



Monmouthshire Replacement Local Development Plan

2018-2033

Report Of Consultation: Appendix 12 Deposit RLDP Representation Responses

Volume 9a – Residential Allocations
Strategic Policy S8, Policies HA1 & HA2

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Residential Allocations – Strategic Sites

Strategic Policy S8 – Site Allocation Placemaking Principles

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1024 / Dŵr Cymru Welsh Water (DCWW) / Support	Pleased that the strategic policy recognises the importance of managing surface water through SuDS, complementing the provisions of policies S4 and CC1.	Support welcomed.	No change required.
1128 / Network Rail / Comment	There is no mention of the rail network, especially in relation to PROW and level crossing use.	It is intended for Policy S8 -Site Allocation Placemaking Principles to set out the key placemaking principles that should be incorporated into the residential site allocations. It is considered that matters relating to the rail network are more appropriately covered in specific site allocation policies, where relevant.	No change required.
1209 / Aneurin Bevan University Health Board / Objection	No reference to food in the Placemaking Principles. Suggest that access to local food growing be included as an underpinning principle.	Bullet point one under the Green Infrastructure, Landscape and Nature Recovery heading within Strategic Policy S8 refers to making provision within developments for community growing opportunities. The policy is therefore considered to adequately address the concerns raised.	No change required.
1356 / Welsh Government / Support	The strategic growth options have been progressed further, with greater clarity, including schematic diagrams and the key issues which need to be addressed for each site to come forward.	Support welcomed.	No change required.
1356 / Welsh Government / Support	The Deposit Plan has addressed previously submitted representations requiring that all strategic development sites should be supported by Transport Assessments that are underpinned by the Welsh Transport Strategy and have regard to Active Travel and air quality, especially in existing Air Quality Management Areas (AQMAs).	Comments noted.	No change required.

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1412 / Natural Resource Wales (NRW) / Comment	More information on site allocation constraints required - Some allocation sites have constraints (protected species, designated nature sites, designated landscapes) which may be problematic at planning application stage when detailed design and layout is considered. It would be useful to understand whether constraints have been identified and how they are factored into GI requirements of each site (points 18, 19, 20).	There has been a continuing dialogue with the site promoters during the preparation of the RLDP. A number of studies have been submitted in support of the site allocations and further additional detailed work will be undertaken at the planning application stage. Further information regarding site development considerations is set out in the Candidate Site Proformas and supporting evidence for the site allocations which will be available at submission stage of the RLDP process. The Council will work collaboratively with NRW to address any uncertainties in relation to site allocations.	No change required.
1412 / Natural Resource Wales (NRW) / Comment	GI Strategy does not form the masterplanning of sites - There is not a clear link between the opportunities identified in the GI Strategy and Delivery of the Plan (detail included in residential policies (HA1- HA18). The GI Strategy and Assessment should be influencing the spatial strategy and master planning at site level (points 21- 27).	The GI strategy will be updated to respond to the RLDP, however, Caerwent is covered in section 4 of Volume 1 of the GI strategy. The masterplanning at a site level will be influenced strategically by the GI strategy and more specifically on a case-by-case basis by the Landscape Sensitivity Assessment, GI SPG, draft Landscape SPG and GI Statement which collectively will guide development, along with the promoters' surveys and detailed assessment of the site(s). This will provide high-level assessment and analysis demonstrating that each site allocation has a sufficient envelope to deliver the quantum of development and its green infrastructure requirements. In addition, baseline information relating to key design and placemaking principles has already been signposted to the promoters of the sites, which provide a guiding framework from which strategic site allocation and subsequent applications can be progressed. This will demonstrate a clear link between the opportunities identified in the GI Strategy and Delivery Plan, to the detail included in the residential site allocation policies (HA1 - HA18), including the proposed schematics for strategic sites HA1 – HA4.	No change required.
1013 / Glamorgan-Gwent Archaeological	Already commented on the Candidate Sites submitted to recommend mitigation that may be necessary from some sites due to	Comments received as part of the candidate sites assessments process have informed the site selection process, with mitigation measures reflected in the Replacement Local Development Plan (RLDP) policy framework, as necessary.	No change required.

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Trust (GGAT) / Comment	likely impact on the archaeological deposits from proposed development.		
1255 / Home Builders Federation (HBF) / Objection	Requirements under 'Sustainable Communities' heading are repeated within other policies in the plan or national policy so are unnecessary.	It is recognised that some of Policy S8's requirements are set out elsewhere in the RLDP, however, consolidating the key placemaking principles that the residential site allocations are required to satisfy into one policy is considered to be beneficial, creating a transparent approach to site expectations.	No change required.
1787 / Gwent Wildlife Trust / Comment	Recognises there is a need for development, particularly housing in Monmouthshire. State the importance of these sites being surveyed, designed and landscaped carefully as part of the duty to Section 6 of the Environment (Wales) Act 2016. Refer to surveys undertaken to date noting they have not been made publicly available and therefore not able to review. Stress the surveys may need to extend beyond the proposed site boundaries to ensure impacts on adjacent habitats are adequately assessed.	RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales and the Environment (Wales) Act 2016, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery.	No change required.
1467 / Hallam Land / Comment	Support the policy in principle although highlight some further suggestions relating back to Question 9 and the provision of affordable housing as well as housing mix.	It is acknowledged that HA6 Land at Rockfield Road could be considered a second phase of development, however, an outline planning application has not been approved on this site (DC/2016/00870 has not been determined). It is recognised that the adjacent site has extant planning permission for 70 homes, including the provision of 35% on-site affordable homes which was determined in accordance with the Adopted Local Development Plan policy framework. However, all site allocations must comply with the RLDP's 50% affordable housing policy requirement to deliver much needed affordable housing in the settlement. This site promoter has completed a site specific financial viability assessment (FVA) to support the proposal including a mix of market homes while importantly ensuring the site is viable based on the 50% affordable housing requirement, net zero carbon homes and other key requirements, without subsidy. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020)	No change required.

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		this assists in frontloading the process to inform delivery of site allocations within the Plan. Proposals will be considered on a case by case basis, however, the objective of this policy to ensure that new housing developments do not consist of 4+ bedroom homes is considered appropriate to address the County's local affordability and demographic issues.	
1480 / Edenstone Homes / Support	Broadly agree with the wording and rationale of Strategic Policy S8. Confident that HA5 - Land at Penlanlas Farm can be delivered in line with policy requirements.	Support welcomed.	No change required.
1663 / Richborough / Objection	Refer to the sustainable communities heading and bullet point relating to ULEV, request this be amended to read 'ULEV charging points/infrastructure' to be consistent with Policy NZ1 allowing a percentage of development to be served by charging points with remaining dwellings benefitting from necessary infrastructure to allow future connection.	Comments noted. It is suggested to change the wording to align with Policy NZ1 which refers to ULEV 'charging infrastructure'.	Under sub-heading – 'Sustainable Communities' change the third bullet point to 'Dwellings built to net zero carbon standards as set out in Policy NZ1'
1663 / Richborough / Objection	State reference to agreed standards under the Green Infrastructure, Landscape and Nature Recovery heading should be clarified. Suggest this should be provided either in the policy or supporting text.	Comments noted. Policy S8 is a high-level policy consolidating the key placemaking principle for the site allocations. The Plan is to be read as a whole and as such various criteria-based policies throughout the Plan, including CI2 and GI1 which sets out formal and informal space standards, will be applicable.	No change required.
1663 / Richborough / Objection	Refer to the second bullet point under the Sustainable Travel and Highways heading and suggest an amendment to state as appropriate instead of as necessary.	The wording of the policy is considered appropriate in the context of PPW and it is not considered appropriate to replace the word 'necessary' with 'appropriate' which could weaken the intention of the Policy to ensure highway safety.	No change required.

