

## Appendix G – Responses received from specialist consultees

## Llyr Morris

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**Subject:** FW: REF 17.104 Land South of Glan Usk, Newport - Review of Transport Statement and Travel Plan

**Attachments:** Land south of Glan Usk Road - Report 080318\_approved.pdf; Land South of Glan Usk Road - Travel Plan Review 180308.pdf

**Importance:** High

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**From:** Carl Jones (Principal Engineer) [<mailto:Carl.Jones@newport.gov.uk>]

**Sent:** 12 March 2018 13:51

**To:** Mail Asbriplanning <[mail@asbriplanning.co.uk](mailto:mail@asbriplanning.co.uk)>

**Subject:** REF 17.104 Land South of Glan Usk, Newport - Review of Transport Statement and Travel Plan

Good afternoon.

Please accept my apology for the delay in a response.

Consultation response from our consultant attached.

The use of isochrones to determine distances to local services in the Sustainability Test is not acceptable. Due to the location of railway crossings actual walking distances must be provided from the centre of the site. Additionally a Quality Audit of the pedestrian routes will be required. This will determine the suitability of your parking provision.

Kind regards

Carl Jones  
Traffic, Transport & Development Manager

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## Review of Transport Statement for Land South of Glan Usk Road, Newport

March 2018

Project No: CS/095031



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Review of Transport Statement for Land South of Glan Usk Road, Newport

	Name	Signature	Date
Author	Stuart Bunston		09/03/2018
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Approver	Catriona Lloyd		

## Issue Record

Rev	Date	Description/Comments	Author/Prepared by:	Approved for Issue by:
P01	07/03/18	Review of Transport Statement for Land South of Glan Usk Road, Newport	Stuart Bunston	Catriona Lloyd

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# 1. Introduction

- 1.1 Capita Real Estate and Infrastructure have been retained by Newport City Council to undertake a review of a Transport Statement (land south of Glan Usk Road, Newport) submitted by Asbri Transport dated January 2018. The land south of Glan Usk Road, Newport was subject to a previous planning application (app. No. 13/1279) which was granted consent in August 2015 for the development of 251 residential dwellings (85% open market & 15% affordable), together with a total of 348 car parking spaces. A small portion of the consented scheme (20 flats) is currently being built and a revised application is now sort for the remainder of the development site for 206 residential units. The current proposals are to develop the remainder of the site and to construct 206 residential dwellings with 371 car parking spaces.

## 2. Review of the 2018 Transport Statement (TS)

- 2.1 The 2018 Report front cover states "*Transport Statement*", paragraph 1.1.1 states "*Transport Assessment Report*" this needs to be changed to either read as Transport Statement or Transport Assessment not both. For the purpose of this review the 2018 Transport Statement will be referred to as the 2018 Transport Statement (TS).
- 2.2 Paragraph 2.4.3 states "*It has been agreed with Newport City Council that the 2013 surveyed flows can be utilised, factored to a revised base year 2017 using NTEM adjusted TEMPro growth factors.*" No TEMPro growth factors or revised base year 2017 calculations have been provided in the TS.
- 2.3 Paragraph 2.7.3 states "*the plot of the collision locations is shown in Figure 2.6.*" Figure 2.6 is not in the TS, no details of the collisions have been provided.
- 2.4 Paragraph 3.2.1 states "*access to the site will be provided via the newly constructed access junction for the previous consent on the site. The access comprises a simple priority junction from Collier Street / Courtney Street (see Figure 3.1).*" Figure 3.1 is not in the TS.
- 2.5 Paragraph 3.2.2 states "*the required visibility splays at the site access (see Figure 3.2) are based on the sight stopping distance (SSD) of vehicles along the site frontage. In accordance with a speed limit of 30mph, the required SSD is 43m. It can be seen from the diagram that the required visibility splays are accommodated within land owned by the applicant/highway authority.*" Figure 3.2 is not in the TS, the TS does not state what standard the required 43m SSD is taken from.
- 2.6 No vehicle swept paths are provided and no capacity analysis of proposed access junction provided.

### 3. Review of the TRICS Output

#### 3.1 Consented Development Trip Generation (251 Residential Dwellings)

3.1.1 The total trips generated by the consented development has been taken from the submitted Transport Assessment December 2013 and has been used as a comparison in the TS. The total trips generated have been checked against the submitted December 2013 TA and are correct.

#### 3.2 Proposed Development Trip Generation (206 Residential Dwellings)

3.2.1 All comparisons made for the purpose of this review have used TRICS 7.4.4 2018, the full TRICS output is in Appendix A.

#### 3.3 Residential Dwellings – Privately Owned

3.3.1 Paragraph 4.3.3 of the TS states: - “*Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.*” The corresponding trip generation report shown in Appendix E of the TS shows that Greater London has been included as shown below:

**Selected regions and areas:**

*Greater London*

*BT BRENT 1 days*  
*WF WALTHAM FOREST 1 days*

3.3.2 The trip rates for the TS (Table 1) have been taken from the 2013 TA which has consented planning, for this reason the trip rates are acceptable.

**Table 1: Housing Privately Owned**

Peak Period	Trip Rate			Vehicles (based on 94 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00 – 09:00	0.245	0.465	0.71	23	44	67
17:00 – 18:00	0.463	0.321	0.784	44	30	74

### 3.4 Residential – Affordable / Local Authority Housing

3.4.1 The trip rates for the TS (Table 2) have been taken from the 2013 TA which has consented planning, for this reason the trip rates are acceptable.

**Table 2: Affordable / Local Authority Housing**

Peak Period	Trip Rate			Vehicles (based on 16 Dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00 – 09:00	0.124	0.242	0.366	2	4	6
17:00 – 18:00	0.304	0.165	0.469	5	3	8

### 3.5 Residential – Flats Privately Owned

3.5.1 Paragraph 4.3.9 of the TS states: - “Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.” The corresponding trip generation report shown in Appendix G shows that Greater London has been included as shown below:

**Selected regions and areas:**

01 Greater London

- IS ISLINGTON 1 days
- KI KINGSTON 1 days
- KN KENSINGTON AND CHELSEA 1 days
- TH TOWER HAMLETS 1 days
- WH WANDSWORTH 1 days

3.5.2 Paragraph 4.3.10 of the TS states: “It should be noted that average trip rates have been used due to the lack of sufficient surveys within the TRICS database.” When interrogating the corresponding Appendix G it is clear that the 85<sup>th</sup> percentile trip rates have been used and not the average trip rates.

3.5.3 Interrogating Appendix G of the TS shows selected locations in TRICS - “Town Centre”, “Edge of Town Centre” and “Suburban Area” have been used together, this is a “non-recommended combination of main location types” as set out in the TRICS Good Practice Guide.

3.5.4 The trip rates for the TS (Table 3) have been taken from the 2013 TA which has consented planning, for this reason the trip rates are acceptable.

