

CANDIDATE SITE
REPRESENTATION REPORT

Land off Green Moor Lane, Magor

Land to the South of Green Moor Lane

Magor

Monmouthshire

NP26 3DB

Retention of B1, B2 & B8 Use Classes
(Allocation SAE1b)

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1.0 INTRODUCTION

This representation has been prepared to support the submission of a Candidate Site Representation for the land located immediately to the South of Green Moor Lane, Magor, NP26 3DB. This representation seeks to retain the sites existing allocation (SAE1b) for B1, B2 and B8 uses within the Replacement Local Development Plan (RLDP).

This report will provide site details, viability details and also a justification as to why the site was not delivered as part of Monmouthshire's Adopted Local Development Plan (LDP).

2.0 THE SITE

The site is located to the south of the existing protected employment site of Magor Brewery, approximately 0.9 miles west of the Severnside Settlement of Magor, Monmouthshire. The site extends to approximately 3.16 ha (7.81 acres) and is located immediately adjacent to the A4810 along its eastern boundary with the northern boundary bordering Green Moor Lane.

The site comprises of a single regular parcel which is relatively level lying and currently utilised for grazing.

3.0 EXISTING ALLOCATION

Strategic Policy S9 of the adopted LDP identifies the requirement to provide allocations of suitable sites for industrial and business use within the County. This includes B1, B2, and B8 uses in accordance with The Town and County Planning Use Classes Order 1987 as amended.

The site forms part of an existing identified employment site, allocated within the adopted LDP under Policy SAE1 for B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution) uses. The site reference is SAE1b – Identified Industrial and Business Site (Quay Point, Magor), and has an anticipated potential job creation of 1,962 jobs.

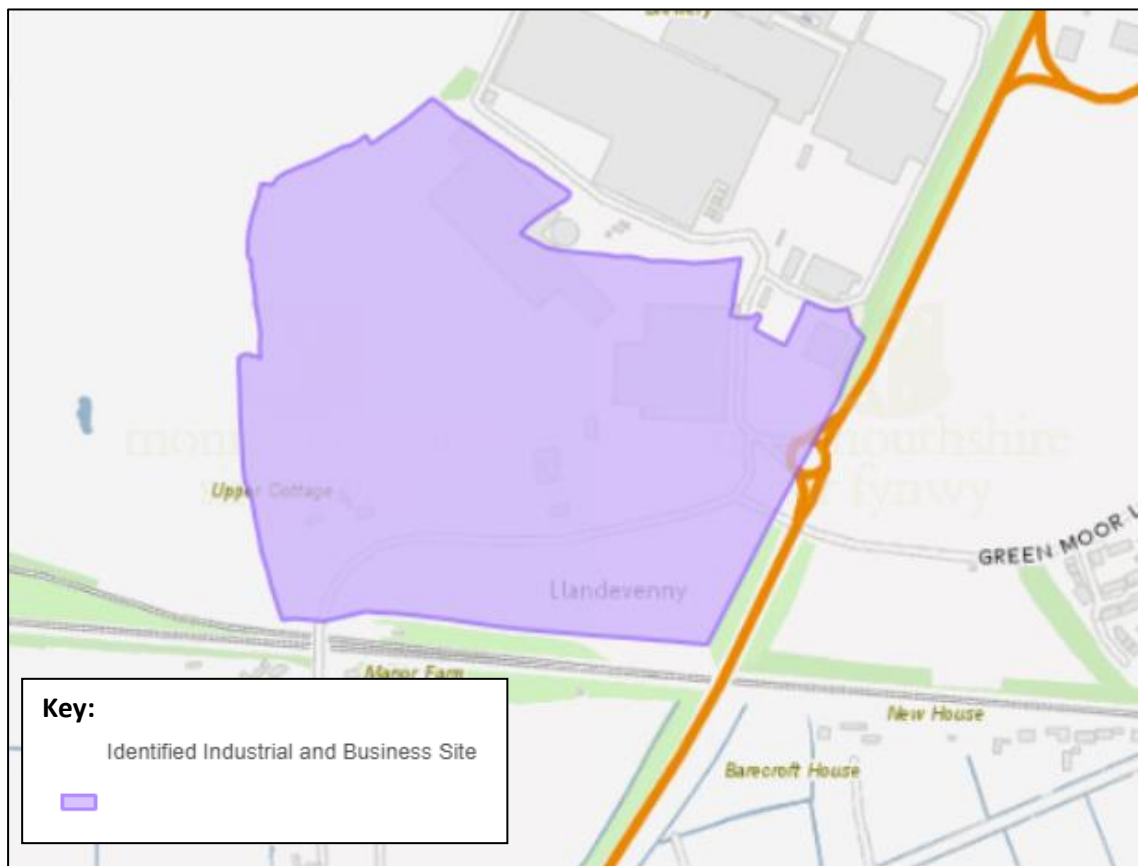


Figure 1: MCC Interactive Local Development Plan Map– Identified Industrial and Employment Site

4.0 STAGE 2 CANDIDATE CALL FOR SITES

MCC have invited site promoters to submit new candidate sites which are compatible with the Preferred Strategy together with detailed information regarding those sites to evidence the sites deliverability and viability.

This submission is supported by a comprehensive suite of documents, as set out below;

- Candidate Site Form
- Site Location Plan
- Landscape and Visual Assessment – Amalgam Landscapes
- Ecology Report – Pure Ecology Ltd
- Archaeological Desk-Based Assessment – Avon Archaeological Ltd
- Viability Assessment

4.1 PROPOSED DEVELOPMENT

The site forms part of an existing Identified Industrial and Business site, allocated within the adopted LDP for B1, B8 and B8 uses. This representation seeks to retain this allocation within the RLDP.

The land provides 3.16 ha of employment land and, subject to a full scheme, it is anticipated that the site could provide in the region of 10,000m² (108,000ft²) of commercial floor space. The remainder of the site is proposed to provide car parking, service yards, access roads and green infrastructure.

4.2 SITE ASSESSMENT

The site is currently in agricultural use, utilised for grazing and is therefore considered a greenfield site.