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1663 / Richborough / Objection	Refer to the third bullet point under the Sustainable Travel and Highways heading stating this should be amended to reflect the need for consideration to be given to unacceptable adverse effects rather than adverse effects per se. Suggest the wording be amended to 'Ensure that the development does not result in an unacceptable adverse effect upon the safety, capacity and operation of the highway network.	The wording of the policy is considered appropriate in the context of PPW and it is not considered appropriate to add the word unacceptable which could weaken the intention of the Policy to ensure highway safety.	No change required.
1694 / The Stantonbury Building and Development Company / Objection	Concerned that the requirement for the provision of 50% affordable homes on-site for new site allocations will make some sites undeliverable and limit deliverability.	In conformity with Welsh Government guidance a High- Level Viability Assessment (HLVA) has been undertaken for Monmouthshire, this is included within the background evidence reported at the Deposit RLDP stage. The HLVA demonstrates that on-site provision of 50% affordable homes is achievable throughout most of the County on sites of 20 homes or more. On sites of 5-19 homes, on-site provision of 40% affordable homes is evidenced to be achievable. In addition to the HLVA site promoters of the proposed site allocations have completed site specific financial viability assessments (FVA) to support their proposals and ensure their sites are viable based on 50% affordable housing requirements, net zero carbon homes and other key requirements, without subsidy. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan.	No change required.
1965 / Monmouthshire Housing Association (MHA) / Objection	Policy wording needs to adopt a flexible approach. Suggest an alternative approach of replacing the word 'must' with 'should', with a revised policy provided. Greater flexibility is required to avoid proposals being considered inconsistent with the policy and subsequently frustrate the delivery of key sites. Such an approach has	The policy requirements set out in policies S8 and HA1 establish the placemaking and development principles that are considered necessary to make the allocation a sustainable form of development. In this respect, the inclusion of 'must' is considered to be appropriate. It is standard practice to have regard to any other material considerations in the determination of a planning application, which allows for a degree of flexibility in the application of the policies to take account of any factors which may necessitate a varied approach.	No change required.

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	recently been accepted and adopted for Swansea LDP and Bridgend LDP.		
2463 / Barwood Development Securities Ltd / Objection	LDP should be succinct and clear. Many of the RLDP policies are very repetitive and are already covered by national policy. In particular, question the relevance of Policy S8 which appears to repeat many of the key policies contained within the plan and national policy. Key examples are noted.	It is recognised that some of Policy S8's requirements are set out elsewhere in the RLDP, however, consolidating the key placemaking principles that the residential site allocations are required to satisfy into one policy is considered to be beneficial, creating a transparent approach to site expectations.	No change required.
2463 / Barwood Development Securities Ltd / Objection	Sub-Heading Sustainable Communities and requirement for ULEV charging points: considered more appropriate if the policy wording was amended to refer to ULEV charging infrastructure rather than points. Practically, for example, it would be very difficult for flats to each have an individual charging point. Referring to infrastructure also provides flexibility to adapt to changes in technology.	Comments noted. It is suggested to change the wording to align with Policy NZ1 which refers to ULEV 'charging infrastructure.'	Under sub-heading – 'Sustainable Communities' change the third bullet point to 'Dwellings built to net zero carbon standards as set out in Policy NZ1'.
2463 / Barwood Development Securities Ltd / Objection	Sub-Heading Sustainable Travel and Highways, third criterion - threshold of 'adversely affect' does not accord with National Policy. Whilst the safety element of the policy seems reasonable, in its current wording, any increase in delay would be counter to the policy. Suggest the criterion is reviewed and revised to align better with the wording in National Policy.	Comments noted. While national policies and the introduction of the Active Travel Act do influence this perspective, they should not lead to disregard capacity and operational impacts altogether and therefore on balance it is considered necessary to retain this wording.	No change required.
1383 / Taylor Wimpey / Comment	Support the policy in principle although highlight some further suggestions relating	In principle support for Policy H8 is welcomed. Comments relating to issues raised in relation to affordable housing and housing mix are addressed in the relevant	No change required.

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	back to Question 9 and the provision of affordable housing as well as housing mix.	section of the Consultation Report relating to Strategic Policy S7 - Affordable Housing and Policy H8 - Housing Mix.	
1243 / Mr C C Clarke / Objection	No comment provided	It is not possible to provide a response as no comments have been provided.	No change required.
2315 / Mrs Melina Willis / Objection	Does not deem Monmouth as viable for further development due to significant flooding that will be exacerbated should further building works take place. States town is overcrowded and traffic a significant issue. Flood defences necessary prior to further development. States lack of infrastructure or employment opportunities in place for any potential residents. Does not wish to see green space replaced with more housing.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Monmouth reflecting the range of services, facilities and sustainable transport available. It recognises that some of the lower tier settlements have a close geographical and functional relationship with higher tier settlement which have, therefore, been clustered together. The appraisal recognises the strong relationship between Monmouth and Wyesham therefore, Wyesham is grouped with Monmouth in the settlement hierarchy. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP have been located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Monmouth is identified as one of the County's Primary Settlements. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraph 3.1.6 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions.	No change required.

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		Surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	
2616 / Mrs Sarah Turner / Objection	Not addressing local needs or opinion. Building programme is mainly on greenfield spaces; brownfield sites should be looked at.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	No change required.
3319 / Nr A Andrew Hubert von Stauffer / Objection	Please stop tweaking this plan is decided in a huddle of social engineers who have little connection with the communities whose fates are being determined.	The RLDP has been prepared with regard to relevant legislation, national planning policy and regional/local strategies, and the Plan's strategy, policies and proposals have been informed by a robust evidence base in the form of various background reports and supporting studies relating to key local issues for the Plan to address. Consultation with local communities has also been a significant part of the Plan preparation process in accordance with the Delivery Agreement. Full details of the extensive consultation that has taken place throughout the preparation of the Plan are set out in the introductory chapters of the Report of Consultation.	No change required.
3322 / Miss Angela / Objection	They are poorly located and fail to consider the long-term sustainability of the community. The chosen site for the house	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW)	No change required.

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	development is already vulnerable to issues such as traffic congestion, limited local amenities, and environmental concerns, making it an unsuitable location for such a large-scale residential project. Furthermore, the allocation of such a significant number of homes in an area without adequate infrastructure or resources could place undue strain on local services, including schools, healthcare, and public transport. The lack of consideration for balancing residential growth with necessary investments in infrastructure raises concerns about the overall impact on the quality of life for both new and existing residents	includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. The detail of these requirements and commitments to them will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process.	
3365 / Mr David Sim / Objection	The proposals for Chepstow, Caerwent and Caldicot will rely heavily on access via the A466 and most significantly, the Highbeech Roundabout at Chepstow. Now is the time to establish a futureproof solution to this junction which is already no longer fit for purpose. Section 106 agreements will mitigate the cost implications to taxpayers today and failure to address this significant issue could grind the region to a halt both physically and economically.	The operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales	No change required.

