

MONMOUTHSHIRE COUNTY COUNCIL



MONMOUTHSHIRE LOCAL DEVELOPMENT PLAN

Function and Hierarchy of Settlements Study

October 2008

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1. Introduction

- 1.1 This study has been produced as a background paper to the emerging Monmouthshire Local Development Plan (LDP). The purpose of this study is to identify those settlements that can provide for most of the everyday needs of local residents. The Council will ultimately need to allocate sufficient land in the LDP for housing, employment and other land uses in accordance with the Wales Spatial Plan and Planning Policy Wales (2002).

2. Policy Context

- 2.1 Guidance to local authorities by the Welsh Assembly Government on how to plan for development in their Local Development Plans is set out in Planning Policy Wales (2002).

- 2.2 Planning Policy Wales states that plans need to:

“...stimulate, guide and manage change towards sustainability. They should secure a sustainable settlement pattern which meets the needs of the economy, the environment and health, while respecting local diversity and protecting the character and cultural identity of communities. In their land allocation policies and proposals, local planning authorities should:

- promote sustainable patterns of development, identifying previously developed land and buildings, and indicating locations for higher density developments at hubs and interchanges and close to route corridors where accessibility on foot and by bicycle and public transport is good;*
- maintain and improve the vitality, attractiveness and viability of town, district, local and village centres;*
- foster development approaches that recognise the mutual dependence between town and country, thus improving linkages between urban areas and their rural surroundings.”* (Planning Policy Wales, para.2.5.2)

- 2.3 Planning Policy Wales goes on to state that Local Planning Authorities should assess the extent to which their settlement strategies and new development are consistent with:

“...minimising the need to travel and increasing accessibility by modes other than the private car. A broad balance between housing and employment opportunities should be promoted to minimise the need for long distance commuting. Local authorities should adopt policies to locate major generators of travel demand such as housing, employment, retailing, leisure and recreation, and community facilities including libraries, schools and hospitals within existing urban areas or

in other locations which are, or can be, well served by public transport, or can be reached by walking or cycling. Preparing accessibility profiles for public transport, walking, cycling and freight may assist local authorities in plan preparation and assessing possible development sites. Wherever possible travel intensive developments should be located at major public transport nodes or interchanges. Higher density development, including residential development should be encouraged, near public transport nodes, or near corridors well served by public transport (or with the potential to be so served.) (Planning Policy Wales, para.2.5.3)

- 2.4 Planning Policy Wales also stipulates that in planning for housing in rural areas it is important to recognise that development in the countryside should:

“...embody sustainability principles, benefiting the rural economy and local communities while maintaining and enhancing the environment. There should be a choice of housing, recognising the housing needs of all, including those in need of affordable or special needs provision. In order to safeguard the character and appearance of the countryside, to reduce the need to travel by car and to economise on the provision of services, new houses in the countryside away from existing settlements recognised in UDPs, or from other areas allocated for development, must be strictly controlled. Many parts of the countryside have isolated groups of dwellings. Sensitive filling in of small gaps, or minor extensions to such groups, may be acceptable, but much depends upon the character of the surroundings, the pattern of development in the area and the accessibility to main towns and villages.” (Planning Policy Wales, para.2.5.3)

3. Methodology

- 3.1 The Monmouthshire Unitary Development Plan (UDP) identifies five principal towns, namely Abergavenny, Caldicot, Chepstow, Monmouth and Usk. In addition, in terms of population, the settlement of Magor/Undy is also significant. Together these settlements accounted for 60% of the County’s population at the time of the 2001 Census and offer a wide range of services for both their residents and the surrounding rural areas.
- 3.2 In addition to the above settlements the UDP identifies 23 villages which it deems suitable for minor extensions/rounding off and infill opportunities and a further 33 villages which are deemed suitable for minor infill residential development. These villages account for a further 20% of Monmouthshire’s population.
- 3.3 The settlements for this study were derived from those settlements identified in the UDP, 57 villages and five towns. The population figures quoted have been calculated by taking the average household size recorded at the 2001 Census within individual output areas and the

number of individual households within each settlement boundary. Any households lying outside the settlement boundaries were not considered. The settlement boundaries are those that are published in the UDP. Where settlements do not have a development boundary then the households that make up the nucleus of the settlement were used. The settlements are mapped in Appendix 1.

- 3.4 The boundaries of the settlements, however, may not always relate to everyday life, particularly where settlements coalesce as is the case with Shirenewton and Mynydd bach. This may affect the relative sustainability of a settlement as in practice people utilise services in a number of settlements.
- 3.5 For the purposes of this study the five main towns were not surveyed independently as they clearly have higher levels of provision of services, facilities and public transport. However, each of the 57 village settlements were surveyed, with each assessed against a number of sustainability criteria. For this study the individual criteria were based on the presence of key services within the settlements that contribute towards meeting the daily needs of the population and reduce reliance on the need to travel to access facilities and services. Each of the identified settlements were assessed against the criteria and then ranked depending on their performance.
- 3.6 Table 1 shows the indicators against which the settlements were assessed.

Table 1

| Criteria | Indicator |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Social | Population |
| Retail/Employment | Convenience Store Other non-food Shop Post Office Pharmacy Employment opportunity |
| Transport Services/Accessibility | Bus Rail |
| Community Services and Facilities | Nursery School/Playgroup Primary School Secondary School Place of Worship GP Surgery Public House Petrol Filling Station Library Public Hall (including village hall & church hall) Publicly Accessible Open Space Sports Ground (pitch available) Childs Play Area |

| | |
|--|---------------------------------------------|
| | Youth Club (including scout & guide groups) |
|--|---------------------------------------------|

- 3.7 The data used in the assessment of the settlements comes from an audit of services and facilities undertaken during February and March 2008. This was based on a desktop study, the internet and site visits to each of the settlements to confirm the existence of the facilities. A score of 1 was attributed to the presence of a service/facility in a settlement and a score of 0 for its absence. The settlements have then been ordered by the total sum of their services and facilities.
- 3.8 The different facilities have not been weighted in any way in the assessment in view of the difficulty in developing an objective measure, when the relative importance of facilities will depend on the particular combination of circumstances in each settlement. Bus services and access to train services, however, have been considered separately to allow recognition of the differing levels of service provision. Scores for these services have been allocated according to the criteria in the following table.

