Land to the north of

WONASTOW ROAD

MONMOUTH

VISION DOCUMENT

August 2021

Richborough Estates

Foreword

We are delighted to present this document setting out our Vision for the promotion of a strategic development opportunity on land to the southwest of Monmouth and its capacity for delivering new homes in Monmouthshire.

This Site is being promoted by Richborough Estates, one of the UK's most successful strategic land promotion businesses in partnership with landowners, Councils and local stakeholders to bring land forward for housing in the most efficient and beneficial manner possible. Richborough's ethos is to deliver the right blend of housing and facilities to meet local needs, ensuring a positive legacy for new and existing residents.

The procurement method employed by Richborough Estates involves the appointment of a development partner following the grant of planning consent. This model has resulted in a proven track record of expedient housing delivery spanning nearly two decades.

In this Vision Document, we focus on a strategic development opportunity on land north of Wonastow Road, Monmouth (the Site).

The overarching Vision for the Site will be to deliver a high-quality, locally distinguishable and sustainable addition to this historic county town, where people will wish to live. The proposed development will provide a unique opportunity to deliver much needed new housing for the town, enhancing and complementing the existing settlement edge. The landscape-led masterplan will respond to the opportunities and constraints of the Site, seeking to create a strong and positive legacy for the town.

Our proposals seek to attain sustainability Outcomes set in Future Wales: The National Plan 2040, contributing to both the local and wider district so that we can protect and enhance the well-being of our environment and future generations.

The Site has the capacity to deliver around 175 new homes, 2.65ha of employment land and 0.18ha of community facilities. There will be opportunities for informal recreation and improved connections between the existing settlement and the countryside beyond.

Prepared by: For:

In consultation with:

Introduction
An overall introduction to Monmouth, the Site and development proposals, including overarching objectives and Vision.

Context Analysis
A detailed summary of all the Site assessment work carried out to ensure an informed approach to the design development of the Site.

Emerging Proposals
Presentation of the emerging concept, illustrative masterplan and the design principles adopted to ensure a robust development proposal.

Conclusion
A summary of the key benefits of the proposal and its merit as the next logical location for new development in Monmouth.

1 Introduction

Monmouth

Monmouth is the historic county town of Monmouthshire, Wales. It is within the Monmouthshire local authority, and the parliamentary constituency of Monmouth. Monmouth's population in the 2011 census was 10,508, rising from 8,877 in 2001.

Situated where the River Monnow joins the River Wye, 2 miles (3.2 km) of the border with England, Monmouth is a market town and a focus for tourism in the Wye Valley. In a regional context, it is situated 20 miles (32km) south of Hereford, 30 miles (48 km) northeast of Cardiff, 33miles (53km) north of Bristol, and 113 miles (182 km) west of London.

The town benefits from excellent motorway access to the Midlands, the North, South Wales and to the Severn Bridge to Bristol.

Site Description

The Site extends to approximately 10.97 hectares (26.37 acres) and comprises arable fields bounded by hedgerows.

The eastern boundary of the Site borders the recent development known as Kingswood Gate and existing native hedgerows. To the south, the Site is bordered by hedgerows and Wonastow Road. Further hedgerows bound the Site to the north, with fields beyond. Towards the west, pastoral land rises steeply beyond the Site, with blocks of woodland.

A Public Right of Way crosses the Site, running from Wonastow Road in the south, meeting the recent residential development at Kingswood Gate and then crossing the Site towards the northwest. This connects with the wider PRoW network across Monmouth.

Site Proposals

The main objective of this proposal is to create a distinguishable, high quality and landscape-led development, providing new homes sensitively integrated into the community in a highly sustainable location.

The proposals will demonstrate strong urban design and placemaking principles, delivering homes that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets. It is important to create a development with a locally distinctive character to form a logical and befitting extension to the existing settlement.

This will be achieved by integrating with existing uses, landscape character, existing connectivity and respecting and celebrating local vernacular features.

The Site is proposed to deliver approximately 175 dwellings, an employment area and multi-functional community facilities which can include the possibility for an agile working hub. They will be delivered through a series of distinctive character areas set within high-quality landscaping and open spaces, with vehicular access provided from Ternata Drive.

It is proposed that the development will consist of a mix of densities and tenure, helping to meet the need for market and affordable housing in the local area and the wider Monmouthshire County.

The proposed development will create an enhanced community for Monmouth, supported by existing connectivity and transport routes, coupled with cross-site connectivity, linking spaces and places and integrating into the existing settlement and the proposed development adjacent to the Site's eastern boundary. Access to green space and play space will ensure a pleasant environment for people to live and work whilst improving health and well-being for new and existing nearby residents. Promoting access to nature will encourage walking, jogging, cycling and other recreational activities.

Land to the north of Wonastow Road, Monmouth can deliver the following:

- **Around 175 new, high quality, sustainable family homes in a mix of tenures.**
- **2.65ha of employment land and 0.18ha of land to accommodate community facilities such as an agile working hub.**
- **New children's play areas and sports pitches promoting outdoor activity.**
- **New footpaths and cycle routes plugging into the existing Public Rights of Way and cycle network.**
- **Multi-functional open spaces and enhanced boundary planting to provide a biodiversity net gain.**
- **Social, cultural, economic, and environmental sustainability (in accordance with sustainability outcomes in Future Wales: The National Plan 2040)**
- **Provide a place for wildlife to live and thrive, minimising impacts and delivering a net gain in biodiversity.**

KEY:
Site boundary (*10.97ha*)


1. View looking north-west from roundabout on Ternata Drive looking across the Site


2. View looking south-west across the Site from eastern corner


3. View looking north across the Site from southern corner

Ternata Drive
Wonastow Rd
Wonastow Rd
1
2
3
0 50 100 150 200 250 m
N

2 Site and Context Analysis

Planning Policy Context

This section identifies the relevant planning policy context which the candidate site submission has been informed by and developed in accordance with. The submission takes account of local (adopted and emerging) and national planning policy. Further details regarding how the development accords with the planning policy context is set out in the Monmouth Site Form and other supporting documents.

Local Plan

The development plan for the area comprises the adopted Monmouthshire Local Development Plan (LDP). Part of the Site is located within the development boundary for Monmouth, as defined by the adopted LDP. The remainder of the Site is outside of, but immediately adjacent to, the defined development boundary. The part of the site (approximately 1.5ha) that falls within the development boundary forms part of a wider allocation for a 'Strategic Mixed Use Site' via Policy SAH(4) of the adopted LDP. The remainder of the Site is not subject to any specific allocation in the adopted LDP.

Policy S1 of the adopted LDP confirms that the main focus for new housing development will be within or adjoining the three 'Main Towns', which include Monmouth. A number of strategic housing Sites are allocated in the adopted LDP to meet the identified housing need. This includes land at Wonastow Road, which is allocated for a mixed use residential and employment development. The eastern part of the Site forms part of this allocation.

The Council is currently in the process of preparing a Replacement Local Development Plan (LDP). The process has reached the 'Preferred Strategy' stage, which provides the strategic direction for development and the use of land in Monmouthshire over the plan period (2018 to 2033).

Strategic Policy 2 of the Preferred Strategy sets out a settlement hierarchy, which will be used to direct new development across the plan period. Monmouth is identified in 'Tier 1' of the settlement hierarchy (alongside the other County Towns of Abergavenny and Chepstow). The policy sets out an indicative distribution of residential growth for each tier, with 1,418 new homes identified for Monmouth.

The Preferred Strategy confirms that the spatial strategy seeks to direct growth towards the County's most sustainable settlements to enable sustainable placemaking. As set out in Strategic Policy 2, this includes Monmouth which is in the highest settlement tier. Monmouth is recognised as benefiting from a wide range of opportunities for employment, shopping, community facilities and sustainable and active travel. The Preferred Strategy acknowledges that Monmouth is akin to a market town, providing a broad range of facilities and services, of which retailing is a key component. It is also a main visitor destination, providing a range of leisure, tourism and cultural facilities. Monmouth is also recognised as being one of the most self-sufficient settlements in terms of employment with a variety of employment Sites within the town.

Strategic Policy S8 of the Preferred Strategy confirms that 'Strategic Development Sites' will be allocated to contribute to the delivery of the required housing/job growth rates. At the Preferred Strategy stage only 'Strategic Growth Areas' are identified, with specific allocations to be specified at the next stage of the plan. The Preferred Strategy confirms that the identified growth options are considered, in principle, to have the potential to underpin the proposed spatial strategy by accommodating growth and focusing development within those settlements which are identified as the most sustainable locations. The Site is identified as one of three strategic growth options for Monmouth (Land west of Monmouth, Site G).

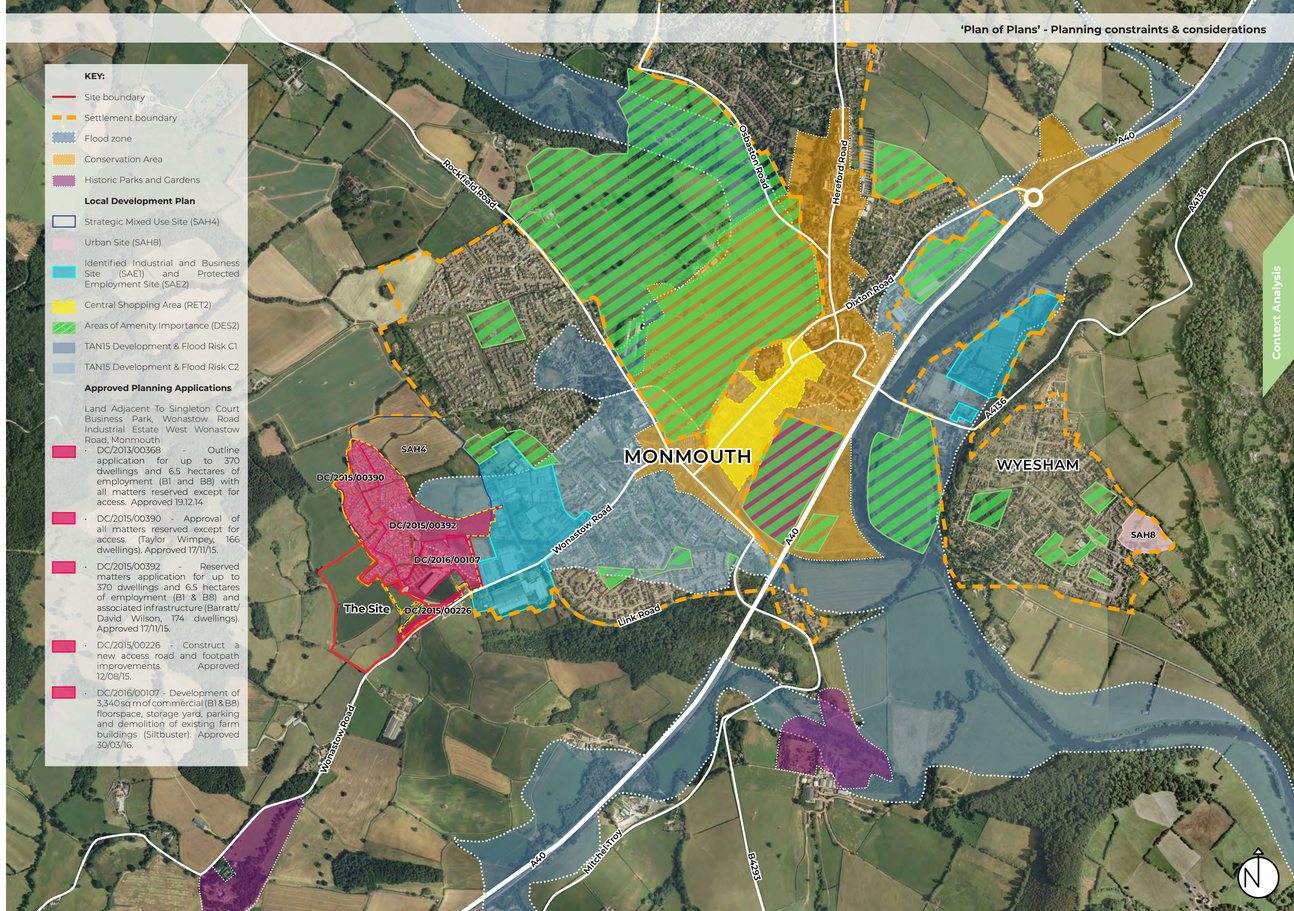
Development in this location would expand the settlement of Monmouth to the west. This would continue the recent strategic growth to the south west of the town (through the mixed-use allocation in the adopted LDP). The allocation of the Site in the Replacement LDP would also deliver additional employment opportunities, building on the existing employment area at Wonastow Road Industrial Estate. There is a clear recognition in the emerging Replacement LDP that Monmouth is a sustainable location for new housing development. The identification of the Site as a potential strategic growth area demonstrates that, in principle, it is considered an appropriate location for development (continuing the recent strategic growth of Monmouth to the south west). This Vision Document provides further detail as to why the Site would provide an appropriate location for development and should be allocated in the Replacement LDP.

