management of Land Contamination.
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.	Yes			MCC Environmental Health Officer notes that the site is potentially suitable but requires further information of impact at planning application stage, such as air quality assessment, light assessments and contamination surveys. Construction Environmental Management Plans (CEMPS) would be needed to manage the noise/dust impact of development.

Topic/Question	Yes	No	Not Stated	Commentary
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	N/A

SA/SEA assessment																
Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
-	+	+	+	++	-	+	+	-	+	+	++	--	?	+	-	+
Commentary																
The colour coding relates to a desk top GIS assessment of the ISA objective themes only (rather than the full detailed Candidate Site assessment). Below is a brief summary of these findings. Please refer to the full ISA Report for further information on the ISA objective questions and findings on the site. The desk top study records that the site performs positively against ISA themes relating to ‘Population and Communities – homes’, ‘Population, Communities Placemaking’ and ‘Health and Well-being’ themes. This is due to the proposal providing housing (outside a green wedge) in a location that is well connected to service and facilities including and primary school and open/green /leisure space. The site also performs well for transport and movement as is in walking distance from Chepstow Town centre and nearby bus stops (<800m Community Hospital and St Lawrence Park Estate bus stop) and 47m from the nearest PRow. The site is considered to score poorly against ‘Economy and Employment’ as is over 1800m away from the nearest protected existing employment sites (Station Road and School Hill). The site performs well against ‘Natural Resources – air, source protection zone and nitrate vulnerable zone, however less well against ‘Natural Resources– minerals’ as the site is within a mineral safeguarding zone. The ‘Biodiversity/Geodiversity’ impact is considered uncertain due to being within 1km of designated sites. The site within the Wye Valley AONB and therefore does not score positively on the ‘Landscape’ theme.																

Site assessment conclusion			
	Yes	No	Commentary
Progress to RLDP allocation?			Site not progressing as insufficient information has been submitted in relation to demonstrating deliverability in accordance with key policy requirements. This site is also considered to be of small scale and would have limited impact on achieving the required quantum of development in this area. Overall, there are considered to be more be more suitable sites available in Chepstow and therefore, this site will not be allocated in the RLDP.

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Monmouthshire RLDLP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0054	Candidate Site Name	Land West of Chepstow Racecourse Roundabout	Area (Ha)	4.77
Proposal	Residential			Existing Use	Agriculture

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Yes, edge of settlement.
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		No, the site is agricultural land.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)		No		
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			The Agricultural Land Classification (ALC) Predictive Maps identify the site as majority Grade 2 BMV. No further ALC survey has been submitted.
5. Does the proposal result in the loss of amenity open space (DES2)?		No		No. There is also a PROW that runs through the site 379/3/1
6. Does the proposal result in the loss of community facilities?		No		
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes located within a Category 1 Limestone minerals safeguarding area, however the site is adjacent to existing development and consequently mineral extraction would not be feasible in this location.

Topic/Question	Yes	No	Not Stated	Commentary
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		N		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the indicative Green Belt. The boundary of any future Green Belt will be determined by the Strategic Development Plan.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			The Dell Primary School approximately 1,100 m away / 12 minute walk.
10. Is the site within an acceptable walking distance of a secondary school?	Yes			Chepstow Secondary School approximately 500m away/ 7 minute walk.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			Chepstow leisure centre, approximately 700m away/ 8 minute walk. Woolpitch community Orchard approximately 11 minute walk. Train station approximately a 21 minute walk.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Budgens Convenience store adjacent to south of site 400m/ 6 minute walk. Town centre – 1400m/17 minute walk.
Deliverability & Viability				
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			
14. Is the site wholly in the ownership of the proposer?	Yes			
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No		

Topic/Question	Yes	No	Not Stated	Commentary												
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)	Yes			PROW crosses the site Noted that there is an electricity sub-station within the site.												
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			DCWW Comments – have not indicated that any issues with capacity and connection to existing mains.												
18. Is there capacity within the mains water/sewerage to serve the proposed development?				DCWW Comments – note there are no issues in the foul flows from these sites being accommodated at the Newport Nash WWTW.												
19. Is the site capable of connection to electricity?	Yes			EV charging infrastructure could be installed as part of the development. An electricity substation onsite could provide an electricity connection to serve the site.												
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td></td><td>EV Charging</td><td></td></tr><tr><td>Broadband</td><td></td><td>Other (Please specify)</td><td></td></tr><tr><td>Landline telephone</td><td></td><td></td><td></td></tr></table>	Gas supply		EV Charging		Broadband		Other (Please specify)		Landline telephone			
Gas supply		EV Charging														
Broadband		Other (Please specify)														
Landline telephone																
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)			N/S	Not stated.												
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?	Yes			Submission form states that a number of local and national developers have shown an interest in the site.												
23. Is affordable housing included as part of the proposal?		No		DVM has not been updated to demonstrate provision of 50% affordable homes.												

Topic/Question	Yes	No	Not Stated	Commentary
24. Can the site be delivered in the RLDP Plan Period?	Yes			
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?		No		
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?		No		
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		
28. If yes, have details been provided of how development will achieve phosphate neutrality?			N/A	
29. Will the proposal include low or zero carbon energy generating technologies?	Y			Submission form indicates it will include low or zero carbon energy generating technologies – no detail provided.
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			Submission form indicates it will include low or zero carbon energy generating technologies – no detail provided.
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No		
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its			N/A	

Topic/Question	Yes	No	Not Stated	Commentary
intended purpose including marketing details and infrastructure requirements?				
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The Highway Authority considers that the site can be developed for the intended purpose, any mitigation and improvements will be subject to further detailed review and analysis submitted in support of any future submission (Transport Assessment etc).
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site is within an Active Travel locality. The site sits alongside ATNM route MCC-C21A, this is a future route. ATNM shared route MCC-C15A is also in close proximity.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			No comments from MCC Public Transport Officer received, however this site is in a location which is served by daily public transport, where there is potential for linkages and improvements.
36. Is access required directly on to the trunk road network?		N		No – this section of the A466 is not trunk road.
37. Are there any WG highways comments for this site?			N/A	
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk	Yes			SFCA – Caution small proportion of site at risk of Surface Water flooding – 10% in FZ2 and 5% in FZ3 across the middle of the site due to a potential overland flow route. The site is likely to be suitable for allocation provided that a sequential approach is adopted for the site and design and that the highly vulnerable aspects of the development (e.g. dwellings) are situated outside of areas at risk of flooding. Where possible existing flow routes should be retained within the proposed layout and

Topic/Question	Yes	No	Not Stated	Commentary
				considered in the drainage strategy. Detailed flood modelling should be undertaken at application stage and an FCA will be required.
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination	Yes			MCC Drainage Officer- notes there is no clear outfall for surface water. Further assessments will be required to determine if there are other potential means of discharge such as infiltration, surface water or combined sewers etc. It is anticipated that such an assessment will be undertaken at a later phase in the candidate site screening process. A lack of suitable surface water drainage destination can be a significant barrier to lawful development.
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	
Ecology				
41. Has an ecological assessment been undertaken?		No		Submission form states that should the site be assessed as having future potential to meet Monmouthshire's future housing needs then the proposer would be willing to work with the Council to provide any further ecological assessments that are required.
	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site		No		MCC Ecologist has noted a high site value for the following reasons and the site is not suitable to be developed for its intended purpose due to: • Site wholly designated as SINC • Site is in the majority (>50%) composed of Priority Habitat(s) (Section 7) Environment (Wales) Act 2016

				Site of existing value for connecting semi-natural habitats in the landscape which is considered to be critical in the context of a protected species or protected site. No information has been provided on mitigation/compensation for biodiversity to be delivered through development. Without accounting for the potential presence of protected species, the masterplan shows that the development would provide a loss of SINC quality of grassland and a loss of the existing connectivity value of the site. It is difficult to see how this could be overcome with the current scale of development. No information has been provided on net benefit for biodiversity to be delivered through development. The submitted masterplan does not provide any evidence that net benefit for biodiversity has been considered.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?		No		It is considered that from a Landscape and GI perspective that the scale of development proposed will undermine intrinsic values that underpin the landscape character and quality of the Wye Valley AONB at this location. The layout and unit numbers, if indicative of a viable scheme, would have a significant adverse impact on the landscape character of what is a gateway to the AONB as well as provide little scope for landscape and GI mitigation for loss of habitat within a SINC to be meaningful and effective.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			Requires careful consideration of the wider views into and out of the development, concentration on boundary treatments and permeability of the site, integrating it into the open countryside using GI. The development should accord with best practice for placemaking, sustainability and Urban design
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?		No		Sufficient proximity from Chepstow and Mathern Conservation Areas not to have an impact.