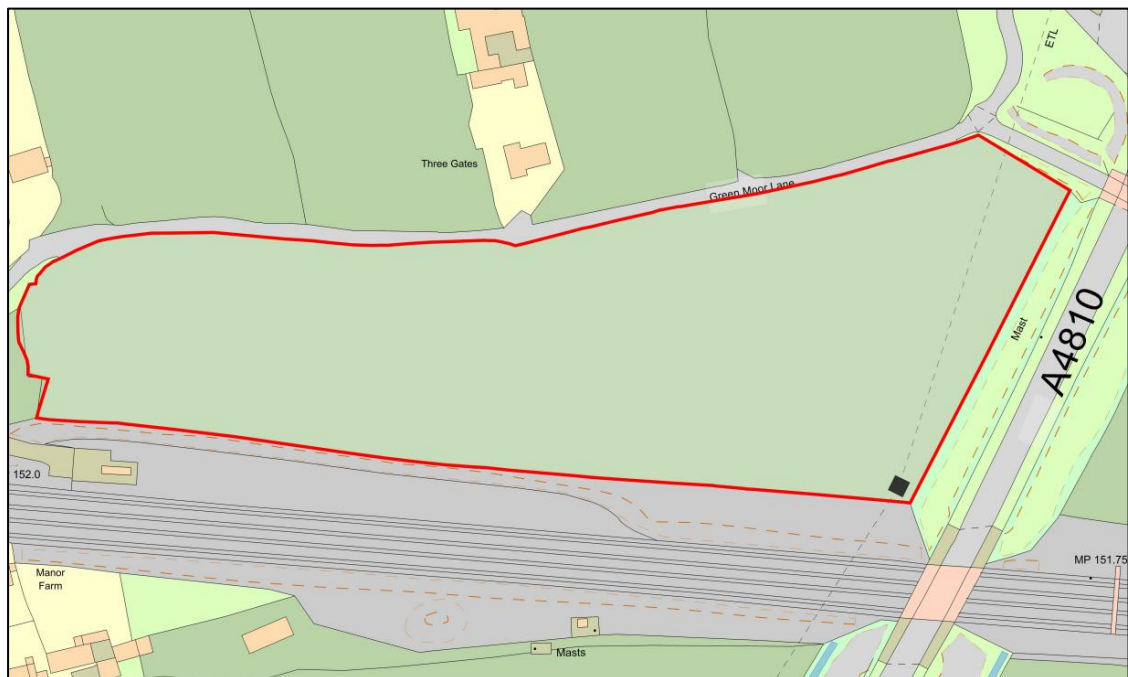


Figure 2: Plan of Land off Green Moor Lane, Magor – Not to Scale, for identification purposes only.

The site is an existing identified Industrial and Business site, allocated within the adopted LDP for B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses.

While the site is viewed in a rural context, it undoubtedly relates well to the existing commercial development and employment opportunities within its vicinity.

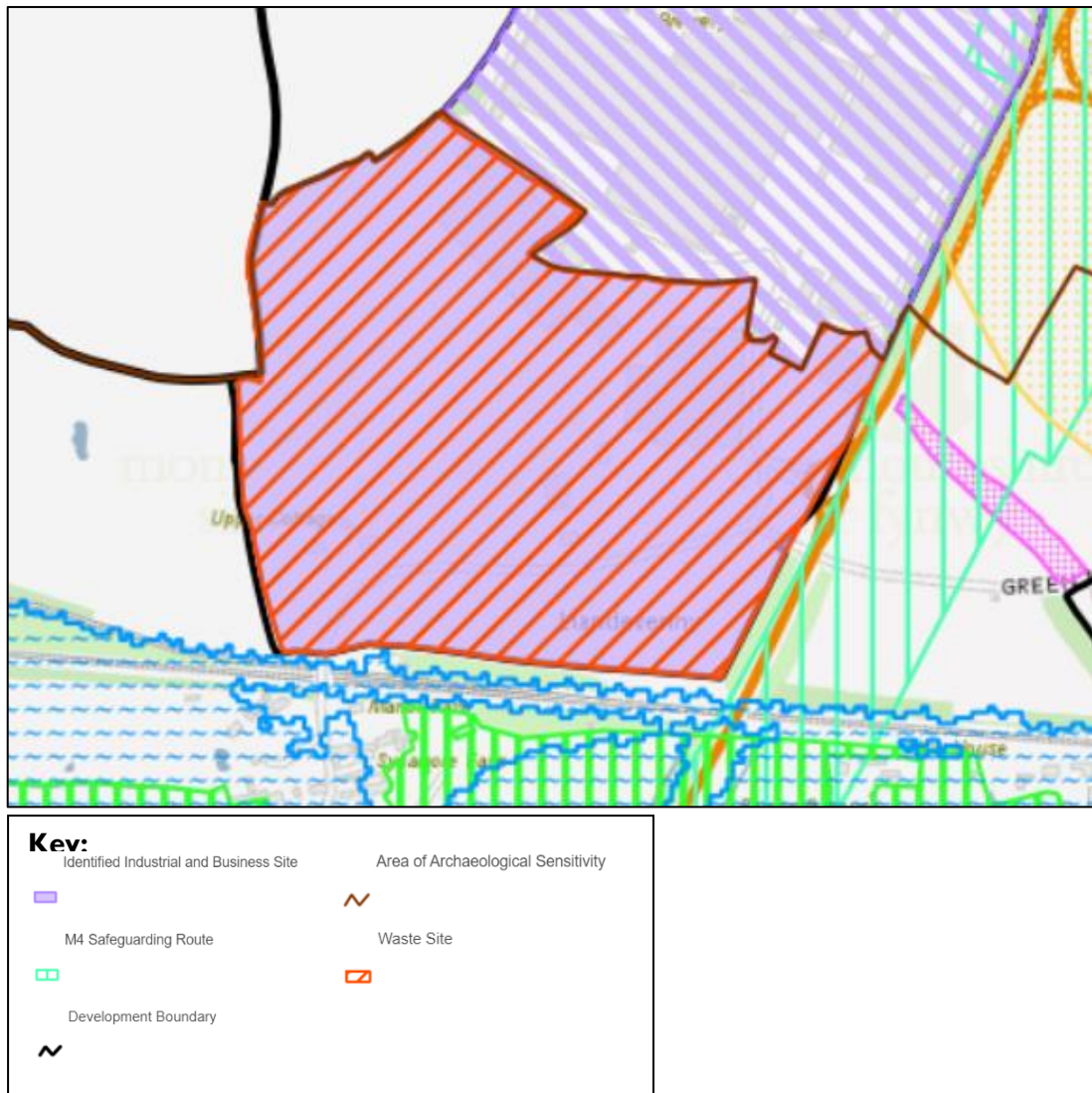


Figure 3: MCC Interactive Local Development Plan Map - inclusive of all designations

The extract above is taken from the MCC adopted proposals map and is included to evidence the location of the site in relation to the development boundaries and existing allocated business and industrial sites within the area.