National Planning Policy

The Vision Document also takes account of key national planning policy, in particular Future Wales 2040 and PPW. Placemaking is at the heart of both Future Wales and PPW.

PPW sets out the land use planning policies and overarching sustainable development goals for Wales. PPW11 has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Future Wales, which provides the national framework for planning, sets out a series of strategic placemaking principles that should shape future growth and regeneration.

Placemaking is integral to the development approach being adopted, as set out in the remainder of this Vision Document.



Local History & Character

Monmouth, or Trefynwy in Welsh, means "the mouth of the Monnow" The history of Monmouth dates back to Roman times when a small garrison called Blestium was stationed in what is now Monmouth.

The castle was established before 1071, with the adjacent Benedictine Priory founded circa 1075. During the 13th century, town walls and gates were constructed, of which only one gate remains today. In the 15th century, the town gained borough status and continued to develop its housing stock. In 1536 the Act of Union established Monmouth as the shire town.

By the 1600s, Monmouth had become established as a prosperous town, with potters, tanners, nail makers and cappers forming an important part of the local economy.

The town remained largely contained within its medieval limits until the 19th century, when it underwent a period of gradual growth in the form of Victorian terraces.

Ten distinct character areas fall within the Monmouth Conservation Area, reflecting the history and growth of the town. Historically, the castle and adjacent priory have been the most prominent elements of the town. The medieval core has an informal layout and continuous built form, and a mix of uses. A network of more formal main streets and informal lanes and alleys has developed outwards from the historic core, creating variation between grand open spaces with key buildings and intimate, contained spaces, squares and courtyards.

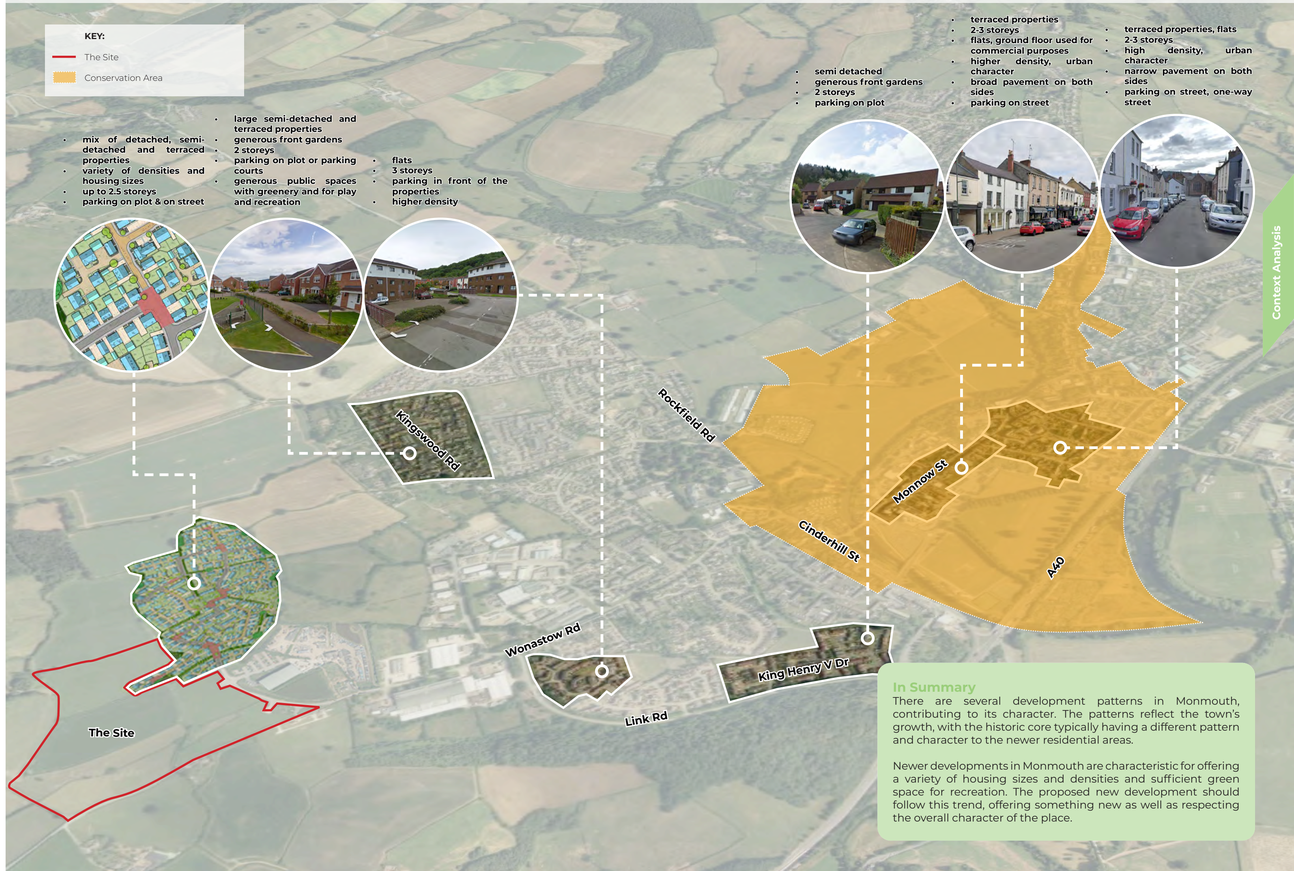

Monmouth Castle

Monmouth was already a thriving market town, and fashionable tourist destination.

The town grew slowly, with some expansion towards the west.

The town continued to grow gradually westwards with some expansion to the north.

Significant growth occurred between the 1980s to the present day, with further development underway adjacent to the Site on the western edge of Monmouth.



In Summary

There are several development patterns in Monmouth, contributing to its character. The patterns reflect the town's growth, with the historic core typically having a different pattern and character to the newer residential areas.

Newer developments in Monmouth are characteristic for offering a variety of housing sizes and densities and sufficient green space for recreation. The proposed new development should follow this trend, offering something new as well as respecting the overall character of the place.

Local Services & Facilities

Local Retail and Services

The pedestrian route to the town centre crosses the Monnow Bridge giving access to facilities on Monnow Street, the main town centre retail area. The area includes; convenience stores, supermarkets, pharmacies, doctors' surgery, hairdressers, cafés, takeaways, restaurants, public houses, banks, ATMs, and clothing retail stores. The Site lies within a short walk of a Spar shop and post office located on Kings Fee.

Employment

The development Site lies opposite local employment opportunities.

Local Education

Monmouth offers several options for education, including; Overmonnow Primary School, Osbaston Church in Wales School, Monmouth Comprehensive School, Monmouth School for Boys, and Monmouth School for Girls. The Stagecoach Performing Arts Cwmbran and Monmouth facility is also located in Monmouth.

Recreation

Existing footpath links are provided from the east of the Kingswood Gate development passing through wetland areas towards the areas to the east and the town centre. Monmouth provides a range of recreational facilities such as; Monmouth Town FC, Chippenham playing fields, Monmouth Castle, and Monmouth School Sports Club. Several restaurants and public houses are provided within the town centre.

Walk/Cycle

Although footways are currently absent along parts of Wonastow Road, footpath connections to the wider footway network are available, giving access towards public transport and local services in Monmouth.

The Wonastow Road 20-minute walk isochrone takes in facilities such as employment areas adjacent to the candidate site; a Spar food store; post office; Overmorrow Primary School; Stagecoach Performing Arts; health care uses; and a public house. The 20-minute walk aspiration reaches the pedestrian bridge across the River Monnow – the edge of the main shopping area within Monmouth.

The National Cycle Network route 423 (NCN423) runs between Cwmbran and Ross via Monmouth. Locally, the route runs along Wonastow Road to the town centre.

Public Transport

The closest bus stops to the Site are located on Link Road and Wonastow Road to the east of the Site. The stops provide access to the following services; 36, 60, and 83. The Stagecoach service 36 runs between Monmouth and Hereford, service 60 operates between Monmouth and Newport, and the number 83 service runs between Monmouth and Abergavenny.

The services provide a realistic option for sustainable travel to these employment locations as well as for recreational, leisure and educational purposes within these larger towns.

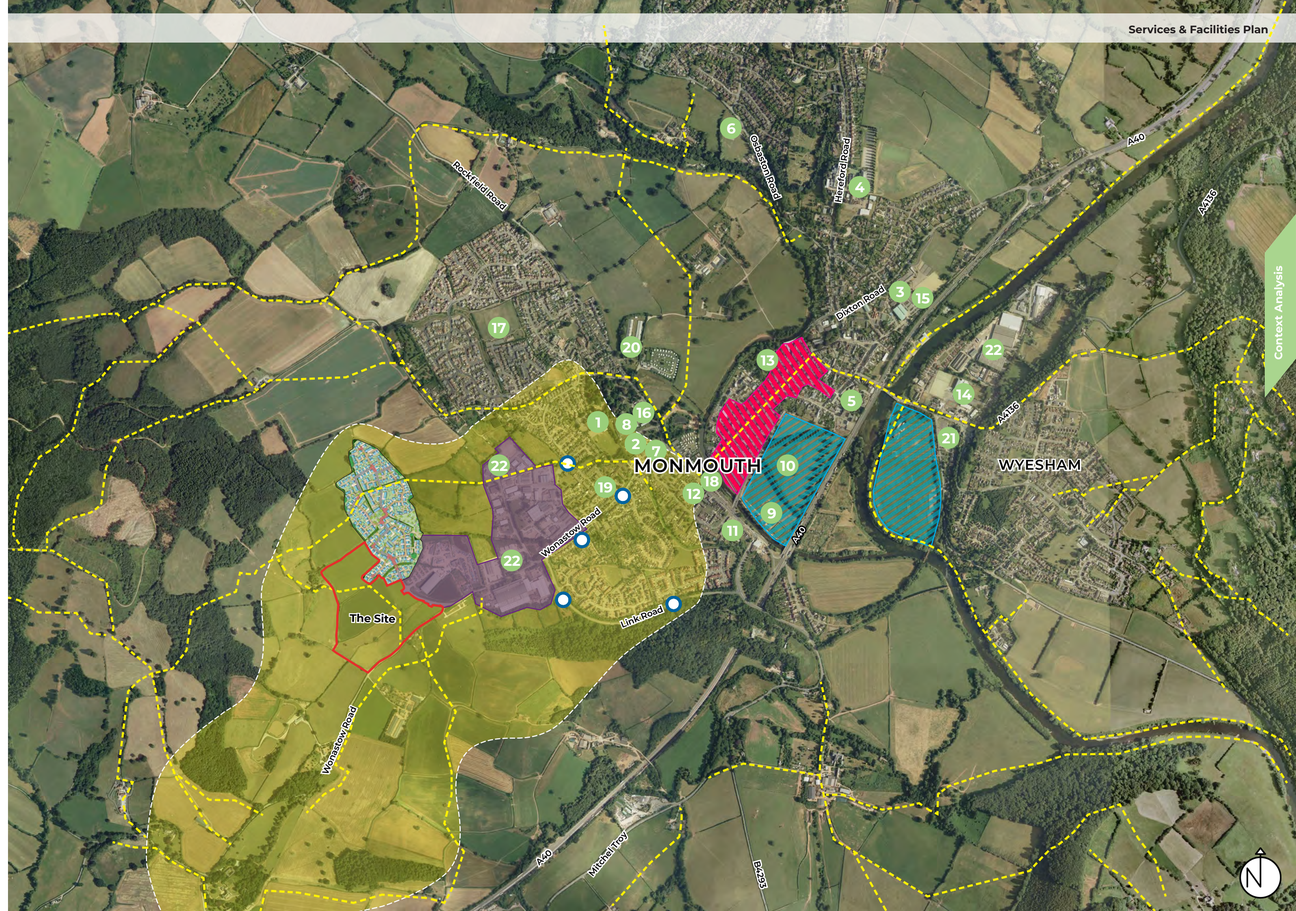

View north-east along Monnow Street (town centre)


Monmouth Bridge and Gate


View along Monnow Street (town centre)

KEY:

- Site boundary
- 1 OvermorrowPrimary School
- 2 Stagecoach Performing Arts
- 3 Monmouth Comprehensive School
- 4 Monmouth School for Girls
- 5 Monmouth School for Boys
- 6 OsbastonChurch in Wales (CiW) School
- 7 Monmouth Chiropody & Podiatry
- 8 Monnow Vale Health & Social Care
- 9 Monmouth Town FC
- 10 Chippenham Playing Fields
- 11 Yummies Pizza
- 12 The Green Dragon Inn
- 13 Monmouth Castle
- 14 Monmouth School Sports Club
- 15 Monmouth Leisure Centre
- 16 Bridges Centre
- 17 Rockfield Community Hub, Park & Playing Fields
- 18 Church of St Thomas the Martyr
- 19 Spar/Post Office
- 20 Co-Op Food
- 21 Lidl
- 22 Employent Area
- Town Centre facilities
- Sports/recreation ground
- Public Rights of Way
- Wonastow Road 20Minute Walk isochrone Distance
- Bus stop



Landscape

A Landscape and Visual Appraisal (LVA) has been undertaken to demonstrate a technical understanding of the Site's landscape character and local visual amenity.