Topic/Question	Yes	No	Not Stated	Commentary
				Listed building opposite, The Lion Gates and walls of Chepstow Racecourse, formerly the gates to Piercefield Park. Development to the west of the roundabout will have an impact on the setting of the gates, however the indicative layout shows an area of green space at the north eastern corner opposite the gates, mainly for SUDS which should be retained as an open aspect to protect the setting of the gates and ensure development doesn't dominate over the gates. To the south western boundary of the site is a Scheduled Ancient Monument known as 'Bishops Barnert Wood camp-earthworks' - approx 200m away.
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?	Yes			Registered Park Piercefield Park is to the north west of the site.
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?	Yes			Site is within the Wye Valley AONB.
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?		No		
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?	Yes			Yes, however is located in close proximity to Chepstow Racecourse, which holds a number of large events a year. Site could be disturbed from these events.
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer notes the location appears to be greenfield, however it is south of a former quarry, and north of Laboratories, both of which could have resulted in land contamination. In addition, it has roads to the north, east and south, which could have resulted in land contamination.

Topic/Question	Yes	No	Not Stated	Commentary
				The developer would need to investigate the site and submit their own remediation strategy, if necessary, in accordance the principles of Land contamination risk management (LCRM).
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.		No		MCC Environmental Health Officer indicates that site currently not suitable as further information is required to assess impact. Site is in close proximity to Chepstow's Air Quality Management Area (AQMA). Air Quality Impact Assessment and Contaminated Land Site Investigation required. Furthermore, further mitigation/ consideration of impact upon environmental health will be required at planning application stage. For example, Construction Environmental Management Plans (CEMPS) – to manage the noise/dust impact of development.
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	N/A

SA/SEA assessment																
Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
0	++	+	+	++	-	+	+	-	+	+	--	--	--	--	--	-
Commentary																

The colour coding relates to a desk top GIS assessment of the ISA objective themes only (rather than the full detailed Candidate Site assessment). Below is a brief summary of these findings. Please refer to the full ISA Report for further information on the ISA objective questions and findings on the site.

The desk top study records that the site performs positively against ISA themes relating to 'Population and Communities – homes', 'Population, Communities Placemaking' and 'Health and Well-being' themes. This is due to the proposal providing housing (outside a green wedge) in a location that is well connected to service and facilities including a primary school and open/green /leisure space. The site also performs well for transport and movement as it is in walking distance from Chepstow Town centre and nearby bus stops (<200m Lions Lodge and Owl's nest bus stops) and intersects with a PRow. The site is considered to score reasonably against 'Economy and Employment' being approximately 1500m away from the nearest protected existing employment sites (School Hill).

The site performs well against 'Natural Resources – air, source protection zone and nitrate vulnerable zone, however less well against 'Natural Resources – minerals' as the site is within a mineral safeguarding zone. The site does also not score well against Natural Resources – Land and landscape themes as it is BMV agricultural land and within Wye Valley AONB. The 'Biodiversity/Geodiversity' impact is considered negative as it intersects with a SINC and in addition the western boundary of the site is adjacent to an area of ancient woodland. Development also has the potential for significant negative effect on the historic environment as it is in close proximity to heritage assets. A small portion of the site is within a flood risk zone therefore scoring negatively for 'Climate change inc flooding.'

Site assessment conclusion

	Yes	No	Commentary
Progress to RLDP allocation?		No	Site not progressing as insufficient information has been submitted in relation to demonstrating viability and deliverability in accordance with key policy requirements. Inclusion of the site of this scale would also have a negative impact on ecology due to loss of a locally protected SINC and nationally important Priority Habitats. Therefore, the site will not be allocated in the RLDP.

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Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0098	Candidate Site Name	Bayfield, Chepstow	Area (Ha)	10.07
Proposal	Residential (165 dwellings)			Existing Use	Agriculture

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Yes, edge of settlement.
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		No- agricultural land.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)	Yes			The site is sloping. Form states building line will be determined by the topography and engineering considerations and effect on the landscape.
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			An ALC detailed survey by Reading Agricultural Consultants has been submitted in the submission and this indicated that only part of the site is covered by 3a (3.3ha) BMV. The rest is non BMV 3b/4.
5. Does the proposal result in the loss of amenity open space (DES2)?		No		The site does encroach into part of allocated DES2 Woolpitch Wood area of amenity open space. However, initial masterplans submitted as part of the submission indicate this will be retained as amenity open space. There is also a PROW that runs through the site.
6. Does the proposal result in the loss of community facilities?		No		
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes, located within a limestone minerals safeguarding area, however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.

Topic/Question	Yes	No	Not Stated	Commentary
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is, therefore, considered to be outside the indicative Green Belt. The boundary of any future Green Belt will be determined by the Strategic Development Plan.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			The Dell Primary School approximately 1,200 m away / 12-minute walk.
10. Is the site within an acceptable walking distance of a secondary school?	Yes			Chepstow Secondary School approximately 850m away / 10-minute walk.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			Woolpitch Road playing fields/community orchard, approximately 400m away / 6-minute walk. Chepstow Train station- 19-minute walk.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Budgens Convenience store approximately 400m away- 5-minute walk. Town centre (bank square – NP16 5XL) 1300m/ 15-minute walk.
Deliverability & Viability				
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			Candidate submission states the site is under one ownership and the direct control of Barratt David Wilson Homes.
14. Is the site wholly in the ownership of the proposer?	Yes			Candidate submission states the site is under one ownership and the direct control of Barratt David Wilson Homes.
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No		

Topic/Question	Yes	No	Not Stated	Commentary										
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)	Yes			Water mains cross the site from east to west on northern section of the site. There is also a PROW that runs through the site.										
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water (DCWW) comments- No issues with connection to the mains.										
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Candidate Submission states: Consultation with DCWW has confirmed that capacity is available within their network for the foul flows from the proposed development. The point of connection has been advised to be between existing Manholes ST52944102 and ST 52944101 to the east of the site. DCWW has also advised that the receiving wastewater treatment works (WwTW) has the capacity to accommodate the proposed number of units. DCWW have confirmed there are no issues in the foul flows from these sites being accommodated at the Newport Nash WwTW.										
19. Is the site capable of connection to electricity?	Yes													
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td>x</td><td>EV Charging</td><td>x</td></tr><tr><td>Broadband</td><td>x</td><td rowspan="2">Other (Please specify)</td><td rowspan="2"></td></tr><tr><td>Landline telephone</td><td>x</td></tr></table>	Gas supply	x	EV Charging	x	Broadband	x	Other (Please specify)		Landline telephone	x
Gas supply	x	EV Charging	x											
Broadband	x	Other (Please specify)												
Landline telephone	x													
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)		No		CS form states that capacity for connection to utilities has been confirmed as part of the application DM/2019/00013.										

Topic/Question	Yes	No	Not Stated	Commentary
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?	Yes			
23. Is affordable housing included as part of the proposal?	Yes			Updated DVM submitted at 50% threshold demonstrating viability.
24. Can the site be delivered in the RLDP Plan Period?	Yes			
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?		No		
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?		No		Does not have planning permission but an application was submitted for 200 homes under DM/2019/00013 as part of MCC's unallocated sites policy, which has been subsequently withdrawn. DM/2019/00013 – withdrawn 05.09. 2023
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		Site is outside the River Usk and River Wye catchment areas for phosphates.
28. If yes, have details been provided of how development will achieve phosphate neutrality?			N/A	
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			A Climate Change Statement has been submitted in support of the CS submission, which sets out Barratt's 'road map' to delivery of zero carbon homes.
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			

Topic/Question	Yes	No	Not Stated	Commentary
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No		
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its intended purpose including marketing details and infrastructure requirements?			N/A	
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			It is anticipated that the traffic generated by the additional dwellings can be accommodated on the local network but the operational capacity and resilience of the strategic trunk road network, particularly High Beech Roundabout, will be affected. Further Transport Assessment required to assess the capacity of the network.
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site sits near a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping). Good walking links are made out of the site and off-road provision is given to walkers and wheelers. The site sits alongside ATNM route MCC-C34A, MCC-C22C and MCC-C21A which are future routes ,and also sits alongside ATNM route MCC-C22A, this is a current route.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			No comments from MCC Public Transport Officer received, however this site is in a location which is served by public transport, including within walking distance (approx. 20 minutes to Chepstow train station). There is potential for linkages and improvements to public transport provision in the area.
36. Is access required directly on to the trunk road network?		No		No. Access is proposed onto the B road north of the site.