The site is well-related to the existing commercial and industrial sites and is already a Strategic Site for development.

The M4 Safeguarding Route (Hatched Light Green) which affects the eastern boundary of the land is no longer applicable. This protected corridor (TR111) was created to protect the proposed route of the M4 relief road and obliged local authorities to inform the Welsh Government of any planning applications which fell within 67m either side of the preferred route. Following a written statement from Lee Waters, Deputy Minister for Climate Change on 18th June 2021, the safeguarding route was removed and the Welsh Government no longer need to be consulted on proposals for planning developments in those areas.

The site is considered to be located within the following designations;

- Area of Archaeological Sensitivity – Caldicot, Rogiet, Magor, Undy Gwent Levels

We are not aware of any legal or other key constraints which will adversely impact on the viability or deliverability of the site.

4.3 SUSTAINABILITY

In accordance with Planning Policy Wales 11th Edition (February 2021) (PPW 11), the economic components of placemaking is addressed in Chapter 5 – Productive and Enterprising Places confirms that productive and enterprising places are those which promote our economic, social, environmental and cultural well-being by providing well-connected employment and sustainable economic development. This in turn plays a large part in achieving the seven goals of the Well-being of Future Generations Act.

It is considered that the site demonstrates a holistic approach to the sustainable placemaking outcomes of PPW 11. The site is well related to existing employment opportunities offered at Magor Brewery (North) and Gwent Euro Park (South West) and other neighbourhood facilities.

It is considered to be in a sustainable location and given its existing allocation it is unlikely that the site would now be considered unsustainable.

There are opportunities for public transport links together with active travel improvements.

4.4 ACCESS & HIGHWAYS

An initial access appraisal was undertaken by Highgate Transportation in June 2021. The site is currently accessed off Green Moor Lane via a gate to the north eastern boundary of the site.

Improvements to access will be required off the A4810 roundabout to the north east of the site in order to allow safe access and egress for all site users, together with users of the adjacent Magor Brewery and those using Green Moor Lane.

The roundabout at the A4810 provides access onto Green Moor Lane and also HGV access into Magor Brewery. Land take of the adjacent land will be required in order to facilitate access. To the west of Green Moor Lane, where it meets the A4810 is a historic green lane and the land to the east is within the ownership of AB InBev, both of which will be required to facilitate a beneficial access to the site. Please see Figure 4 below which shows proposed improvements which will provide access including for HGV's.

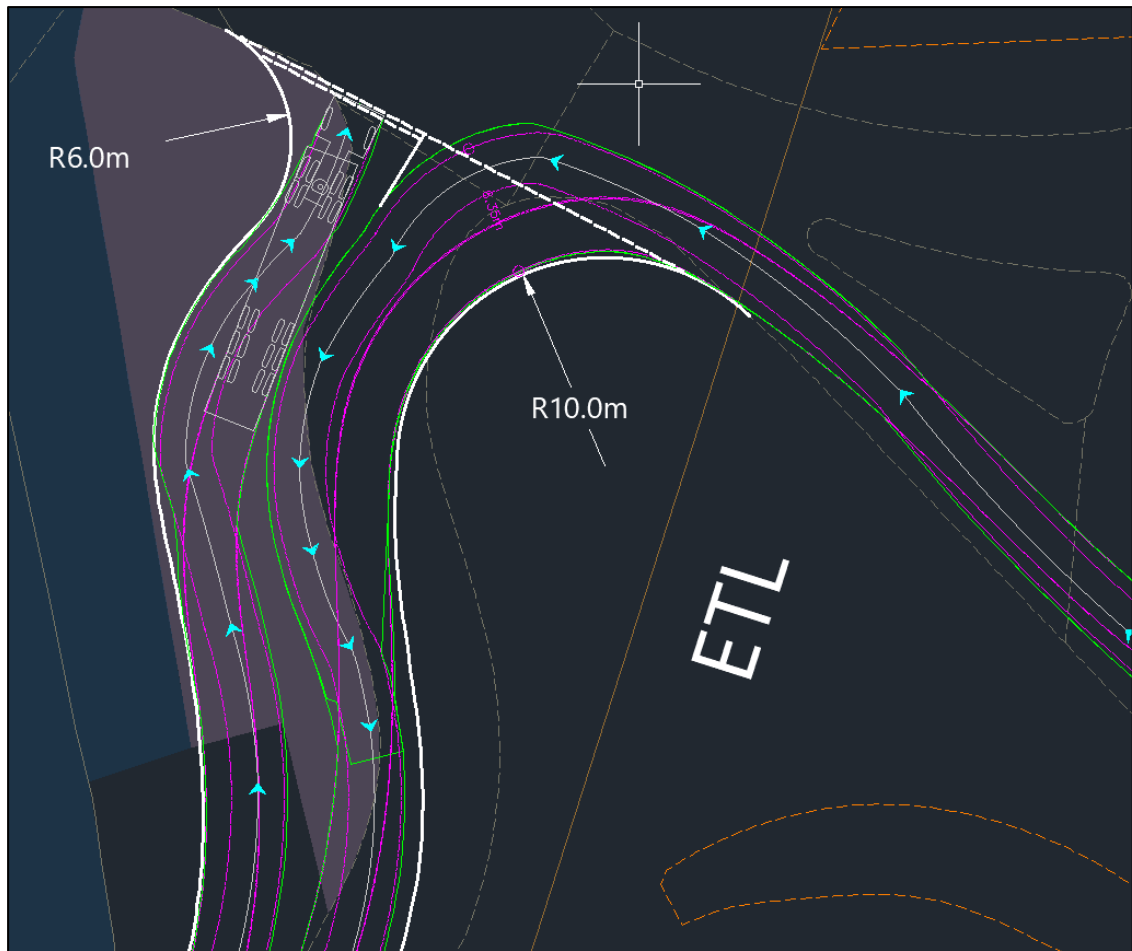


Figure 4: Proposed Access Improvements

It is considered that appropriate access improvements can be secured to open up the site for development. These provisions will also positively contribute to the allocation of Quay Point as a whole.