Context

The Site comprises four arable fields and the remaining part of two further fields to the north of Wonastow Road on the south-western edge of Monmouth. The eastern boundary of the Site comprises a mix of existing native hedgerows and the recently constructed residential development off Ternata Drive to the east. Native hedgerows further subdivide the Site with some hedgerow trees. Land to the east comprises the existing built edge of Monmouth, land to the west consists of rising pastoral land and woodland and land to the north comprises further arable fields.

Monmouth is situated at the junction of the River Wye and the River Monnow, from which the town gets its name, with the River Trothy entering from the west. As such, the town is generally low lying on the flood plain at around 20mAOD. The Site rises very gently to c. 30mAOD at the western boundary where, beyond the Site boundary, the land rises steeply up to Kings Wood at over 195mAOD. The land rises steeply to over 260mAOD to the south of the A40, which extends along the River Trothy, to over 220mAOD to the north of Monmouth and to over 250mAOD to the east.

The lower-lying ground west of Monmouth has been subject to field rationalisation and contains fewer field and hedgerow trees than the other surrounding areas. The higher ground is characterised by blocks of woodland.

A single footpath crosses the Site from south-east to north-west before joining the network of Public Rights of Way to the west. The Offa's Dyke Path long distance route extends towards Monmouth from the north-west, c. 1km north of the Site boundary. There is an extensive network of PRoW in the wider area.

The Site is not covered by any national or local landscape designations, although the land to the south of the A40 and east of Monmouth is situated within the Wye Valley Area of Outstanding Natural Beauty (AONB) and the Site appears in views from these areas.

Character

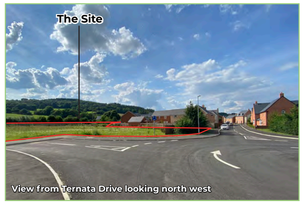
The Site is situated within National Landscape Character Area 32: Wye Valley and Wentwood, which includes the land extending south from Monmouth to Chepstow. It describes the area as being picturesque, recognised in its designation as an AONB. The area is known for its 'extensive woodland cover' and contains large numbers of deciduous woodland. The area is described as largely rural and tranquil in character and fields are mainly contained by hedgerows. Settlements tend to be located within the valleys.

The Site is situated within area M07 in the October 2020 Monmouth Landscape Sensitivity Update Study. This area was assessed as being of medium sensitivity and as having medium capacity for residential development. This was higher capacity and lower sensitivity than the remainder of the land surrounding Monmouth.

Views

The Site is situated on the lower ground as is the rest of the settlement, with rising land in all cardinal directions. These elevated areas contain good public access but are generally well wooded, reducing available views. One available view is possible from the Naval Temple to the east of Monmouth, a designated viewpoint on the OS map, from where panoramic views across the valley are available. In these long-distance views, the Site is generally seen set behind or in the context of the existing settlement. Elevated views may be possible from south of Mitchel Troy, but, in these views, the Site will be seen in the context of the recent development to the east and from residential areas behind foreground woodland. There also some medium distance, but filtered and limited views from the Offa's Dyke Path in the north.

View towards the Site from PRoW to the north



View from Ternata Drive looking north west

View towards the Site from Kymin

Landscape Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.
These are summarised below:

- Existing hedgerow vegetation should be retained and enhanced throughout the Site to retain a strong landscape framework and to reflect existing landscape character;
- Additional hedgerow planting should be in accordance with existing species;
- Internal native tree planting should be incorporated throughout the scheme at plot frontages and along internal roads to reflect the Green Infrastructure within the adjacent residential scheme;
- The existing ditch to the south of the scheme should be enhanced as part of a green corridor/ linear park;
- Links should be made to the existing Public Rights of Way (PRoW) network with additional footpath links.
- Informal public open space should be provided along the western extent of the Site to maintain a green transition with the adjacent sloping land to the west and to maintain separation with Orles Wood and Wonastow Brake to the north-west;
- Proposed tree planting should be sympathetic and in keeping with the species found in the locality and adjacent residential scheme; and
- Lighting around the boundaries of the Site and adjacent to the linear park should be minimised where possible, allowing dark corridors for wildlife migration and reducing the impact on the AONB.

Ecology

A Preliminary Ecological Assessment has been undertaken to demonstrate a technical overview of the ecological constraints of the Site. This assessment includes a review of the Statutory and Non-Statutory designated Sites within the study area (10km and 2km respectively) along with an assessment of the habitats and important features present on the Site and their potential to support protected/notable species.

Ecological Features

Statutory and Non-Statutory Designated Sites

Three Statutory designated Sites lie within the study area of the Site. The table below gives details of each Site, including a brief summary of the features for which they are designated.

Habitats and Protected/Notable Species

An 'extended' Phase I Habitat survey was undertaken in December 2019, during which the following habitats were recorded on the Site:

- Improved grassland;
- Poor semi-improved grassland;
- Tall ruderal;
- Bare ground;
- Wet ditch/ drain;
- Species-poor hedgerows; and
- Broadleaved trees (treelines and scattered throughout the Site).

In addition, during the Phase I survey, the Site was found to have the potential to support the following protected/notable species:

- Amphibians, including great crested newt Triturus cristatus and common toad Bufo bufo;
- Badger Meles meles;
- Bats foraging and commuting along the treelines and hedgerows and potential roosting features within several trees;
- Nesting birds within the trees and hedgerows;
- Dormouse within the hedgerows;
- Reptiles within the longer areas of grass, tall ruderal and hedgerow bases;
- Hedgehogs within the longer areas of grass, tall ruderal and hedgerow bases; and
- Water vole along the wet ditch/ drain.

Opportunities and Constraints

Ecological opportunities and constraints are set out on the opposite plan and broadly described below.

Statutory and Non-Statutory Designated Sites

There is potential for the proposed development to impact on features for which the three SACs described above are designated through the potential increase in phosphates within the catchment of the River Wye and through habitat loss and increased lighting, which could affect both lesser and greater horseshoe bats.

Bat surveys (see below) and a phosphates calculation will likely be required, along with consultation with the planning authority to ascertain whether a Habitats Regulations Assessment will be required.
Habitats and Protected/Notable Species

Important habitat features present comprise hedgerows, treelines, scattered trees and the wet ditch. These should be incorporated into the Site's multi-functional green/blue infrastructure where possible, providing dark corridors to allow wildlife to continue to move through the Site and sustainable drainage systems with associated wetland planting to encourage new invertebrate species.

Site	Distance from Site	Features
River Wye Special Area of Conservation (SAC)	1.5km east	This water course goes from plain to montane levels with *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation, plus the presence of white clawed crayfish *Austropotamobius pallipes,* sea lamprey *Petromyzon marinus,* brook lamprey *Lampetra planeri,* river lamprey *Lampetra fluviatilis,* twaite shad *Alosa fallax,* Atlantic salmon *Salmo salar,* bullhead *Cottus gobio,* otter *Lutra lutra* and allis shad *Alosa alosa.*
Wye Valley Woodlands SAC	4.5km east	*Asperulo-Fagetum* beech forests, *Tilio-Acerion* forests and *Taxus baccata* woods, and presence of lesser horseshoe bat *Rhinolophus hipposideros.*
Wye Valley & Forest of Dean Bat Sites SAC	8.9km east	Contains the greatest concentration of lesser horseshoe bats in the UK (26% of the national population). The greater horseshoe *Rhinolophus ferrumequinum* is also present. This Site contains the main maternity roosts for bats in this area.

It is considered that the development could be designed to be in conformity with local and national planning policy and legislation by adopting the following principles:

- Hedgerows should be enhanced through infill planting with native, ecologically beneficial stock, improving opportunities for a wide variety of species, including birds and bats.
- Transitional buffers along the hedgerows and tree lines will protect these important features and improve the linkages through the Site for many species.
- The wet ditch should be enhanced into a wildlife area, with wetland habitats to encourage new species to colonise. This could be incorporated into a linear park as part of the public open space.
- Provision of bat and bird boxes on retained trees and integrated into new buildings will enhance nesting and roosting opportunities within the Site;
- Provision of reptile hibernacula, hedgehog houses and insect hotels will encourage these species to utilise the Site;
- An appropriate lighting strategy (which could be controlled by way of a condition on any future consent) would ensure new lighting is be designed sensitively to avoid impacts to light intolerant bat species and will allow the retention of dark corridors throughout the Site; and
- Building with Nature, the UK's first green infrastructure benchmark providing "a framework of quality standards, an assessment and accreditation service and national awards recognising the design and delivery of high-quality green infrastructure", could be considered for this Site.

Whilst an assessment of biodiversity net gain using a metric is not currently required, the guidance outlined in the Local Development Plan Ecological Site Assessments in Monmouthshire document does require that the proposals deliver a net benefit for biodiversity. The enhancements described above and the provision of a Landscape and Ecological Management Plan (LEMP), which could be controlled by a planning condition, will be fundamental to the delivery of habitat creation and enhancements to mitigate for the losses required and deliver net gains for biodiversity.

Ecology Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.
These are summarised below:

- The masterplan should retain the features that could be of importance to the species listed above. To assist in the evolution of the masterplan and ultimately inform a planning application, early consultation with inter alia, the planning authority is recommended. The following detailed surveys may be required, although some requirements can be avoided if potential habitats are not being impacted:
  - Badger;
  - Bats (activity/static and roosting – trees and buildings);
  - Dormouse;
  - Great crested newt;
  - Reptiles; and
  - Water vole;
- Existing trees and hedgerows should be retained and enhanced through infill planting with native species;
- Transitional buffers and dark corridors should be provided along hedgerows and towards the Site boundary;
- Wetland habitats should be provided, this could be in the form of a linear park along the existing ditch through the Site;
- Bat and bird boxes, reptile hibernacula, hedgehog houses and insect hotels should be provided on the Site; and
- No ecological issues that could affect the principle of development of the Site have been identified. Those valuable ecological resources that exist, or could exist, within the Site could be accommodated by the adoption of appropriate design principles.

Transport & Movement

A Preliminary Transport Review (PTR) has been prepared to provide an overview of pertinent transport and highways matters related to the promotion of the proposed Site for residential development.

Existing access

Existing access to the Site is via footpath connections to Ternata Drive and the housing/employment to the east and via footpath and track access from Wonastow Road.

Walking & cycling - Access to services/ facilities

The main location for local retail and leisure facilities is Monmouth Town Centre. The pedestrian/cycle route to the town centre crosses the Monnow Bridge giving access to facilities on Monnow Street, the main town centre retail area. The area includes; convenience stores, supermarkets, pharmacies, doctors' surgery, hairdressers, cases and takeaways, restaurants, public houses, banks, ATMs, and clothing retail stores. The Site lies within a short walk/cycle of a Spar shop and post office located on Kings Fee.

The development Site lies opposite local employment opportunities and close to the Singleton Court business park. Monmouth offers several options for primary and secondary education.

Public Transport

The closest bus stops to the Site are located on Link Road and Wonastow Road to the east of the Site. The stops provide access to the following services; 36, 60, and 83.

Stagecoach service 36 runs between Monmouth and Hereford, including an early morning service from Overmonnow to Hereford. Service 60 operates between Monmouth and Newport, including early morning and early evening services. The number 83 service runs between Monmouth and Abergavenny, with early morning and early evening services available. The services provide a realistic option for sustainable travel to these large centres. The walk route to the Link Road/Wonastow Road stops could be made via the lit, surfaced footpaths routes reached via the Kingswood Gate development or alternatively via highway verges along Wonastow Road.z

Access Strategy

Pedestrian access to the Site will be provided on footways alongside two points of vehicular access to the Site from Ternata Drive, one as the fourth arm of a roundabout and one as a give-way, with the stub access points, already having been put in place as part of the residential/employment developments opposite the Site. Additional pedestrian links are proposed to Ternata Drive and Wonastow Road.

Currently, there is a gap in footway provision between the Site access and a point just east of Model Farm. At this point, a walk/cycle link from the Kingswood Gate housing development meets a footway on the northern side of Wonastow Road which continues eastward to a point just east of the access to Singleton Court (a business park). Pedestrians need to cross Wonastow Road at a tactile paved dropped kerb and then cross Link Road. At this point, pedestrians can use the former Wonastow Road (shared-surface) fronting housing along the southern side of the road. The route then continues towards the town centre with a short gap in footway provision between the end of the unadopted access road and number 31 Wonastow Road, where a one-way shuttle arrangement is in place that assists pedestrian movement.