**Table 3: Residential / Flats Privately Owned 2018 TS Data**

Peak Period	Trip Rate			Vehicles (based on 81 Dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00 – 09:00	0.098	0.318	0.416	8	26	34
17:00 – 18:00	0.275	0.167	0.442	22	14	36

### 3.6 Residential – Affordable / Local Authority Flats

- 3.6.1 Paragraph 4.3.1.2 of the TS does not state the number of affordable local authority flats to be constructed although Table 4.1 of the TS does show the number of privately owned and affordable houses and flats.
- 3.6.2 Interrogating Appendix H of the TS shows selected locations in TRICS - “Town Centre”, “Edge of Town Centre”, “Suburban Area” and “Edge of Town” have been used together, this is a “non-recommended combination of main location types” as set out in the TRICS Good Practice Guide.
- 3.6.3 The trip rates for the TS (Table 4) have been taken from the 2013 TA which has consented planning, for this reason the trip rates are acceptable.

**Table 4: Residential / Affordable Local Authority Flats**

Peak Period	Trip Rate			Vehicles (based on 15 Dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
08:00 – 09:00	0.151	0.136	0.287	2	2	4
17:00 – 18:00	0.136	0.096	0.232	2	1	3

## 4. Car Parking Review

- 4.1 The TS does not state what development zone is being used for the parking provision.
- 4.2 The parking sustainability assessment in Appendix D of the TS has been checked and is deemed to be correct, and achieves 7 sustainability points and therefore a parking reduction of 1 space per residential dwelling can be applied.
- 4.3 The parking provision as set out by Newport City Council Parking Standards 2015 is shown in Table 5 along with the development parking provision, the information for Table 5 has been taken from Table 3.1 of the 2018 TS.

**Table 5: Newport CC Parking Standards 2015 / Development Parking Provision**

Dwelling Type / No of Units	Newport City Council Parking Standard	Maximum Parking Provision	Accessibility Adjustment (Parking Reduction)	Parking Provision after Adjustment	Actual Provision
52 x three bed house	1 space per bedroom (max requirement 3 spaces)	156	Reduced by 1 space	104	112
58 x two bed house	1 space per bedroom (max requirement 3 spaces)	116	Reduced by 1 space	58	98
62 x two bed apartment	1 space per bedroom (max requirement 3 spaces)	124	Reduced by 1 space	62	106
34 x 1 bed apartment	1 space per bedroom (max requirement 3 spaces)	34	N/A	34	34
Visitor Spaces	1 space per 5 units	41	N/A	41	21
Total		471			371

- 4.4 The actual parking provision for the houses and apartments as part of the development is acceptable, excluding the 20 flats currently being constructed.
- 4.5 There is no explanation as to why the visitor spaces have been reduced by 20 parking spaces as the parking accessibility adjustment does not apply to the visitor spaces.

## 5. Conclusion

5.1 The trip generation within the TS has been based on the previous 2013 consented planning.

5.2 The information below has not been included in the TS but should be provided:

- TEMPro growth factors and revised base year 2017 calculations;
- Figure 2.6 plot of the collision locations and details of the collisions;
- Figure 3.1 access to the site;
- Figure 3.2 the required visibility splays and vehicle swept paths;
- Multi modal trip generation; and
- An explanation is needed as to why the visitor spaces have been reduced by 20 in the parking provision (Table 5) as the parking accessibility adjustment does not apply to the visitor spaces.

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## Review of 'Land South of Glan Usk Road, Newport Travel Plan Prepared by AsbriTransport Dated January 2018'

**Review Date:** 8th March 2018  
**Prepared for:** Newport City Council  
**Prepared by:** Stephanie Malson, Senior Transport Planner  
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In February 2018 Capita were commissioned by Newport City Council to review the Travel Plan prepared by AsbriTransport (Document Ref. No. T17.118 Issued January 2018) to support the residential development of land, south of Glan Usk Road in Newport, by the Pobl Group.

This report identifies gaps in the information provided and is structured using the Travel Plan report headings.

### *Introduction*

Paragraph 1.1.3 states that 'safe, secure bicycle store' for apartments will be provided 'in accordance with national guidelines' but there is no indication as to where the infrastructure will be located and no reference to which guidelines are being followed.

There is a typing mistake in the last sentence in paragraph 1.2.1 where it should read 'This travel plan' not plans.

### *Site Accessibility and Sustainability*

The walking and cycling section of the travel plan should include reference to the nearby Active Travel routes (<http://www.newport.gov.uk/en/Transport-Streets/Active-travel.aspx>) and how they connect with the proposed development infrastructure.

Paragraph 3.2.2 states that the main vehicular access will incorporate facilities for cyclists. Further explanation as to what and where infrastructure will be provided should be included in the travel plan and marked on the site plan.

### *Scheme Proposals*

There are two tables numbered 3.1.

The 'Car parking provision – residential development' table under paragraph 3.3.1 notes that the accessibility adjustment for visitors' spaces is not applicable but there is a reduction from the maximum to actual provision of 20 spaces. A comment should be included as to the reasons why.

A link, or reference, to appropriate 2011 National Statistics Travel to Work table showing the modal split for Newport in Table 3.2 should be provided as this could not be verified.

### *Travel Plan Strategy*

The Travel Plan states that the Travel Plan Co-ordinator (TPC) will be appointed '3 months prior to the occupation of the site' but the following sentence states they will be continually in post 'from the opening of

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the development'. Paragraph 5.3.1 then refers to the funding of the TPC will start 'once the trigger point' has been reached. The timing of the TPC role needs to be more clearly defined.

How long is the 'life' of the travel plan? How will the travel plan be handed over to the occupiers once the targets have been met, as per Paragraph 5.3.3, and who will be responsible for keeping it up to date?

There is no mention of the funding budget to be provided by the developer for the travel plan or the 'soft measures' that are to be provided.

What 'soft measures' are being provided (paragraph 5.4.1) and what responsibility will the TPC have for the implementation of these?

What specific infrastructure measures (paragraph 5.4.3 and table 5.1) will the TPC be responsible for delivering?

## *Travel Plan Measures*

For how long will the Welcome Pack continue to be distributed to new residents who move to the site?

The proposed residential site has a range of two and three bed properties ideal for families and is adjacent to Glan Usk Primary School but there is no reference to 'Walk to School' week. Paragraph 6.3.4 refers to the provision of accessories such as pedometers, will the developer be responsible for funding these? How much budget has been agreed for these and other accessory incentives?

What incentives will be used to promote the use of public transport, as identified in paragraph 6.5.2, what budget has been agreed, how will these be funded and by whom?

Paragraph 6.6.3 refers to '88 car parking spaces' being provided on site, this differs to the 371 spaces identified in paragraph 3.1.1 and Table 3.1.

Liftshare.com is a national website and the Wales link embedded into the document does not exist.

The promotion of local services mentioned in paragraph 6.7.5 is not included in the Welcome Pack list in paragraph 6.2.4.

In Table 6.1 the target 'to reduce the mode share for car drivers by 8%' does not match 10% reduction, and the target 'to increase the mode share for public transport by 3%' does not match 4% increase, both shown in Table 4.1.

Several of the targets in Table 6.1 are set to be 'ongoing from 50% occupation'. There is no indication on when this is likely to be following the arrival of the first occupant. Should the development be progressed and properties sold in different stages there could be a substantial time delay before these activities are initiated. A clearer time frame should be considered for these and the initial travel survey.