Walking & Cycling

With regards to the proximity of the site to services and facilities in the local area, the following destinations have been identified within the vicinity of the site;

Table 1: Proximity of Local Facilities & Services to the Site

Facility/Service	Distance (Meters)	Distance (Miles)
Within 30-minute walk of Site		
Hotel	1,126	0.70
Fast Food Takeaway	965	0.60
Service Station	1,287	0.80
Garage	482	0.30
Pub	1,448	0.90
Convenience Store	1,457	0.90
Hairdressers	1,485	0.90
Pharmacy	1,275	0.80
Doctors Surgery	1,288	0.80
Post Office	1,272	0.80
Dentist	1,551	0.90



Key:

	Hotel		Convenience Store		Dentist
	Fast Food Takeaway		Hairdressers		
	Service Station		Pharmacy		
	Garage		Doctors Surgery		
	Pub		Post Office		

Figure 5: Google Maps – Location of Local Services & Facilities

The topography of the locality is relatively flat meaning that walking or cycling would likely be a favoured option for short distance trips however, there are no footways immediately adjacent to the site boundaries

The site itself is considered to be an Active Travel key location however there are limited active travel routes either existing or proposed which serve the site. There are four public rights of way which are situated to the north of the site and provide footpaths through Llandevenny;

- Footpath 372/90/2
- Footpath 372/92/2
- Footpath 372/93/1
- Footpath 372/100-1/2

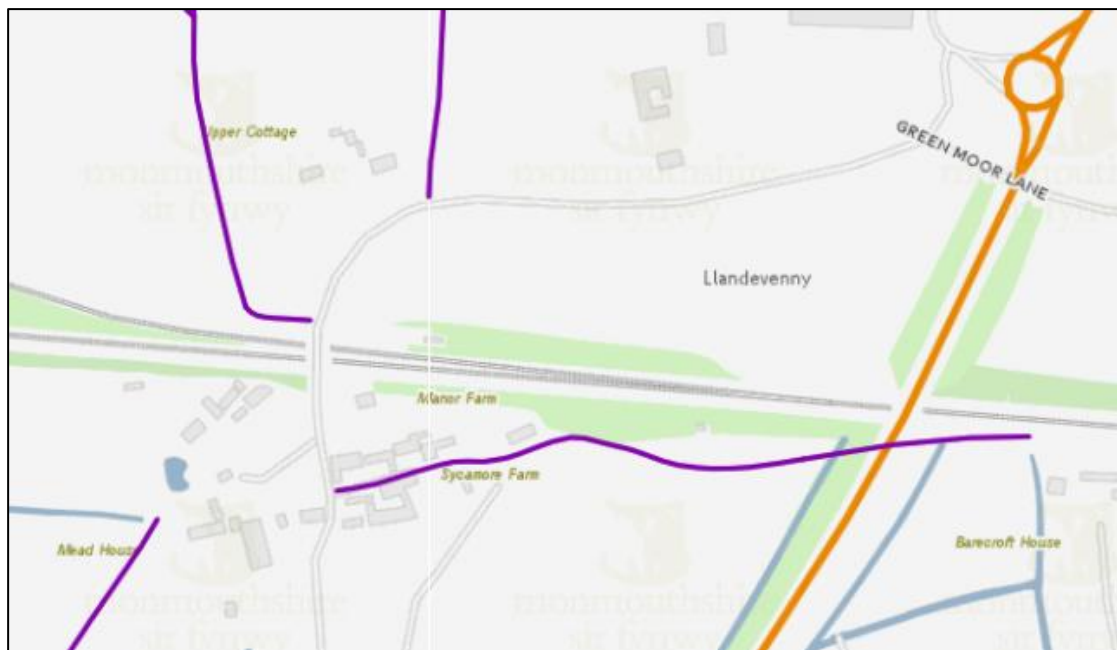


Figure 6: Monmouthshire Active Travel – Public Footpaths

Active travel routes to the site are limited and it would therefore be expected to see improvements to off-site active travel routes as part of the development in order to improve access by non-car modes of transport from the neighbouring settlement of Magor.

It is considered that the site could positively contribute to the Well-being Goals as set out in the Well-Being of Future Generations Act 2015, encouraging community connectively through active travel and non-car modes of transport.

Promotion of active travel networks which serve Magor Brewery and Gwent Euro Park should be secured. Additional measures including car sharing as part of a development Travel Plan would encourage safe, healthy and sustainable travel options to the site. This would be provided at the Full Planning stages.

Public Transport

Bus services serve the locality passing along the A4810 though the bus services do not currently stop within a reasonable walk of the site.

Notwithstanding this bus services can be reached along Green Moor Lane to Magor. As part of any Travel Plan for the site, employees could, subject to demand, be met at either location for the short onward journey to the site. Alternatively, there could be liaison with other

employees locally to solicit the response of Newport Bus to routing via various employment locations.

The nearest bus services that run from Monday to Saturday are;

- **74A** **Newport to Underwood**
via Langstone
- **74C** **Newport to Underwood**
via Glan Llyn
- **X74** **Newport to Chepstow Express**
via the Southern Distributor Road, the Eastern Distributor Road Magor and Caldicot
- **T7** **Magor to Bristol**
via Chepstow and Cribbs Causeway

The nearest Train Station to site is Severn Tunnel Junction at Rogiet, approximately 4.3 miles from the site. This provides regular train services to Newport, Cardiff, Bristol and beyond with a regular loop bus service providing access from Magor to Rogiet.

The site is also located in close proximity to the walkway station proposed at Magor which will enhance the sustainability of the site.

Motor Vehicles

The site is well located to existing highway networks, being situated adjacent to the enclosed major road corridor with good access to Newport and the nearby M4 Motorway. Access requirements/improvements are detailed above.

In depth traffic flow figures and capacity have not be undertaken at this stage however, it is anticipated, based on similar size schemes within similar locations, it is likely that the proposed development will generate a total weekday two-way traffic movements of 610 vehicles with 91 estimated during peak hours. It is considered that the existing highway network capacity of the A4810 is able to accommodate this additional traffic.

Car parking facilities will be provided in line with the Council's published Parking Standards.