An alternative route towards the town centre is available via footpath connections from the Kingswood Gate development. The tarmacked, lit footway connection passes north and east of the employment areas to meet the footway on Wonastow Road east of Model Farm, continuing towards the town centre via the routes described above.

A footpath connection is also available that runs from Mid Summer Way within the Kingswood Gate development, which proceeds eastwards passing through the northern end of the Singleton Court access road to continue via a footpath link to Williams Field Lane, a shared access road, and onwards via footways on Wonastow Road towards the town centre. It is not clear whether Williams Field Lane is an adopted highway. This footpath runs across an open field and then a heavily tree-enclosed section to meet Williams Field Lane.


Lit Footpath Connection from Kingswood Gate

Traffic Generation

The Site could accommodate up to 175 dwellings. Typically we might expect the development of this scale to generate about 87 two-way vehicle trips in a morning or evening peak hour; that is, less than three vehicle trips every two minutes at the busiest times on the highway network.

Such traffic levels will have a minimal impact on a highway network that is not currently under stress.

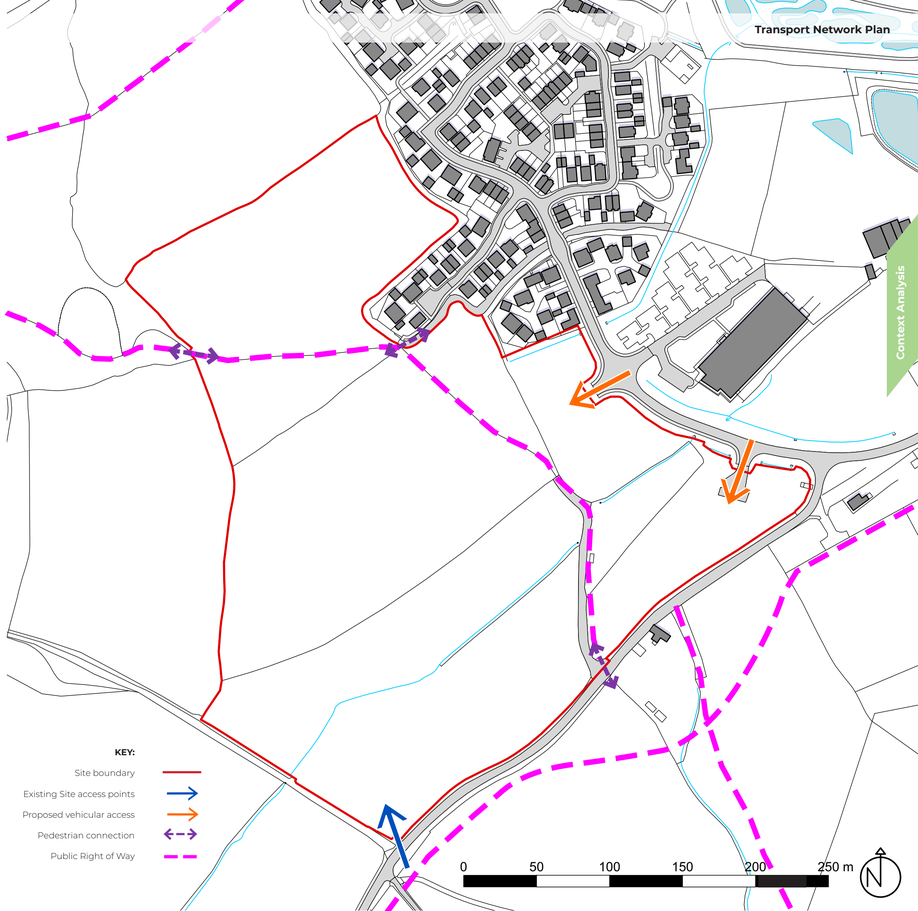

Unadopted Section of 'Old' Wonastow Road (looking west)


Proposed access to the Site (looking north-west)

Transport & Movement Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.
These are summarised below:

- A key consideration for the development proposal is connectivity from the development towards the town centre and to ensure good connectivity towards major employment opportunities;
- The development should ensure that high-quality broadband connections are provided to each dwelling to allow for home working where possible;
- An enhanced high-quality pedestrian link should be provided towards the town centre and existing bus services on Wonastow Road and Link Road. The services provide opportunities for travel to larger centres for employment, amongst other reasons;
- Options for improvement to the footpath link towards Williams Field Lane are being considered as part of a live consultation event into walking and cycling within Monmouth and Monmouthshire as a whole. The existing verge along Wonastow Road opposite the Site might offer the opportunity for improvement to include a footway. An investigation should be undertaken as to the possibility of improving the unadopted area of the former Wonastow Road to adoptable shared-use standard;
- Access roads through the development should not be car-dominated but rather be well designed for use by all and to seek to create a sense of place. The Kingswood Gate development opposite the Site provides an example of where the built form has been developed in such a way as to ensure that traffic speeds are low and routes around the development are suitable for shared use by all;
- Each dwelling will be provided with secure cycle parking. Travel plan packs incorporating the offer of a month-long season ticket for buses within Monmouthshire should be provided to each household to promote the use of public transport. Options for taking one or more bus services closer to the development Site should be investigated; and
- Each dwelling will be provided with electric vehicle charging facilities.



Flood Risk & Drainage

A Flood Risk Assessment (FRA) has been undertaken to provide an overview of pertinent flooding and drainage matters related to the promotion of the proposed Site for residential development.

Flood risk

According to the Natural Resources Wales (NRW) Development Advice Map shows the eastern proportion of the site to be located in 'Zone B'. This is considered as an area that has flooded in the past. At this time there are no further details on the exact location, along with the magnitude of the flooding. The remaining area of the site is 'Zone A', land considered to be at little of no risk of fluvial or coastal/tidal flooding.

Parts of the proposed development are located within Zone B, Areas known to have flooded in the past, evidenced by Sedimentary deposits. This requires that any future Flood Consequence Assessment (FCA) ensures that all development within this zone is located above the 1 in 1000 year flood level. Utilising available data from Natural Resources Wales this flood extent is outside of the development boundary, although any future FCA will demonstrate this further.

Located within the southern portion of the site is a drain that mapping suggests originates from a series of fishing ponds, located approximately 300m to the west of the site, and runs from west to east. It is also shown that another drain, located to the east of the fishing ponds, discharges into the main west to east drain, from the north, The catchment at the downstream extent of the site is shown by Flood Estimation Handbook (FEH) catchment mapping to be less than 1.0km2 . The majority of the site is at very low risk from pluvial sources. An area of low susceptibility, commensurate with the southern drain, is shown to be present. The sites location is such that there is the potential for sewers to cross the site or lie within close proximity to the site. Welsh Water sewer records would be requested at the appropriate juncture, with suitable easements or diversions being implemented, where there was conflict between the sewers and the proposed development.

The underlying geology is shown to be comprised of Raglan Mudstone, with superficial deposits of Alluvium, clay, sand and gravel. Details of previous borehole excavations for an adjacent development identified clay along with gravelly sand. It is likely that the site will have similar findings. Groundwater was struck between 0.7 and .40m below ground level, during the excavations within the adjacent site. A full ground investigation will be required to confirm geology and depth of groundwater

An appropriate Surface Water Management Strategy which complies with the latest local and national advice will be implemented on the site to attenuate the increase in surface water runoff caused by development. As a first option, infiltration will be considered for the disposal of surface water. However, at this time it is thought that infiltration is unlikely to be viable, based upon the impermeable nature of the Raglan Mudstone, shown by British Geological Survey mapping to be present within the site. In the event that infiltration is not viable, the rate at which the runoff is discharged into the watercourses on site will be restricted to the equivalent greenfield runoff rate, preventing an increase in flows leaving the site and thus ensuring that the development does not have a detrimental impact upon flood risk elsewhere. At this time it is expected that a drain shown to past through site from west to east, within the southern portion of the site, will provide an appropriate discharge point. Further review of site levels is required to confirm whether the northern portion of the site could also drain to the south. There is the potential that other ditches in the area or Welsh Water assets will be required to be utilised for this area. Further investigation is required to confirm the approach.

Through the application of Sustainable Drainage Systems (SuDS), the additional surface water will be stored within the site and subjected to multiple stages of treatment to guarantee that the water quality in the wider drainage network is protected. Wherever possible SuDS features will be above ground to enhance the aesthetic amenity of the development and provide valuable habitats for the local wildlife. The attenuation provided will be appropriately sized to include an allowance for climate change. Example SuDS features that will be incorporated into the development wherever possible include attenuation basins, permeable paving and swales.

Foul drainage

Foul drainage from the development is expected to require a pumped solution with a connection to a nearby sewer. The Site is located within the River Wye catchment area. As such, there is potential that without suitable mitigation for the proposed development phosphate levels in rivers could indirectly rise, due to insufficient treatment at the Wastewater Treatments Works (WwTW). It is proposed at the early stages of planning to consult with Welsh Water and other regulatory bodies, in order to establish further details regarding the facilities at the WwTW that serves the site. This will enable further understanding of what mitigation, if any, is required. It is noted that some WwTWs operated by Welsh Water are being upgraded in order that phosphates can be effectively managed.

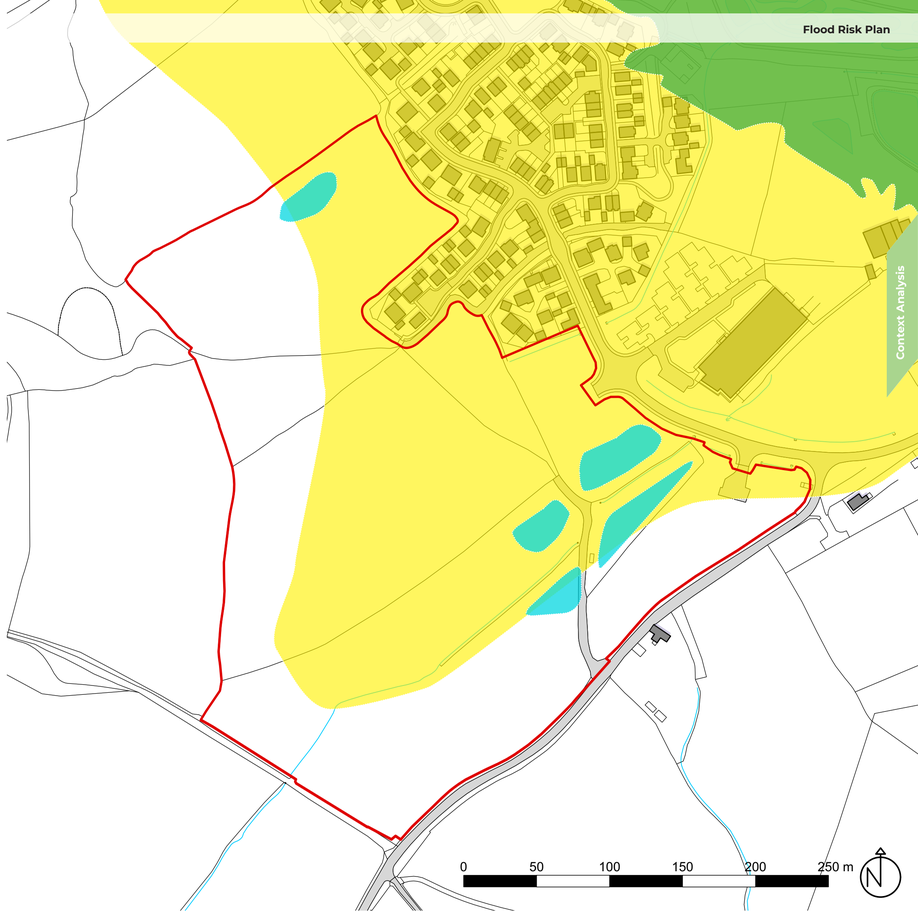
Should mitigation be required it will either be achieved via a site specific solution (i.e. most likely via off-site mitigation, or as a result of ongoing discussions between the Council, Welsh Water and NRW to find a settlement wide solution. This could potentially involve a financial contribution towards the upgrade of the WwTW that serves.