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		Transport Model (SEWTM) to assess the potential impact of the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Moun-ton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP.	
3377 / Mrs Edmunds / Objection	Road system won't accommodate more houses	A Strategic Transport Assessment (STA) has been undertaken to consider the impact of growth proposals by means of modelling and quantifying the transport impact of these proposals on Monmouthshire's highway network. The modelling base line for the assessment was the South East Wales Transport Modelling (SEWTM) 2022, which included data from surrounding areas including trips to and from the Forest of Dean as well as 'Do Something' scenarios which includes the	No change required.

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		proposed housing growth levels (2,130 housing growth of the RLDP, which includes the development of the HA2 and HA3 sites) into the modelling output. Further site-specific Transport Assessments however will be required for specific highway mitigation /improvements which will be part of the planning application process. As per Welsh Government National Strategy the TAs will apply the Sustainable Hierarchy which will promote and prioritise sustainable travel improvements over road infrastructure improvements. The TAs will identify if any road improvements will be required in terms of highway capacity and safety and this is set out in Policy S13 (d) and also Policy ST1 Sustainable Transport Proposals. Policy ST1 also stipulates that ‘developments that are likely to create significant additional road traffic growth or adversely affect the safe and efficient operation of the highway system will not be permitted.’	
3390 / Mr Craig / Objection	Too many houses in one location.	The Spatial Strategy in Policy S2 of the RLDP sets out where the proposed homes and economic growth should go and this reflects the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into tiers based on their role and function and has informed. It is recognised that the southern settlements of Chepstow and Caldicot account for 49% of the housing growth proposed and the northern primary settlements of Abergavenny and Monmouth account for 37%. This approach is consistent with Welsh Government’s response to the 2022 Preferred Strategy, whereby they acknowledged the strong functional linkage with Newport, Cardiff and Bristol and “the concentration of new growth primarily in Caldicot and the Severnside area should reduce the potential to negatively impact on environmental assets and avoid consequences for climate and nature emergencies”. Furthermore, Welsh Government has not raised an objection to the Deposit Plan settlement hierarchy and distribution of housing growth. Overall, the spatial strategy and identification of suitable sites for allocation is considered appropriate and reflect the site search sequence outlined in national planning policy.	No change required.
3432 / Mr Andrew Sutton / Support	These sites should be supplemented with a change in policy for some greenfield site that are not suitable for farming to be developed with specific objectives for the benefit of Monmouthshire and this	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the	No change required.

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	includes, developing small luxury properties that targets high achievers and wealthy residents to our county so that we don't lose them to others. These maybe low in numbers but are missing from the plan.	widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In response the Deposit Plan consultation, Welsh Government provided support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV how this is justified. Welsh Government note that the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. There is considered to be a sufficient range and choice of existing properties in Monmouthshire to accommodate the needs of high-end housing. In accordance with national planning policy and its placemaking principles, the RLDP is focussed on delivering housing sites that make the most efficient use of land and address the Council's core objectives of addressing affordability issues in the County and rebalancing our demography. There will, however, be a mix of house types and sizes on new site allocations which will cater for a broad spectrum of occupiers as set out in Policy H8 – Housing Mix.	
3442 / Mr Gareth Yates / Objection	Loss of agricultural land.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In response the Deposit Plan consultation, Welsh Government provided support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and where there is a loss of BMV how this is justified. Welsh Government note that the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy.	No change required.

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3444 / Mr Graham Parker / Objection	Majority of them seem to be in the east of the county for those travelling to work in England increasing road congestion and pollution, affordable housing is needed all of the county for the young and vulnerable so they able to live near relatives and in their local areas.	The Settlement Hierarchy set out in Policy S2 reflects the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into tiers based on their role and function and has informed where development should be spatially located to achieve a sustainable pattern of growth. On a strategic level, there is broad alignment between the proposed level of housing and employment land set out in the RLDP, with the majority of both directed to the primary settlements of Abergavenny, Chepstow, Monmouth and Caldicot (including the Severnside area). When considered on a north/south basis, the primary settlements in the north of the county (Abergavenny and Monmouth) account for 37% of the county's residential growth and the south (Chepstow and Caldicot including Severnside) account for 49%. This is considered to be acceptable given the south's the strong functional links with Newport, Cardiff and Bristol. Welsh Government has not raised an objection to the Deposit Plan settlement hierarchy and distribution of housing growth. Overall, the spatial strategy and identification of suitable sites for allocation is considered appropriate and reflect the site search sequence outlined in national planning policy. The delivery of affordable homes is key objective of the Replacement Local Development Plan (RLDP), reflected in the 50% affordable housing requirement on new allocations. Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection.	No change required.
3575 / Professor Brian Duerden / Objection	New residential sites need facilities and infrastructure	Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	No change required.

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		With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. The detail of these requirements and commitments to them will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process.	
3596 / Mrs Charlotte Gilmore / Objection	HA3 does not comply with S8 - Ensure that the development does not adversely affect the safety, capacity and operation of the highway network. 'active travel' will be promoted and public transport networks incorporated but the level of private transport will increase. Congestion at peak times makes it way all the way back to the M48 bridge slip road. The operation of the highway network will without a doubt be adversely affected by the proposed development.	The operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Mounton Road. Welsh Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Mounton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport	No change required.

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		solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Moun-ton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP.	
3615 / Mrs Elaine Moore / Objection	Some of the principles within this policy have not been applied to site selection (HA18 / CS0232), particularly regarding sustainable communities, highways and education. Site selections are like to have significant impact on key views and wider landscape setting. Local need for mixed housing has not been defined clearly. Proposed density is not aligned to existing settlements. No details of highways impact have been published.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. HA18 is located opposite the recreation ground, play area and recreation hall and offers an opportunity to link to wider public rights of way that connect to the primary school and other parts of the village. Importantly, the site will deliver key policy objectives of 50% affordable housing and net zero carbon homes. The Shirenewton settlement boundary has consequently been adjusted to include the HA18 site. The site is not considered to be disproportionate to the size of the existing village. Policy HA18 includes criterion a) which notes that the existing boundary features will be enhanced with additional hedgerow and tree planting to boundaries to mitigate the development of the site and respond to its edge of settlement location. The RLDP includes a specific policy LC5 relating to dark skies and lighting that must be considered as part of a detailed planning application. Any noise impact will also be assessed as part of the planning application process. The proposed site has been reduced in scale from the original area submitted,	No change required.