Table 2

| | Infrastructure Provision | Score |
|---------------|-----------------------------------|-------------|
| Bus Services | No Service | 0 points |
| | Grass Routes Service | 0.25 points |
| | Less than 20 services Mon-Friday | 0.5 points |
| | 20-50 services Mon-Friday | 0.75 points |
| | 50-100 services Mon-Friday | 1.0 point |
| | 100-200 services Mon-Friday | 1.5 points |
| | More than 200 services Mon-Friday | 2.0 points |
| Rail Services | Railway Station | 2.0 points |

- 3.9 The access to key facilities and bus services are also averaged over whole settlements, this may mask smaller scale areas within settlements with issues in accessing facilities. This is more pertinent in the larger settlements where distance from facilities generally located in settlement centres could be an issue resulting in variations in sustainability within settlements.

4. Settlement Hierarchy

4.1 Population

4.1.1 On the basis of their population size the settlements, including the principal towns, can be ordered as follows, a more detailed breakdown can be found at appendix 2:

First Tier >5000

Abergavenny
Chepstow
Caldicot

Monmouth
Magor/Undy

Second Tier 1000 - 2500

Usk
Rogiet
Portskewett

Penperlleni
Raglan

Third Tier 500 - 1000

Caerwent
Llanfoist

Shirenewton/Mynydd bach
St Arvans

Fourth Tier 250 - 500

Little Mill
Llandogo
Mathern
Llangybi
Sudbrook
Pwllmeyric

Llanellen
Tintern
Devauden
Grosmont
Werngifford/Pandy

Fifth Tier 100 – 250

The Bryn
Dingestow
Llanvair Discoed
The Narth
Crick
Trellech
Penallt

Gwehelog
Llanover
Llanishen
Catbrook
Mitchel Troy
Brynygwenin
Llandewi Rhydderch

Sixth Tier <100

Coed y paen
Llanvair Kilgeddin
Llandenny
Tredunnoch
Great Oak
Llansoy
Broadstone
Llangwm
Llandegfedd
Llanvapley
Llanarth

Llantilio Crossenny
Cross Ash
Cuckoos Row
Bettws Newydd
Llantrisant
Maypole
St Maughans Green
Penpergwm
Llangattock Lingoed
Llanvetherine
Penyclawdd

4.1.2 Abergavenny, Caldicot, Chepstow and Monmouth are the largest settlements in terms of population, and it follows that these settlements would be expected to be capable of supporting the greatest range of services, since services require a supporting catchment population to ensure viability. Population, however, is not the only determining factor in whether a settlement can be deemed more or less sustainable. Whilst considered to be one of the principal towns in the County, Usk only appears in the second tier of settlements in terms of its population. Magor/Undy has a population of more than twice that of Usk but has far fewer facilities and services.

5. Key Facilities and Services

5.1 Principal Towns

5.1.1 The principal towns in the County were not subject to an independent survey, however the broad range of services and facilities available within the towns are listed below under the headings of what would be expected in this order of settlement.

5.1.2 Abergavenny

- Population at 2001 Census – 13,600
- Retail centre – 17th in MHE Wales ranking – ‘District’ in MHE hierarchy
- Retail catchment area covers largely rural hinterland from beyond Crickhowell in the west to Llantilio Crossenny and Raglan in the east. Hinterland extends as far north as Llanthony and Grosmont and towards Penperlleni in the south.
- Leisure & entertainment – Borough Theatre, leisure centre with swimming pool, library, pubs, restaurants, cafes
- Schools – King Henry VIII Comprehensive School, 3 Primary Schools, Ysgol Gymraeg y Fenni
- HE & FE colleges – Hill College Campus
- Sports – range of local clubs
- Local government – local offices only
- Tourism – Abergavenny Castle & Museum – 17k visitors p.a.; accommodation 2600+ beds; annual food festival attracting national participation. Situated close to Becon Beacons National Park.
- Health – District General Hospital
- Number of Jobs – approx 8,600
- Transport - Important public transport node. Bus services serve direct the town itself, outlying rural villages and throughout the sub-region including: Brecon; Builth Wells; Hereford; Newport; and Cardiff. Railway station with direct links to Manchester, Liverpool, Newport and Cardiff.

5.1.3 Monmouth

- Population at 2001 Census – 8,900
- Retail centre – 24th in MHE Wales ranking – ‘District’ in MHE hierarchy
- Retail catchment area covers largely rural hinterland from Raglan in the west towards Coleford in the east. Hinterland extends as far north as Skenfrith and Llangarron and towards Llangwm and Trellech in the south.
- In March 2004, a second bridge over the River Monnow into Monmouth town centre was opened providing improved access. Historic Monnow Bridge closed to traffic and a pedestrianisation scheme implemented in 2004.
- Leisure & entertainment – Cinema, library, leisure centre with swimming pool, pubs, restaurants, cafes
- Schools – Monmouth Comprehensive School, 3 Primary Schools
- HE & FE colleges – none
- Sports - range of local clubs
- Local government – local offices only
- Tourism – Nelson Museum – 26k visitors p.a.; accommodation 2000+ beds. Situated at top of Wye Valley AONB, bordering Forest of Dean.
- Health - local facilities
- Number of Jobs – approx 4,400
- Transport - important public transport node. Bus services serve direct the town itself, outlying rural villages and throughout the South Wales and South West England sub-region including: Ross on Wye; Gloucester; Newport; Chepstow; Abergavenny and Hereford. No rail network.