## *Monitoring*

There is no clarification on how the monitoring will be done or the potential cost implication to the developer. The travel plan should state whether paper based, TRICS compliant or both surveys are to be undertaken and set out what activities will be monitored.

If 'the travel plan targets are not achieved after five years of monitoring', will the TPC role also continue to be funded by the developer to ensure travel plan targets are achieved? (paragraph 7.2.4)

Formal confirmation that funding for remedial measures will be guaranteed from the developer should be obtained.

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## *Figures*

The Site layout plan shows three parking spaces (including one at the entrance to the site) have been allowed for ten of the 2-bed buildings (no.s 39 to 47, 50 & 54) and four parking spaces (including one at the entrance to the site) have been allowed for five of the 3-bed buildings (no.s 48, 49 & 51 to 53). This is greater than the allowed maximum provision as detailed in Table 3.1.

There appears to be no parking provision for building no. 139 on the site layout plan.

The Newport City Council Parking Standards 2015 states that visitor parking 'must take into account the needs of the disabled'. Are any of the visitors' spaces DDA compliant?

Llyr Morris  
Graduate Planner  
Asbri Planning  
Unit 9 Oak Tree Court  
Mulberry Drive  
Cardiff Gate Business Park  
Cardiff  
CF23 8RS

9 March 2018

Annwyl Mr Morris/Dear Mr Morris

**NOTICE UNDER ARTICLE 2D OF TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES) ORDER 2015 FOR THE CONSTRUCTION OF 206 RESIDENTIAL UNITS, INTERNAL ROAD NETWORK, PARKING, LANDSCAPING AND ASSOCIATED WORKS AT LAND SOUTH OF GLAN USK PRIMARY SCHOOL, HERBERT ROAD, NEWPORT**

Thank you for providing a requisite notice to us under Article 2D of the above Order. We received a copy of your proposed application, plans and other supporting documents on 9 February 2018.

Based on the information submitted to us, we have significant concerns with the proposed development. On this basis, we would recommend to the local authority that they should only grant planning permission if the scheme can meet the following requirement and the conditions listed below are attached to any future planning permission. Otherwise, we would likely object to any future planning application.

Requirement - Further flood risk information is submitted demonstrating the risks and consequences of flooding are acceptable in line with TAN15.

Conditions – To avoid adverse effects on the River Usk Special Area of Conservation.

Please find further details of our requirements and conditions below.

**Flood Risk - Requirement**

The application site lies entirely within Zone C1 as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15: Development and Flood Risk

(TAN15). We confirm the site to be within the 0.5% (1 in 200 year) and 0.1% (1 in 1000 year) annual probability tidal flood outlines of the River Usk, a designated main river.

Section 6 of TAN15 requires the Local Planning Authority to determine whether the development at this location is justified. We refer you to the tests set out in section 6.2 of TAN15. If this development meets the tests set out in criteria (i) to (iii), then the final test (iv) is for you to demonstrate through the submission of an FCA that the potential consequences of flooding can be managed to an acceptable level in line with the criteria set out in TAN15.

We have reviewed the FCA prepared by Waterman (referenced: WIE12961-101-R-3-1-1-FCA, dated January 2018). Our advice is that the FCA fails to demonstrate that the risks and consequences of flooding can be managed to an acceptable level in line with TAN15 for the reason explained below.

Section 10.7 of the Environmental Statement (ES) Volume 2, Chapter 10: Flood Risk, states that “*the NRW Flood Map was obtained as part of a Request for Information, which is based on the ‘Newport SFRM Modelling – Update of Newport Tidal Model v3.1 study’*”. It appears that this has been “updated and verified” as part of the latest FCA by Waterman.

To allow us to assess the latest FCA we require further information on whether the modelling used to inform the FCA is fit for purpose. Our reason for this is that the FCA has used an older version of the NRW Newport SFRM model - Version 3.1. The latest NRW Newport SFRM Modelling is Version 6.

Version 3.1 was developed in 2011 and if the latest FCA has used this as the baseline (prior to further updates and amendments by Waterman’s) then best available information contained in Version 6 may have been missed from Waterman’s assessment. This could result in inaccuracies with the predicted flood levels at the site and therefore proposed mitigation measures.

Therefore, the above confirmation should be provided to show that the modelling underpinning the FCA is fit for purpose. If this is not confirmed, we may request an updated FCA is submitted using best available information for this site.

We have provided technical comments on the findings of the submitted FCA notwithstanding the above requirement. These are set out in the attached Annex. If you have any queries regarding this advice, please contact our Flood Risk Analysis Team: [Gary.Purnell@naturalresourceswales.gov.uk](mailto:Gary.Purnell@naturalresourceswales.gov.uk)

### **River Usk Special Area of Conservation (SAC) / Site of Special Scientific Interest (SSSI)**

As part of any future planning application the Local Planning Authority (LPA) will need to undertake an Appropriate Assessment (AA) of the implications of the site’s conservation objectives. You should supply sufficient information with any planning application to allow the LPA to carry out this assessment.

We consider, on the information submitted, that the following conditions would be required to avoid adverse effects on the site's integrity.

#### Fish Features (Shad) – Condition 1

Any construction works of any type in the river channel or any works that result in vibration e.g. drilling, boring, piling or demolition works on or adjacent to the riverbank must be timed to avoid the migration period between March – June inclusive. We are likely to recommend planning conditions to the planning authority, similar to the conditions secured to planning permission 13/1279.

#### Land Contamination – Condition 2-5

We are likely to recommend the following planning conditions which were secured to planning permission 13/1279 and which we consider to be relevant and not addressed fully by the information submitted and/or historical applications for discharge of conditions.

*Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation for that part shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.*

Reason: In order to demonstrate that the remediation criteria relating to controlled waters have been met. In order to (if necessary) secure longer-term monitoring of groundwater quality. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site.

*If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.*

Reason: Given the size/complexity of the site it is considered possible that there may be unidentified areas of contamination at the site that could pose a risk to controlled waters if they are not remediated.

*No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with any details that may be submitted.*

Reason: The water environment is at risk and there is an increased potential for pollution from inappropriately located infiltration systems such as soakaways, unsealed porous pavement systems or infiltration basins.

*Piling or any other foundation designs using penetrative methods below 1m in depth shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.*

Reason: There is an increased potential for pollution of controlled waters from inappropriate methods of piling

#### Otter Feature – Further Advice

The planning statement confirms that ‘ecological mitigation has been wholly implemented as part of the Phase 1 works of planning reference 13/1279’. It further goes on to state that ‘the provision of otter mitigation has already been undertaken and the otter mitigation report has been resubmitted in support of this application which demonstrates that adequate mitigation has been implemented’.

You should provide evidence that the above has been implemented satisfactorily in your planning application. If so, we are likely to have no further comments in regards to Otters (European Protected Species).

#### **Other Matters**

Please note, if new information is prepared to support an application or the proposal is further modified, it may be necessary for us to change our advice.