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		mitigating any harm that could be caused to the setting of the Conservation Area. The reduced scale now proposes a suitable extension to Shirenewton without detriment to the setting of the conservation area as this maintains a larger area of fields and preserves the setting. The Local Housing Market Assessment Refresh (LHMA) 2022- 2037 includes the housing need for each ward. However, Welsh Government LHMA guidance stipulates that housing need should be reported on a Housing Market Area (HMA) and not on an individual ward basis. The Shirenewton site is located within the Chepstow HMA. The Chepstow HMA data takes into account all relevant data for Shirenewton such as housing need, housing supply, turnover and income levels but it is amalgamated with other ward level data to inform the need for the wider Chepstow HMA area rather than a ward level only. The Chepstow HMA represents the largest area and as a consequence has the greatest affordable housing need across the County. Regarding the road network, MCC Highways note the proposed site junction off Earlswood Road is acceptable and the vehicular movements associated with the site will not have an adverse impact on the safety and capacity of the immediate highway network. In addition to this, criterion f) of Policy HA18 relates to the provision of off-site highway improvements as necessary, this includes a specific reference to the relocation of both 20mph and 40mph speed limits to promote the change in speed limit and environment upon entering Shirenewton bringing positive benefits for the community as a whole. A Transport Statement has been submitted to support the proposed site allocation. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage.	
3634 / Dr Greg Palka / Objection	S8 raise significant concerns regarding their environmental impact, sustainability, and community integration. In particular, the proposed developments in Chepstow	Policy S8 is an overarching policy and its requirements are set out elsewhere in the RLDP, however, consolidating the key placemaking principles that the residential site allocations are required to satisfy into one policy is considered to be beneficial, creating a transparent approach to site expectations. Planning Policy Wales (PPW)	No change required.

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	threaten vital green spaces, increase traffic congestion, and undermine Wales's commitments to combat climate change. These plans contradict the principles of the Well-being of Future Generations (Wales) Act 2015. Recent issues in Chepstow during summer 2024, such as the unregulated occupation of public spaces by Gypsy and Traveller groups, highlighted the challenges of poor planning and insufficient site allocation policies. Lack of forward-thinking site provisions, particularly under Policies HA10 and HA13, exacerbates tensions between protecting public spaces and accommodating essential housing needs. Furthermore, the allocation of residential sites such as those in Chepstow fails to integrate renewable energy solutions, net-zero building standards, or infrastructure improvements to mitigate environmental harm.	includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity. This is reflected in the policy framework, which has been written in accordance with a range of policy drivers including the Well Being of Future Generations Act 2025, the Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. The RLDP sets out the policy framework to ensure that a key objective to deliver affordable homes is delivered as sustainably as possible and in a balanced manner, whilst also ensuring Monmouthshire's green infrastructure, landscape and natural assets are protected and enhanced, and key objectives to address the climate emergency are met. With regard to infrastructure improvements, accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. The detail of these requirements and commitments to them will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process. The points raised in relation to Gypsy and Traveller assessment are addressed the relevant section (Policy GT1) of the Consultation Report.	
3732 / Mr Jamie Sage / Objection	States houses are being built without further provision for jobs, schools, doctors etc and notes failure to do so increases reliance on private vehicles.	Supporting and enabling sustainable economic growth is a core Council policy objective and is appropriately reflected in the Replacement Local Development Plan's (RLDP) policy framework. However, the Council's Economy, Employment and Skills Strategy (EESS) sets the Council's direction of travel and action plan for delivering job growth. The RLDP has a key role supporting the Council's vision for economic growth and will be one of the main enablers in delivering sustainable economic growth and increasing employment opportunities in existing and	No change required.

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		emerging sectors. This ranges from a supportive policy framework to facilitate economic growth in a range of sectors to identifying sufficient employment land. Similarly, a key objective of the RLDP is to reduce the levels of out-commuting. To address this the RLDP identifies a level of growth that aims to provide an appropriate balance of housing and employment development, to reduce the need to travel and travel to work distances. On a strategic level, there is broad alignment between the proposed level of housing and employment land set out in the RLDP, with the majority of both directed to the primary settlements of Abergavenny, Chepstow, Monmouth and Caldicot (including the Severnside area), which will hopefully influence commuting patterns. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole.	
3745 / Mrs Jenny Carpenter / Objection	The reasons for the allocation of rural sites are not recorded and this would be helpful to ascertain why one site has taken preference over others. Smaller sites should not be restricted by the same policies as the larger sites. Too many restrictions may result in the land not being released due to affordability. Believe that 30% affordable to be an acceptable mix with net zero desirable but not essential for the smaller sites.	The provision of a range and choice of homes, both market and affordable, in housing developments is considered essential in addressing the County's affordability issues and delivering sustainable and resilient communities that support the well-being of current and future generations. As such the Deposit RLDP includes a Housing Mix Policy (Policy H8). The housing mix policy (Policy H8) seeks to ensure that new housing developments of 10 or more homes provide an appropriate range and mix of house types, tenure and size to assist in addressing our issues and objectives relating to affordability and demographic challenges. The retention and attraction of younger adult population age groups is key to this, we need to therefore ensure we unlock opportunities for a range of homes, both size and type, to meet their needs as well as the needs of the older population. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing particularly	No change required.

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		for younger people and that the 50% affordable housing approach will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), Local Planning Authorities (LPAs) should maximise the delivery of affordable housing based on viability evidence of allocations/sites in their plan. Accordingly, a High- Level Viability Assessment (HLVA) has been undertaken for Monmouthshire, which has informed the preparation of the RLDP. The HLVA demonstrates that on-site provision of 50% affordable homes is achievable throughout most of the County on sites of 20 homes or more. On sites of 5-19 homes, on-site provision of 40% affordable homes is evidenced to be achievable.	
3750 / Mrs Joanne Perrin / Objection	anticipated increase in air pollution/ Existing reports from 2007 and the most recent 2023 Air Quality Progress Report highlight that pollution levels in this area have not significantly improved over time, and local authorities have made minimal investment in addressing the issue. There is considerable concern that the proposed development will exacerbate air pollution by increasing traffic congestion at the already overburdened Highbeech roundabout. The development is expected to generate additional car journeys, contributing to higher emissions. The Welsh Government's Wellbeing of Future Generations Act (2015) sets out a goal to reduce air pollution and improve health outcomes, but this development is seen as conflicting with that objective. Concerns are also raised about the lack of infrastructure plans to mitigate the increased traffic. Pollutants in Chepstow -	Policy S8 is an overarching policy and its requirements are set out elsewhere in the RLDP, however, consolidating the key placemaking principles that the residential site allocations are required to satisfy into one policy is considered to be beneficial, creating a transparent approach to site expectations. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity. This is reflected in the policy framework, which has been written in accordance with a range of policy drivers including the Well Being of Future Generations Act 2025, the Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. The RLDP sets out the policy framework to ensure that a key objective to deliver affordable homes is delivered as sustainably as possible and in a balanced manner, whilst also ensuring Monmouthshire's green infrastructure, landscape and natural assets are protected and enhanced, and key objectives to address the climate emergency are met. The operational capacity of the Highbeech roundabout, which is under the jurisdiction of Welsh Government (WG) Highways, is a key consideration to the development proposal Land at Moun-ton Road. Welsh	No change required.