Topic/Question	Yes	No	Not Stated	Commentary
37. Are there any WG highways comments for this site?	Yes			Correspondence with WG Highway Officers (December 2023) notes that there is a coordinated approach to transport in Chepstow between highway and town stakeholders and the Transport Assessment for development at this location must identify and promote measures in line with solutions that will come forward for the town. This may include potential measures at the Highbeech junction itself and an appropriate contribution to that, although there is a bigger picture to influencing travel in the town that goes far beyond this junction.
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA- 0% in flood risk zones No significant flood risk to allocation.
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination	Yes			MCC Drainage Officer - No clear outfall, potentially stream to North West depending on falls across the site. Further assessments will be required to determine if there are other potential means of discharge such as infiltration, surface water or combined sewers etc. It is anticipated that such an assessment will be undertaken at a later phase in the candidate site screening process. A lack of suitable surface water drainage destination can be a significant barrier to lawful development.
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	
Ecology				
41. Has an ecological assessment been undertaken?	Yes			Yes – a phase 1 ecology report and phase 2 bat and dormouse and NVC survey

	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site				MCC Ecologist has noted a Medium site value and that whole/part of the site is suitable to be development . The following key points are raised: • An already designated LWS/SINC present within a candidate site of overall lower biodiversity value. • Presence of Priority Habitat (Section 7) within the candidate site (except hedgerow). • Veteran / over mature tree(s) present. • Site of existing value for connecting semi-natural habitats in the landscape as identified in the ecological connectivity assessment and/or during field surveys. • Protected species recorded / reasonable likely to be found on site but unlikely to prevent development if appropriate mitigation and compensation provided. MCC Ecologist has indicated potential for net benefit for biodiversity at the site. NRW comments (in response to the Preferred Strategy consultation): For protected species, a significant buffer of at least 15m to the adjacent woodland (depending on the nature of the woodland and likely impacts of the development) will be needed. Furthermore, a sensitive lighting scheme will be necessary.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with	Yes			Medium landscape sensitivity MCC Landscape Officer comments: It is considered that from a Landscape and GI perspective that the scale of development proposed will not significantly undermine

Topic/Question	Yes	No	Not Stated	Commentary
appropriate mitigation and further dialogue with the LPA?				the intrinsic values that underpin the landscape character and quality of the Wye Valley AONB at this location. The layout and unit numbers, if indicative of a viable scheme, would have an adverse impact on the landscape character at elevations above 90m as well as provide less scope for landscape and GI mitigation for loss of habitat to be meaningful and effective.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			MCC Heritage Office comments that- Development in this parcel is not considered to have a detrimental impact on the setting of any nearby Historic Assets A built heritage assessment has been submitted with the submission which concludes a negligible degree of harm on nearby historical assets.
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?	Yes			No Listed buildings within the immediate vicinity. Cadw's comments- Candidate site could be included in LDP. Candidate site is located some 30m northeast of scheduled monuments MM139 Bishop Barnet's Wood Camp: However, intervening topography and dense vegetation will block all views between them. Development will increase noise in the area of the scheduled monument and effect its tranquillity, but careful design should ensure that any development in this area does not have a significant effect on the setting of scheduled monument MM139.
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?		N		Not within or immediately adjacent, however, worth noting the Registered Park Piercefield Park is approximately 250m to the north east of the site.
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?	Yes			Site is immediately adjacent to the Wye Valley AONB to the north/west of the site.

Topic/Question	Yes	No	Not Stated	Commentary
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?		No		
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?	Yes			Residential use is considered compatible. There is existing residential use in close proximity.
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer comments that although Greenfield land, there is potential for contaminated land as the site is next to two former potentially contaminated sites (a laboratory to the east of the northern section, and hospitals to the southeast of the southern section, as well as features such as a covered reservoir, and more recent housing developments to the east and south). Therefore, the developer would need to investigate the site and submit their own remediation strategy if necessary, in accordance the principles of Land contamination risk management (LCRM).
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.	Yes			Site is in close proximity to Chepstow's Air Quality Management Area (AQMA). Updated Air Quality Impact Assessment and Contaminated Land Site Investigation required. MCC Environmental Health Officer comments that an Air Quality Assessment – Phase 2 by RPS dated 12th April 2018 was submitted with the candidate submission. The assessment undertaken in 2018 assumed a completion date of 2023, and all modelling was based on those figures. Should this site be taken forward, an updated assessment would be required and must consider all other developments likely to impact the Chepstow AQMA and surrounding road network.
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with			N/A	N/A

Topic/Question	Yes	No	Not Stated	Commentary
appropriate mitigation and further dialogue with the LPA?				

SA/SEA assessment

Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
0	++	+	+	++	-	+	+	-	+	+	--	-	--	--	?	+

Commentary

The colour coding relates to a desk top GIS assessment of the ISA objective themes only. Below is a brief summary of this GIS desktop assessment findings. Please refer to the full ISA Report for further information on the ISA objective questions and significant effect findings on the Candidate Site.

GIS Desktop analysis

The desk top study records that the site performs positively against ISA themes relating to 'Population and Communities – homes', 'Population, Communities Placemaking' and 'Health and Well-being' themes. This is due to the proposal providing housing (outside a green wedge) in a location that is well connected to service and facilities including and primary school and open/green /leisure space. The site also performs well for transport and movement as is in walking distance nearby bus stops (<200m Owls Nest and Kingsmark Lane bus stops) and intersects with 4 different PRowS. It is considered, however, that it is not in reasonable walking distance from Chepstow town centre. The site is considered to score reasonably against 'Economy and Employment' as is over 1400-1500m away from the nearest protected existing employment site (School Hill).

The site is noted to perform well against 'Natural Resources – air, source protection zone and nitrate vulnerable zone, however, less well against 'Natural Resources – minerals' as the site is within a mineral safeguarding zone. It also scores well against 'Climate Change including flooding' as it is outside a flood risk area. The 'Landscape' impact is considered uncertain as it is adjacent to the Wye Valley AONB. Not scoring so well is 'Natural Resources-land' as the site contains BMV agricultural land and 'Historic Environment' as the site is in close proximity to a scheduled monument (Bishop Barnet's Wood Camp). It is noted, however, that the site is screened by nearby conservation area and listed buildings. The site also scores negatively against 'Biodiversity and Geodiversity' as the northern tip of the site intersects with a SINC (Crossways Green 2) and the northwestern boundary of the site is adjacent to an area of ancient woodland.

SA/SEA assessment - Significant effects appraisal

Health & well-being	Equalities, diversity & inclusion	Transport & Movement	Natural Resources	Biodiversity & Geodiversity	Historic environment	Landscape
Yes – positive	Yes – positive	No	Yes – negative	Yes – negative	Uncertain	Yes – negative

Commentary

As this was a Preferred Strategic Site a further detailed appraisal has also been undertaken as part of the ISA and the significant effects the proposal is considered to have on the above themes. A summary of the detailed appraisal is set out below, however please refer to the full ISA report for further detailed information.

Economy & Employment

Bayfield is anticipated to lead to long-term positive effects, although not of significance, against this ISA topic. This reflects increases to the local working population, supporting the local/ wider economy. It is noted, however, that many employment opportunities, both within Chepstow and further afield, will likely be accessed by private car.

Population & Communities

Bayfield performs well in terms of providing sufficient housing to meet the identified housing needs of the community, delivering 145 homes within the plan period. Long-term significant positive effects are predicted in this respect.

Health & Well-being

Bayfield performs positively against this ISA topic and long-term significant positive effects are anticipated as a result of development at this location. This is because the site provides residents with good access to health services, supports active travel and access to the open countryside, as well as the use of public transport.

Equalities, Diversity and Social Inclusion

Bayfield performs positively against this ISA topic and long-term significant positive effects are anticipated as a result of development at this location. This is because the site supports the growth of an existing community, with good access to services and facilities and employment opportunities. Bayfield will also support integration between urban and sub-urban communities, reducing inequality and supporting social inclusion.

Transport and Movement

Bayfield performs well against this ISA topic, directing growth towards a Tier 1 settlement, with good access to the strategic transport network. Whilst development of the site may increase traffic through the town, leading to adverse effects on air quality, particularly at the Chepstow AQMA, it is recognised that the site performs positively in terms of promoting the use of sustainable modes of transport. No significant effects are anticipated in light of the above.

Natural Resources

Bayfield performs negatively against this ISA topic given that development of the site has potential to exacerbate poor air quality at the Chepstow AQMA and would result in some loss of BMV/ greenfield land. However, it is recognised that there are limited opportunities within the Monmouthshire for development on lower grades of agricultural land/ brownfield land. Nevertheless, significant long-term negative effects are considered likely as a result of development.

Biodiversity and Geodiversity

Bayfield has the potential to lead to adverse effects on biodiversity given the presence of the Wye Valley Woodland SAC/ SSSI/ National Nature Reserve and River Wye SAC/ SSSI to the east of the settlement. In terms of wider biodiversity effects, the site is located in proximity to ancient woodland, with the potential for residual indirect negative effects. Nevertheless, it is noted that there is the potential for Bayfield to deliver positive effects through biodiversity enhancement/ net gain.