Ultra-Low Emission Vehicles

The proposed development will include the installation of electric vehicles charging points across the site. The design of the development will enable future modifications/adaptions to be made to continuously accommodate electric vehicles.

With regards to the sustainability credentials of the site, we believe that safe and usable routes for users to access local services, together with appropriate access to public transport can be achieved on site. It is therefore considered that the site is situated in an inherently sustainable location and should be assessed as such as part of the Candidate Site Assessments.

4.5 FLOOD RISK

In accordance with the National Resources Wales (NRW) Flood Risk Maps for Development, the Site is located in Flood Risk Zone A which is considered to be a little or no risk of fluvial or tidal/coastal flooding.

The site lies adjacent to the extent of Flood Risk Zone C1 which runs to the southern boundary of the site. Zone C1 is considered to be protected via existing flood defences.

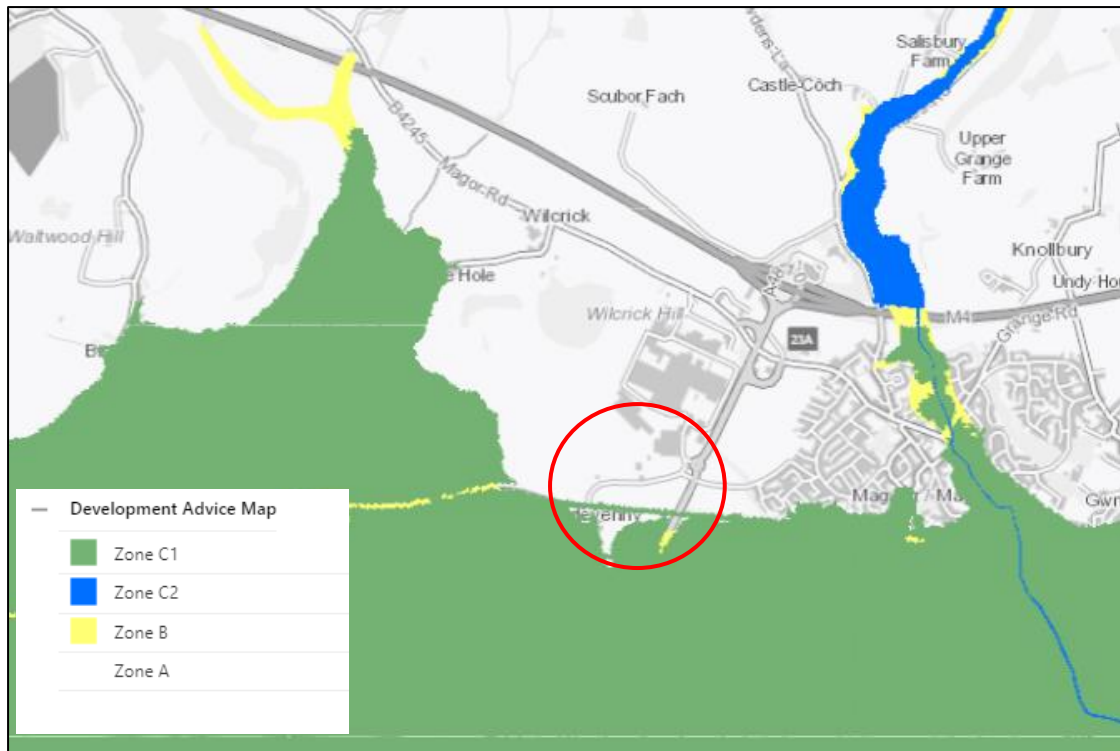


Figure 8: NRW Flood Risk – Development Advice Map for Wales

In accordance with Technical Advice Note 15 – Development and Flood Risk (TAN 15) the classification of the site within Zone A suggests that the need to consider flood risk further is not appropriate and the justification tests are not required. Furthermore, the proposed development of the site for commercial uses, including warehousing and offices would be considered a less vulnerable development.

Any future development should seek to include flood resistant and flood resilient measures to mitigate any residual risks of flooding on the proposed development. The scheme should also be designed to incorporate Sustainable Drainage Systems (SuDS) from the outset.

Foul water connections are available within the vicinity of the site.

The site is not located within a Phosphorous Sensitive Riverine SAC Catchment Area and has therefore not been addressed.

4.6 TOPOGRAPHY

The topography of the site, as mentioned above is relatively level lying. While it is anticipated that there will be some engineering/levels work, it is not considered that the gradient would have a detrimental impact on the viability and deliverability of the site for development.

4.7 AIR QUALITY

The site is not located within or close to an area designated as an Air Quality Management Area (AQMA).

4.8 ECOLOGY

A Preliminary Ecology Survey (PEA) of the site was commissioned and undertaken by Pure Ecology Ltd in August 2021.

The PEA was undertaken in accordance with the methodology specified by Monmouthshire County Council and the baseline data has been collected using a combination of desk-based research through SEWBRc and an extended Phase I Habitat Survey. This data has been

utilised to evaluate the overall biodiversity value of the site again, in line with Monmouthshire County Council's evaluation criteria.

The Site consists of a single field of agriculturally improved pasture, located in a triangle of land formed by intersection of the railway (running along its southern boundary) and the A4810. The houses and fields of Llandeenny lie to the south west of the site.

The boundaries of the Site consist of post and wire fencing on all sides apart from the south which has a tall metal railway boundary fence. There is a hedgerow of varying quality growing along its northern boundary and a small section of tall ruderal vegetation to the south eastern corner of the Site. The site is considered to have a low ecological value however consideration needs to be given to the environmentally sensitive area which surrounds the site.

The overall biodiversity value of the Land off Green Moor Lane is **Medium** because it fulfils the following criteria:

1. 'Protected species and habitats recorded/ reasonably likely to be found on site but unlikely to prevent development if appropriate mitigation and compensation provided.'