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	negatively impact the health of locals, and undermine the goals of creating a healthier, more sustainable living environment as outlined in various governmental acts, including the Public Health (Wales) Act 2017 and the Wellbeing of Future Generations Act.	Government Highway Officers have been consulted on the proposed allocation and have not objected to the inclusion of the Moun-ton Road as a site allocation, subject to any development coming forward being in line with principles of the Wales Transport Strategy (WTS), the Active Travel Guidance Act and other relevant guidance. The WTS prioritises measures that maximise mode shift from the private vehicle off the highway network to measures that promote sustainable travel, which includes prioritising active travel (walking, wheeling, cycling) and public transport use. This is also reflected in national planning policy (PPW and Future Wales), as well as RLDP policies S13 Sustainable Transport and ST1 Sustainable Transport Proposals. As well as consulting with WG Highway Officers, MCC commissioned a Strategic Transport Assessment (STA) which undertook modelling using the South East Wales Transport Model (SEWTM) to assess the potential impact of the proposed RLDP'S housing growth on the highway network compared to the existing baseline movements. In relation to Chepstow, this indicated a 2-4% increase in localised traffic at Highbeech roundabout junction. It should be noted however, that the modelling output is based on existing public transport and active travel provision and the analysis does not take into account the national policy aspirations to improve the public and active travel provisions and networks in Chepstow. In reference to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently, there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Moun-ton Road is in a unique position to identify and safeguard land in the southeast part of the site for potential improvements to the roundabout, if required. This is set out on the Indicative Masterplan and within Policy HA3 criterion (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire's Local Transport Strategy (LTS) sets out MCC's ambitions for transport improvements to Chepstow. These include active travel	

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		schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. These proposals, along with Highbeech Roundabout improvements, are safeguarded from development in Policy ST5 of the RLDP. With regards to air quality concerns as result of proposed new development, air quality impact will be further assessed as part of the planning application process and Policy HA3 criterion (n) of the Plan ensures this will be thoroughly assessed by including a specific policy requirement for 'the incorporation of satisfactory air quality measures for mitigating and/or reducing emission measures.' It is considered that key policy requirements such as net zero carbon homes, provision of ULEVs for electric vehicles and provision of active travel routes and public transport improvements will reduce emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution.	
3801 / Mrs Lubna Arif / Objection	No extra provision for GP practice. The roads through Abergavenny are not fit for more traffic. How will this be addressed? Will a new surgery open? Will there be highway investment to widen roads?	The traffic implications of the Replacement Local Development Plan's (RLDP) allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the detailed planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Site specific highway improvement requirements are set out in Chapter 14 of the RLDP in relation to each allocation, with further details set out in the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole.	No change required.
3804 / Mr Luke Thompson / Support	No detailed comments provided.	Support welcomed.	No change required.

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3849 / Mr Matthew Jenkins / Objection	How can you take green belt and make it residential when a farmer can't even change a barn into a house.	Welsh Government advocate a plan-led system to provide certainty to local communities and minimise speculative development, with the preparation of a Local Development Plan being a statutory requirement of the Council. Monmouthshire County Council has therefore prepared the Replacement Local Development Plan (RLDP), setting out where land will be allocated, where land is protected and establishing policies to provide the basis for decisions on planning applications. The key issues, vision and objectives that underpin the RLDP have informed how much growth (homes and jobs) is needed in the county over the Plan period of 2018 – 2033 and where that growth is located. The growth and spatial strategy set out in the RLDP represents a sustainable level of growth and distribution that addresses our key local issues and objectives including the delivery of affordable homes, sustainable economic growth, rebalancing our demography, while responding to the climate and nature emergency. With regards to site specific proposals such as barn conversions, the RLDP provides the policy framework to assess such proposals on a case-by-case basis in Policy H4 – Conversion / Rehabilitation of Buildings, in the Open Countryside for Residential Use.	No change required.
3870 / Mr Klinkert / Objection	The housing development in both Portskewett and Chepstow do not have sufficient roads to support it or local amenities. The schools and doctors already struggle.	The traffic implications of the Replacement Local Development Plan's (RLDP) allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the detailed planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Site specific highway improvement requirements are set out in Chapter 14 of the RLDP in relation to each allocation, with further details set out in the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole.	No change required.

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3873 / Mr V G Danks / Objection	S8 – TfW has already identified that sustainable Travel & Highways will be adversely impacted so this is not achievable. As this is a green field site HOW will there ever be a net benefit for biodiversity? Finally how with sustainable drainage be achieved on a site that naturally floods – unless acceptable is to move the water mass and thus problem elsewhere.	It is not clear what site this comment is specifically referring to. Nevertheless, Policy S8 is an overarching policy and its requirements are set out elsewhere in the RLDP, however, consolidating the key placemaking principles that the residential site allocations are required to satisfy into one policy is considered to be beneficial, creating a transparent approach to site expectations. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity. This is reflected in the policy framework, which has been written in accordance with a range of policy drivers including the Well Being of Future Generations Act 2025, the Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. The RLDP sets out the policy framework to ensure that a key objective to deliver affordable homes is delivered as sustainably as possible and in a balanced manner, whilst also ensuring Monmouthshire's green infrastructure, landscape and natural assets are protected and enhanced, and key objectives to address the climate emergency are met. RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Land allocated in the RLDP is required to be in accordance with national planning policy on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. Further drainage details are to be agreed at the Sustainable Drainage Approving Body (SAB) process, a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs)	No change required.

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		established by Welsh Government. Construction of development will not be able to take place unless there is a SAB approval, as well as planning consent.	
3884 / Mr Neil Webb / Objection	Brownfield areas should be used first. Destroying green fields is not the solution.	opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	No change required.
3886 / Mrs Nerys Wilson / Objection	Development should focus on infill or brownfield land avoiding greenfield land.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. The RLDP includes an allowance for infill development within the housing supply figures in recognition of this type of development will occur throughout the plan period. The infill allowance is deducted from the housing requirement figure so that there is not an over provision of new allocations.	No change required.

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3904 / Mr Peter Garwood / Objection	None of these residential sites are sensible areas for housing.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	No change required.
3933 / Mr Robert Maidment-Wilson / Objection	Housing should only ever be built on brownfield sites. Building anywhere else will cause excess runoff and flooding downstream. This should be obvious to anyone who believes in global warming and climate change.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires	No change required.

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		drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Strategic Policy S4 – Climate Change also requires development proposals to address the causes of, and adapt to the impacts of, climate change, and sets out criteria to be met.	
3937 / Mr Robin Waite / Objection	There is not the infrastructure in place to support these developments. No thought has been given to already overstretched services like doctors.	Policy S8 is an overarching policy and its requirements are set out elsewhere in the RLDP, however, consolidating the key placemaking principles that the residential site allocations are required to satisfy into one policy is considered to be beneficial, creating a transparent approach to site expectations. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development including the provision of homes and economic growth and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity. This is reflected in the policy framework, which has been written in accordance with a range of policy drivers including the Well Being of Future Generations Act 2025, the Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. With regard to infrastructure improvements, accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. The detail of these requirements and commitments to them will be further considered and agreed via legal agreements (Section 106 agreements) as part of the planning application process.	No change required.
3940 / Mrs Ruth Lock / Objection	Residential sites should be of a suitable size for towns to be able to serve them properly.	Policy S1 – Growth Strategy, sets out Monmouthshire's housing requirement is 5,400 homes, but makes provision for 6,210 homes to allow for a 15% flexibility allowance. The Growth Strategy has been informed by a wide range of robust	No change required.

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		evidence and responds to a number of key challenges that have arisen during the plan preparation process. The proposed level of growth addresses our local evidence-based issues and objectives including in relation to the delivery of affordable homes, sustainable economic growth, and rebalancing our demography ensuring that young people can choose to live in the County, while responding to the climate and nature emergency. The Growth Strategy also meets the key 'Tests of Soundness' of ensuring that the Plan is locally specific, addresses key issues, is supported by robust, proportionate and credible evidence, and ensuring that the Plan's Vision and Strategy are positive and sufficiently aspirational.	