You should be advised that, in addition to planning permission, it is your responsibility to ensure all other permits/consents relevant to the development are secured.

We trust our advice is clear. If you have any queries, please do not hesitate to get in touch.

Yn gywir/Yours faithfully

Andrew Hurst  
Development Planning Assistant  
Cyfoeth Naturiol Cymru/Natural Resources Wales  
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## **Annex: Technical Comments on Flood Consequences Assessment Reference: WIE12961-101-R-3-1-1-FCA**

We have reviewed the FCA prepared by Waterman, Reference dated 30<sup>th</sup> January 2018 (Appendix 10.1 of the ES). If confirmation regarding the suitability of modelling is satisfactory, then our response to the planning authority on the acceptability of flooding consequences is detailed below:

### **A1.14 TAN15**

The proposed development is designed to meet the requirements in A1.14 of TAN15. The site has been designed to be flood free in the 0.5% (1 in 200) plus climate change event (including Upper Bound Confidence Limit) with a lifetime of development of 100 years based on the submitted proposed finished floor levels:

- 10.40 mAOD (northern area of the development);
- 9.95 mAOD (southern area of the development).

### **A1.15 Criteria**

It is inconclusive in the FCA whether the site is compliant with A1.15 as it is not clear whether the consequences of flooding within the development for events beyond the threshold frequency of A1.14, up to and including the 0.1% extreme event over the development lifetime can be managed.

Table 1 (Page 10) of the FCA indicates a 0.1% plus climate change level of 10.5 mAOD which is higher than the development site. This suggests it will be at risk during this event.

The FCA should assess the Depth, Rate of Rise, Speed of Inundation and Velocity of floodwaters within the development in accordance with Table A1.15. Depth and Velocity will also establish a corresponding Flood Hazard Rating which will be useful if included in the FCA.

### **A1.12 Criteria (relevant to this proposal)**

#### *Flood Warning*

It is recommended in the FCA (Sections 5.13 and 6.6) that residents sign up for flood warnings from Natural Resources Wales (NRW). It is not clear how this will be achieved. The site is located within a NRW Flood Warning Area, so could be covered by this service upon request.

#### *Emergency Access*

The main access route external to the site via Turner Street to the south is established to flood greater than a depth of 600mm. This exceeds the tolerable condition for depth in Table A1.15. There is no assessment of Velocity which would establish a corresponding Flood Hazard rating which should be included in the FCA.

There is an emergency route stated in the FCA (Section 5.12) which suggests a Vehicular and a Pedestrian link will be provided via Charnwood Road. However, there would be no vehicular access possible via the underpass to Charnwood Road. Please expand on the vehicular route in the FCA from the exit point at the north of the development to higher ground.

Please note we are not the appropriate body to comment upon either the operational effectiveness of an applicants' emergency plan/procedure or on measures to address structural damage. It is for the LPA, in consultation with other appropriate bodies, to satisfy themselves on these matters.

*No flooding elsewhere*

Executive Summary (Paragraph 7), Sections 4.37, 5.9 and 6.5 indicate an increase in flooding elsewhere to the adjacent Glan Usk Primary School. This increase has been established to be no greater than 40mm which is considered by the FCA to be "minor" and "negligible" on the basis that there is a depth of 800mm of flooding for the existing situation.

It is confirmed that the Primary School is likely to be evacuated prior to the onset of an extreme tidal event and, that any increase in flood depth would not increase the hazard to users, who would not be present on site. Whilst we note the increase of 40mm in comparison to the 800mm that already exists, we require justification as to why this is acceptable.

We note there are potential reductions in flood depths to the south and east of the development in addition to removal of some areas currently at risk. However, an increase of 40mm is considered detrimental in accordance with Section 5 of NRW Good Practice Guidance (GPG 101).

**Ends**



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Parc Nantgarw, Cardiff CF15 7QQ  
Tel 01443 33 6000 Fax 01443 33 6001  
Email cadw@wales.gsi.gov.uk  
Web www.cadw.wales.gov.uk

Llyr Morris  
Asbri Planning  
Unit 9 Oak Tree Court  
Mulberry Drive  
Cardiff Gate Business Park  
Cardiff  
CF23 8RS

Eich cyfeirnod Your reference	17.104
Ein cyfeirnod Our reference	DH
Dyddiad Date	8 March 2018
Llinell uniongyrchol Direct line	0300 0256004
Ebost Email:	amadminplanning@gov.wales

By email: mail@asbriplanning.co.uk

Dear Sir/Madam

### **Proposed development – Construction of 206 residential units and associated works, Land south of Glan Usk Primary School, Herbert Road, Newport**

Thank you for your letter of 9 February 2018 inviting our comments on the pre-planning application consultation for the proposed development as described above. The following comments are based on information made available to us as part of the pre-application consultation and we will review our comments when we are consulted on the final planning application.

#### Advice

Having carefully considered the information provided, we have no objections to the impact of the proposed development on the scheduled monuments.

Our assessment is given below.

#### Our role

Our statutory role in the planning process is to provide the local planning authority with an assessment concerned with the likely impact that the proposal will have on scheduled monuments, registered historic parks and gardens, registered historic landscapes where an Environmental Impact Assessment is required and development likely to have an impact on the outstanding universal value of a World Heritage Site. We do not provide an assessment of the likely impact of the development on listed buildings or conservation areas, as these are matters for the local authority.

It is for the local planning authority to weigh our assessment against all the other material considerations in determining whether to approve planning permission.

#### National Policy

Applications for planning permission are considered in light of the Welsh Government's

Mae'r Gwasanaeth Amgylchedd Hanesyddol Llywodraeth Cymru (Cadw) yn hyrwyddo gwaith cadwraeth ar gyfer amgylchedd hanesyddol Cymru a gwerthfawrogiad ohono.

The Welsh Government Historic Environment Service (Cadw) promotes the conservation and appreciation of Wales's historic environment.

Rydym yn croesawu gohebiaeth yn Gymraeg ac yn Saesneg.  
We welcome correspondence in both English and Welsh.



BUDDSODDWR MEWN POBL  
INVESTOR IN PEOPLE



land use planning policy and guidance contained in Planning Policy Wales (PPW), Technical Advice Notes and circular guidance.

PPW (Chapter 6 – The Historic Environment) explains that the conservation of archaeological remains is a material consideration in determining a planning application, whether those remains are a scheduled monument or not. Where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in an adverse impact on a scheduled monument (or an archaeological site shown to be of national importance) or has a significantly damaging effect upon its setting. Technical Advice Note 24: The Historic Environment elaborates by explaining that there is a presumption against proposals which would involve significant alteration or cause damage, or which would have a significant impact on the setting of remains.

PPW also explains that local authorities should protect parks and gardens and their settings included in the first part of the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, and that the effect of a proposed development on a registered park or garden or its setting should be a material consideration in the determination of a planning application.

### Assessment

The proposal is for the construction of 206 residential units on land south of Glan Usk Primary School on the east bank of the River Usk. The development area as indicated on plans accompanying the application is c 5.2 hectares.