5.1.4 Chepstow

- Population at 2001 Census – 10,800
- Retail centre – 35th in MHE Wales ranking – ‘Minor District’ in MHE hierarchy
- £2.5m regeneration scheme of the Central Shopping Area completed in 2005, winner of 3 national awards
- Retail centre for surrounding villages with catchment area covering a largely rural hinterland including Shirenewton, Mynydd-Bach and Devauden in the west and Woolaston in the east. Llandogo forms the northern boundary and Mathern the boundary in the south.
- Leisure & entertainment – Chepstow Racecourse, library, leisure centre with swimming pool, pubs, restaurants, cafes
- Schools – Chepstow Comprehensive School, 4 Primary Schools
- HE & FE colleges – none
- Sports – range of local clubs
- Local government – local offices only
- Tourism – Chepstow Castle – 61k visitors p.a., Chepstow Museum – 20k visitors p.a.; situated at entrance to Wye Valley AONB with Tintern Abbey close by – 63k visitors p.a., The Old Station Tintern – 62k

visitors p.a.; annual music festival; 'Hogging the Bridge' bike festival; accommodation 660+ beds.

- Health – Community Hospital
- Number of jobs – approx 7,200
- Transport - Close links to the M4 and M48. Important public transport node. Bus services extend to the surrounding towns and villages in Monmouthshire and to the South Wales and South West England sub-region including: Bristol and Cribbs Causeway, Gloucester, Lydney and Newport. Railway station with services connecting to both Wales and England.

5.1.5 Caldicot

- Population at 2001 Census – 9,700
- Retail centre – 79th in MHE Wales ranking – 'Local' in MHE hierarchy
- Retail catchment serves an area extending from Rogiet in the west to Portskewett in the east and extends as far north as Llanvair Discoed.
- Leisure & entertainment – library, leisure centre with swimming pool, pubs, restaurants
- Schools – Caldicot Comprehensive School, 5 Primary Schools
- HE & FE colleges – none
- Sports – range of local clubs
- Local government – local offices only
- Tourism – Caldicot Castle and Country Park – 37.5k visitors p.a., Caldicot Museum – 35k visitors p.a.; accommodation 30+ beds.
- Health – local facilities
- Number of jobs – approx 2,500
- Transport - Close links to M4 and M48.
- Bus services pass through the town to serve Chepstow, Newport and Bristol. Train station has a moderate use, serving Cardiff to Gloucester with park and ride facilities to Severn Tunnel Junction (London to Fishguard) nearby.

5.1.6 Usk

- Population at 2001 Census – 2,300
- Retail catchment serves a wide rural hinterland
- Leisure & entertainment – library, pubs and restaurants
- Schools – Usk Primary School
- HE & FE colleges – Coleg Gwent Usk Campus
- Sports – range of local clubs
- Local government – none
- Tourism – Museum of Rural Life – @4,000 visitors per annum, Usk Castle, Usk show held annually in September, attracted @20,000 visitors in 2007, Usk in Bloom, Open Garden Weekend held annually in June, accommodation 800+ beds.
- Health – local facilities
- Number of jobs – approx 1,200

- Transport - Within easy reach of the A449(T) for Newport, Monmouth and Abergavenny. Well served in terms of public transport, with bus services passing through the town to serve Monmouth, Newport, Pontypool, Chepstow and Abergavenny.

5.2 Villages

5.2.1 The table below shows the ranking for each of the settlements surveyed. This gives a score for each criteria and also the total overall score achieved. A complete break down of the services available in each settlement is given in appendix 3.

Table 3

| Rank | Settlement | Retail/ Employment | Transport Services/ Accessibility | Community Services & Facilities | Total |
|------|------------|-----------------------|-----------------------------------------|---------------------------------------|-------|
|------|------------|-----------------------|-----------------------------------------|---------------------------------------|-------|

First Tier Villages (Score >15)

| | | | | | |
|---|-------------|---|------|----|-------|
| 1 | Magor/Undy | 6 | 2.25 | 17 | 25.25 |
| 2 | Raglan | 5 | 1.75 | 15 | 21.75 |
| 3 | Tintern | 5 | 1.25 | 13 | 19.25 |
| 4 | Rogiet | 4 | 4.25 | 10 | 18.25 |
| 5 | Penperlleni | 4 | 1.75 | 12 | 17.75 |
| 6 | Portskewett | 3 | 2.25 | 12 | 17.25 |

Second Tier Villages (Score 10 – 14.9)

| | | | | | |
|-----|------------------------------|---|------|----|-------|
| 7 | Llanfoist | 4 | 1.75 | 9 | 14.75 |
| 8 | Shirenewton / Mynydd bach | 0 | 1 | 13 | 14 |
| 9 | Devauden | 3 | 1.25 | 9 | 13.25 |
| 10 | Little Mill | 0 | 2.25 | 10 | 12.25 |
| 11 | Caerwent | 1 | 0.75 | 10 | 11.75 |
| 12 | Llanover | 1 | 1.5 | 9 | 11.5 |
| =13 | Llandogo | 1 | 1.25 | 9 | 11.25 |
| =13 | St Arvans | 3 | 1.25 | 7 | 11.25 |
| 15 | Sudbrook | 3 | 1 | 7 | 11 |
| =16 | Llanellen | 3 | 2.25 | 5 | 10.25 |
| =16 | Mathern | 2 | 0.25 | 8 | 10.25 |
| =16 | Trellech | 0 | 1.25 | 9 | 10.25 |

Third Tier Villages (Score 5 – 9.9)

| | | | | | |
|-----|-----------------------|---|------|---|------|
| 19 | Llangybi | 2 | 1 | 6 | 9 |
| 20 | Dingestow | 1 | 1.75 | 6 | 8.75 |
| 21 | Llanishen | 0 | 1.25 | 7 | 8.25 |
| 22 | Pwllmeyric | 3 | 2 | 3 | 8 |
| 23 | Werngifford/Pandy | 0 | 1.75 | 6 | 7.75 |
| 24 | Grosmont | 2 | 0.25 | 5 | 7.25 |
| =25 | Llandewi Rhydderch | 0 | 0.25 | 6 | 6.25 |
| =25 | Penallt | 0 | 1.25 | 5 | 6.25 |
| 27 | Mitchel Troy | 0 | 1.75 | 4 | 5.75 |
| =28 | Llanarth | 0 | 0.25 | 5 | 5.25 |