Policy HA1 – Land to the East of Abergavenny

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1024 / Dŵr Cymru Welsh Water (DCWW) / Comment	Note a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system. The potential developers will be expected to fund investigations during pre-planning stages and the findings of the HMA would inform the extent of any necessary water infrastructure and sewerage upgrades, which can be procured via the requisition provisions of the Water Industry Act 1991 (as amended). Note further that the site is located in the catchment of the Llanfoist WwTW, from a phosphorus perspective, NRW have completed the permit review process and have confirmed that the consent limit of 2mg/l is applicable from 31/12/2025. In the meantime, a backstop consent limit of 5mg/l is applicable. Welsh Water is delivering a scheme at the WwTW by March 2025, and advise that capacity will be available at the WwTW to accommodate foul water flows from the proposed allocation upon completion of a scheme at the WwTW.	Comments noted. The Council will continue to work with Dŵr Cymru Welsh Water on the RLDP.	No change required.
1128 / Network Rail / Comment	Network Rail has no principle objections to the proposals and are working with MCC on the scheme. The proposal will need to consider the impacts upon the stations current and future operation. Due to the impact the development will have on Network Rails assets we would seek	The Council welcome the ongoing collaboration with Network Rail with regards to the delivery of Strategic Allocation HA1 – Land East of Abergavenny.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
	developer contributions to facilitate improvements required at Abergavenny Station.		
1356 / Welsh Government / Support	The urban extension to the east of Abergavenny signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and PPW.	Support welcomed.	No change required.
1412 / Natural Resource Wales (NRW) / Comment	Policy HA1 - Land to the East of Abergavenny - suggested wording change to criteria h) as potential for view out onto the BBNP would conflict with Policy LC3 (point 82).	From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. Criterion h) of policy HA1 to capture views of the wider landscape would not necessarily conflict with Policy LC3. Within a development setting, capturing views out towards the wider landscape can refer to opportunities within elements of open space, streetscapes and, as within the case of Land to the East of Abergavenny, areas within the development envelope but not built on the area identified as a nature area between the built development and the foot slopes of	No change required.

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		the Little Skirrid. The impact on the Skirrid and the Little Skirrid will be considered as part of an Environmental Statement as part of the planning application process. In terms of policy LC3 – Bannau Brycheiniog National Park (BBNP), and potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting. This will also be within the context of RLDP policy LC1 – Landscape Character and policy LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP are considered to be sufficient to enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable.	
1412 / Natural Resource Wales (NRW) / Comment	Policy HA1 - Land to the East of Abergavenny - suggested wording change to criteria J) should be strengthened stating that GI should incorporate and enhance all existing hedgerows on site where reasonable (point 82).	NRW note that criterion j) should be strengthened stating that GI should incorporate and enhance all existing hedgerows on site where reasonable. The principle of the point is accepted, however, the RLDP policy framework is considered to sufficiently address it with existing policies providing focus on benefits and roles, guidance and protection of hedgerows. Policy HA1 criterion j) requires hedgerows along the site boundary to be retained and criterion i) indicates that development must ensure the retention and protection of substantial GI assets as far as possible, which would include hedgerows usually identified as GI assets. Additional guidance and protection in terms of hedgerows is also included in RLDP policy G12 – Trees, Woodland and Hedgerows and paragraph 10.2.12.	No change required.
2031 / Peter Fox OBE MS Senedd Member for the Monmouth Constituency / Objection	Connectivity to the town will continue to be concerning. Safe walking routes and active travel routes will be fundamental to make sure the proposal becomes intrinsic to the wider Abergavenny community.	Concerns noted. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public	No change required.

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		transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	
1001 / Campaign for the Protection of Rural Wales / Objection	Site cannot be considered as a logical or natural extension of the existing built-up area of Abergavenny. It would constitute a distinct community in the form of a separate settlement in the countryside. Attempts to integrate the site with Abergavenny would involve expensive infrastructure work over the railway and A465. Highly unlikely that the development will be viable and it conflicts with Policy LC1. Therefore the Plan cannot be considered sound.	The proposed growth level and spatial distribution set out in the RLDP, represents a sustainable approach to addressing our key local issues and objectives including the delivery of affordable homes, sustainable economic growth, rebalancing our demography, while responding to the climate and nature emergency and having regard to Welsh Government's concerns regarding alignment with Future Wales. Spatially, the growth is considered to be well distributed throughout the County and reflects the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into tiers based on their role and function and has informed where development should be spatially located to achieve a sustainable pattern of growth. The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the SSA, which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted "the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic	No change required.

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		diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. From a landscape and GI perspective, Policy HA1 criterion (f) states that ‘Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny’. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site’s proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport	

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		interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. A site-specific financial viability assessment (FVA) has been undertaken as supporting evidence to the proposal to ensure that the site is viable based on 50% affordable housing requirements along with other key policy requirements. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan.	
1056 / Abergavenny Town Council / Comment	Support the housing development for East Abergavenny, with reservation over the integration of this community with the town. The natural barrier of the A465 needs to be addressed - simply installing crossings will not be sufficient to encourage the development of a real community.	Support for HA1 is welcomed. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.
1056 / Abergavenny	Welcome the promotion and prioritisation of Active Travel Routes for new	Support for the overarching active travel principles is welcome. Policy HA1 requires the proposal to be supported by a range of transport improvements including the	No change required.

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Town Council / Comment	developments. However, the current proposal to install crossings on the A465 as part of HA1 is not sufficient. Special attention should be paid to connectivity between bus and rail, with facilities to enable the wider community to take full advantage of these facilities.	provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site.	
1056 / Abergavenny Town Council / Comment	Support the objective of 600 new homes in Abergavenny and note 500 of these are intended for East Abergavenny. Would strongly support the relocation of the A465, rather than redesigning access across the A465. 50% affordable homes is admirable and recognise the need for more employment opportunities and would welcome the further expansion of this if possible.	The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.
1056 / Abergavenny Town Council / Comment	Support the allocation of 500 houses on the East Abergavenny site but recognise this will put a strain on primary schools and health care provision. Would like to see more detail regarding additional facilities and impact on local governance.	Support for HA1 is welcomed. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area. This will be reviewed at the planning application stage. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning	No change required.

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		process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole. Further details of the infrastructure provision and management responsibilities will be discussed at the planning application stage.	
1367 / Abergavenny and District Civic Society / Objection	Support this proposal in principle but consider that it is insufficiently planned as put forward in the Deposit Plan. As this is a key strategic site, we believe that unresolved matters undermine the soundness of the Plan; if HA1 is not shown to be sound a major amendment will be required to meet local and countywide housing requirements. Limited information available regarding the viability of the site factoring in the crossings over the A465 and railway. Note that HA1 is largely CS0213 - Plan 2 submitted with rep suggests that more of CS0293 should be considered. The relocation of the A465 (Plan 3) should also be considered.	In principle support for Strategic Allocation HA1 is welcomed. There is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. With regards to the potential relocation of the A465, this does not form part of the current proposal and would not be consistent with Welsh Government's current policy position on road building. A site-specific financial viability assessment (FVA) has been undertaken as supporting evidence to the proposal to ensure that the site is viable based on 50% affordable housing requirements along with other key policy requirements. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan.	No change required.
1367 / Abergavenny and District Civic Society / Objection	Para a) object to the low provision of land for employment uses. That might be addressed by the provision of more than 'the minimum of 1 ha' for B1 Use Class.	The employment provision made within the strategic allocation under policies HA1 and EA1k – Land to the East of Abergavenny, is an integral element of the proposed mixed-use allocation, located at the western end of the site, opposite the train station, and as such has potential to serve both the development site and the wider Abergavenny area. The scale of provision reflects a balance between the creation of a sustainable community through the incorporation of a mixture of uses and an acknowledgement of the level of B1 Use Class provision that is needed to contribute to the overall employment land requirement over the Plan period. The Town and Country Planning (Use Classes) Order 1987 (as amended) classifies B1	No change required.