Existing drainage on the Site

Blue Infrastructure Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan.
These are summarised below:

- All development within 'Zone B' should be built above the 1 in 1000 year flood level;
- The proposed drainage mitigation should be located on the Site in such a way to respond to existing Site levels and to connect into the existing infrastructure network;
- The development proposals should include a site-wide drainage system which will collect and discharge foul and surface water flows from Site;
- Surface water runoff should be managed through the use of Sustainable Drainage Systems;
- Proposed SuDS should be sized and positioned to take account of the requirements of the new development and the existing constraints of the Site; and
- SuDS features should be above ground wherever possible to provide aesthetic amenity and provide habitats for wildlife;
- The location of the existing drainage infrastructure should be considered and accounted for, with suitable easements or diversions if needed; and
- Suitable mitigation methods should be used to prevent the increase of phosphate levels in rivers if found to be required.



Air Quality

Local Air Quality Management and Monitoring

The proposed development is not located in, or in the vicinity of any Air Quality Management Areas (AQMA). The closest AQMA to the Site is located approximately 15.6km southwest of the Site in Usk and was declared for the exceedance of the annual mean nitrogen dioxide (NO2) objective by Monmouthshire Council.

Monmouthshire Council undertakes NO2 monitoring in Monmouth, approximately 1.5km northeast of the Site. Monitored annual mean NO2 concentrations in Monmouth were well below the annual mean NO2 objective of 40µg.m-3 in recent years and demonstrate a downward trend in concentrations. The Site is located in a less urban area with less road traffic and therefore it is anticipated that pollutant concentrations at the Site will be lower than those monitoring in Monmouth.

Background pollutant concentrations across the Site were below the relevant air quality objectives at the time of consideration.

Local Pollutant Sources

Road Traffic Emissions

The Site lies immediately north of Wonastow Road which leads in Monmouth town centre and is considered the primary source of emissions in the vicinity of the Site. Road traffic emissions have the potential to influence pollutant concentrations at the Site however, the traffic levels on Wonastow Road are low and there are existing residential dwellings adjacent to Wonastow Road, which are not located in an AQMA.

Based on a review of local monitoring data in Monmouth, the level of traffic carried on Wonastow Road and the presence of existing sensitive uses in similar settings, it is unlikely that pollutant concentrations within the Site would exceed the relevant air quality objectives at the time of consideration. It therefore unlikely that road traffic emissions would be a significant consideration in masterplanning for the Site.

Industrial Emissions

From a review of aerial imagery, there were no identified industrial operations that were considered to significantly influence air quality within the Site.

Rail Emissions

From a review of aerial imagery, there were no identified rail lines that were considered to significantly influence air quality within the Site.

Dust

From a review of aerial imagery, there were no identified dust generating operations in the vicinity of the Site that were considered to significantly influence air quality within the Site.

Odour

A review of aerial imagery was undertaken which identified Portfield Farm approximately 150m south of the Site. The type of farming undertaken at the farm was not identifiable during the review however, outbuildings were identified that could house poultry farming operations. Poultry farming operations have the potential to give rise to odorous emissions that may influence amenity for residential receptors and therefore, if poultry farming operations are present at Portfield Farm, there is a risk that amenity within the Site may be adversely affected.

Recommended Works to Support Planning

The proposed development will generate new vehicle movements in the vicinity of existing sensitive receptors. It is therefore likely that Monmouthshire Council will require a detailed operational phase road traffic emissions impact assessment to be undertaken to consider the impact of the development on local air quality, and identify any measures required to minimise off-Site impacts.

Whilst air quality is considered unlikely to be a significant consideration in masterplanning for the Site, it is likely that Monmouthshire Councill will require pollutant concentrations to be predicted across the Site to confirm that they are below the relevant air quality objectives for residential use.

Consultation will be undertaken with Monmouthshire Council to obtain odour complaints information in the vicinity of the Site and determine the nature of farming operations at Portfield Farm with regarding to poultry rearing. Where poultry rearing is operational at Portfield Farm, or where Monmouthshire Council request it, an odour assessment may be required to support planning to identify the potential for odours to influence amenity for future residents of the Site.

Geo-environmental

The Site comprises a mixture of undeveloped greenfield land in the west of Site, farmland in the north, with an equestrian centre, self catering facilities, a lorry park and residential premises in the east. A railway line runs through the centre of the Site, with Nedem Brook flowing within the western Site boundary. Historical satellite imagery indicates that the western greenfield area has also been used for equestrian activities and parking.

Published BGS maps indicate that the Site is underlain by bedrock of the Mercia Mudstone Group, which is indicated to comprise sandstone in the south and central areas of the Site, and mudstone in the north west and east. Superficial deposits are largely absent with the exception of Alluvium mapped around Nedem Brook in the west of the Site, and River Terrace Deposits mapped in the south west corner of the Site.

The Alluvium and River Terrace Deposits are classified as Secondary A Aquifers. Within the Mercia Mudstone Group, the sandstone is classified as a Secondary A Aquifer whilst the mudstone is classified as a Secondary B Aquifer. The Site is located within an Environment Agency designated Zone 1 (Inner Protection Zone) groundwater Source Protection Zone.

It is possible that the weathered sandstone deposits may be suitable to support soakaway drainage for the proposed development.

The Site is not located within an area associated with coal mining according the Coal Authority.

The Site is located in an area which is classified as low risk in relation to unexploded ordinance.

Alluvial deposits often comprise soft and/ or organic clays, which are unlikely to provide a suitable founding strata. Foundations within the weathered bedrock are likely to be suitable for a lightly loaded residential dwellings or commercial units

The likelihood of a significant source of contamination being present at the Site is considered to be low based on the information reviewed. Phase 1 and Phase 2 Geo-Environmental Assessments will be required as part of the planning processes to conceptualise and quantify potential pollutant linkages at the Site, and inform mitigation measures where required.

Noise

A review of potential noise constraints for a proposed residential development at Wonastow Road, Monmouth has been undertaken to assess the overall Site suitability for the proposed uses from a noise perspective.

This note is informed by a review of available OS Mapping, aerial imagery, and Defra noise mapping to provide ahigh-level constraints overview and recommendations for work required to support any future planning application.

Local Noise Sources

Road Traffic Noise

The Site lies immediately north of Wonastow Road which leads in Monmouth town centre and is considered the primary source of noise in the vicinity of the Site.

Based on the anticipated level of traffic on Wonastow Road and the presence of existing sensitive uses in similar settings, it is considered unlikely that road traffic noise would form a key constraint to future master-planning.

Commercial and Industrial Noise

From a review of aerial imagery, there are a number of existing commercial and industrial noise sources to the east of the Site with potential to impact upon proposed sensitive use.

Intended employment use also has the potential to impact upon sensitive uses of the Site. As such, this should be considered as part of any future master-planning.

Rail Noise

From a review of aerial imagery, there were no identified rail lines that were considered to significantly influence the noise climate within the Site.

Vibration

From a review of aerial imagery, there were no identified vibration generating operations in the vicinity of the Site.

Development-generated Noise

It is considered that there may be changes in road traffic noise levels due to the additional of development generated road traffic on the local road network, which may impact upon existing receptors. As such, an assessment of development generated road traffic on the local road network is likely to be required.

Recommended Works to Support Planning

The key noise source with potential to impact upon proposed sensitive use is road traffic on the local surrounding road network, and commercial noise associated with units to the east. There is also potential for noise associated with intended employment uses to impact upon proposed sensitive use.

A baseline noise survey will be undertaken to determine the existing noise levels on the Site from road traffic and commercial noise on a weekday. Noise monitoring could include be unattended, continuous 24-hour monitoring, where Site security allows or shorter-term, fully attended monitoring at key periods.

Due to the scale of the proposed development, the development itself is likely to generate new vehicle movements in the vicinity of existing sensitive receptors. It is therefore likely that Monmouthshire Council will require a development-generated road traffic assessment to be undertaken to consider the impact of the development on existing sensitive receptors.

Whilst noise is considered unlikely to be a significant consideration in master-planning for the Site, it is likely that Monmouthshire Councill will require a Site suitability assessment. Consideration should also be given towards adjoining intended employment uses.

Utilities

The Utilities Summary below has been prepared for the proposed site location off Land off Wonastow Road, Monmouth. The information provided at this stage is for general guidance.

Site Address: Wonastow Road, Monmouth, Monmouthshire, Wales, NP25
Easting: 349128 Northing: 211982

It has been identified that gas, electricity, and telecommunications infrastructure are located within and adjacent to the development boundary.

An online search was conducted using Line Search and Digdat to identify the potential affected utility providers who have assets on or in the vicinity of the development area. The following have been identified.

Western Power Distribution (Electricity)

Records indicate that Western Power Distribution (WPD) have two underground 11kV HV cables entering site from the east (off Ternata Drive) and exiting on the western boundary through the track shown to the west. At this point WPD have not been contacted in relation to diversionary works, it is anticipated that protection or diversionary works would be required once the masterplan is finalised to negate the build over of assets.

WPD have a well-established low and high voltage network to the east of site (on Ternata Drive and adjoining streets), offering potential to provide suitable points of electricity connection, a strategy will need to be agreed with WPD to understand capacity and delivery requirements.

GTC (Gas)

GTC gas have apparatus in immediate proximity to the site boundary (on Ternata Drive and adjoining streets), the proposals do not have an adverse effect on this network and offer a potential for connection; a strategy will need to be agreed with GTC to understand capacity and delivery requirements.

Wales and West Utilities (Gas)

Wales and West Utilities (WWE) have no assets within or immediate proximity to the proposed site boundary, WWU have a low-pressure network present east of site boundary supplying commercial properties in this area (junction of Wonastow Road and Link Road). This network may offer potential points of connection for the supply of gas, a strategy will need to be agreed with WWU to understand capacity and delivery requirements.

Welsh Water (Potable Water)

Welsh Water (WW) records indicate that a 160mm water main is present running inside the eastern boundary (on Terneta Drive) in the verge, the asset crosses the carriageway before the proposed access location, supplying the local network to the north. This network may offer a suitable point of connection for the development.

Welsh Water (Waste Water)

Welsh Water (WW) records indicate that drainage infrastructure exists along the Eastern boundary of the proposed development with the recently constructed sewers subject to a Section 104 agreement, this network may offer a suitable point of connection for the proposed development.

WW have a pumping station and a 160mm rising main present to the north-east of site (on Opulus Way), this asset is cited in greenfield land to the east, tying into the local network on Wonastow Road.

Openreach (Telecommunications)

The Openreach (OR) record plans show a mature network of overground (OG) and underground (UG) assets in and around the site boundary. There are OH assets present along the entirety of the southern boundary (on Wonastow Road), UG cable entering the site boundary to the east (off Ternata Drive); OR may be interested in assessing the proposals once they are finalised, at this point the masterplan is not deemed to be a significant risk to the network.

OR records indicate planned works are to be undertaken to the east of site (on Ternata Drive and adjoining streets), the proposals do not have an adverse effect on the development but offer a potential for connection; a strategy will need to be agreed with GTC to understand capacity and delivery requirements.

Utility	*Provider*	*Existing Infrastructure*
Electricity	Western Power Distribution	Within the Site
Gas	GTC	Near the Site
Gas	Wales & West Utilities	Near the Site
Portable Water	Welsh Water	Within the Site
Foul/Surface Water	Welsh Water	Near the Site
Telecommunications	Openreach	Within the Site

Energy and Sustainability

Policy Overview

The key policy drivers at National level behind Monmouthshire County Council's Adopted/ Replacement Local Development Plan (LDP) Policies S3, S12, SD1, SD2, DES1 and the Tackling Climate Change (TCC) Candidate Site Advice Note 2021, are those related to climate change and energy (including building regulations) and to planning. These are dynamic areas of policy which are developing as the UK moves towards a so called 'decarbonised' economy:

1. **Policy S3** (Strategic Housing Sites: Monmouth) requires "any detailed application for development shall include a feasibility assessment for suitable renewable energy and low or zero carbon technologies that could be incorporated into the development proposals."
2. **Policy S12** (Efficient Resource Use and Flood Risk) requires all new development to "Demonstrate sustainable and efficient resource use – this will include energy efficiency/increasing the supply of renewable energy, sustainable construction materials/techniques, water conservation/efficiency and waste reduction."
3. **Policy SD1** (Renewable Energy) sets out the criteria by which proposals for renewable energy schemes will be assessed, seeking to balance the protection of the County's unique natural and built heritage assets and the amenities of residents and visitors with the need to reduce carbon dioxide emissions and encourage zero carbon technologies.
4. **Policy SD2** (Sustainable Construction and Energy Efficiency) seeks to encourage low or zero carbon design solutions in new buildings although other LDP policies will also need to be complied with, particularly in relation to new developments.
5. **Policy DES1** (General Design Considerations (criterion [j]) requires all development to be of a high-quality sustainable design and respect the local character and distinctiveness of Monmouthshire's built and natural environment. DES1 provides twelve criteria in total. Criterion (j) in particular addresses energy efficiency and renewable energy, stating development proposals will be required to "achieve a climate responsive and resource efficient design. Consideration should be given to location, orientation, density, layout, built form and landscaping and to energy efficiency and the use of renewable energy, including materials and technology."