Scheduled monuments within a 3km buffer of the development area are:

MM009 Newport Castle

MM014 Caerleon Castle Mound

MM021 St Julian's Wood Camp

MM023 Lodge Wood Camp

MM037 Medieval Tower at Hanbury Arms

MM087 Castle Mound E of Graig Wood

MM230 Caerleon Legionary Fortress

MM231 Caerleon Civil Settlement

MM232 Caerleon Amphitheatre

MM234 Caerleon Legionary Fortress: School Fields

MM233 Caerleon Legionary Fortress: Goldcroft Common

MM235 Caerleon Legionary Fortress: Grounds of St Cadoc's Home

MM236 Caerleon Legionary Fortress: Area between Priory Hotel and Priory

MM237 Caerleon Legionary Fortress: Field SE of Broadway

MM238 Caerleon Legionary Fortress: Grounds of Museum

MM239 Caerleon Legionary Fortress: Back Garden of No 4 Museum Street

MM240 Caerleon Legionary Fortress: Area behind Caerleon House

MM241 Caerleon Legionary Fortress: Town Hall Park, High Street

MM242 Caerleon Legionary Fortress: Area of Myrtle Cottage Barracks

MM243 Caerleon Legionary Fortress: Area off White Hart Lane

MM244 Caerleon Civil Settlement: Site of Roman Building SE of Castle Street

MM245 Caerleon Legionary Fortress: Grounds of Health Clinic

MM246 Caerleon Legionary Fortress: Grounds of the Croft Nursing Home

MM247 Caerleon Legionary Fortress: Old Vicarage Garden

MM248 Caerleon Legionary Fortress: Former Garden of The Firs

MM252 Caerleon Legionary Fortress: Car Park and Garden of Endowed School, North of Broadway

MM254 Caerleon Civil Settlement: Area under Broadway Playing Fields  
MM262 Caerleon Legionary Fortress: Former Ambulance Station Field

Of the above solely Newport Castle (MM009), and Lodge Wood Camp (MM023) are potentially inter-visible with the proposal, intervening topography restricts views with the other monuments. Lodge Camp (MM023) is a large iron age hillfort occupying the west end of a ridge of high ground north of the Usk valley, a location giving it commanding views of the surroundings with the view southwards along the Usk to the estuary being of particular significance. The monument is heavily wooded along its southern side and therefore this significant view down the River Usk at present is restricted; this combined with the distance involved, where the development would be quite difficult to distinguish from the surrounding townscape of Newport means the change to the setting of the monument will be very slight.

Newport castle is a Norman medieval castle, crucial to the surrounding town's development, sited at the high water reach of water borne traffic and commanding a crossing place of the River Usk. At its closest the development would come c 660m to the monument. The view north from the castle is a significant one as for periods during the castle's use territory in this direction in the region of Caerleon was in Welsh control. The proposed new housing would impact on the current view upstream from (the upper parts of) Newport castle by bringing an urban character already present in this viewpoint further to the foreground along the river's edge to an area which is likely to have been open agricultural land during the medieval period. The damaging effect to the monument's setting however would be slight however given the already urban character of much of the surroundings, and additionally because no specific medieval features, such as wharves are associated with this area of the river bank.

Finally, there may also be undesignated historic assets that could be affected by the proposed development and, if you have not already done so, we would advise that you consult the Historic Environment Record held by the Glamorgan- Gwent Archaeological Trust, Heathfield House, Heathfield Road, Swansea, SA1 6EL; [www.ggat.org.uk](http://www.ggat.org.uk).

Yours sincerely

Denise Harris  
Diogelu a Pholisi/ Protection and Policy

## Llyr Morris

---

**From:** National Planning Function <NationalPlanning.Function@canalrivertrust.org.uk>  
**Sent:** 16 February 2018 09:10  
**To:** Mail Asbriplanning  
**Cc:** Kate Stevens  
**Subject:** RE: SCHEDULE 1 Article 4. (4) SCHEDULE 1B/1C Articles 2C & 2D - proposed development at Land South of Glan Usk Primary School, Herbert Road, Newport.

Dear Sir/Madam,

In 2011 British Waterways advised Local Planning Authorities of changes to the notified area applicable to consultations with us, in our capacity as a Statutory Consultee. British Waterways introduced a notified area for household and minor scale development and a notified area for EIA and major scale development. The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 to the Canal & River Trust (called Glandŵr Cymru in Wales). As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways were previously consulted.

This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.

We are happy to comment on particular applications that fall outside the new notified areas if you would like the Canal & River Trusts comments in specific cases, but this would be outside the statutory consultation regime and this must be made clear to us in any notification letter you send. The document Development Management and British Waterways, issued to all LPAs with the changes to the notified areas, highlights some areas where specific cases may occur. This and further information on Planning and the Canal & River Trust can be found at:

[www.canalrivertrust.org.uk](http://www.canalrivertrust.org.uk)

Should you require any further information regarding the changes to the notified areas or have a query in relation to consultation or notification of the Canal & River Trust on planning applications, please email us at [planning@canalrivertrust.org.uk](mailto:planning@canalrivertrust.org.uk)

Regards,

Sarah Steele  
Planning Technician  
T 0121 2007757  
E [planning@canalrivertrust.org.uk](mailto:planning@canalrivertrust.org.uk)  
W [canalrivertrust.org.uk](http://canalrivertrust.org.uk)  
Canal & River Trust, Fradley Junction,  
Alrewas, Staffordshire DE13 7DN

---

**From:** Kate Stevens [<mailto:Kate@asbriplanning.co.uk>]  
**Sent:** 09 February 2018 10:15  
**To:** Enquiries southwalessevern <[Enquiries.southwalessevern@canalrivertrust.org.uk](mailto:Enquiries.southwalessevern@canalrivertrust.org.uk)>  
**Subject:** SCHEDULE 1 Article 4. (4) SCHEDULE 1B/1C Articles 2C & 2D - proposed development at Land South of Glan Usk Primary School, Herbert Road, Newport.



The Coal  
Authority

Resolving the **impacts** of mining

200 Lichfield Lane  
Mansfield  
Nottinghamshire  
NG18 4RG  
T: 01623 637 119

E: [planningconsultation@coal.gov.uk](mailto:planningconsultation@coal.gov.uk)  
[www.gov.uk/coalauthority](http://www.gov.uk/coalauthority)

Mr Llyr Morris – Graduate Planner  
Asbri Planning Ltd

**[By email: [mail@asbriplanning.co.uk](mailto:mail@asbriplanning.co.uk)]**

Your ref: 17.104

10 January 2018

Dear Mr Morris

**Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended 2016)**

**Schedule 1C Article 2D - Consultation before applying for planning permission**

**Construction of 206 residential units, internal road network, parking, landscaping and associated works at Land South of Glan Usk Primary School, Herbert Road, Newport.**

Thank you for your consultation letter of 09 February 2018 seeking the pre-application views of the Coal Authority on the above.

I have checked the site location plan against the information held by the Coal Authority and can confirm that the proposed development site is located outside of the defined coalfield.

Accordingly, there is no requirement to submit a Coal Mining Risk Assessment in support of a planning application for the redevelopment of this site. The Local Planning Authority will not consult the Coal Authority on any planning application for this site.