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		Business Use Class as being offices, research and development of products and processes, light industry appropriate in a residential area. The employment allocations have been informed by the Employment Land Review (Nov 2022), which recognises the important contribution B1 uses make to the local economy but concludes that B2 (general industrial) and B8 (storage and distribution) uses make up the majority of the employment requirement, which would not be appropriate in the context of the proposed residential-led, mixed-use allocation. In this respect, additional land for B1 use classes is not considered to be required as part of this site.	
1367 / Abergavenny and District Civic Society / Objection	Paras a) final bullet point, d), l) and n): these fail to convey the essential need for one or more active travel routes between the site, the station and the rest of the town are needed.	The integration of the strategic site with Abergavenny train station, the wider Abergavenny area and associated facilities is a key principle of the proposal and is considered to be sufficiently addressed through the criteria set out in Policy HA1. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.
1367 / Abergavenny and District Civic Society / Objection	Para f: agreed but this paragraph should define a contour above which there should be no built development. The indicative plan shows development rising to a backdrop of new and thickened hedgerows/woodland on about the 120m contour. If roofs do not obscure that strengthened backdrop the maximum base level of homes is likely to be close to 110m that we have proposed and the visual integrity of Ysgyryd Fach will be sufficiently protected.	From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process.	No change required.
1367 / Abergavenny and District Civic Society / Comment	The compliance requirements should make it clear that the size of the neighbourhood centre should comply with Policy RC4 and not threaten the strength of the town centre. The indicative plan suggests that	Policy HA1 notes that the uses and scale of the neighbourhood centre are to be agreed with MCC, this will be done with regard to all relevant policies. It is therefore not considered necessary to specifically refer to Policy RC4 in HA1. The masterplan accompanying policy HA1 is indicative only, with more detailed	No change required.

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	the neighbourhood centre may be oversized.	masterplanning to be undertaken as part of the ongoing progression of the proposed allocation.	
1376 / Abergavenny Transition Town / Objection	Shortsighted not to realise that once development occurs on the East of Abergavenny pressure will mount after 2033 to enlarge the site. This expectation should form part of the masterplanning at this stage, setting clear limits and boundaries. It may also be necessary to fund the proper level of active travel infrastructure.	The RLDP makes clear that the proposed allocation represents the longer-term intention for growth beyond the Plan period. However, the extent of future growth will be determined by the evidence base relating to a future plan period. It is, therefore, not considered appropriate at this stage to allocate/masterplan a larger area.	No change required.
1376 / Abergavenny Transition Town / Objection	Support in principle Policy HA1, object strongly to the insufficient level of master-planning detail evidenced in the Deposit Plan. Fails to provide a solution to ensuring the site can be integrated socially and physically with the existing settlement. Current site boundary are too constrained by current landownership boundaries. If viability is not demonstrated the whole homes-distribution strategy within the county under the deposit plan becomes unworkable. Site demands more master-planning particularly on the matter of active travel routes across the A465 and railway and consideration should be given to expanding the employment provision.	In principle support for strategic allocation HA1 is welcomed. The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a	No change required.

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		network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. Extensive dialogue has taken place between the Council and the respective parties involved in the bringing the proposed site allocation forward and these will be ongoing as the RLDP progresses to Examination. The indicative masterplan contained within the RLDP is considered to be deliverable having regard to land ownerships and the Council will continue to work with all relevant parties to secure the delivery of the site. A site-specific financial viability assessment (FVA) has been undertaken as supporting evidence to the proposal to ensure that the site is viable based on 50% affordable housing requirements along with other key policy requirements. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan. The employment provision made within the strategic allocation under policies HA1 and EA1k – Land to the East of Abergavenny, is an integral element of the proposed mixed-use allocation, located at the western end of the site, opposite the train station, and as such has potential to serve both the development site and the wider Abergavenny area. The scale of provision reflects a balance between the creation of a sustainable community through the incorporation of a mixture of uses and an acknowledgement of the level of B1 Use Class provision that is needed to contribute to the overall employment land requirement over the Plan period. The Town and Country Planning (Use Classes) Order 1987 (as amended) classifies B1 Business Use Class as being offices, research and development of products and processes, light industry appropriate in a residential area. The employment allocations have been informed by the Employment Land Review (Nov 2022), which recognises the important contribution B1 uses make to the local economy but concludes that B2 (general industrial) and B8 (storage and distribution) uses make up the majority of the employment requirement, which would not be appropriate in the context of the proposed residential-led, mixed-use allocation. In this respect,	

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		additional land for B1 use classes is not considered to be required as part of this site.	
1376 / Abergavenny Transition Town / Objection	Paras a) final bullet point, d), l) and n): these fail to convey the essential need for one or more active travel routes between the site, the station and the rest of the town are needed.	The integration of the strategic site with Abergavenny train station, the wider Abergavenny area and associated facilities is a key principle of the proposal and is considered to be sufficiently address this through the criteria set out in Policy HA1. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.
1376 / Abergavenny Transition Town / Objection	Para f: agreed but this paragraph should define a contour above which there should be no built development. The indicative plan shows development rising to a backdrop of new and thickened hedgerows/woodland on about the 120m contour. If roofs do not obscure that strengthened backdrop the maximum base level of homes is likely to be close to 110m that we have proposed and the visual integrity of Ysgyryd Fach will be sufficiently protected.	From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process.	No change required.
1376 / Abergavenny Transition Town / Objection	The compliance requirements should make it clear that the size of the neighbourhood centre should comply with Policy RC4 and not threaten the strength of the town centre. The indicative plan suggests that the neighbourhood centre may be oversized.	Policy HA1 notes that the uses and scale of the neighbourhood centre are to be agreed with MCC, this will be done with regard to all relevant policies. It is therefore not considered necessary to specifically refer to Policy RC4 in HA1. The masterplan accompanying policy HA1 is indicative only, with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation.	No change required.
1823 / Mr Michael Bosley / Objection	Construction of the site conflicts with Environment policies as replaces a greenfield site. Rather than 'nutrient neutrality' development should be required to demonstrate that it will improve the	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to	No change required.