| Rank | Settlement | Retail/ Employment | Transport Services/ Accessibility | Community Services & Facilities | Total |
|----------------------------------------|------------------------|-----------------------|-----------------------------------------|---------------------------------------|-------|
| =28 | Llanvapley | 0 | 0.25 | 5 | 5.25 |
| =28 | The Bryn | 2 | 1.25 | 2 | 5.25 |
| Fourth Tier Villages (Score 2.5 – 4.9) | | | | | |
| 31 | Llanvair Discoed | 0 | 0.5 | 4 | 4.5 |
| =32 | Cross Ash | 0 | 0.25 | 4 | 4.25 |
| =32 | Llanvair Kilgeddin | 0 | 0.25 | 4 | 4.25 |
| =32 | Gwehelog | 0 | 1.25 | 3 | 4.25 |
| 35 | Cuckoos Row | 1 | 1.5 | 1 | 3.5 |
| =36 | Bettws Newydd | 0 | 0 | 3 | 3 |
| =36 | Llandenny | 0 | 0 | 3 | 3 |
| =36 | Llangattock Lingoed | 1 | 0 | 2 | 3 |
| =36 | Llangwm | 0 | 1 | 2 | 3 |
| =36 | Penpergwm | 1 | 1 | 1 | 3 |
| =41 | Broadstone | 0 | 0.75 | 2 | 2.75 |
| =41 | Catbrook | 0 | 1.75 | 1 | 2.75 |
| =41 | Llansoy | 0 | 0.75 | 2 | 2.75 |

Fifth Tier Villages (Score <2.5)

| | | | | | |
|-----|------------------------|---|------|---|------|
| =44 | Crick | 1 | 1.25 | 0 | 2.25 |
| =44 | The Narth | 0 | 1.25 | 1 | 2.25 |
| =46 | Coed y paen | 0 | 0 | 2 | 2 |
| =46 | Llandegfedd | 0 | 0 | 2 | 2 |
| 48 | Llanvetherine | 0 | 0.75 | 1 | 1.75 |
| =49 | Llantrisant | 0 | 0.5 | 1 | 1.5 |
| =49 | Tredunnoch | 0 | 0.5 | 1 | 1.5 |
| 51 | Llantilio Crossenny | 0 | 0.25 | 1 | 1.25 |
| =52 | Great Oak | 0 | 1 | 0 | 1 |
| =52 | Penyclawdd | 0 | 0 | 1 | 1 |
| =52 | St Maughans Green | 0 | 0 | 1 | 1 |
| 55 | Brynygwenin | 0 | 0.25 | 0 | 0.25 |
| 56 | Maypole | 0 | 0 | 0 | 0 |

5.2.2 The above table shows a simple ranking of the villages depending on the number of services and facilities each settlement has within its boundary. However, whilst this does give some indication of the relative sustainability of the settlements in terms of possible future development there are other criteria that would need to be taken into consideration.

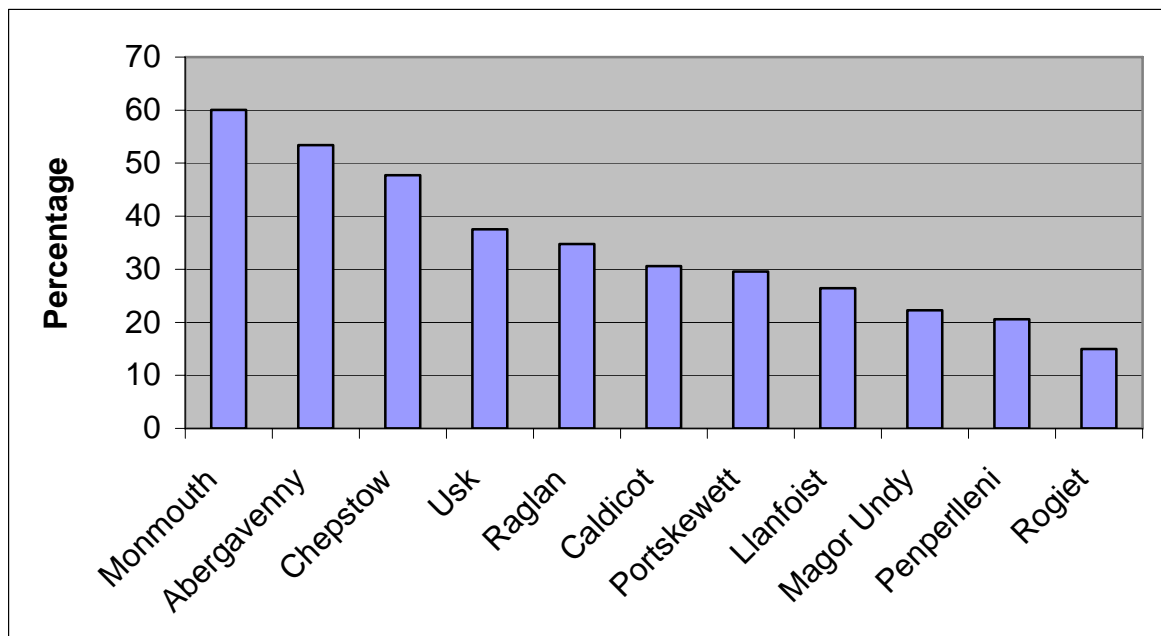
5.2.3 This hierarchy has not taken environmental considerations into account. Decisions on whether or not to allocate particular sites for development in these settlements would also depend on such issues as their impact on the physical form of the settlement and its landscape setting and environmental constraints such as locations in conservation

areas, archaeologically sensitive areas and the Wye Valley Area of Outstanding Natural Beauty.

5.3 Self-Containment

5.3.1 Self-containment is the ratio of residents living and working in a settlement to the total number of residents living in that settlement who are in work. The maximum level of self-containment is therefore 100% and the ratio is an indicator of the ability of the settlement to provide work in its local economy for its resident workforce. Figure 1 shows the level of self-containment of the principal towns and some of the larger villages. Monmouth has the highest figure for self-containment at 60%, followed by Abergavenny at 53% and Chepstow at 48%. Both Usk and Raglan have higher levels of self-containment than Caldicot despite its position as one of the principal towns.