Yours sincerely

*D Roberts*

**Deb Roberts** *M.Sc.*  
**Planning Liaison Officer**

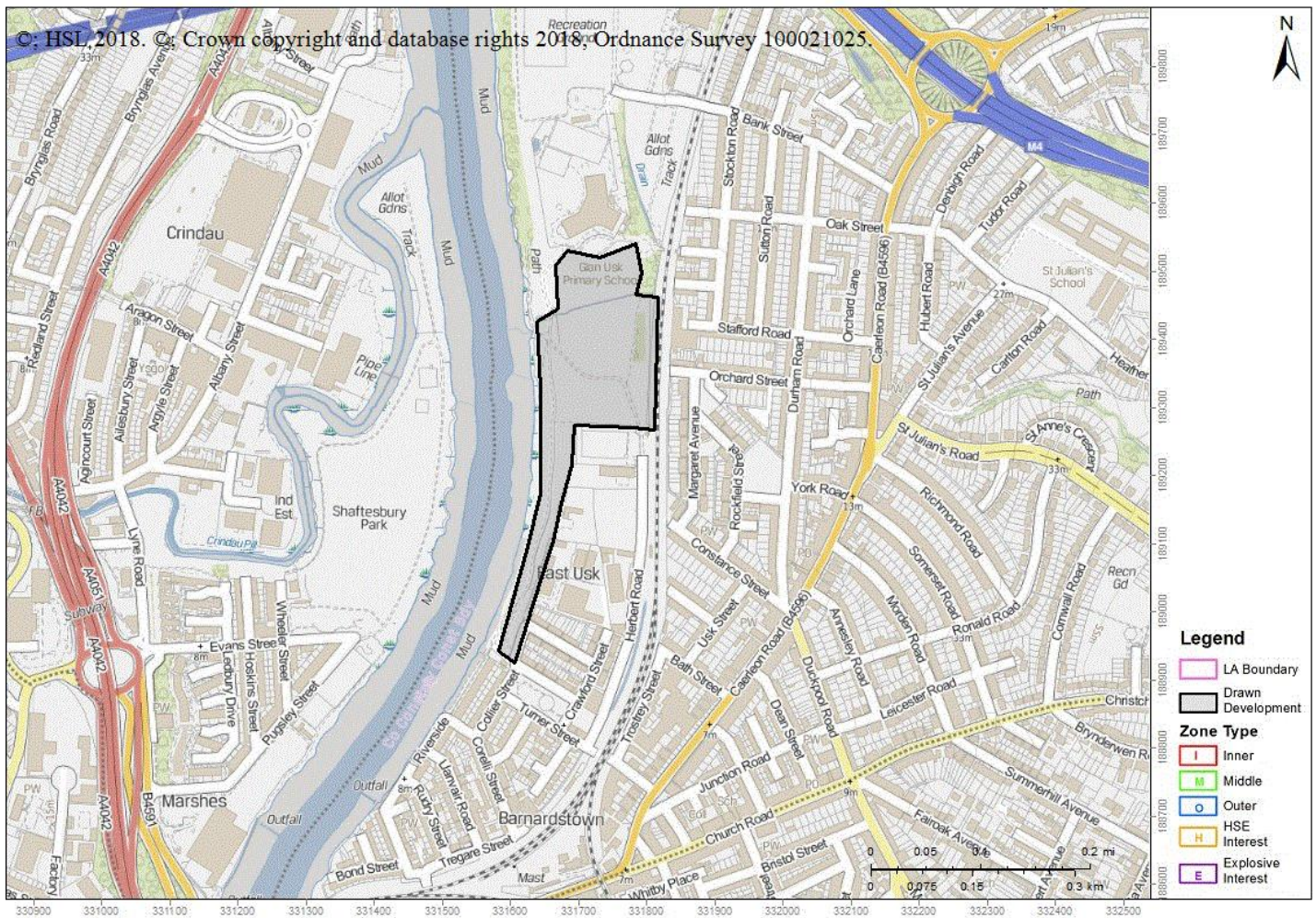
Cardiff  
CF56 8RS

## Advice : HSL-180215143600-744 Does Not Cross Any Consultation Zones

Your Ref: 17.104

Development Name: Land South of Glan Usk Primary School, Herbert Road, Newport

Comments:



The proposed development site which you have identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted on any developments on this site. However, should there be a delay submitting a planning application for the proposed development on this site, you may wish to approach HSE again to ensure that there have been no changes to CDs in this area in the intervening period.

This advice report has been generated using information supplied by Kate Stevens at Asbri Planning Ltd on 15 February 2018.

## Llyr Morris

---

**From:** Richard.Jones7@gov.wales  
**Sent:** 19 February 2018 17:36  
**To:** Mail Asbriplanning  
**Cc:** Aqib.Afzal@gov.wales; A.Webb@southwales-tra.gov.uk  
**Subject:** 206 residential units south of Glan Usk Primary Sched 1C article 2D 17.104

Dear Asbri,

Welsh Government (Transport) would have no objection. The site would appear sufficiently distant from the M4 however any perceived noise nuisance from the M4 and subsequent mitigation would be the responsibility of the developer.

Regards  
Richard Jones

Richard Jones  
**Peiriannydd Ffyrdd / Route Engineer**

Is-adran Rheoli'r Rhwydwaith - Network Management Division  
Trafnidiaeth / Transport  
Llywodraeth Cymru / Welsh Government  
Parc Cathays / Cathays Park  
Caerdydd / Cardiff

**Ffôn / Tel: 03000 256573**

Wrth adael Llywodraeth Cymru sganiwyd y neges yma am bob feirws. Mae'n bosibl y bydd gohebiaeth gyda Llywodraeth Cymru yn cael ei logio, ei monitro ac/neu ei chofnodi yn awtomatig am resymau cyfreithiol. Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi. On leaving the Welsh Government this email was scanned for all known viruses. Communications with Welsh Government may be automatically logged, monitored and/or recorded for legal purposes. We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding. Checked for spam and viruses  
<http://www.canit.akauk.net/>



Dŵr Cymru  
Welsh Water

Developer Services  
PO Box 3146  
Cardiff  
CF30 0EH

Tel: +44 (0)800 917 2652  
Fax: +44 (0)2920 740472  
E.mail: [developer.services@dwrwymru.com](mailto:developer.services@dwrwymru.com)

Gwasanaethau Datblygu  
Blwch Post 3146  
Caerdydd  
CF30 0EH

Ffôn: +44 (0)800 917 2652  
Ffacs: +44 (0)2920 740472  
E.bost: [developer.services@dwrwymru.com](mailto:developer.services@dwrwymru.com)

Asbri Planning Ltd.  
Unit 9  
Oak Tree Court  
Cardiff Gate Business Park  
Cardiff  
CF23 8RS

**Date: 01/03/2018**  
**Our Ref: PPA0002802**

Dear Sirs,

**Grid Ref: 331705, 189327**

**Site Address: Land South of Glan Usk Primary School, Herbert Road, Newport, NP19 7BH**

**Development: Construction of 206 residential units, internal road network, parking, landscaping and associated works**

I refer to the Schedule 1C - Article 2D notice received and your formal request for a pre-application consultation response before applying for planning permission from Dwr Cymru Welsh Water as a 'Specialist Consultee' as defined by Paragraph (y) of Schedule 4 of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016. It is acknowledged that the consultation request relates to a major development site and thus seeks a substantive response within 28 days from the date of the notice, as per the requirements of Article 2E. This request includes our views on the capacity of our network of assets and infrastructure to accommodate your proposed development. Having reviewed the details submitted I would advise there is **no objection** to the proposed development and offer the following standing advice which should be taken into account within any future planning application for the development.