Historic Environment

Bayfield does not contain any designated heritage assets. However, Bishop Barnet's Wood Camp Scheduled Monument is situated approximately 300m to the west of the site. There is also a Grade II listed building (Lion Gates and attached Lodges at Chepstow Racecourse) situated to the north east of the site, across the A466. Key considerations in terms of the historic environment for growth in this area will be impacts on the scheduled monument, which comprises the remains of an earthwork enclosure. It is possible that the site could accommodate development without any significant residual negative effects on the scheduled monument and wider historic environment as long it is sensitively designed. Nevertheless, uncertainty is noted at this stage.

Landscape

Bayfield is particularly sensitive in terms of the landscape, with the potential for significant long-term negative effects. Depending on the design and layout of the development, the site could potentially affect the intrinsic qualities, character and setting of the AONB. However, mitigation (which reduces the extent of development to avoid the most sensitive areas) is considered likely to reduce the significance of the potential negative effects.

Climate Change

Bayfield has a very low risk of flooding from rivers and the sea, and a very low risk of flooding from surface water. It could support adaptation to the potential effects of climate change by utilising sustainable drainage systems (SuDS) and providing improvements to the local green infrastructure network. Overall, the scale of development proposed at Bayfield is unlikely to have a significant effect on climate change when considered in isolation. The site has potential to support the use of sustainable modes of transport, deliver energy/water-saving measures, and reduce flood risk in the wider area.

Site assessment conclusion

	Yes	No	Commentary
Progress to RLDP allocation?			In October 2023, a report of post consultation Preferred Strategy changes was agreed by Council. This included amending the proposed strategic site in Chepstow from Bayfield to Land at Mounton Road. On balance, it is considered that the benefits of the commercial development and associated job creation at the Mounton Road site outweighed the loss of higher quality agricultural land and encroachment into the existing green wedge separating Chepstow and Pwllmeyric, given the absence of alternative commercial sites and the importance of Chepstow for tourism as the gateway to the Wye Valley. It is considered that sufficient separation between Chepstow and Pwllmeyric would remain to prevent coalescence of the settlements. As such, it is considered that there is sufficient and more suitable land available for residential development within the town to accommodate its housing need. Therefore, the site will not be allocated in the RLDP.

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Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0112	Candidate Site Name	Land at St Lawrence Lane, Chepstow	Area (Ha)	20
Proposal	Up to 300 dwellings			Existing Use	Agricultural land

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Although separated from Chepstow development boundary it does immediately adjoin Pwllmeyric development boundary.
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		No is agricultural land/woodland.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)	Yes			Land is sloping and there is a wooded area. There is a TPO 'W4' for a group of woodland in the south west corner of the site. Candidate submission, however, states that there are no known physical constraints that will prevent the development of the site and it is considered protected woodland could be accommodated.
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			A detailed ALC survey has been undertaken to support the submission and this indicated that only part is BMV and the majority (84%) is non BMV : Grade 2: 2 Ha (12%) Subgrade 3a: 0.6 Ha (4%) Subgrade 3b: (14 Ha (84%))
5. Does the proposal result in the loss of amenity open space (DES2)?		No		
6. Does the proposal result in the loss of community facilities?		No		

Topic/Question	Yes	No	Not Stated	Commentary
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes, located in limestone safeguarding area Category 1, however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location. A mineral assessment report has been submitted with the submission.
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the indicative Green Belt. The boundary of any future Green Belt will be determined by the Strategic Development Plan.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			Pembroke School approximately 1600m away/ 19 minute walk. The Dell School approximately 1700m away. St Marys Roman Catholic School approximately 1200m.
10. Is the site within an acceptable walking distance of a secondary school?	Yes			Chepstow Secondary School is approximately 2000m away / 24 minute walk.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			Larkfield playing fields/Chepstow AFC approximately 900m away/12 minute walk. Woolpitch community orchard 900m/12 minute walk. Train station is approximately 24 minute walk.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Larkfield Petrol garage/convenience store approximately 400m away /9 minute walk.
Deliverability & Viability				
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			Vistry Homes Limited has an agreement in place to promote and deliver residential development at the site.

Topic/Question	Yes	No	Not Stated	Commentary
14. Is the site wholly in the ownership of the proposer?	Yes			
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No		No
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)		No		Candidate submission notes that the nature and extent of any specific constraints to development will be able to be identified once detailed development proposals are able to be progressed. A Drainage and Utility report has been submitted as part of the submission – a constraints plan detailing the location of existing apparatus has been provided in appendix D. The utility report states: 6.2.1 – Wales & West Utilities (WWU) asset plans confirm there is no existing gas supply infrastructure located within the proposed site boundaries. However, there is a large network of existing gas infrastructure running within the nearby vicinity of the site. A copy of the WWU asset plans is included in Appendix F.
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water comments: Water Supply- Hydraulic Modelling Assessment required- this is generally to ensure there is no detriment to existing customers' supply whilst from a sewerage perspective it may be due to there being insufficient hydraulic capacity to accommodate the proposed development without causing harm to customers or the environment. In both instances, it may be to identify a suitable connection point to the existing networks. Public sewerage – there are no issues in the foul flows from these sites being accommodated at the Newport Nash WWTW

Topic/Question	Yes	No	Not Stated	Commentary										
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Dŵr Cymru Welsh Water comments: Water Supply- Hydraulic Modelling Assessment required- this is generally to ensure there is no detriment to existing customers' supply whilst from a sewerage perspective it may be due to there being insufficient hydraulic capacity to accommodate the proposed development without causing harm to customers or the environment. In both instances, it may be to identify a suitable connection point to the existing networks. Public sewerage – there are no issues in the foul flows from these sites being accommodated at the Newport Nash WwTW										
19. Is the site capable of connection to electricity?	Yes			Submitted Utility Report states: Western Power Distribution (WPD) asset plans have identified existing electrical infrastructure located within the proposed site and in the nearby vicinity. A copy of the WPD asset plans is included in Appendix E.										
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td>x</td><td>EV Charging</td><td>x</td></tr><tr><td>Broadband</td><td>x</td><td rowspan="2">Other (Please specify)</td><td rowspan="2"></td></tr><tr><td>Landline telephone</td><td>x</td></tr></table>	Gas supply	x	EV Charging	x	Broadband	x	Other (Please specify)		Landline telephone	x
Gas supply	x	EV Charging	x											
Broadband	x	Other (Please specify)												
Landline telephone	x													
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)				CS Form states that the main distribution network operators (DNOs) have been approached to obtain asset information and maps to detail existing plant and its location. Initial enquiries have been submitted to the utility providers to confirm if sufficient capacity exists within the local network to accommodate the demand of the proposed development and identify a suitable point of connection and the new supply requirements, including if any network reinforcements are required. It is proposed that the new development will make best use of the existing infrastructure located within close proximity to the site, which currently serves the nearby residential areas.										

Topic/Question	Yes	No	Not Stated	Commentary
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?	Yes			Vistry Homes Limited have an agreement with the landowner to develop the site.
23. Is affordable housing included as part of the proposal?		No		DVM has not been updated to demonstrate provision of 50% affordable homes.
24. Can the site be delivered in the RLDP Plan Period?	Yes			
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?		No		
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?		No		
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		
28. If yes, have details been provided of how development will achieve phosphate neutrality?				N/A
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			Submission form notes the details of the proposed carbon reduction / sustainability strategy for the site are not confirmed at this early stage. There are a wide range of measures available to reduce energy needs and deliver low carbon energy generation that are commonly considered in new residential developments:

Topic/Question	Yes	No	Not Stated	Commentary
				• Solar Photovoltaic (PV) panels. • Solar hot water. • Air Source Heat Pumps. • Ground Source Heat Pumps. • Electric Vehicle (EV) charging points. A combination of measures is the often the best way to meet targets, reflecting the differing characteristics of specific sites and the cost and availability of renewable energy technology at the time of construction. A priority for this project is to work with the Council and other stakeholders to determine the most appropriate standard and type of energy infrastructure for this development
30. Will appropriate measures be taken as part of the proposal to address climate change?				Vistry are working to deliver energy efficient and sustainable developments ahead of Government requirements and take a 'fabric first' approach, reducing demand for energy through innovative design and construction.
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)				
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its intended purpose including marketing details and infrastructure requirements?			N/A	
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?				In the absence of any detailed assessment and capacity analysis the Highway Authority consider that the proposed development would have a negative impact on the capacity and safety of the immediate highway network.