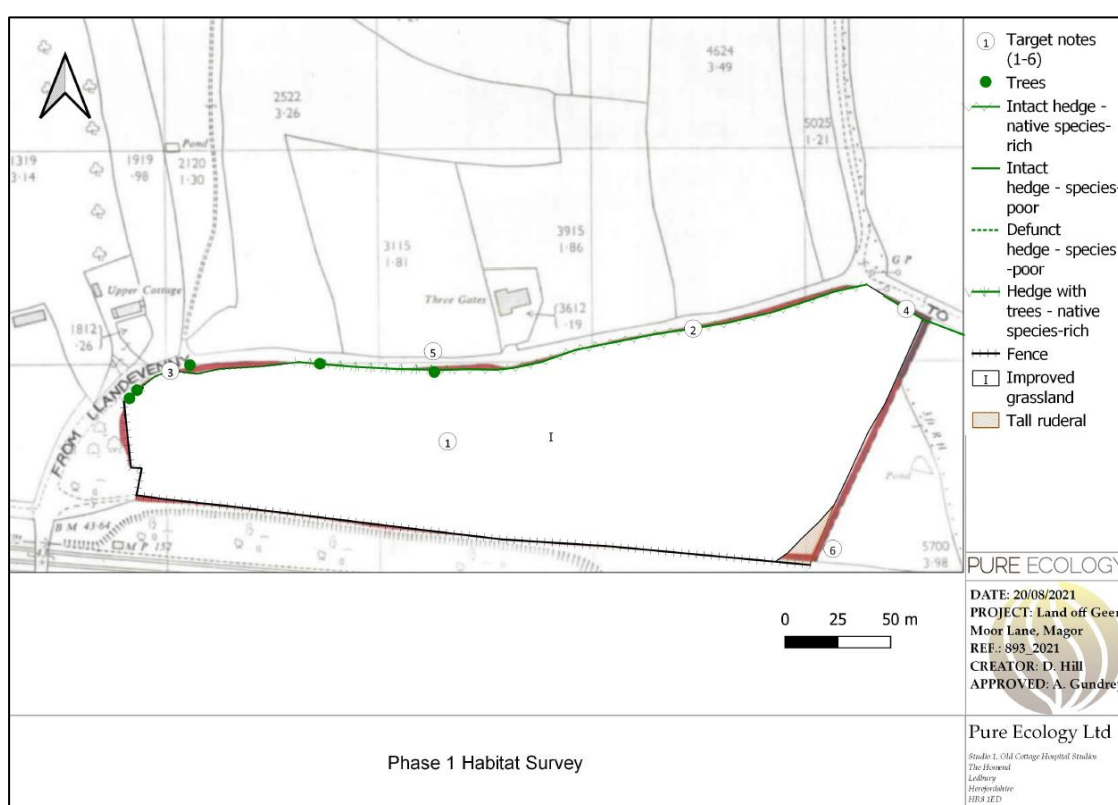


Figure 9: Pure Ecology Phase 1 Habitat Survey

A copy of the PEA together with a Site Summary Form and GIS Maps have been submitted as part of this Site Representation.

It is recommended that a full Ecological Assessment Report is undertaken which will provide a mitigation strategy to alleviate any adverse impacts development may have on the sites ecological value. Further surveys will also be required at the planning stages to explore the presence of the following species;

- Roosting Bats

Proposed opportunities for enhancement of the site including the retention and additional landscape planning to provide better connectivity of existing habitat corridors both on-site

and off-site. Where possible the site should be designed to ensure lighting is directed away from the periphery of the site to retain biodiversity corridors.

Further wildlife friendly landscaping would assist in providing a net biodiversity gain as part of the development. These methods will positively contribute to the site's green infrastructure network with compensatory planting proposed to offset any losses.

It is recommended that a detailed drainage plan be provided as part of the early stages of design in order to demonstrate that there are no significant impacts on the reens which are connected to a large-scale drainage system within the adjacent SSSI.

4.9 AGRICULTURAL LAND

The Issues Visions and Objectives Paper (Updated June 2021) states that development should be directed to the most appropriate sites, promoting the efficient use of land. While it is preferential that brownfield sites are utilised for development, it is accepted that there are limited opportunities within Monmouthshire for brownfield development.

The Agricultural Land Classification (ALC) system, most recently revised by the Ministry of Agriculture, Fisheries and Food (MAFF) in 1988, categorises agricultural land into five separate gradings in accordance with their inherent qualities and the versatility of the soils taking into consideration other factors such as; texture and wetness, flooding, slope, stoniness, climate and depth to rock.

Planning Policy Wales Ed. 11, February 2021 sets out policy governing the "Best and Most Versatile agricultural land" (BMV). Land of ALC grades 1, 2 or 3a is classified as being the BMV agricultural land and should be conserved as a finite resource for the future.

The site itself is identified to be within the bracket of what is BMV agricultural land, being of Grade 2. No investigative surveys have been undertaken in this respect however will be carried out as part of the full planning stage.

4.10 LANDSCAPE

A Landscape and Visual Assessment (LVA) was commissioned and undertaken by Amalgam Landscape in August 2021.

The purpose of the LVA is to assess the suitability of the parcel of land for business uses and to support the retention of the site as an Identified Industrial and Business Site.

The site consists of a regular gently sloping field. The field is currently in pastoral use (horse grazing). Pylons cross the eastern fringes of the site, parallel to the A4810. The site itself is not recognised for its value of sensitivity through any landscape relevant designations however, there are landscape relevant designations which affect land within the vicinity of the site. These are discussed in depth within the report however include the following designations;

- The Gwent Levels Landscape of Historic Interest
- The Caldicot Levels Special Landscape Area
- Magor Conservation Area
- Ancient Woodlands

There are varied visual amenity receptors which surround the site including; the hamlet of Llandeenny, Green Moor Lane, the A4810, scattered residential properties to the north of Green Moor Lane, public rights of way, the settlement of Magor and Magor Brewery. Therefore, the focus of any landscape and design strategy should be on the retention and

enhancement of the existing boundary features of the site to include additional mitigative planting.

Emphasis should be placed on strong boundary treatments to the boundaries of the proposed development. Through the protection and enhancement of selected existing mature vegetation, including additional native planting, integration of the proposed development into the immediate and wider landscape can be achieved while also providing nature conservation and biodiversity benefits to the site. This coupled with a well-designed development to include sensitive colour schemes, siting and layout will have a minimal influence on the landscape.

An Indicative Landscape Masterplan has been proposed and submitted as part of this Site Representation (Figure 10).