### **SEWERAGE**

It can be confirmed that the foul flows only from the proposed development can be accommodated within the public sewerage system. We are also satisfied with the proposed discharge of surface water to the watercourse as shown on drawing number 001 Revision B within the drainage strategy.

Having previously been in extensive dialog with the developer regarding this site, the applicant is aware that the site is crossed by a number of large diameter sewers (as shown on the attached public sewer extract plan).

Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times. No part of any building will be permitted within 4 metres either side of the centreline of 750mm public sewer and 6 metres either side of the centreline of the 1200mm public sewer. As stated to the developer, we request that upon the submission of the planning application the drainage plans (001



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.  
Mae Dŵr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in  
Welsh and English

Dŵr Cymru Cyf, a limited company registered in  
Wales no 2366777. Registered office: Pentwyn Road,  
Nelson, Treharris, Mid Glamorgan CF46 6LY

Rydym yn croesawu gohebiaeth yn y  
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng  
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn  
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

Revision B & 002 FW Revision B) within the drainage strategy are amended to also show all existing public assets crossing the site (including the 2100mm sewer crossing the north of the site).

We have also noted that the existing easement shown on drawing 002 FW Revision B is encroached upon by plot 46. In discussion with the developer it has been agreed that a piling strategy is to be submitted within the future Section 104 agreement demonstrating that the existing public sewer within this area will not be adversely affected.

You are also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist you may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus in and around your site. Please be mindful that under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

## **SEWAGE TREATMENT**

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

## **WATER SUPPLY**

A water supply can be made available to service this proposed development.

The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application. I also attach copies of our water and sewer extract plans for the area, and a copy of our Planning Guidance Note which provides further information on our approach to the planning process, making connections to our systems and ensuring any existing public assets or infrastructure located within new development sites are protected.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at [developer.services@dwrwymru.com](mailto:developer.services@dwrwymru.com). Please quote our reference number in all communications and correspondence.



Yours faithfully,



**Owain George**  
**Planning Liaison Manager**  
**Developer Services**

Enclosed. Sewer plan, Water plan, Pre planning notes.

***Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.***



Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.  
Mae Dŵr Cymru yn eiddo i Glas Cymru – cwmni 'nid-er-elw'.

We welcome correspondence in  
Welsh and English

Dŵr Cymru Cyf, a limited company registered in  
Wales no 2366777. Registered office: Pentwyn Road,  
Nelson, Treharris, Mid Glamorgan CF46 6LY

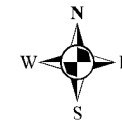
Rydym yn croesawu gohebiaeth yn y  
Gymraeg neu yn Saesneg

Dŵr Cymru Cyf, cwmni cyfyngedig wedi'i gofrestru yng  
Nghymru rhif 2366777. Swyddfa gofrestredig: Heol Pentwyn  
Nelson, Treharris, Morgannwg Ganol CF46 6LY.

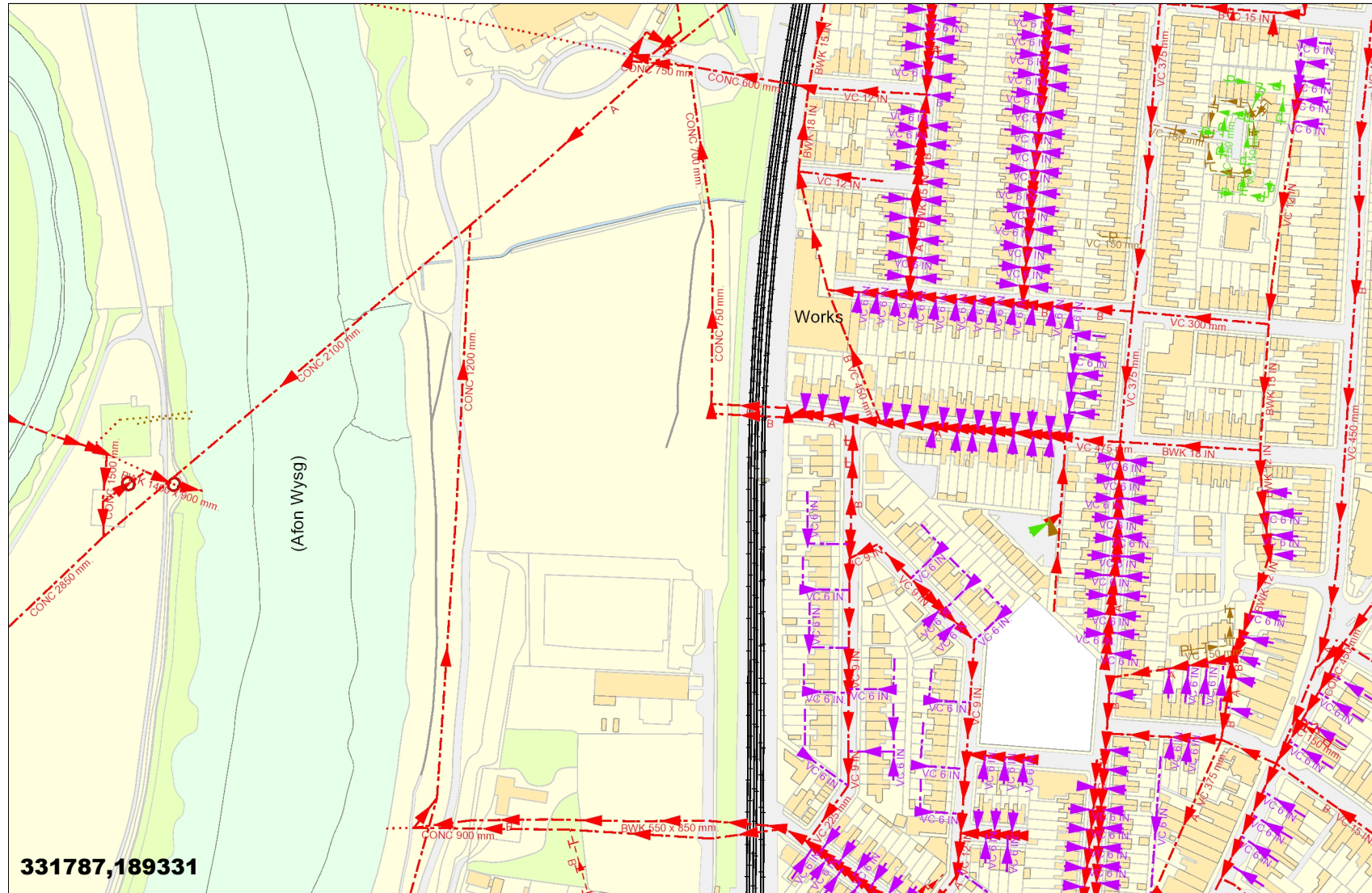


Dwr Cymru  
Welsh Water

01/03/2018



Scale: 1: 3283



331787,189331

**LEGEND**

**Clean Water**

- Sluice Val
- Air Val, SINGLE
- Tap
- Pressure Reducing Valve
- Meter
- BULK Meter
- FH
- Cap
- Existing Main
- NON COMPANY
  