Topic/Question	Yes	No	Not Stated	Commentary
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site sits alongside ATNM route MCC-C11B, this is and ATNM MCC-C23A which are future routes. The site sits near a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping). Good walking links are made out of the site and off-road provision is given to walkers and wheelers.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			No comments from MCC Public Transport Officer received, however, this site is in a location which is served by public transport, where there is potential for linkages and improvements.
36. Is access required directly on to the trunk road network?	Yes			Access is proposed onto the A48.
37. Are there any WG highways comments for this site?		No		
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA- 0% in flood risk zones. No significant flood risk to allocation.
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination	Yes			MCC Drainage Officer notes there is no clear outfall for surface water. Further assessments will be required to determine if there are other potential means of discharge such as infiltration, surface water or combined sewers etc. It is anticipated that such an assessment will be undertaken at a later phase in the candidate site screening process. A lack of suitable surface water drainage destination can be a significant barrier to lawful development

Topic/Question	Yes	No	Not Stated	Commentary
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?			N/A	
Ecology				
41. Has an ecological assessment been undertaken?	Yes			Ecological Delivery Report (EDR) has been submitted. The EDR includes assessment using the Monmouthshire ecological site assessment of Candidate Sites methodology. Notes the site will provide biodiversity net gain.
	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site				MCC Ecologist has noted a 'high site value' for the following reasons : • Site of existing value for connecting semi-natural habitats in the landscape which is considered to be critical in the context of a protected species or protected site • Site habitat(s) close to SINC quality but threshold for designation not reached • Protected species recorded / reasonable likely to be found on site but unlikely to prevent development if appropriate mitigation and compensation provided • Veteran / over mature tree(s) present • 'Important' hedgerow/s present • Presence of Priority Habitat (Section 7) within the candidate site The site, however, may be suitable to be developed with alterations to the scheme including retention/enhancement of east-west connectivity, and

				buffer area around woodland would be required for scheme to be acceptable on biodiversity grounds. MCC ecologist also notes that proposal at present does not offer a net benefit for biodiversity. NRW Comments (in response to the Preferred Strategy consultation): For protected species, development here would need to ensure the retention/creation of suitable habitat and ecological corridors to the wider countryside for dormice. The aim should be to increase the size (and resilience) of existing habitats and corridors and retain suitable buffers to any woodlands on site. Furthermore, a sensitive lighting scheme will be necessary.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?		No		MCC Landscape Officer- It is considered that from a Landscape and GI perspective that the scale of development proposed within the open countryside, Green Wedge and adjacent to existing valued historic parks and gardens will significantly undermine the intrinsic values that underpin the landscape character and the purpose of a Green Wedge, i.e. to avoid coalescence of settlement. The development is neither an extension of Chepstow urban boundary, as there remains fields between urban edge and proposed development, or a 'connected' extension of the urban edge of Pwllmeyric.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?		No		MCC Heritage Officer Comments: In close proximity to Mathern Conservation Area and Moun-ton Conservation Area. The development will be visible to both conservation areas and would be viewed in context with them as this open field is adjacent to them. Most specifically in relation to Mathern Conservation Area which also incorporates a large proportion of Wyelands estate. The development would be immediately opposite this separated only by the road, having clear sight lines into and out of the Wyelands Estate. The development

Topic/Question	Yes	No	Not Stated	Commentary
				would have an adverse impact on the setting of the conservation areas in particular that of Mathern. Cadw's comments: Candidate site is immediately adjacent to PGW(Gt)8(MON) Mounton House Registered Historic Park and Garden and some 20m from PGW(Gt)51(MON) Wyelands Registered Historic Park and Garden. Impact of any development in this candidate site on the settings of the registered historic park and gardens will therefore be a material consideration in the determination of any planning application (see Planning Policy Wales 2021, section 6.1.19). Candidate site should not be included in LDP until the applicant has provided an assessment showing that development will not have a significant adverse impact on the settings of PGW(Gt)8(MON) Mounton House Registered Historic Park and Garden and PGW(Gt)51(MON) Wyelands Registered Historic Park and Garden.
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?	Yes			MCC Heritage Officer comments: In close proximity to St Lawrence Grade II listed building and Wyelands Lodge listed building. The parkland setting forms a very important space between St Lawrence House and that of the Lodge, which is clearly and indicator of a larger estate beyond. The development of this historic parkland would have a significantly detrimental impact on the setting of these listed buildings. This part of Chepstow is characterised by the high quality landscape setting being important for a number of large country houses set in their own grounds, emphasising the wealth and prosperity of merchants of the town and port of Chepstow. Incremental damage has eroded some of this character increasing the importance of this setting.
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?	Yes			Close proximity to Wyelands Registered Park and Mounton Conservation area.

Topic/Question	Yes	No	Not Stated	Commentary
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?	Yes			Although not immediately adjacent, site is in close proximity to the boundary of the Wye Valley (AONB) National Landscape.
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?	Yes			Yes, site is within a green wedge between the settlements of Chepstow and Pwllmeyric within the adopted LDP. It is relevant to note that a Green Wedge Review has been undertaken and as a result the parcel of land has remained as Green Wedge designation for the Deposit RLDP.
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?	Yes			
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer notes that the location appears to be greenfield, however there is still potential for land contamination. Land Contamination can be addressed at planning application stage. This would take the form of a site investigation and risk assessment undertaken in line with the Environment Agency's 'Land Contamination Risk Management' four stage approach.
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.		No		MCC EH Officer indicates that site is currently not suitable and further information required to assess impact. Site is in close proximity to Chepstow's Air Quality Management Area (AQMA). Updated Air Quality Impact Assessment and Contaminated Land Site Investigation required prior to allocation.
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with			N/A	N/A

Topic/Question	Yes	No	Not Stated	Commentary
appropriate mitigation and further dialogue with the LPA?				

SA/SEA assessment

Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
0	--	+	+	++	-	+	+	-	+	+	--	--	--	--	?	-

Commentary

The colour coding relates to a desk top GIS assessment of the ISA objective themes only. Below is a brief summary of this GIS desktop assessment findings. Please refer to the full ISA Report (appendix B) for further information on the ISA objective questions and significant effect findings on the Candidate Site.

GIS Desktop analysis

The desk top study records that the site performs positively against ISA themes relating to 'Population, Communities Placemaking' and 'Health and Well-being' themes. This is due to the proposal in a location that is reasonably well connected to service and facilities including and primary school and open/green /leisure space. The site also performs well for transport and movement as is in walking distance nearby bus stops (<50m Brynderwen bus stops) and 5m from the nearest PRowWs. It is considered, however, that it is not in reasonable walking distance from Chepstow town centre. The site is considered to score reasonably against 'Economy and Employment' as is 1200-1300m away from the nearest protected existing employment sites (Bulwark Road). It performs negatively against 'Population and communities -homes' as the site intersects with a green wedge.

The site is noted to perform well against 'Natural Resources – air, source protection zone and nitrate vulnerable zone, however less well against 'Natural Resources – minerals' as the site is within a mineral safeguarding zone. The 'Landscape' impact is considered uncertain as it is nearby to the Wye Valley AONB. Not scoring so well is 'Natural Resources-land' as the site contains BMV agricultural land and 'Historic Environment' as the site is in close proximity to listed buildings and overlaps with Mathern's Conservation Area. The site also scores negatively against 'Biodiversity and Geodiversity' as the site contains ancient woodland and is 1m from the nearest priority habitat (parkland).

Site assessment conclusion			
	Yes	No	Commentary
Progress to RLDP allocation?		No	Site not progressing as insufficient information has been submitted in relation to demonstrating the viability and deliverability of the site. The site is within a Green Wedge and would also have negative ecology impact due to the ancient woodland priority habitat within the site. Therefore, the site will not be allocated in the RLDP.

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Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0154	Candidate Site Name	Land to the north of M48, Chepstow	Area (Ha)	1.8
Proposal	Hotel (160 bed including ancillary restaurant and leisure)			Existing Use	Vacant scrubland

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			West of the existing development boundary albeit separated by the A466 (Wye Valley Link Road)
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		The site is described as un-improved grazing/scrubland on the CS form.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)	Yes			Submission form does not indicate any constraints. Aerial image of site appears to have several trees/vegetation cover- considered to be minimal physical constraints that can be accommodated in the proposal.
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			Predictive Agricultural Land Classification Map indicates that the site is part Grade 2 BMV (approximately 0.5ha) and the remainder 3b (non BMV). No further ALC survey has been submitted.
5. Does the proposal result in the loss of amenity open space (DES2)?		No		
6. Does the proposal result in the loss of community facilities?		No		
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes- located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.