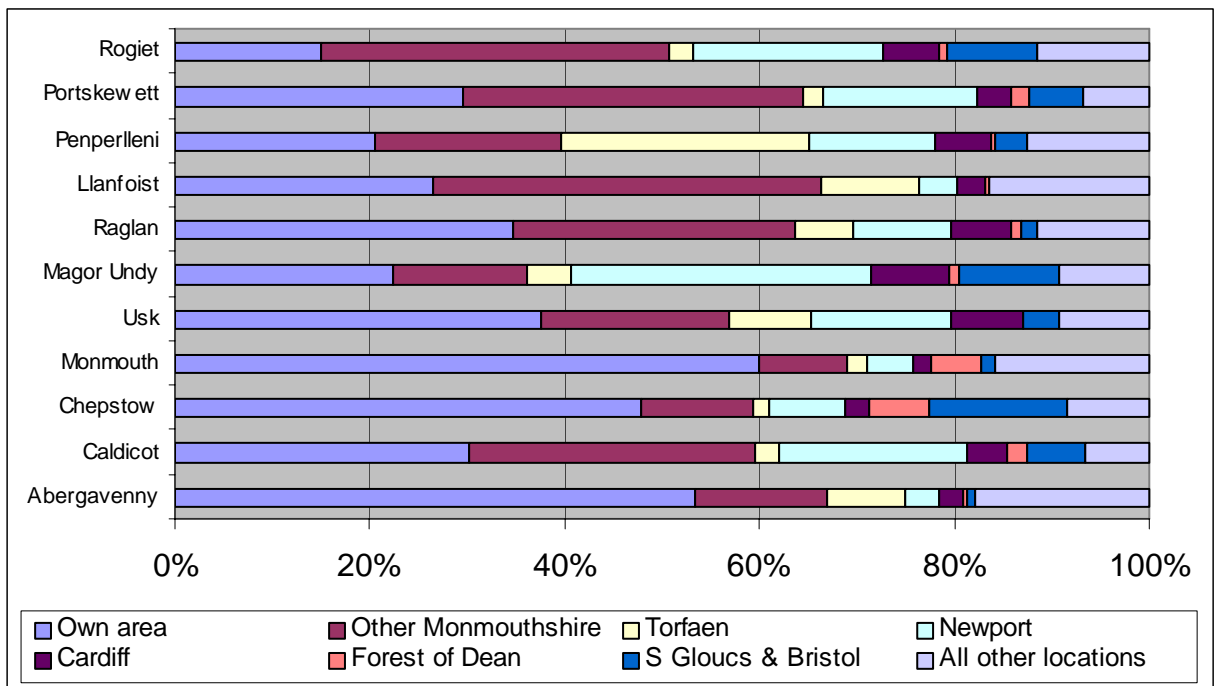
Figure 1



Source: 2001 Census, Travel to work statistics

5.3.2 Figure 2 compares information on where residents from the main towns and larger villages in Monmouthshire travel to work. Those settlements that are in close proximity to the principal towns such as Llanfoist and Portskewett have significant proportions of their residents travelling to these towns for employment, 33% and 24% respectively. In terms of those residents working outside of the County, the highest percentage are travelling to Newport, this is particularly significant with the settlements located along the M4 corridor.

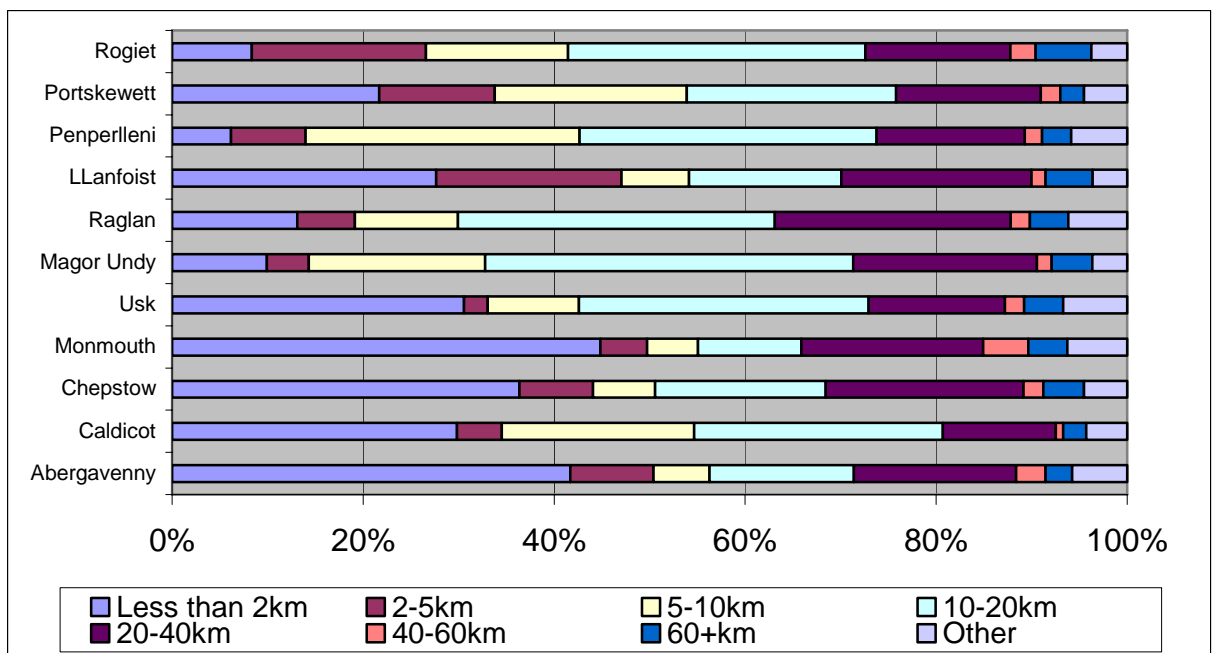
Figure 2



Source: 2001 Census, Travel to work statistics

5.3.3 Figure 3 compares the distance travelled to work from the principal towns and the larger villages. This figure excludes those who work from home. As would be expected the principal towns have the highest percentage of residents travelling less than 2km to their place of work, whilst with the exception of Llanfoist, those living in the larger villages are travelling further.