- Sewerage External**
- Foul
- Surface Water
- Combined
- Rising Main
- Private
- Treatment Works
- Pumping Station
- Special Purpose
- Unknown End
- Change, Combined Overflow
- Outfall, FOUL
- Lamp Hole, Foul
- Private Sewer Transfer
- Lateral Drain
- Inspection Chamber

Dwr Cymru Cyfyngedig ('the Company') gives this information as to the position of its underground apparatus by way of general guidance only and on the strict understanding that it is based on the best information available and no warranty as to its correctness is relied upon in the event of excavations or other works made in the vicinity of the company's apparatus and any onus of locating the apparatus before carrying out any excavations rests entirely on you. The information which is supplied hereby the company, is done so in accordance with statutory requirements of sections 198 and 199 of the water industry Act 1991 based upon the best information available and in particular, but without prejudice to the generality of the foregoing, it should be noted that the records that are available to the Company may not disclose the existence of a drain sewer or disposal main laid before 1 September 1989, or if they do, the particulars thereof including their position underground may not be accurate. It must be understood that the furnishing of this information is entirely without prejudice to the provision of the New Roads and Street Works Act 1991 and the company's right to be compensated for any damage to its apparatus.

**EXACT LOCATION OF ALL APPARATUS TO BE DETERMINED ON SITE**

Reproduced from the Ordnance Survey's maps with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Licence No: WU298565.

Whilst every reasonable effort has been taken to correctly record the pipe material of DCWW assets, there is a possibility that in some cases pipe material (other than Asbestos Cement or Pitch Fibre) may be found to be Asbestos Cement (AC) or Pitch Fibre (PF). It is therefore advisable that the possible presence of AC or PF pipes be anticipated and considered as part of any risk assessment prior to excavation



Emma Harding  
Asbri Planning Ltd  
Unit 9 Oak Tree Court  
Mulberry Drive  
Cardiff Gate Business Park  
Cardiff  
CF23 8RS

Plant Protection  
Cadent  
Block 1; Floor 1  
Brick Kiln Street  
Hinckley  
LE10 0NA  
E-mail: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com)  
Telephone: +44 (0)800 688588

**National Gas Emergency Number:**  
**0800 111 999\***

**National Grid Electricity Emergency Number:**  
**0800 40 40 90\***

\* Available 24 hours, 7 days/week.  
Calls may be recorded and monitored.

[www.cadentgas.com](http://www.cadentgas.com)

**Date:** 13/02/2018

**Our Ref:** XX\_XX\_3SWP\_403213

**Your Ref:** Land South of Glan Usk Primary School 17.104 AB

**RE: Proposed Works, NP19 7HF, Land South of Glan Usk Primary School, Herbert Road**

Thank you for your enquiry which was received on 09/02/2018.

An assessment has been carried out with respect to Cadent Gas Ltd, National Grid Electricity Transmission plc's and National Grid Gas plc's apparatus. Please note it does not cover the items listed in the section "Your Responsibilities and Obligations", including gas service pipes and related apparatus.

For details of Network areas please see the Cadent website (<http://cadentgas.com/Digging-safely/Dial-before-you-dig>) or the enclosed documentation.

**Searches based on your enquiry have identified that there is no record of apparatus in the vicinity of your enquiry.**

**As your works are at a "proposed" stage, any maps and guidance provided are for information purposes only. This is not approval to commence work. You must submit a "Scheduled Works" enquiry at the earliest opportunity and failure to do this may lead to disruption to your plans and works. Plant Protection will endeavour to provide an initial assessment within 14 days of receipt of a Scheduled Works enquiry and dependent on the outcome of this, further consultation may be required.**

**In any event, for safety and legal reasons, works must not be carried out until a Scheduled Works enquiry has been completed and final response received.**

## Your Responsibilities and Obligations

The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your scheduled activities at this location.

It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.

This assessment solely relates to Cadent Gas Ltd, National Grid Electricity Transmission plc (NGET) and National Grid Gas plc (NGG) and apparatus. This assessment does **NOT** include:

- Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent and/or National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Plant Protection.
- Gas service pipes and related apparatus
- Recently installed apparatus
- Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.

It is **YOUR** responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on the National Grid Website (<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>).

This communication does not constitute any formal agreement or consent for any proposed development work; either generally or with regard to Cadent and/or National Grid's easements or wayleaves nor any planning or building regulations applications.

Cadent Gas Ltd, NGG and NGET or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you require further assistance please contact the Plant Protection team via e-mail ([click here](#)) or via the contact details at the top of this response.

Yours faithfully

Plant Protection Team

# GUIDANCE

## Standard Guidance

**Essential Guidance document:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>

**General Guidance document:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103>

**Excavating Safely in the vicinity of gas pipes guidance (Credit card):**

<http://www.nationalgrid.com/NR/rdonlyres/A3D37677-6641-476C-9DDA-E89949052829/44257/ExcavatingSafelyCreditCard.pdf>

**Excavating Safely in the vicinity of electricity cables guidance (Credit card):**

<http://www.nationalgrid.com/NR/rdonlyres/35DDEC6D-D754-4BA5-AF3C-D607D05A25C2/44858/ExcavatingSafelyCreditCardelectricitycables.pdf>

Copies of all the Guidance Documents can also be downloaded from the National Grid Website:

<http://www.nationalgrid.com/uk/Gas/Safety/work/downloads/>

# ENQUIRY SUMMARY

## Received Date

09/02/2018

## Your Reference

Land South of Glan Usk Primary School 17.104 AB

## Location

Centre Point: 331727, 189311

X Extent: 289

Y Extent: 816

Postcode: NP19 7HF

Location Description: NP19 7HF, Land South of Glan Usk Primary School, Herbert Road

## Map Options

Paper Size: A3

Orientation: PORTRAIT

Requested Scale: 2500

Actual Scale: N/A

Real World Extents: N/A

## Recipients

pprsteam@nationalgrid.com

## Enquirer Details

Organisation Name: Asbri Planning Ltd

Contact Name: Emma Harding

Email Address: emma@asbriplanning.co.uk

Telephone: 02920 732652

Address: Unit 9 Oak Tree Court, Mulberry Drive, Cardiff Gate Business Park, Cardiff, CF23 8RS

## Description of Works

PLANS ONLY DB

## Enquiry Type

Proposed Works

## Activity Type

General Excavation

## Work Types

Work Type: Plans Only