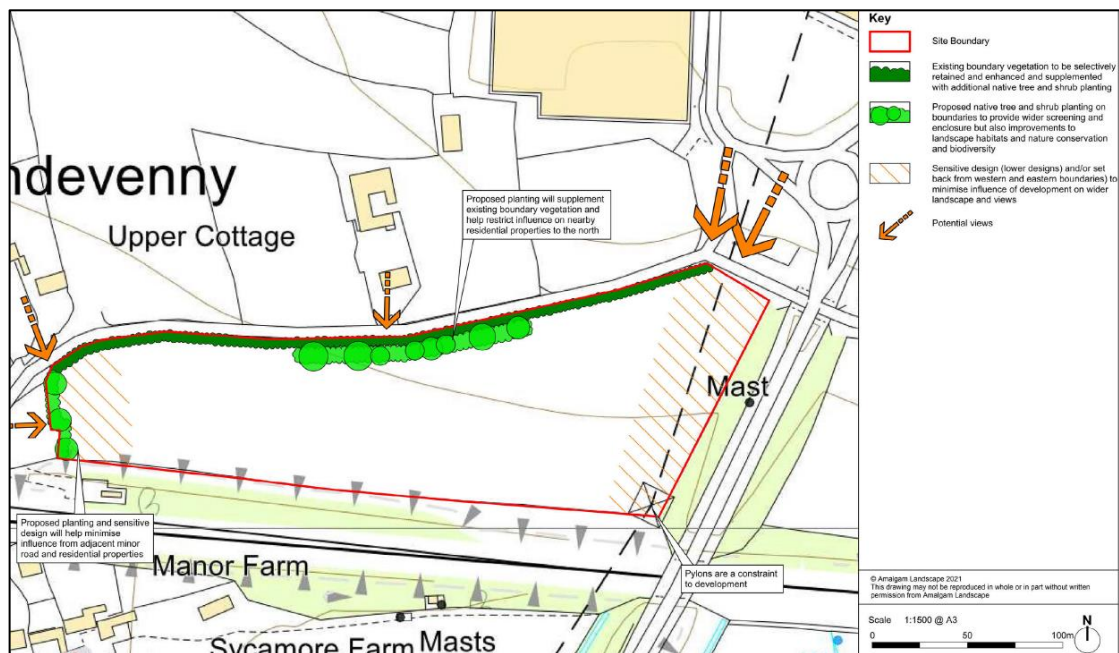


Figure 10: LVA Indicative Landscaping Plan

In addition, design elements such as orientation and position of development to reduce the influence of any proposal on neighbouring visual receptors should be incorporated into the site design at an early stage.

The proposed use of the site for B1, B2 and B8 uses will be perceived in the same context as neighbouring uses to the north and south west. It is not considered that proposed development of the site would be out of character for the area.

In conclusion, the site is located within an Identified Industrial and Business Site however it is not recognised for its value or sensitivity through any landscape relevant designations. Consideration needs to be given to the wider landscape and any new development will need to provide a robust landscape strategy to include maintenance and enhancement of existing landscaping plus additional landscaping proposals. These mitigation measures will limit the potential landscape and visual influence of the site once developed.

It is considered that the site can successfully continue to be allocated for the proposed uses without having any unacceptable effects on the local landscape character and negative impact on any nearby visual amenity receptors. The site should continue to be allocated within the RLDP.

4.11 ARCHAEOLOGY

An Archaeological Appraisal was commissioned and undertaken by Avon Archaeology Ltd in August 2021.

The assessment found that there are no Scheduled Ancient Monuments or listed buildings located upon the site or within the immediate vicinity. The site is not within any formally designated conservation areas and it lies just outside of the Gwent Levels Historic Characterisation Area. However, consideration needs to be given to the potential for archaeological records within the alluvial sequences upon which the site is located.

While no intrusive surveys have been undertaken on site to date, the data records of the vicinity suggest Romano-British and medieval periods are especially prominent in the area.

A geophysical survey should be considered in order to offer an initial assessment of the nature and extent of any archaeological resource however on the basis of development being similar to adjoining land users, it is considered that the best mitigation strategy for development of the site would be to go straight for a relatively high-density evaluation, with subsequent full but targeted excavation of any significant archaeological features.

At the time of construction, a watching brief should also be conditioned, although this will be dependent upon the method of construction.

It is not anticipated that any of the archaeological matters identified in this report would preclude this site as a Candidate Site for retention within the RLDP.

4.12 CLIMATE CHANGE

Alongside National Planning Policy, measures to tackle climate change are high on the agenda for many local planning authorities. MCC declared a climate change emergency in May 2019 with the following motion being passed;

- That MCC will ensure it will reduce its own carbon emissions to net zero before the Welsh Government target of 2030.
- That MCC will develop a strategy and associated costed action plans to aim to deliver these targets as soon as practicable.
- That MCC will revise the Corporate plan, Well-being plan, Local development plans and other relevant plans and policies in support of above.
- Publicise this declaration of a climate emergency to residents and businesses in the county and encourage, support and enable them to take their own actions to reduce their carbon emissions in line with the 2030 target.
- Work with partners across the county and other councils and organisations to help develop and implement best practice methods in limiting global warming to less than 1.5 degrees Celsius.

In accordance with MCC Advice Note on tackling climate change, and sites being put forward for representations needs to ensure that climate change adaptation and resilience measures are incorporated within the proposals. The Advice Note is predominately aimed at residential developments however the core principles can be applied to all forms of development.

All sites put forward should consider how they can work toward a net zero carbon aspiration and meet the new requirements of the energy hierarchy which include the following four categories;

- Reducing Energy Demand
 - o Site Layout and Design
 - o Building Layout
 - o Energy Efficient Building Fabric

- In Home Energy Efficiency Measures
- Energy Generation and Storage
- Decarbonising Heating Systems – Low Carbon/Renewable and District Heat Networks
- Sustainable Transport and Electric Vehicle Charging Infrastructure

The proposed development will provide a number of measures which in combination will reflect a well-designed, climate resilient scheme. Detailed design measures to incorporate sustainability devices will be addressed at the full application stages.

4.13 UTILITIES

While further surveys of the local service infrastructure have not been undertaken, it is considered that the necessary connections to the site can be accommodated as part of any future development

4.14 VIABILITY & DELIVERABILITY

A viability appraisal of the site has been undertaken and has been submitted as part of this representation.

The site is considered to be both viable and deliverable when considered against approaches detailed with the Development Plan Manual (DPM).