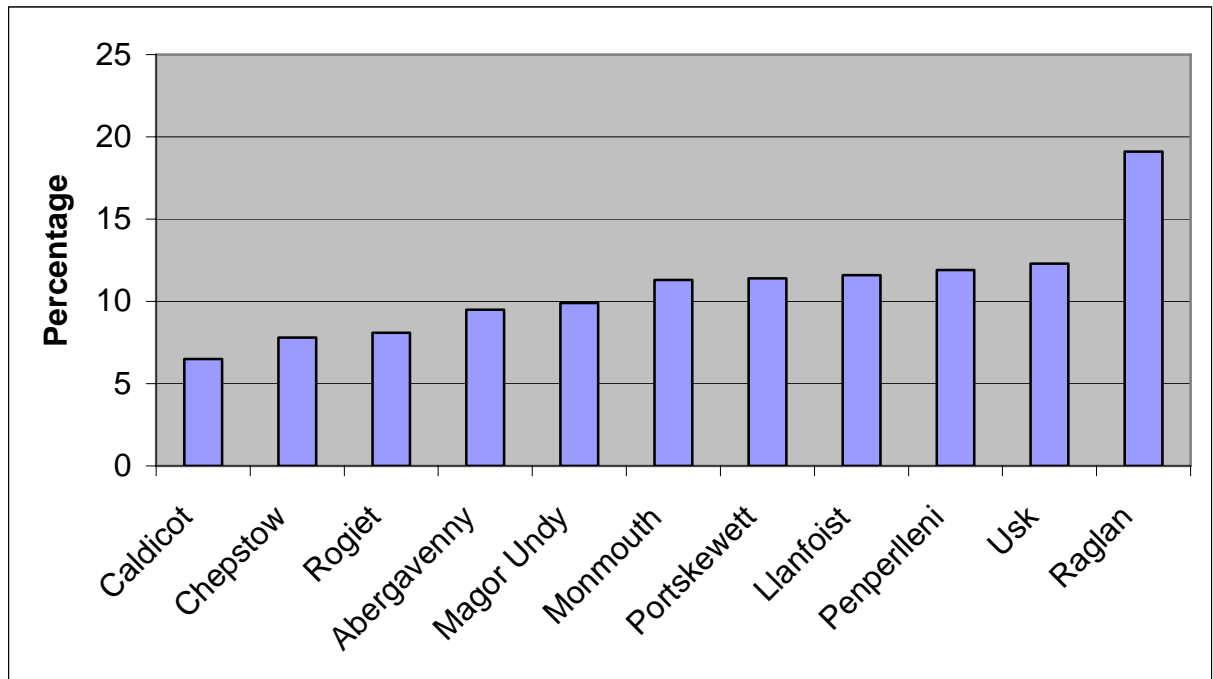
Figure 3



Source: 2001 Census

5.3.4 Of those who are economically active there is also a significant percentage who work from home. Figure 4 shows this percentage. Notable is the variation between the settlements, ranging between 6.5% in Caldicot and 19.1% in Raglan. As the figures are calculated at ward level the rural wards are more extensive than those in the urban areas and as such will be picking up farms in the surrounding area as well as the economically active in the settlements themselves.

Figure 4

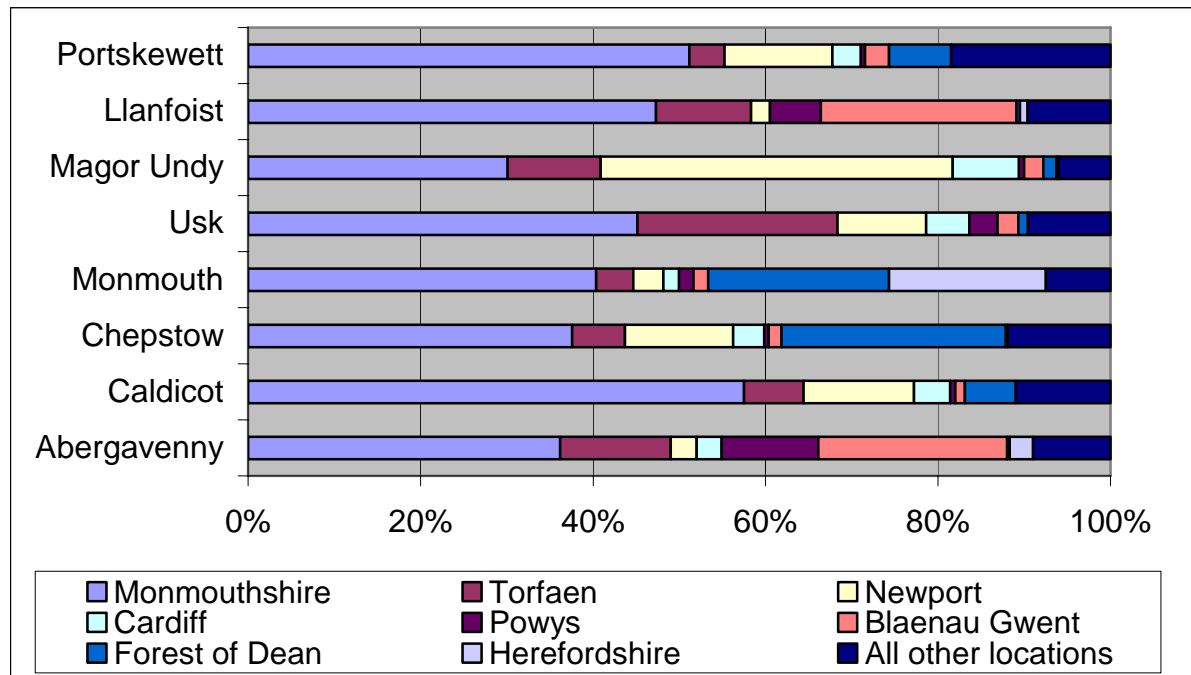


Source: 2001 Census

5.4 Employment and in-commuting

5.4.1 Figure 5 looks at the pattern of in-commuting to each of the major settlements and those in close proximity. The majority of in-commuters are coming from within Monmouthshire itself, the significance of in-commuting from other areas depends on the geographical location of the settlement. Of particular note from this analysis is the dominance in the M4 corridor of movements between Newport and Monmouthshire.