Topic/Question	Yes	No	Not Stated	Commentary
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the indicative Green Belt. The boundary of any future Green Belt will be determined by the Strategic Development Plan
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			Approximately 500m away from Thornwell Primary School.
10. Is the site within an acceptable walking distance of a secondary school?		No		More than 2000m from Chepstow Secondary School.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			There is open space in close proximity – opposite (on the other side of the A466) are Chepstow Rugby pitches. Thornwell football pitches also close proximity – within 400m
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Tesco express in Thornwell within 400m. Town centre 3,000m 33 minute walk.
Deliverability & Viability				
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			Submission form states site is owned by East Mon Holdings Ltd.
14. Is the site wholly in the ownership of the proposer?	Yes			Submission form states site is owned by East Mon Holdings Ltd.
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No		

Topic/Question	Yes	No	Not Stated	Commentary										
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)			N/S	None stated.										
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water note there are no issues in the foul flows from these sites being accommodated at the Newport Nash WwTW.										
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Dŵr Cymru Welsh Water note there are no issues in the foul flows from these sites being accommodated at the Newport Nash WwTW.										
19. Is the site capable of connection to electricity?	Yes													
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td></td><td>EV Charging</td><td></td></tr><tr><td>Broadband</td><td></td><td rowspan="2">Other (Please specify)</td><td rowspan="2"></td></tr><tr><td>Landline telephone</td><td></td></tr></table>	Gas supply		EV Charging		Broadband		Other (Please specify)		Landline telephone	
Gas supply		EV Charging												
Broadband		Other (Please specify)												
Landline telephone														
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)		No												
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?	Yes			Submission form notes the following: Various discussions have been undertaken with hotel operators, including a regional Welsh operator and a national multiple operator regarding development of the candidate site for hotel use (and likewise the candidate site to the south). The site proposer has received a direct approach by a regional operator (for an up to 160-bed hotel) and likewise has received an offer from a national multiple (for an hotel up to 80-bed space). It is anticipated that the operator demand could be										

Topic/Question	Yes	No	Not Stated	Commentary
				accommodated across the two candidate sites – north of the M48 (candidate site ref: CS0154) and south of the M48 (candidate site ref: CS0153). As market demand for hotel use on this site is high, the development could be brought forward in the short term.
23. Is affordable housing included as part of the proposal?				N/A – site is being promoted for a hotel.
24. Can the site be delivered in the RLDP Plan Period?	Yes			
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?		No		
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?		No		
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		
28. If yes, have details been provided of how development will achieve phosphate neutrality?				N/A
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			Submission form states that East Mon Holdings Ltd confirm that the future development of the candidate site will respond positively to the local and national sustainability targets and requirements. Efforts are being made to discuss options to

Topic/Question	Yes	No	Not Stated	Commentary
				achieve carbon neutral development at the site, with regard to the potential hotel operations.
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			Given the candidate site location and strategic hub nature as a gateway site into Wales, as part of the decarbonisation agenda, electric vehicle charging points (allowing overnight charging) and other initiatives to encourage more sustainable forms of travel are expected to be encouraged within any future detailed scheme.
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No		
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its intended purpose including marketing details and infrastructure requirements?	Yes			Submission form notes there has been notable market interest in the candidate site (and land south of the M48) for hotel use. Further information can be provided regarding the hotel operator market interest, subject to commercial sensitivities, on request in due course.
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?		No		Access directly off the A466 is not considered appropriate and the mitigation and improvements would not be considered cost effective.
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site sits near a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping). The site also sits alongside ATNM route MCC-C07B, this is a future route.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as	Yes			No comments from MCC Public Transport Officer received, however this site is in a location which is served by public transport including Chepstow Train Station, where there is potential for linkages and improvements.

Topic/Question	Yes	No	Not Stated	Commentary
submitted, or with appropriate mitigation and further dialogue with the LPA?				
36. Is access required directly on to the trunk road network?	Yes			Yes, access onto the A466.
37. Are there any WG highways comments for this site?		No		None received
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA – 0% Flood zones – no concerns for allocation
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination	Yes			No clear outfall for surface water Further assessments will be required to determine if there are other potential means of discharge such as infiltration, surface water or combined sewers etc. It is anticipated that such an assessment will be undertaken at a later phase in the candidate site screening process. A lack of suitable surface water drainage destination can be a significant barrier to lawful development
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			This development supports Monmouthshire's destination objective to increase serviced accommodation capacity to capitalise on proximity to and opportunities of International Convention Centre (ICC) Wales as a means of maximising tourism benefits and increasing visitor yield. This is an important gateway location and the proposed development would help address the identified shortfall in hotel accommodation capacity for ICC Wales as well as for visitors attending major events in Cardiff and across the Cardiff Capital region (including at Chepstow Racecourse). Depending on the level of service offered (budget or luxury) the development also potentially presents an opportunity to

Topic/Question	Yes	No	Not Stated	Commentary
				convert day to overnight visitors for walkers of the Wales Coast Path and for people attending events at Caldicot Castle and Country Park.
Ecology				
41. Has an ecological assessment been undertaken?		No		None submitted. It is stated on the form that an ecological appraisal and surveys (if necessary) will be submitted as the candidate site processes through the Replacement LDP process.
	Whole site suitable	Whole site not suitable	Whole / part of the site may be suitable	Commentary
42. Recommendation from an ecology perspective on intended purpose of the site				MCC Ecologist has noted a Medium site value and that whole/part of the site is suitable for development . It is noted that: - Protected species reasonable likely to be found on site but unlikely to prevent development if appropriate mitigation and compensation provided. - Lack of detail to provide appropriate review- no proforma or masterplan submitted. Further ecological information required before allocation to make an accurate assessment. No net benefit for biodiversity has been demonstrated.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			High/Medium Landscape sensitivity There is currently insufficient information within the application to evaluate the full extent of the proposals, however, it is considered that from a Landscape and GI perspective that an appropriately developed scheme of this intended purpose at this location within the open countryside, Green Wedge, Mathern Conservation Area, may

Topic/Question	Yes	No	Not Stated	Commentary
				not significantly undermine the intrinsic values that underpin the landscape character and the purpose of a Green Wedge, i.e. to avoid coalescence of settlement.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?		No		Development within the defined setting of the listed buildings of Wylands Estate, St Tedric's, the Mathern Conservation Area and the Registered Park and Gardens of Wylands will have a detrimental effect on these designations.
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?	Yes			MCC Heritage Officer comments – notes the site's proximity to listed buildings of Wylands Estate and St Tedric's. Development within this parkland buffer would have a detrimental impact on the contained and defined setting of these larger estate buildings set within extensive parkland grounds
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?	Yes			Heritage Officer comments – notes the site is within the Mathern Conservation Area and forms part of the setting of Wylands Estate and rolling parkland. Development within this area should be resisted. The M48/Wye Valley link road forms the boundary of the parkland setting of Wylands. Development would have an adverse effect on the setting of the Conservation Area. Sufficiently far from SAMS not to have any impact Close to Wylands Estate Registered Park and Gardens which will have a detrimental impact on the character and setting of the parkland for the reasons identified above.
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?		No		
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?	Yes			Yes, within a Green Wedge between Chepstow and Mathern within the adopted LDP. It is relevant to note that a green wedge review has been undertaken and as a result the parcel of land has remained as Green Wedge designation for the Deposit RLDP.

Topic/Question	Yes	No	Not Stated	Commentary
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?		No		Close to the M48, Valley link road and New House industrial Estate- noise and air quality impact.
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer comments that the location appears to be greenfield, however, as it is next to two roads and a roundabout there could be contamination from vehicle exhaust emissions and resulting from the construction of the roads. Therefore, the developer would need to investigate the site and submit their own remediation strategy, if necessary, in accordance with CLR11 “Model Procedures for the Management of Land Contamination”
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.		No		MCC EH Officer states that the site is in close proximity to Chepstow’s Air Quality Management Area (AQMA). Updated Air Quality Impact Assessment would be needed.
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			This development supports Monmouthshire’s destination objective to increase serviced accommodation capacity to capitalise on proximity to and opportunities of ICC Wales as a means of maximising tourism benefits and increasing visitor yield. This is an important gateway location and the proposed development would help address the identified shortfall in hotel accommodation capacity for ICC Wales as well as for visitors attending major events in Cardiff and across the Cardiff Capital region (including at Chepstow Racecourse). Depending on the level of service offered (budget or luxury) the development also potentially presents an opportunity to convert day to overnight visitors for walkers of the Wales Coast Path and for people attending events at Caldicot Castle and Country Park

SA/SEA assessment																
Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
++	--	0	0	0	-	0	+	-	+	+	--	--	?	--	+	+
Commentary																
The colour coding relates to the desk top GIS assessment of the site which note the site performs most positively against the ISA theme relating to economy & employment as it proposes new employment (tourism). The site also performs well against landscape (as its not within an AONB or National Park) and flooding (outside flood zones), along with the natural resources themes relating to minimising exposure to air pollution, source protection zones and minerals. The site has the potential for a significant negative effect on the historic environment due to being within Mathern's Conservation Area and within an archaeologically sensitive area, and also the natural resources land theme as it primarily relates to best and most versatile agricultural land. There is an uncertain impact upon biodiversity & geodiversity as the site is within 1km of a designated site. A number of themes are not applicable as the proposed use relates to tourism use rather than residential.																

Site assessment conclusion			
	Yes	No	Commentary
Progress to RLDP allocation?			While internal and external consultee comments were obtained on tourism sites, the proposed tourism policy approach in the Deposit RLDP more appropriately allows for consideration of sustainable tourism related proposals, including beyond identified settlement boundaries. It is therefore not considered appropriate/necessary to identify site specific tourism related allocations in the RLDP.