- The site is located in a sustainable location and is likely to accord with the parameters set out in the RDLP PS.
- The land is available for delivery by a willing and compliant landowner
- Subject to ongoing negotiations with adjacent landowners to agree improvements to the sites access, it is considered that the site is free from overriding physical constraints which would inhibit development

In terms of the site's deliverability, the site is currently vacant and would be available to come forward within the early stages of the Plan Period.

5.0 JUSTIFICATION FOR RETENTION OF B1, B2 & B8 ALLOCATION

In accordance with the Issues, Vision & Objectives Paper Updated June 2021 there are 17 objectives have been identified which need to be addressed as part of the RLDP. Objective One relates to economic growth and employment;

'To support a thriving, well-connected, diverse economy, which provides a range of good quality employment opportunities to enable and encourage indigenous business growth and attract inward investment and competitive innovative businesses in appropriate growth sectors, including through the provision of start-ups and grow on spaces'.

The Preferred Strategy reiterates the importance of economic growth and employment with the aim to provide a minimum of 43ha of employment land to support the provision of industrial and business development, including B1, B2 and B8 use, and help achieve their target job creation figure of 7,215 additional jobs within the County.

The site aims to provide a well-connected commercial development which is considered to be sustainable and provide new employment opportunities within the county. The development will contribute to a resident workforce and aims to reduce levels of out-commuting.

This representation seeks to retain the exiting allocation under Policy SAE1 of the adopted LDP and demonstrate that the site can be delivered for its intended purpose during the replacement plan period (2018 – 2033).

Negotiations with developers for the purchase of the site are ongoing. It is proposed that the site will be actively marketed for sale, subject to its reallocation.

The impacts of the ongoing COVID-19 pandemic have been of detriment to this site due to the uncertainty and the impact the COVID-19 pandemic has had on the sector.

The Employment Land Background Paper July 2021 considers that Magor and Caldicot, as Severnside areas, play an important role as the gateway into Wales, providing convenient transport links to Newport, Cardiff, Bristol and beyond. Magor has three identified Industrial and Business Sites one of which includes the land which forms the subject of this representation.

Across the three sites, Magor provides a total area of 36.9ha equating to approximately 74% of the overall identified industrial and business allocations in Monmouthshire.

An Employment Land Review (ELR) has been undertaken in June 2021 by The BE group, providing an evidence base for the RLDP. It is anticipated that the future employment land required for Monmouthshire as a County between 2018 -2033 would be 43.0ha, slightly more than the previous plan period however, also including a 5-year buffer to allow for uncertainty.

As part of the Vision 2040 for Monmouthshire, there is an evidenced demand for large scale warehousing around the Main town of Chepstow and the Severnside Settlement of Magor as a result of the abolition of the Severn Bridge Tolls. However, it is confirmed that there is little supply in order to meet this demand. There is a detailed requirement for multiple industrial parks to provide a range of B uses, located close to existing provisions of which this site would fulfil.

The retention of this allocation will also meet the objective of the Vision 2040 paper in providing a balanced portfolio of sites. The site will contribute to providing an economic base within Monmouthshire for businesses to expand and will help to provided targeted high value economic activity

In accordance with this trajectory for the forthcoming plan period, the available land would need to come forward to the market within this forecasted period and it is the intention of the landowner to bring this site forward as soon as possible.

Meeting the economic needs of rural communities will require the provision of a diverse range of employment sites in accordance with TAN 6 and it is not anticipated that the reallocation of the site for B8 uses will present unacceptable impacts on the local amenity. Local Planning Authorities are encouraged to direct economic development to the most appropriate locations rather than prevent or discourage such development. Given the site already has an existing allocation for such development, it is acknowledged that the site is classified as an appropriate location.

Vision Monmouthshire 2040 outlines the overall vision for the County and is designed to sit alongside the RLDP. Its objectives include;

- Raise the profile of Monmouthshire as a key investment opportunity for the private sector
- Lay the ground rules for an economic environment which enables businesses to land and expand and provide sustainable employment for local people
- Attract funding and investment to Monmouthshire to attract the right conditions for 'an inclusive economy' – Equitable, Sustainable, Stable, Participatory, Growing
- Set an ambition which is sensitive to the landscape to ensure Monmouthshire remains an incredible place to visit, stay, live and invest."

Growth and Spatial Options Paper detailed options for growth within Monmouthshire which included 6 options for housing and employment growth. As part of the recent consultations the growth options for Monmouthshire are included as part of the preparation of the RLDP,

with Option 5 being the preferred growth option, anticipating +7,605 additional homes by 2033 and 7,215 additional jobs over the plan period. This equates to an average annual growth of 481 jobs.

Contained within Chapter 5 of PPW 11 - Productive and Enterprising Places, local planning authorities are encouraged to support developments which generate economic prosperity and regeneration. On the assumption that landowners put their sites forward as part of the second Call for Sites process, it is recommended that the existing employment allocations in the Adopted LDP should be retained as employment allocations.

Specifically, the site (SAE1b) has been recommended to be retained for employment purposes within the RLDP subject to further infrastructure investment, specifically the adjacent roundabout which may require reconfiguration in order to open up the remainder of the allocated site for development.

In terms of the site's deliverability, the land is currently vacant and would be readily available to come forward for development within the early stages of the plan period, if not before (subject to planning). The site, if allocated, will provide a realistic prospect of being delivered within the RLDP period.

With regards to the site's financial viability, while there are significant infrastructure costs to be incorporated, there is a lack of any clear headline constraints on the land and likely development values would combine to ensure the site is inherently viable, further increasing the prospects of the site being developed for employment purposes at an early stage within the plan period.

6.0 SUMMARY

It is considered that the existing allocation for the above site should be retained, in line with recommendations. The Preferred Strategy seeks to allocate deliverable sites which are suitable for development, being on the edge of a settlement and sustainable. It is considered that this Candidate Site is located in an appropriate location for economic/employment development which would make a significant contribution toward the employment land requirement in Monmouthshire for the forthcoming plan period.

The site is sustainable and there are no physical/legal constraints to development which would prohibit development. We believe that the site is inline with the RLDP objectives and is compatible with neighbouring land uses.

We consider that the information contained within this representation is sufficient to evidence that the existing allocation for the site should be retained, demonstrating that the site is deliverable and viable and supporting the approach of the Preferred Strategy for inclusion within the RLDP.