Figure 5

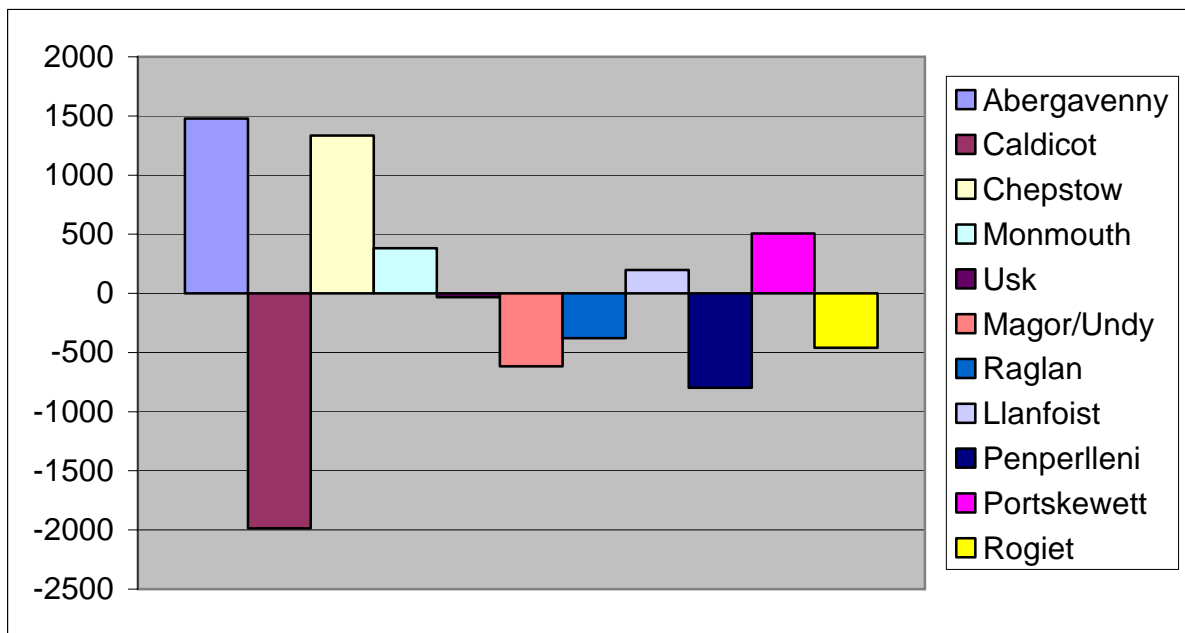


Source: 2001 Census, Travel to work statistics

5.5 Balance between out-commuting and in-commuting

5.5.1 Figure 6 shows the balance between the levels of out-commuting and in-commuting of the principal towns and the larger villages. From this it can be seen that Caldicot in particular experiences a high level of net out-commuting, nearly 2,000 persons at the time of the 2001 Census. In contrast Abergavenny and Chepstow experience significant net in-commuting, nearly 1,500 persons in Abergavenny and more than 1,300 persons in Chepstow.