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Monmouthshire RLDP: Second Call for Candidate Sites Assessment Form					
Candidate Site No.	CS0260	Candidate Site Name	Land south of Junction 2, M48 (Option 1: Hotel and Employment)	Area (Ha)	6.7
Proposal	Hotel (80 bed) Employment (12,100 sqm B1.B2,B8)			Existing Use	Vacant scrubland and access road/footpath

Topic/Question	Yes	No	Not Stated	Commentary
Land/Location				
1. Does the site relate to the existing settlement?	Yes			Is within the existing development boundary Chepstow as part of the protected employment site / Newhouse Farm. In the current adopted LDP, the northern section is identified as a land suitable for employment (SEA1) and potential for Waste Management Site, and the southern section of the site lies within the protected employment allocation (SAE2). DM/2022/01155- Hybrid outline/full permission for B2/B8 (speculative) for 9,043 sqm on western half of site. Petrol station, drive thru restaurant and coffee drive thru on eastern half - Approved 31.05.2024 (under this planning application B uses account for approx. 2ha of land).
2. Is the site Previously Developed Land? (as defined in Planning Policy Wales)		No		Desktop assessment indicates: Northern section is greenfield. Southern section appears to be an access track.
3. Does the site have any known physical constraints? (e.g. topography, ground conditions, severe slope, vegetation cover, land instability etc.)	Yes			Submission form indicates topography in NE section of site rises by 8m but subject to appropriate regrading / enabling engineering works, the candidate site can viably come forward for commercial / employment use.
4. Does the site contain BMV Agricultural land of Grade 1, 2 or 3a?	Yes			Predictive Agricultural Land Classification maps indicate that parts are grade 2/grade 3a. Notwithstanding this, the location of the site and its surrounding uses is such that it is unlikely that the land is a viable part of a farming operation. Due to the location, no further ALC survey has been requested/submitted.

Topic/Question	Yes	No	Not Stated	Commentary
5. Does the proposal result in the loss of amenity open space (DES2)?		No		
6. Does the proposal result in the loss of community facilities?		No		
7. Does the site lie within a Minerals Safeguarding Area?	Yes			Yes- located within the Limestone Carboniferous Category 1 Safeguarding Area (BGS) however, the site is adjacent to the existing settlement of Chepstow and consequently mineral extraction would not be feasible in this location.
8. Is the site located in the potential Green Belt area in Welsh Government Future Wales: The National Plan 2040?		No		In accordance with the indicative Green Belt diagram in Future Wales, MCC policy officers have interpreted the settlement of Chepstow to be outside the greenbelt area. This site is therefore considered to be outside the indicative Green Belt. The boundary of any future Green Belt will be determined by the Strategic Development Plan.
Accessibility				
9. Is the site within an acceptable walking distance of a primary school?	Yes			Approximately 500m away from Thornwell Primary School.
10. Is the site within an acceptable walking distance of a secondary school?		No		More than 2000m from Chepstow Secondary School.
11. Is the site within an acceptable walking distance of community facilities including open space?	Yes			There is open space in close proximity. Opposite (on the other side of the A466) are Chepstow Rugby pitches. Thornwell football pitches also in close proximity.
12. Is the site within an acceptable walking distance to a shop or a selection of shops selling daily living essentials?	Yes			Tesco express in Thornwell 800m via underpass. Town centre 3,100m/ 42 minute walk.

Topic/Question	Yes	No	Not Stated	Commentary										
Deliverability & Viability														
13. Are all landowners aware and in agreement with the proposed candidate site land use?	Yes			Submission form states site is owned by East Mon Holdings Ltd.										
14. Is the site wholly in the ownership of the proposer?	Yes			Submission form states site is owned by East Mon Holdings Ltd										
15. Are there any known legal constraints (e.g. covenants) that could prevent development on the site?		No												
16. Are there any other constraints/covenants on the site would need to be overcome before development can commence and how would this be achieved? (e.g. overhead power lines, gas pipeline, water main)			N/S	None stated.										
17. Is the site capable of connection to an existing mains water/mains sewerage service?	Yes			Dŵr Cymru Welsh Water- There are no issues in the foul flows from these sites being accommodated at the Newport Nash WwTW.										
18. Is there capacity within the mains water/sewerage to serve the proposed development?	Yes			Dŵr Cymru Welsh Water- There are no issues in the foul flows from these sites being accommodated at the Newport Nash WwTW.										
19. Is the site capable of connection to electricity?	Yes													
20. Is the site capable of connection to other services (gas, landline telephone, broadband, EV charging, other)	Yes			<table><tr><td>Gas supply</td><td></td><td>EV Charging</td><td></td></tr><tr><td>Broadband</td><td></td><td rowspan="2">Other (Please specify)</td><td rowspan="2"></td></tr><tr><td>Landline telephone</td><td></td></tr></table>	Gas supply		EV Charging		Broadband		Other (Please specify)		Landline telephone	
Gas supply		EV Charging												
Broadband		Other (Please specify)												
Landline telephone														

Topic/Question	Yes	No	Not Stated	Commentary
21. Are there any capacity issues for other existing services to serve the proposed development? (excluding water/mains drainage)		No		
22. Has the landowner engaged with / undertaken any discussions with potential developer(s) or end user?	Yes			Submission form indicates discussions have taken place and market demand for hotel use on this site is high, the development could be brought forward in the short term.
23. Is affordable housing included as part of the proposal?				N/A
24. Can the site be delivered in the RLDP Plan Period?	Yes			
Availability				
25. Does the site (or part of the site) relate to an allocation in the adopted LDP? If yes what has prevented delivery previously?	Yes			The current adopted Monmouthshire LDP (adopted February 2014) allocates the candidate site for Class B1, B2 and B8 and waste uses (SAE2k, SAE1f and SAW1f). In terms of delivery, extensive site levelling earthworks and utilities are required to bring forward the future development. The engineering works to create the platform are designed as a regrade to the land, which call for the need of 'enabling' uses (i.e. hotel uses), to allow the site to deliver further employment floorspace. Submission form indicates that the site has not come forward to date because of engineering works, however, provision of a hotel would be viable to undertake these works, allowing for further employment land to be developed.
26. Does the site (or part of the site) currently have planning permission, or has the site been put forward for planning permission in the past?	Yes			DM/2022/01155 - outline permission for B2/B8 (speculative) 9,043 sqm on western half of site. Petrol station, drive thru restaurant and coffee drive thru on eastern half of the site approved 31.05.2024 (under this planning application B uses account for approx. 2ha of land.

Topic/Question	Yes	No	Not Stated	Commentary
Environmental				
27. Is the site located within either the River Usk Catchment Area or the River Wye Catchment Area?		No		No
28. If yes, have details been provided of how development will achieve phosphate neutrality?				N/A
29. Will the proposal include low or zero carbon energy generating technologies?	Yes			Submission form states East Mon Holdings Ltd confirm that the future development of the candidate site will respond positively to the local and national sustainability targets and requirements. Efforts are being made to discuss options to achieve carbon neutral development at the site, with regard to the potential hotel operations.
30. Will appropriate measures be taken as part of the proposal to address climate change?	Yes			
31. Is the site in close proximity to a Regionally Important Geodiversity Site (RIGS)		No		
Economic and Other Benefits				
32. If the proposal relates to non-residential use has evidence been provided to show delivery for its intended purpose including marketing details and infrastructure requirements?	Yes			Submission form states that the proposals will create a range of direct and in-direct jobs in the local economy.
Accessibility (Highways, Active Travel and Public Transport)				
33. From a highways perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The Highway Authority think that the size and scale of the development will have a minor impact on the immediate local highway network, the level of mitigation and improvements will be subject to detailed analysis and review undertaken as part of the robust transport assessment

Topic/Question	Yes	No	Not Stated	Commentary
				Although no access is required onto the trunk road it is recommended that the WG is consulted due to the proximity of the M48 roundabout and the potential negative impact the development would have on the trunk road network etc. Comments on Planning application DM/2022/01155 Planning application: The Highway Authority are satisfied that the standards applied to the proposal are acceptable and supports the use of the peak hour analysis. Therefore, based on the junction capacity analysis the junctions are considered to be acceptable in capacity terms. The junctions are also backed by suitable data including swept path analysis and suitable visibility splays, and the applicant has demonstrated measures to create visual awareness of the junction approaches to assist with reduction in vehicle speeds around the junctions. Regarding the proposed junction and access road gradients it is noted that gradients are to be considered at reserved matters, however we would request that as per the Welsh Common Standards that the junction gradient should 1 in 20 for a minimum 20m to ensure that all vehicles accessing & egressing the site do so at a reasonable level.
34. From an active travel perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			The site sits near a designated locality and within the Active Travel strategic focus distance of 3 miles to key destinations (education, health, employment and shopping). The site sits alongside ATNM route MCC-C07A and MCC-C14C, these are future routes. These have a medium priority, meaning they should be developed within 10 years. Comments on Planning application DM/2022/01155 Planning application While there remain concerns over the Active Travel route for the site and its distance from the Active Travel (AT) desire line, the link proposed is acceptable on balance since we are unable to promote pedestrian routes towards the M48 junction. The proposed crossing and link between sites are acceptable given that the land and works required within the embankment directly opposite to the PFA junction (AT desire line) to provide a suitable AT link is not achievable due to the topography and impact on existing trees. It should be noted that further guidance on measures to improve the existing route should be sought.