Monmouthshire County Council's Climate Emergency Declaration

In 2019 Monmouthshire County Council declared a Climate Emergency - committing the council to reduce its own carbon emissions to net zero in line with the Welsh Government target of 2030.

The Council's Climate Emergency Strategy (2019) acknowledges that climate change is occurring and in March 2021, the Government set out proposals to introduce a significant uplift in energy efficiency standards (coming into effect from 2022) for all new homes as part of wider plans to address the climate emergency.

Energy and Sustainability Appraisal

All major developments will require a Sustainability and Energy Masterplan Statement in accordance with Monmouthshire County Council's Adopted/ Replacement LDP Policies S3, S12, SD1, SD2, DES1 and the TCC Candidate Site Advice Note 2021. The LDP also mentions that new residential developments should meet the Code for Sustainable Homes. However, as this scheme has been withdrawn, it is not proposed to include this assessment within the Sustainability and Energy Masterplan Statement.

While the policies identified above made no reference to any specific energy/carbon (CO2) target, they do require all new developments to adopt the use of an energy hierarchy and a holistic approach to sustainability to meet National best practice guidance. It is also important to recognise Monmouthshire County Council's objectives for energy/CO2 reduction and sustainable design and construction including water efficiency, waste reduction, sustainable transport, land use and ecology, utilities, local amenities, biodiversity, flood risk, site usage, orientation, and Landscape as detailed in the Replacement LDP Candidate Site Guidance/Advice Note.

Vision Statement to Support Planning

A Sustainability and Energy Masterplan Statement will be prepared, outlining the sustainable energy strategy for the Proposed Development. This will be completed in accordance with Monmouthshire County Council's LDP Policies S3, S12, SD1, SD2, DES1 and the TCC Candidate Site Advice Note 2021, as well as following the guidance detailed in the Renewable Energy and Energy Efficiency SPD.

In accordance with the policies outlined above, the Sustainability and Energy Masterplan Statement will follow the Energy Hierarchy Strategy. This aims to reduce energy demand and CO2 emissions through passive design measures and a 'fabric first' approach ('Be Lean') before seeking to reduce the remaining demand by the cleanest means possible. This includes exploiting local energy resources / supplying energy efficiently and cleanly ('Be Clean'), and finally exploring the opportunities for producing, storing, and using renewable energy on-site ('Be Green').

Consequently, following the energy hierarchy approach we will seek to minimise demand for heat and power from the outset through the optimisation of the building envelope. This includes ensuring suitable levels of fabric insulation (u-values), air tightness and thermal bridging, and the provision of energy efficiency measures such as optimising building orientation etc.

Energy Hierarchy

In addition to energy efficiency, sustainability will be maximised on the Proposed Development Site at all stages, and this will include the following measures, wherever feasible:

1. Maximise recycling opportunities during demolition or construction;
2. Maximise energy efficiency to achieve affordable warmth and reduce fuel poverty;
3. Implement water conservation and recycling measures;
4. Maximise the use of local labour and locally produced materials;
5. Maximise the adaptability of design and internal arrangements to be sympathetic towards the council's relevant home standard;
6. Optimise solar gain and the use of solar resources;
7. Provide a considered approach to renewable energy sources;
8. Minimise pollution during the construction process;
9. Minimise the use of non-sustainable primary construction material;
10. Minimise transportation of materials and labour for the construction phase;
11. Pursue ethical procurement policies by not supporting unsustainable business methods;
12. Ensuring all timber and timber-based products used on the project shall be Legally harvested and traded timber;
13. Ensuring the development site does not result in a significant increase in pollution (into the air, soil, or any water body) by virtue of the emissions of fumes, particles, effluent, smell, heat, light, noise, or noxious substances;
14. Achieve efficiency in the use of land and reduce the need to travel by achieving densities consistent with other environmental considerations;
15. Ensure resilience to expected climate change;
16. Ensure developments is integrated with surrounding areas, thus promoting culture, and a safe community;
17. Ensure dwellings are be fitted with 100% dedicated energy efficient light fittings to reduce energy consumption;
18. Efficiency in accordance with the emerging enhanced Part L requirement;
19. Integrate appropriate heating and domestic hot water controls;
20. Ensure access to local facilities;
21. The proportion and distribution of glazing to ensure good levels of daylight, helping to reduce electricity consumption through artificial lighting;
22. Optimise design and built to minimise the risk of summer overheating without the use of comfort cooling via natural ventilation, solar controlled glazing, and effective external shading;
23. The development will ensure infrastructure provision for Electrical Vehicle charging to each dwelling; and
24. Sustainable Drainage Systems will be utilised at the site and further information can be found within the Flood Risk and Drainage section of this report.

Through these energy efficiency measures; the Proposed Development will deliver carbon savings beyond the requirements of Wales Building Regulations Approved Document L1A: Conservation of Fuel and Power in New Dwellings.

Consequently, the measures and commitment outlined shall ensure the Proposed Development at land off Wonastow Road, Monmouth will deliver a low carbon and a sustainable resource efficient development in accordance with Monmouthshire County Council's objective for energy efficiency and sustainability.

Heritage & Archaeology

A desk-based Heritage Assessment has been undertaken to demonstrate an understanding of the Site.

Designated Heritage Assets

No Listed Buildings are located within the Site or in its immediate vicinity. Monmouth Castle and St Mary's Priory Church, located within the Monmouth Conservation Area, are prominently located historic assets that are highly visible from the wider landscape.


Monmouth Castle

The castle is a Scheduled Monument that includes the Grade I Listed Castle, Grade I Listed Great Castle House, and Grade II Listed War Memorial of the Royal Monmouthshire Royal Engineers. The castle was established during the Norman conquest and was successively consolidated and enlarged over the following centuries. The remains of the Norman castle are a ruin, while Great Castle House is a substantial (and intact) later 17th-century structure that replaced the Great Round Tower.


St Mary's Priory Church

St Mary's Priory Church is a Grade II* Listed former Benedictine priory (founded c. 1075) that was substantially rebuilt in the 18th and 19th centuries and is now a parish church.

The church and castle's significance is principally embodied in their physical fabric (including any associated buried or hidden remains). The assets derive historical, aesthetic, evidential, and communal value. The settings of the assets also contribute to significance, although the significance derived from their settings is less than that derived from their historic fabric.

Setting

From within select parts of the Site, especially near the western boundary, there are long-range glimpses of the spire of St Mary's Church and what appears to be the uppermost level and roof of Great Castle House. The assets are experienced in the context of modern residential development, which dominates the foreground of these views. The assets are screened from view from other parts of the Site by the intervening residential built form and trees.

The Public Right of Way that runs through the Site extends up the hillside to the north-west. From this elevated vantage point, there are views across the northern edge of the Site towards Monmouth. The castle structures and church spire are visible from a greater distance and are barely visible within the wider panorama. Once again, modern residential development and some industrial development further to the south dominate the views.

Regarding views from the historic assets towards the Site, there are no designed outward-looking views from St Mary's Priory Church or its spire. Historically, the Site may have been visible from the medieval keep and towers of Monmouth Castle, albeit within a landscape that was substantially less developed and possessed a different character and appearance. In any case, the medieval castle is now a ruin, and there are no views of the Site from its grounds.

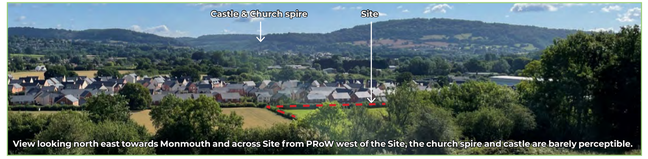
The upper levels of 17th-century Great Castle House are visible from the Site; however, the orientation of the building is such that primary views from its principal façade are directed to the south (the Site is located to the southwest). It is anticipated that there will be no key or even secondary views from the building towards the Site.

Overall, the Site facilitates and is co-visible in long-range, glimpsed Monmouth Castle and St Mary's Priory Church views. These equate to distant and ephemeral views that do not better reveal the assets' special historical and architectural interest. The assets were designed to be highly visible in the wider landscape to project secular and ecclesiastical lordship. As such, there will be countless similar, ephemeral views of the assets from the surrounding valley. The intervening modern development dominates the experience of the castle and church in conjunction with the Site. Therefore, the views do not reflect the medieval or post-medieval setting of the assets.

The residential development of the Site can restrict the visibility of the castle and church in views across the Site from the western boundary. However, these do not equate to key views of the assets, and the change will not undermine the significance of the assets through change to their settings. From the more elevated vantage points along the public right of way beyond the Site further to the west, the assets will still be visible, albeit in conjunction with the new residential built form. The latter will ultimately blend with the existing modern development that is already visible in these views.

For these reasons, the Site does not contribute to the significance of Monmouth Castle or St Mary's Priory Church through setting, nor does it contribute to any other Listed Building(s) within the Monmouth Conservation Area that may be ephemerally glimpsed.

View looking north east towards Monmouth from PRoW within the north parcel of the Site, the church spire & castle are barely perceptible.



View looking north east towards Monmouth and across Site from PRoW west of the Site; the church spire and castle are barely perceptible.

Archaeological potential

No events have been recorded within the Site. It has been suggested that the Site lay within the south-easternmost extent of Llangattock-Vibon-Avel medieval deer park (HER no. 03595:0g). The deer park is recorded as covering a vast area of over 1,115ha, with the Site forming an exceptionally small part. The present character and appearance of the Site is modern agricultural and is in no way legible as a medieval feature. Assuming that the Site was historically part of the deer park, the potential for significant medieval remains that would preclude the development of the Site is nonetheless very limited.

In the immediate vicinity, there has been very limited recorded evidence of prehistoric activity, namely an unspecified prehistoric tool that was reportedly found in a neighbouring field to the south-east of the Site, on the opposite side of Wonastow Road and between Little Garth Farm and Portfield (HER no. 04279g). Prehistoric artefacts and cropmarks that are potentially associated with prehistoric remains have been recorded elsewhere in the wider locality.

Wonastow Road, which bounds the south-east edge of the Site, is thought to follow the line of a former Roman road between Monmouth and Usk; however, this section has not been evaluated and no associated Romano-British remains have been recorded in the vicinity to suggest associated activity extended into the Site.

The Site of a 12th-century medieval chapel dedicated to St Duellus (HER no. 01463g) and a probably associated holy well (HER no. 01462g) are recorded near St Dial's Farm, c. 600m south-east of the Site. These represent the nearest recorded medieval remains to the Site. Medieval settlement activity was evidently focused c. 1.6km (1 mile) to the northeast of Monmouth.

Historic cartographic sources indicate that the Site has consistently been in agricultural use since at least the mid-19th century. The 1844 tithe map for the parish of Monmouth and the accompanying tithe apportionment record that the Site was owned and occupied by various individuals and comprised arable land and pasture. The First Edition (1881) Ordnance Survey map illustrates the Site and its surroundings in more detail. At this time, it was located between Garth Farm, located to the south-east, and Berry Farm to the north-west (albeit separated by intervening Berry Wood). The Site was evidently part of the agricultural hinterland of Monmouth parish.

Subsequent maps record no evidence of development within any of the field parcels. The only recorded changes are minor alterations to field boundaries and establishing a trackway or footpath running through the Site that connected Berry and Garth Farms. This trackway is still extant as a Public Right of Way.

Opportunities & Constraints

Considering the analysis carried out for the Site, the following constraints should be considered when developing the masterplan layout:

Development Potential

This site proposals provide sustainable growth to Monmouth. With the Site being located directly adjacent to a recent residential development on Crick Road, it has the opportunity to strengthen this community by providing further housing, adding community facilities as well as increased employment opportunities. New housing will be located adjacent to the existing residential area to the north. The new community and employment facilities will be located to the south east, in line with the existing employment and industrial developments along Wonastow Road. This will also help to emphasise a new and impoved gateway to the the residential area.

Access

Pedestrian access to the Site will be provided on footways alongside vehicular access from Ternata Drive, connecting into the existing stub access points provided as part of the recent development adjacent to the Site. Further pedestrian links are proposed to Ternata Drive and Wonastow Road, ensuring connectivity for active travel.

Movement

An existing public right of way crosses the Site, with two access points. The route is currently overgrown and difficult to access. The route and access points will be retained and enhanced to promote walking and cycling, ensuring the Site is well connected to the existing movement network. Additional recreational routes will link through the Site to the PRoW network, helping to encourage walking and cycling and minimising car dependency.

Drainage

A drain runs through the southern portion of the Site from west to east. It is expected that it has minimal flows and as such, a minimum offset of 8m from the top of the bank of the drain to the development should be provided, with further investigation to be undertaken. SuDS features including series of basins/ ponds should be provided to manage surface water, provide amenity and biodiversity elements and manage water quality.