Figure 6

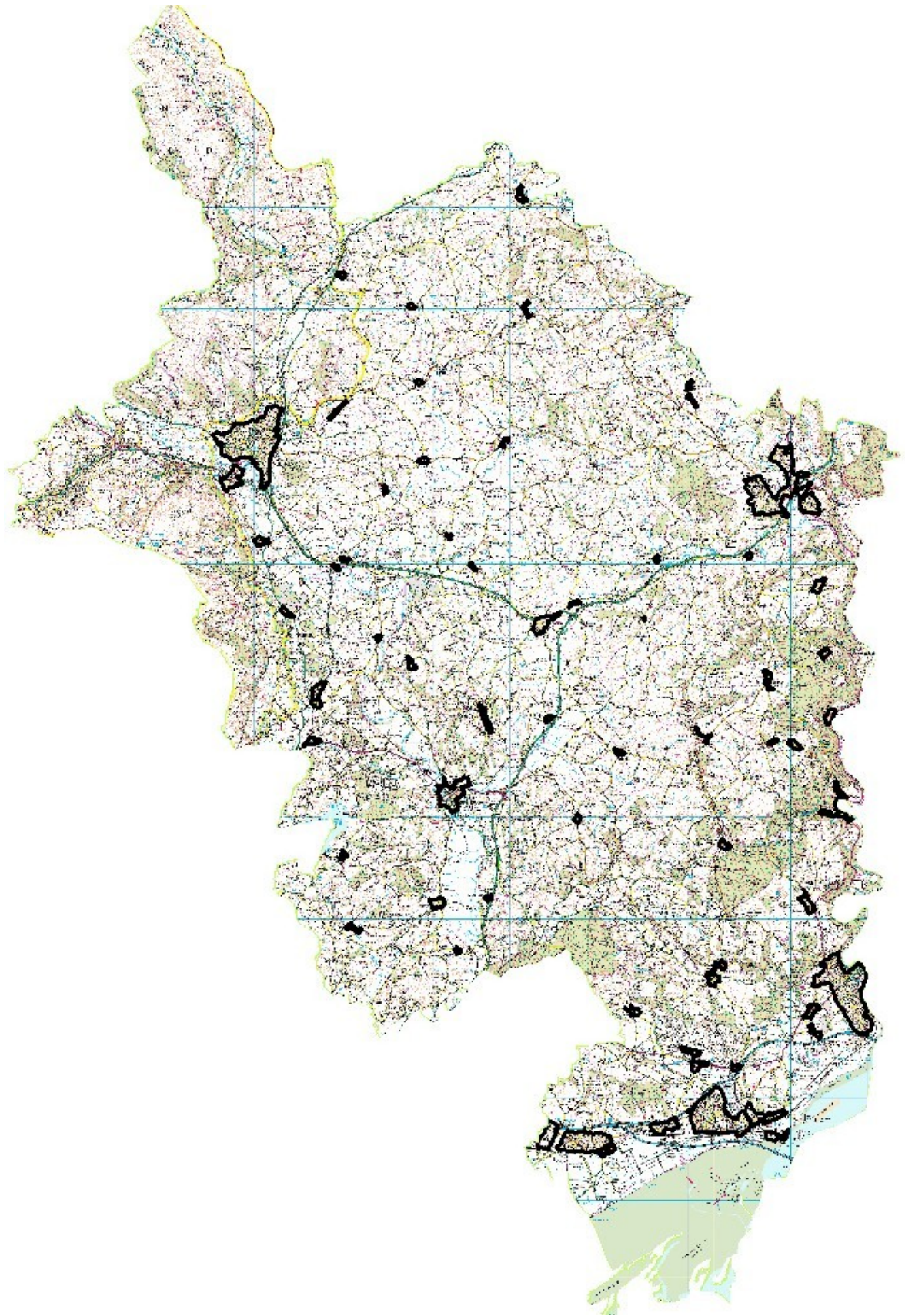


Source: 2001 Census, Travel to work statistics

6. Conclusion

- 6.1 As facilities and service provision change over time, this study and the resulting settlement hierarchy only provides a broad indication of the current situation in terms of the relative sustainability of settlements. The first tier villages in terms of services and facilities are also the villages with the largest populations. Tintern is the exception, as a popular tourist destination it has facilities such as cafes, pubs and hotels to meet this need and as such achieves an artificially high score.
- 6.2 Despite the limitations of the study the position of a settlement in the hierarchy set out in table 3 does provide some indication of its potential for growth. There are obviously other factors that will need to be taken into consideration and the settlement hierarchy will be developed further as the preparation of the Local Development Plan progresses.

Appendix 1: Location map of settlements in the study



Appendix 2: Population of individual settlements

| Settlement | Population |
|---------------------|------------|
| Bettws Newydd | 67 |
| Broadstone | 87 |
| Brynygwenin | 124 |
| Catbrook | 133 |
| Caerwent | 951 |
| Coed y Paen | 86 |
| Crick | 198 |
| Cross Ash | 70 |
| Cuckoos Row | 67 |
| Devauden | 358 |
| Dingestow | 219 |
| Great Oak | 88 |
| Grosmont | 284 |
| Gwehelog | 149 |
| Little Mill | 492 |
| Llanarth | 75 |
| Llandegfedd | 78 |
| Llandenny | 90 |
| Llandewi Rhydderch | 120 |
| Llandogo | 472 |
| Llanellen | 384 |
| Llanfoist | 872 |
| Llangattock Lingoed | 31 |
| Llangwm | 80 |
| Llangybi | 434 |
| Llanishen | 137 |
| Llanover | 145 |
| Llansoy | 88 |
| Llantilio Crossenny | 71 |
| Llantrisant | 64 |
| Llanvair Discoed | 213 |
| Llanvair Kilgeddin | 96 |
| Llanvapley | 76 |
| Llanvetherine | 31 |
| Magor/Undy | 5867 |
| Mathern | 454 |
| Maypole | 60 |
| Mitchel Troy | 131 |
| Penallt | 186 |

| Settlement | Population |
|--------------------------|------------|
| Penpergwm | 32 |
| Penperlleni | 1198 |
| Penyclawdd | 10 |
| Portskewett | 1557 |
| Pwllmeyric | 410 |
| Raglan | 1145 |
| Rogiet | 1613 |
| Shirenewton/ Mynydd bach | 578 |
| St Arvans | 569 |
| St Maughans Green | 40 |
| Sudbrook | 414 |
| The Bryn | 220 |
| The Narth | 213 |
| Tintern | 364 |
| Tredunnock | 89 |
| Trellech | 195 |
| Werngifford/Pandy | 279 |

| Settlement | Rail Station | Bus Service | Work Opportunity | Sports Ground (pitch available) | Youth club | Childs play area | Publicly Accessible open space | Pharmacy | Public hall (including village & church halls) | Library | Petrol Filling Station | Public House | Post Office | Other non-food shop | Convenience Store | GP Surgery | Place of worship | Secondary School | Primary School | Nursery |
|--------------------|--------------|-------------|------------------|---------------------------------|------------|------------------|--------------------------------|----------|------------------------------------------------|---------|------------------------|--------------|-------------|---------------------|-------------------|------------|------------------|------------------|----------------|---------|
| Llanvair Discoed | | Y | | Y | | Y | | | | | | Y | | | | | Y | | | |
| Llanvair Kilgeddin | | Y | | Y | | | Y | | Y | | | | | | | | | | Y | |
| Llanvapley | | Y | | | | Y | | | Y | | | | | | | | Y | | | |
| Llanvetherine | | | | | | | | | | | | | | | | | | | | |
| Magor/Undy | | | Y | Y | Y | Y | Y | Y | Y | | Y | Y(x2) | Y | Y | Y(x2) | Y | Y(x3) | | Y(x2) | Y(x3) |
| Mathern | | | | Y | Y | Y | Y | | Y | | | Y | Y | | Y | | Y | | | Y |
| Maypole | | | | | | | | | | | | | | | | | | | | |
| Mitchel Troy | | | | | | Y | | | Y | | | | | | | | Y | | | Y |
| Penallt | | | | | | Y | | | Y | | | Y | | | | | | | | |
| Penpergwm | | | | | | | | | | | | Y | | | | | | | | |
| Penperlleni | | | Y | | | | | | | | | Y | Y | Y | Y | Y | Y | | | Y |
| Penyclawdd | | | | | | | | | | | | | | | | | | | | |
| Portskewett | | | | | | Y | Y | | | | | Y | | Y | Y | Y | Y | Y | Y | Y(x2) |
| Pwllmeyric | | | | | | | | | | | | Y | | Y | Y | | | Y | | |
| Raglan | | | | | | Y | | | Y | | | Y(x3) | Y | Y | Y | Y | Y(x3) | | Y | Y |
| Rogiet | | | | | | Y | | | Y | | | Y(x2) | Y | | Y(x2) | | Y(x2) | | | |