Topic/Question	Yes	No	Not Stated	Commentary
				Section 106 to improve its safety and desirability as an AT route.
35. From a public transport perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			No comments from MCC Public Transport Officer received, however this site is in a location which is served by public transport, including a train station in Chepstow's town centre (however, this is approx. 2 miles away/ 50 minute walk). There are no bus stops within the New House Industrial Estate – nearest in Thornwell via underpass of M48. There is potential for linkages and improvements to public transport provision in the area.
36. Is access required directly on to the trunk road network?		No		No- an indicative plan indicates access off the existing slip road/access road into Newhouse Industrial Estates.
37. Are there any WG highways comments for this site?	Yes			WG Highways Response: TA and AT links to Chepstow need to be considered. No interference/undermining of M48 slip road embankment/soft estate. Comments on Planning application DM/2022/01155 Planning application: In vehicular terms the above proposal is considered not to represent a significant impact at the trunk road and motorway. From an Active Travel perspective, connectivity to Bulwark (the main residential node) is via a route that could be considered unsuitable from an inclusivity perspective. The underpass and connecting paths have limited natural surveillance, particularly at times that employees may be travelling back and forth, as well as being potentially indirect. Further information regarding signing and appropriateness of this route is required to be provided for its improvement and relevance so that unsuitable alternatives do not form. The principles and design elements of the Active Travel Design Guidance should be used and referred to in demonstrating such routes in support of the application. Welsh Government have reviewed the Active Travel report and its conclusions have been noted. It has been observed that there is a significant fall gradient at the north of the site. Excavation and retaining structures are proposed at this northern extent of the development where this land abuts the motorway highway asset. These works and structures have the potential to severely impact upon our right of support if not

Topic/Question	Yes	No	Not Stated	Commentary
				implemented via an appropriate method to the required standard. Any failure to comply with notes one and two would likely result in legal action being taken.
Flood Risk and Drainage				
38. Are there concerns that all or part of the site may be unsuitable due to flood risk		No		SFCA – less than 1 % Flood zones – no concerns for allocation. Flood risk maps provided by NRW indicate the site not to be at particular risk of flooding. Database of previous flood events does not record any flood events in close proximity to the site. The applicant has submitted an FCA which confirms the above.
39. Are there concerns that all or part of the site may be unsuitable due to the lack of a suitable surface water drainage discharge destination		No		Comments from the DM/2022/01155 Planning application: The proposal has demonstrated a means of surface water disposal that is likely to get approval; the system needs further design but this will be managed through the SAB process. On that basis the surface water runoff will be managed via a system to be approved by the SAB.
Tourism				
40. From a tourism perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			MCC Tourism Officer comments- This development supports Monmouthshire's destination objective to increase serviced accommodation capacity to capitalise on proximity to and opportunities of the International Convention Centre (ICC) Wales as a means of maximising tourism benefits and increasing visitor yield.
Ecology				
41. Has an ecological assessment been undertaken?	Yes			
	Whole site suitable	Whole site not suitable	Whole / part of the site	Commentary

			may be suitable	
42. Recommendation from an ecology perspective on intended purpose of the site				MCC Ecologist has noted a medium site value for the following reason: Site of existing value for connecting semi-natural habitats in the landscape as identified in the ecological connectivity assessment. Comments from the DM/2022/01155 Planning application: The ecological report includes details of proposed enhancement measures for all types of ecology present on the site following the relevant surveys being undertaken. These are considered appropriate and the landscaping and planting details have been provided with the submission and are deemed broadly acceptable. Potential to achieve net benefit with landscaping mitigation.
Topic/Question	Yes	No	Not Stated	Commentary
Landscape and GI				
43. From a landscape and green infrastructure perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			MCC Landscape Officer comments that: There is currently insufficient information within the application to evaluate the full extent of the proposals, however, it is considered that from a Landscape and GI perspective that an appropriately developed scheme of this intended purpose at this location within the allocated site may not significantly undermine the intrinsic values that underpin the wider landscape character or that of the Gwent levels historic landscape. Comments from DM/2022/01155 planning application: It was assessed in the planning application DM/2022/01155 that the submitted LVIA methodology and assessment of impact and proposed mitigation is acceptable although the reserved matters for the industrial unit may provide further opportunity to reduce visual impacts to the Wales Coastal Path.
Heritage / Landscape				
44. From a heritage perspective, is the site suitable to be developed for its intended purpose				Not consulted. Far enough away from conservation area heritage assets in the locality. No consultation/comments received as part of DM/2022/01155.

Topic/Question	Yes	No	Not Stated	Commentary
as submitted, or with appropriate mitigation and further dialogue with the LPA?				
45. Is the site located within or adjacent to a Listed Building or Scheduled Ancient Monument?		No		There are some listed buildings (Innage Farm Mathern) but these are screened by existing large employment units.
46. Is the site located within or adjacent to a Conservation Area, Registered Park & Gardens, World Heritage Site or Area of Special Archaeological Sensitivity?		No		Site separated from Mathern Conservation Area by existing employment unit to south west and M48 to the north.
47. Is the site located within or adjacent to a National Park, Area of Outstanding Natural Beauty or Landscape of Historic Interest?		No		
48. Does the site currently lie within a Green Wedge in the Adopted Monmouthshire Local Development Plan?		No		Outside the Chepstow, Pwllmeyric, Mathern Green Wedge, this boundary of which is North of the M48.
Environmental Health				
49. Is the proposed land use compatible with neighbouring uses?		No		Hotel- Close to the M48 and New house industrial Estate- compatibility impacts to consider.
50. Is there a possibility that the site is contaminated?	Yes			MCC Environmental Health Officer advises potential for land contamination. Therefore, the developer would need to investigate the site and submit their own remediation strategy, if necessary, in accordance with CLR11 "Model Procedures for the Management of Land Contamination".
51. From an environmental health perspective is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA.			Not Stated	MCC Environmental Health Officer indicates however that the site is in close proximity to Chepstow's Air Quality Management Area (AQMA). Updated Air Quality Impact Assessment would be needed.

Topic/Question	Yes	No	Not Stated	Commentary
Economic Development				
52. From an economic development perspective, is the site suitable to be developed for its intended purpose as submitted, or with appropriate mitigation and further dialogue with the LPA?	Yes			Site benefits from excellent highway connectivity, being located adjacent to junction 2 of the M48. Site also offers the potential to address the need for B1/B2/B8 employment space in Chepstow and south Monmouthshire. Chepstow and Caldicot are established locations for B1/B2/B8 premises. However, vacancy rates in both areas are low and there is a need for additional stock to accommodate the needs of new businesses and the growth of existing businesses.

SA/SEA assessment																
Economy & Employment	Population & Communities - homes	Population & Communities Placemaking	Health & well-being	Health & well-being (leisure & green spaces)	Equalities, diversity & inclusion	Transport & Movement	Natural Resources - Air	Natural Resources - Water bodies	Natural Resources - SPZ	Natural Resources - NVZ	Natural Resources - Land	Natural Resources - Minerals	Biodiversity & Geodiversity	Historic environment	Landscape	Climate Change inc flooding
++	0	0	0	0	-	0	+	-	+	+	--	-	?	--	+	-
Commentary																
The colour coding relates to the desk top GIS assessment of the site which note the site performs most positively against the ISA theme relating to economy & employment as it proposes new employment. The site also performs well against landscape (as its not within an AONB or National Park) along with the natural resources themes relating to minimising exposure to air pollution, source protection zones and minerals. The site has the potential for a significant negative effect on the historic environment due to being within Mathern's Conservation Area and within an archaeologically sensitive area and also within the natural resources – land theme as it primarily relates to best and most versatile agricultural land. There is an uncertain impact upon biodiversity & geodiversity as the site is within 1km of a designated site. A number of themes are not applicable as the proposed use relates to employment use rather than residential.																

Site assessment conclusion			
	Yes	No	Commentary

Progress to RLDP allocation?		No	A separate Candidate Site submission for Mixed Use: Petrol Station (Sui Generis), Drive Thru (A1/A3) and Employment (B1/B2/ B8) has been submitted (CS0261) and given that planning permission (DM/2022/01155 – Approved 31.05.2024) has recently been granted for the same use it was considered more appropriate to progress CS0261. Please see CS0261 for further details.
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