Heritage

There are no heritage constraints that adversely affect masterplan. Views from and across the Site towards Monmouth Castle and St Mary's Priory Church (both located within the Monmouth Conservation Area) do not constitute key views. Any proposed new development will blend with the existing development immediately to the east.

Landscape

A network of trees and hedgerows cross the Site and form field boundaries. These should be retained and enhanced where possible to retain a strong landscape framework, reflecting the existing landscape character, with additional planting provided in accordance with existing species. Native tree planting should also be incorporated including at plot frontages and along some internal roads, reflecting the green infrastructure strategy of the adjacent development. The built form should be broken up with green infrastructure and space given for tree canopies and roots, providing key views are retained.

Informal public open space should be provided along the western edge of the development, creating a green transition to the adjacent wood and sloping land to the west. A soft development edge should be provided to the north and west.

Ecology

Trees and hedgerows on the Site should be retained and enhanced, with gapping up and infill planting beneficial to a number of species. Removal of discrete sections of hedgerow can be compensated through additional planting.

A wet ditch runs south west to north east through the Site. This provides the opportunity to create a linear park, enhancing biodiversity and including wetland areas. A 10m buffer of no development should be provided around the Site boundary to protect retained hedgerows and corridors for fauna including bats, hedgehogs, badger and reptiles. Lighting should be minimised in this area to create dark corridors allowing fauna to continue using the Site. Surveys will be required to establish species present on Site.

Topography

The Site slopes slightly upwards from east to west, to approximately 30mAOD at the western boundary. Beyond this boundary, the land rises steeply to over 195m at Kings Wood.

View across the Site, the land rise steeply beyond the Site with blocks of woodland.

KEY:

- Site boundary *(10.97ha)*
- Existing site access points
- Existing trees/hedgerows to be retained *(where possible)*
- Flood zone
- Public Right of Way
- Watercourse / ditch
- Long distance views
- Rear / side residential boundary
- Proposed vehicular access
- Pedestrian connection
- Proposed residential development opportunities (5ha) ***4.35ha @ 40dph = 175 dwellings***
- Soft development edge
- Proposed community facilities (0.18ha)
- Proposed employment area (2.65ha)
- Public open space
- Proposed tree / hedgerow planting
- Indicative play location
- Indicative primary route
- Proposed recreational routes
- Views
- 10m ecology buffer
- Indicative attenuation
- Potential drainage ditch/swale

3 Emerging Proposals

The Concept
The Site affords an opportunity to create a sustainable new development to compliment the settlement of Monmouth. As a deliverable Site, this proposal can aid in the delivery of much needed new homes in the District.

The initial concept is centred around the themes of delivering a logical and sustainable extension to Monmouth through a high-quality, landscape-led proposal. The scheme should be integrated within its context, whilst being made future-proof to promote sustainable developments for any future growth that may come forward within the District.

The emerging proposal will advocate sustainable modes of transport, promoting walking, cycling, jogging and other recreational activities. It will connect well into the existing road and PRoW networks providing access to local facilities, commuting and recreational activities. The potential enhancements of Site boundaries and addition of new SuDS areas and planting, will bring much-improved landscape value and connectivity and ecological enhancements.

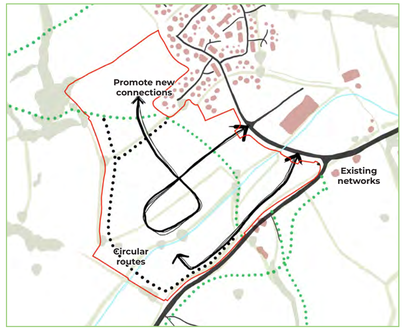
The Site has the potential to provide new areas of public open space for both new and existing residents, to create a vibrant multi-use space for multi-generational enjoyment.

These spaces will include areas of native tree and hedgerow, planting, copses, natural play, open green spaces and new connections.

This concept ensures a development which will deliver benefits in terms of housing supply and landscape provision whilst complementing its location, setting and proximity to the edge of Monmouth.

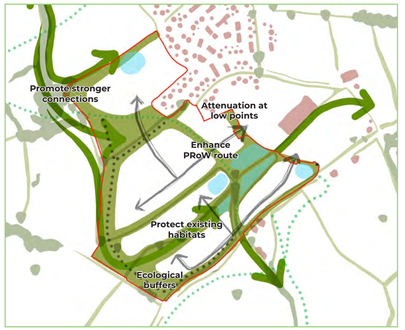
1

Context, topography & views
The proposals will respond to its location and topography. Attenuation will be located at low points. The development will relate appropriately to the northern settlement edge and provide soft development edges adjacent to countryside. The development edges will respect views in and out of the Site and in relation to existing PRoW's. It will be carefully designed to protect the rural character of the surrounding countryside.



2

Movement, connectivity & linkages
The Site is well connected via the existing road network with two existing potential junctions into the Site from Ternata Drive. There is a PRoW footpath running through the Site providing opportunities to be enhanced and influence development structure around this. The proposals will take advantage of these connections and enhance cross links and circular routes to further promote walking, cycling and recreation.



3

Landscape opportunities
The landscape proposals will respond to the existing green infrastructure and habitat corridors. It will seek to protect positive existing features; propose enhancement of existing hedgerows; and provide new planting for new habitats within the Site. The proposals will aim to reflect the character of the surroundings, and encourage biodiversity and beauty to provide an attractive place for a community to live on the edge of Monmouth.

4

Development parcels
Development parcels with a legible movement hierarchy and enhanced landscape strategy will create strong character and identity. The orientation of development massing will be considered carefully to create a well defined and safe place that encourages community. The provision of residential and community uses at the Site entrance will form a new gateway to the development and the location of employment uses to the south compliments the adjacent offering.

The Proposal

An Illustrative Masterplan has been prepared to demonstrate one way in which the Site could be developed, taking on board the technical and environmental assessments that have been undertaken. The masterplan has been designed to ensure that Monmouth continues to be an attractive, welcoming and safe environment, with access to local services and community amenities, sustainable employment opportunities and development appropriate to its setting.

The landscape-led masterplan delivers future housing, community facilities, employment uses (B1, B2 and/or B8 to be determined at detailed stage), amenity and public open spaces for Monmouth, whilst respecting the character and rural identity of its surroundings. The Illustrative Masterplan proposes up to 175 new homes, 2.65ha of employment land and 0.18ha for community facilities which could include agile working facilities. Rich new habitats and increased biodiversity are provided for the settlement, whilst key landscape features and existing habitats are protected.

Connectivity is key to our vision with a real emphasis on creating new cycling and walking routes that are well connected to the existing network of footpaths in the local area. Local distinctiveness in design, both in architecture and the landscape character is important to our team.

Existing landscape features have been retained and enhanced, providing a framework to the masterplan. This is an opportunity to create an expansion of Monmouth as a town, increasing its vitality and viability, to create an integrated community comprising of housing, employment, agile working facilities, industry, recreation facilities, woodlands, hedgerows, community facilities, a LEAP and public open spaces.

Parking Strategy

Overall parking provision will be in accordance with Monmouthshire Parking Standards 2013 (unless updated guidance becomes available). This will be resolved at the detailed design stage. It is proposed that the majority of parking spaces will be provided on the plot - either in garages or driveway space. In some instances, it will be necessary to provide some on street allocated parking spaces. This will be in close proximity to dwellings for ease of access. Visitor spaces, predominantly along roads, will also be provided. These will be scattered around the development to ensure even distribution. Larger, detached properties are likely to be able to accommodate visitor parking on plot.

Adequate provision for secure cycle storage will be made for all properties to encourage the use of alternative modes of transport to the car, whether that is in a garage or a shed to be provided in the rear garden.

Dedicated parking for the community facility (please ensure terminology consistent/in line with doc) is proposed to be provided adjoining the facility in accordance with the final use provision. It is also proposed that adequate parking provisions will be made for the employment area in accordance with office and industrial use requirements. This would be subject to clarification on the final provision and resolved as part of the detailed design stage.

Refuse Strategy

Adequate provision for refuse storage will be made in either garages or back gardens of all properties. This will ensure that bins are not left on the streets. Homes should be designed with adequate storage space to encourage recycling and composting to minimise overall waste. All roads will be designed to adequate widths and turning to accommodate refuse collection vehicles.

Design Principles

Creating an integrated neighbourhood

The proposals will:

- Increase local housing choice - providing a mix of dwelling types, tenures and sizes that cater for different households, including the elderly and those wishing to work from home.
- Promote sustainable modes of travel by creating low-speed, pedestrian and cycle friendly streets which connect with existing streets and the local public right of way network.
- Provide new community, agile working and employment uses, creating a sustainable neighbourhood.
- Create a distinctive, walkable new place to live with easy access to a range of new green spaces.
- Create sensitive transitions between new development, existing built-up edges and the wider countryside.

Achieving distinctiveness and identity

The proposals will:

- Create a high quality, locally inspired new gateway into the south western area of Monmouth.
- Create a strong framework of connected and well-overlooked streets and spaces - with carefully considered building lines and dual aspect corners.
- Create a legible street hierarchy using both formal and more relaxed block structure grid patterns.
- Vary density, pattern and form to create a range of memorable spaces and building groupings that help people find their way around.
- Incorporate (and safeguard) positive features of the Site, such as existing trees, hedgerows and water into new green spaces and streets.
- Create new streets and buildings which relate well to topography and frame contextual views.

Establishing a strong green and blue infrastructure

The proposals will:

- Create a connected and accessible green space network founded upon the retention and augmentation of existing landscape features and watercourses.
- Provide a range of green space character areas which encourage physical activity and social interaction (such as linear parks, communal food growing areas, wildflower meadows and children's play).
- Create new streets with trees, suds features and locally inspired hard and soft landscape themes.
- Capture and manage water creatively using existing ditches, swales, rainwater gardens and attenuation basins - incorporating features suitable for wildlife.
- Provide a choice of recreational routes and spaces for exercise and enjoyment of nature, as well as the opportunity for tranquillity away from built up areas.
- Provide a place for wildlife to live and thrive, achieving a net gain in biodiversity.

Illustrative Masterplan

Emerging Proposals

Placemaking Strategy

Placemaking [is] at the heart of the planning system' (Future Wales 2040), with the intention that development proposals should 'draw upon an area's potential' and 'considers the context' (Planning Policy Wales 2021) to ensure places that are rooted into the settlement. Throughout the process of designing the proposal, we have continually reviewed these documents, ensuring their core principles align with the proposed masterplan strategy. The proposals demonstrate strong urban design and placemaking principles that promote people's prosperity, health, happiness and well being. The masterplan adds social, economic, environmental and cultural value to the wider context. It will create a place that people will want to live and work in as well as creating spaces for informal recreation with safe and liveable streets.

The masterplan provides a scale of development affording the opportunity for a scheme including housing, commercial and industrial, with a set of distinctive, landscape-led character areas. Whilst the design of the masterplan and the integration with the existing landscape fits with the context of the settlement, there is also an opportunity to provide enhanced placemaking and an architecture of varying character.

Character and identity can be achieved through distinguished built form and a strong design hierarchy. This character could be a contemporary interpretation of the existing character of Monmouth, or a number of linked complimentary landscape character areas can create a sense of differentiation as you move from one area of the development to another.

Good placemaking, health and well-being will be promoted by a network of routes throughout the proposal, ensuring maximum accessibility to and from the Site with the wider existing communities and facilities.

The masterplan proposals will demonstrate strong urban design and placemaking principles, delivering a place that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets.

Gateways

The need for the Site to have soft development edges around the north, south and west, lends the development to have clear and confident gateways to enter the Site. It will be paramount that the gateways are designed to create interest and set a tone for the quality of the rest of the development as well as be clearly distinguishable for between the residential and the commercial sub-Sites. The gateways should be locally inspired and sensitive to the surrounding landscape character.

Nodes

At key locations throughout the development, there will be a transition of character to create interest and variety. Different characters will be achieved through the implementation of different architectural styles, densities or use of different form and materials. Landscape, through planting and landform will also be used to enhance these transition nodes, providing soft and additional qualities to those provided by distinctive architecture.

Focal Spaces

The key focal space for the Site will consist of a public open space, adjacent to the existing PRoW running through the Site. This will be accessible to both new and existing residents of Monmouth. This space will have natural and formal play, it will be well overlooked by new homes to ensure safety, thereby promoting its use and connecting into new circular footpath routes around the development to facilitate outdoor exercise and enjoyment. Other focal spaces include the attenuation pond in the north, the landscaped space between the four attenuation spaces in the east and a second play space in the public open space in the south of the Site.

Landmark Buildings

Landmark buildings can help to create exciting and interesting development, and aid in way-finding. They could be distinguished through their use, through architectural materiality or design.

As the masterplan evolves, a number of landmark buildings should be placed at key locations across the Site. General location examples include at gateways, transition nodes and specific buildings highly visible from outside the Site.

PRoW

Accessible and well maintained footpaths and cycleways are one key way to encourage outdoor exercise, enjoyment and time investment in the area by locals and visitors. They can improve the sense of place, of use and of safety during the day and night. By connecting additional footpaths and cycleways into the existing will strengthen these purposes and improve variety for recreation. Paths will be constructed or improved to a high standard incorporating quality surfacing where appropriate.

Landscape

Through planting and landform a place can come more alive and interesting, providing seasonal change and incidental play. It can also strengthen the existing green infrastructure, continuing habitats through the Site benefiting wildlife and any new planting.

KEY:

- Residential Area
- Soft Edge Residential Area
- Employment Areas
- Community Facilities
- Gateway
- Nodes
- Focal spaces
- Landmark buildings
- Primary street
- PRoW

Green Infrastructure Strategy

The Green Infrastructure strategy aligns with Monmouth Adopted Local Development Plan GI Policy, carefully considering the Strategic Policy S13 (Landscape, Green Infrastructure & the Natural Environment) and Development Management Policy GI1 (Green Infrastructure). The proposal will maintain, protect and enhance the character and quality of Monmouthshire's green infrastructure network. This will be done through the delivery of connected ecological habitats, rich biodiversity features and integrate landscape elements, enhancing biodiversity and geological interests. Spaces within the proposal will be interconnected, providing opportunities for recreation and healthy activities such as walking or cycling.

The GI strategy also considers the emerging Replacement Local Development Plan, particularly S3 (Sustainable Placemaking & High Quality Design), S4 (Climate Change) and S18 (Green Infrastructure, Landscape and Nature Conservation). This will be demonstrated through a safe inclusive deisgn, with efficient use of space, the incorporation of SuDS and holistic high quality landscape design.

The following continues to promote the above policies.

Connected habitats, enhanced biodiversity & increased ecosystem resilience

Existing hedgerows running through the Site and towards the boundaries are to be retained and enhanced with additional native species planting and the addition of landscape buffer zones, providing continuous links and connected habitats. These areas will be designed as dark corridors, to not disturb habitats at night, foraging corridors and nocturnal species. The green corridors integrate existing drainage with SuDS including swales and ponds, to improve water quality, biodiversity, ecosystem and climate change resilience. New areas of tree planting and wildflower meadows increase canopy cover, nesting habitats and promote biodiversity net gain.

Rural sensitivity & soft edges

The vision for the proposal is to deliver a landscape-led masterplan and a design sensitive addition to Monmouth. In order to achieve this, the proposed landscaping will be native and used to soften the development edge to reflect the location of the Site on the edge of the settlement. It will respond sensitively whilst strengthening the wider landscape character and distinctiveness.

Woodland copse planting and enhanced landscape buffers create a soft transition between the development edge and the landscape beyond. These tree groupings provide screening and create an attractive parkland character to the west of the development.

Informal open space, recreational links & improved health and well being

The masterplan proposes a high quality network of green spaces for new and existing residents along with new recreational routes connecting into the existing Public Right of Way running through the Site. The Public Right of Way is retained and enhanced with new planting proposed along this route. The improvement and promotion of usable outdoor networks promotes the improvement of health and well being amongst locals and visitors to the site.

Street trees, green spaces and green routes are interspersed throughout the masterplan, creating attractive recreational and active travel routes and provide shading and cooling within neighbourhood areas.

A communal food production area provides opportunities for people to grow food, learn new skills and foster community connection.

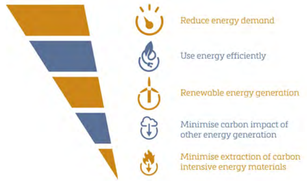
New equipped play areas and areas for informal play are provided, including those adjacent to the proposed community facilities, encouraging recreation, physical activity and healthy lifestyles. New areas of public open space have the potential to provide sports uses.

KEY:

- Development parcels
- Retained and enhanced tree belts
- Ecology buffer (10m)
- Tree lined street
- Enhanced hedgerow buffer planting
- Equipped children's play area
- Green focal space
- Community food production area
- Copse plating
- Wildflower walk
- SuDS feature
- PRoW
- Proposed footpaths
- Existing watercourse/ditch
- Ditch / swale

Sustainability Strategy

The Illustrative Masterplan is designed with sustainability as a core principle, recognising Monmouthshire County Council's Climate Emergency Declaration and The Energy Hierarchy for Planning.



The Energy Hierarchy for Planning

Active Travel Strategy

The Site layout makes efficient use of land whilst the framework incorporates an active travel strategy and encourages this with traffic free walking and cycling routes providing connectivity and promoting well-being. Promotion of the 20 minute neighboughood ambition is demonstrated though the provision of community use land and agile working space.

The Site benefits from an existing Public Right of Way. The masterplan builds on this existing route with an integrated network of additional walking and cycling routes.

Sustainable Drainage

Development is situated outside of major flood risk areas. Sustainable urban drainage has been designed into the proposals from the outset, improving the current surface water runoff, managing the new surface water runoff, promoting biodiversity and providing amenity benefits through a series of attractive ponds and swales including new rich planted habitats.

Green Infrastructure & Ecological Resilience

The green infrastructure strategy is at the heart of the proposals and fully integrated throughout the development. Existing trees, hedgerows, habitats and ecological corridors are to be retained and enhanced with additional native planting supporting biodiversity and ecological resilience. New tree planting provides increased canopy cover whilst street trees are proposed to aid climate resilience, providing shading during the summer months and acting as wind breaks. The wider green infrastructure will also help reduce the developments carbon footprint and flood risk.

Sustainable Communities

A mix of dwelling sizes will allow for a sustainable community, including family homes, provision for home working and homes for the elderly. Homes will be supplied with high specification broadband connection to minimise the need to travel to/from work.

Renewable Energy Resources & Efficiency

Buildings will be designed to be fully compliant with the Building Regulation requirements, with high sustainability standards of energy efficiency including A+ rated white goods and high performance building materials. Buildings will be designed to be thermally efficient with high insulation to reduce reliance on main heating systems and boilers will be selected which achieve high efficiency. Streets, buildings and roof pitches will be orientated to maximise solar energy, passive heating and cooling and natural ventilation. Building heights will be carefully considered to ensure appropriateness to the local context and avoid overshadowing. All homes will provide an electric vehicle (EV) charging point. Buildings should be fitted with water efficient fittings, water butts and additional water harvesting uses.

Recycling & Sustainable Construction

Waste should be reduced where possible during the construction of the development. Sustainable, intelligent and high quality construction techniques should be adopted whilst applying the circular economy principle and waste management hierarchy (prevention, prepare for re-use, recycling, recovery and last option disposal). Where possible construction labour and building materials will be sourced sustainably. Promoting low carbon development by incorporating opportunities for reducing energy consumption and enabling more efficient use of energy.

Mitigating Effects of Pollution

During construction, developers will be encouraged to sign up to a considerate constructors scheme such that disturbance from construction will be minimised, in particular noise. Low lighting levels should be adopted in areas with hedgerows, trees and ecological corridors. No land contamination is currently evident on Site. Development proposals will be undertaken such that no land contamination occurs.

As set out within Monmouthshire County Council's 'Tackling Climate Change Candidate Site Advice Note', there are four core categories that must be considered to influence the proposed development to maximise its short and long-term sustainability and working towards net zero carbon aspiration:.

Reducing Energy Demand
Passive measures to reduce the energy demand of the development without themselves consuming energy are preferred.

Energy Generation and Storage
Opportunities to increase the renewable and low energy carbon energy generation capacity should be considered.

Decarbonising Heating Systems
How homes are heated is a key factor in achieving net-zero ready homes.

Sustainable Transport and Electric Vehicle Charging Infrastructure
The decarbonisation of the transport sector has a significant part to play in achieving net zero developments.

Site layout & design - focusing on efficient use of land and co-location of uses; avoiding flood risk areas; integration of SuDS; provision of digital infrastructure to facilitate home/remote working; implementation of high quality green infrastructure and woodland plantation; food production opportunities; and waste reduction.
Building Layout - maximising on solar gain, natural ventilation and reducing overshadowing.
Energy Efficient Building Fabric - compliance with Part L 2025 Standards; high fabric and thermal efficiency; and mechancial ventilation and heat recovery systems where necessary.
In Home Energy Efficiency Measures - implementation of smart meters, highly efficient lighting, energy efficient white goods and electrical appliances, water efficency savings and waste management.

Key considerations include:
CO_2 emissions reduction throgh on-site energy generation
Solar Power
Micro renewable energy technologies
Grid connection and electricity supply
Battery Storage
Homes suitable for new-zero systems to avoid costly retrofitting

Key considerations include:
Low carbon heating systems
Heat pumps
District Hear Networks
Homes should be designed to allow space for integrating low carbon heating systems

Sustainable Transport Hierarchy - walking, cycling and public transport must be prioritised ahead of cars.
Active Travel Networks - as well as promoting new networks, existing routes must be safeguarded, enhanced and expanded.
Electric Vehicle Charging - all homes must have an EV point installed and further charging facilities should be incorporated throughout the development.
Smart Charging - take advantage of off-peak preiods and grid restrictions which installing appropriate cabling for future expansion.

4 Conclusion

This document has set out a Vision for the development of land to the southwest of Monmouth.

The proposals are demonstrably deliverable based on the Site assessment work carried out to date. The Illustrative Masterplan has been designed to respond to the Site and its context, to deliver a high-quality, distinctive and walkable new place to live.

The site itself is consistent with Future Wales given that it proposes mixed use development, which will see new homes co-located with additional employment land and community space. The site represents a logical extension to Monmouth, building on its recent expansion to the west. It would continue this direction of growth, with the new employment land and community uses benefiting not only new residents, but also those living in the recently completed Kingswood Gate development. The proposals provide an opportunity to help reinforce this co-location of homes with jobs and services.

Placemaking is central to the proposed development and the proposals are in accordance with the strategic placemaking principles set out in Future Wales. The development will bring forward a mix of uses in close proximity of each other and is within a comfortable walk of the existing services and facilities available in Monmouth. A range of employment uses will also be available within and adjacent the scheme. It acknowledges the significant increase in those choosing and able to work from home.

The development will provide an efficient number and mix of house types, sizes and affordability, that will be of an appropriate density and built using zero carbon technologies. They will promote the use of renewable energy resources, sustainable construction techniques and the reduction and recycling of waste, advocating ecological and environmental resilience.

The landscape-led scheme is designed to create interest and distinctivness through a hierachy of streets introducing different functions and characters. It will encourage walking and the use of public transport. It provides new areas of public open space and diverse recreational routes, linking to the wider green infrastructure and PRoW networks. With Green Infrastructure forming an integrap part of the proposals, new habitats for wildlife will be provided enabling increased biodiversity. These habitats also create attractive, varied landscapes for locals and visitors to explore. These include five new water based habitats (SuDS), copse woodland and wildflower meadows as well as amenity grassland for playing, picnics and community enjoyment.

Two new equipped play areas are provided, a community food production area and community facilities, for both new and existing residents. New areas for employment and the potential for an agile working hub create opportunities for jobs in the local area, creating a sustainable community.

This is a fantastic opportunity to create a legacy, the delivery of a mix of uses which will build on recent growth in the town to help create a sustainable and vibrant community.

The benefits of the proposals include:

- The provision of a mix of uses, providing residential, commercial and community uses within close proximity of each other;
- The delivery of circa 175 dwellings - a mix of market and affordable housing - to boost housing delivery at a sustainable location of growth;
- A mix of house types and sizes, including the provision of affordable housing and homes suitable for the elderly and those working from home - catering for varied needs;
- Provision of circa 1 ha net gain of employment land and facilities on the Site;
- Promotion of Social, cultural, economic, and environmental sustainability (in accordance with sustainability outcomes in Future Wales: The National Plan 2040)
- The delivery of safe, accessible and high quality landscaped open spaces including community food production areas, equipped children's play areas, natural play trails and other recreation opportunities for both new and existing residents;
- Retention and enhancement of existing landscaping on the Site boundaries;
- Potential for trim trails/circular walks or sports provision and new cycle routes to ensure connectivity to the wider footpath network, settlement and immediate countryside;
- An opportunity to reinforce the existing landscape character through enhancing existing landscaping and the planting of new trees and hedgerows;
- Increased tree canopy cover through the provision of new native tree planting;
- The potential to create biodiversity enhancements through enhancement of landscaping through new tree planting, SuDS features and the introduction of substantial areas of public open space; and
- The provision of Electric Vehicle (EV) Charging Infrastructure for new dwellings;
- New community facilities with the potential for an agile working hub, local shop or small-scale retail provision; and
- Direct, indirect and induced jobs created through the construction of the development, stimulating the local economy.

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