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	ecological status of the Gavenny. Increase of rain runoff, assurances regarding wastewater are inadequate. Would like further detail in relation to Llanfoist treatment works. No reference to the importance of protecting and enhancing the River Usk SAC. 'Nutrient Neutrality' will be inadequate to protect this part of the SAC from further deterioration. Changes should at minimum should specify ways in which proposed development will reduce nutrification and other pollutant levels.	address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. With regards to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements, as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. MCC Ecology note that appropriate mitigation and compensation are required which will be agreed at the detailed planning stage. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 -	

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		Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site.	
1281 / Barratt David Wilson Homes / Objection	Land east of Abergavenny - note the comments of lead time in the Housing Background Paper, however, notwithstanding those, we would have major reservations about the assumptions made over the lead in time for delivery :EIA will delay, planning application process will delay time to submit RMs and discharge pre-commencement conditions, upfront infrastructure requirements will cause delay and believe optimistically first completions would appear 2030/31 and 80 units would be realistic maximum per annum. Consider that at least 190 dwelling will be delivered in the next plan period (Q10 points 1.7-1.8).	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement. In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory.	No change required.

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		Monmouthshire County Council is the first council to require this level of affordable housing provision so it is quite unique in terms of the delivery trends that could apply.	
1519 / Barratt David Wilson Homes / Objection	The timescales for the delivery of the first homes are likely to be greater and the delivery rates lower when compared to the findings of the Lichfield's Report or the past experience from the Adopted LDP. First completions should be revised to 2028/29 at 70 units per annum, giving a total of 330 units in the Plan period.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement. In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory.	No change required.

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		Monmouthshire County Council is the first council to require this level of affordable housing provision so it is quite unique in terms of the delivery trends that could apply.	
1692 / Edenstone Homes / Objection	Question whether 500 homes can be realistically delivered within the plan period.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement. In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory.	No change required.

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		Monmouthshire County Council is the first council to require this level of affordable housing provision so it is quite unique in terms of the delivery trends that could apply.	
1694 / The Stantonbury Building and Development Company / Objection	Significant concerns over the sustainability and deliverability of the site. Many of the infrastructure items are uncoded in the IDP, with some being 'big-ticket' items which will come with complicated delivery mechanisms and funding arrangements. Concerned that the Council has been too ambitious in terms of delivery and the list of infrastructure requirements will affect viability. Question whether the housing trajectory for HA1 is realistic. Estimate the maximum the site could deliver is 335 units.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement. In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory.	No change required.

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		Monmouthshire County Council is the first council to require this level of affordable housing provision so it is quite unique in terms of the delivery trends that could apply. A site-specific financial viability assessment (FVA) has been undertaken as supporting evidence to the proposal to ensure that the site is viable based on 50% affordable housing requirements along with other key policy requirements. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan.	
1736 / Bellway Homes / Objection	Object to HA1 Land to the East of Abergavenny. Bellway are wholly unconvinced that HA1 is viable or deliverable; both of which are essential considerations to the housing delivery for the next plan period. No clear evidence has been provided to demonstrate that all landowners are in agreement for the site to be developed and there are no known developers on board. The site is dependent upon significant infrastructure improvements coming forward which can impact on financial viability. A smaller proposed allocation at Llanfoist should be considered.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement.	No change required.

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		In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory. Monmouthshire County Council is the first council to require this level of affordable housing provision so it is quite unique in terms of the delivery trends that could apply. A site-specific financial viability assessment (FVA) has been undertaken as supporting evidence to the proposal to ensure that the site is viable based on 50% affordable housing requirements along with other key policy requirements. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan.	
1965 / Monmouthshire Housing Association (MHA) / Support	A Framework Masterplan (Appendix A of representation), Placemaking Booklet (Appendix B) and Density Framework, Land Use Framework and Movement Framework Plan (Appendix C), have been submitted as part of these representations bringing together all the necessary assessment work undertaken so far (e.g. drainage, biodiversity, transportation, landscaping etc work). These reflect the considerable dialogue and engagement that has already taken place between each of the parties having an interest in the overall/wider strategic development area. This has been prepared based on detailed site, context, and transport analysis, and engagement and consultation with MCC Officers and as	Support welcomed.	No change required.

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	well as DCfW, Trunk Road Agency and Transport for Wales.		
1965 / Monmouthshire Housing Association (MHA) / Objection	Policy wording needs to adopt a flexible approach. Suggest an alternative approach of replacing the word 'must' with 'should', with a revised policy provided. Greater flexibility is required to avoid proposals being considered inconsistent with the policy and subsequently frustrate the delivery of key sites. Such an approach has recently been accepted and adopted for Swansea LDP and Bridgend LDP. Also suggested that criterion a) is amended to refer to 'a residential-led, mixed use development'.	The policy requirements set out in policies S8 and HA1 establish the placemaking and development principles that are considered necessary to make the allocation a sustainable form of development. In this respect, the inclusion of 'must' is considered to be appropriate. It is standard practice to have regard to any other material considerations in the determination of a planning application, which allows for a degree of flexibility in the application of the policies to take account of any factors which may necessitate a varied approach. The minor wording change to amend reference to a 'mixed-use' development in criterion a) to 'a residential-led, mixed-use development' is considered acceptable and will therefore be updated in the RLDP.	Amend criterion a) to read: To provide a residential-led, mixed use development containing the following key issues.....'
2280 / Candleston Homes / Objection	Serious concerns regarding the delivery rate of HA1 Land to the East of Abergavenny. The site will not deliver the number of homes suggested as it will take longer to begin delivering homes than set out in the Housing Trajectory and delivery will not be as high once it does commence. Lichfield paper provides evidence of typical time period between submission of planning application to completion and typical delivery rates with 70 per annum being more realistic. Delivery of 330 homes is more realistic.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning	No change required.

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2416 / Edenstone Homes / Objection	Question whether 500 homes can be realistically delivered within the plan period.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning	No change required.

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2419 / Edenstone Homes / Objection	Question whether 500 homes can be realistically delivered within the plan period.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning	No change required.

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3028 / Coldbrook Estates / Support	Fully support the intention to allocated land to the East of Abergavenny for a residential-led mixed-use development.	Support welcomed.	No change required.
3028 / Coldbrook Estates / Objection	HA1 in its current iteration within the Deposit Plan is not deliverable. Acknowledged in the RLDP that the western end of the site plays an important role in integrating the site with the railway and Abergavenny. However, the western end of the site comprises land promoted by Coldbrook Estates in addition to land promoted by MHA. MCC has chosen to not fully engage with Coldbrook Estates throughout the masterplanning process of the Strategic Site. Coldbrook Estates has not agreed to the masterplan in the Deposit Plan, there is therefore no delivery	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in	No change required.

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	mechanism for the allocating in its current form.	relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement. In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory. Monmouthshire County Council is the first council to require this level of affordable housing provision so it is quite unique in terms of the delivery trends that could apply. Extensive dialogue has taken place between the Council and the respective parties involved in bringing the proposed site allocation forward and these will be ongoing as the RLDP progresses to Examination and to the planning application stage. The indicative masterplan contained within the RLDP is considered to be deliverable having regard to land ownerships and the Council will continue to work with all relevant parties to secure the delivery of the site. The Council fully appreciates that Coldbrook Estates are seeking the inclusion of a larger area of land, promoted as part of the candidate site process in relation to candidate site submission CS0293, the outcome of which will be concluded as part of the Examination process. The RLDP recognises the placemaking benefits the western parcel of land contributes to the overall masterplanning of the site. The land provides an opportunity to contribute to placemaking and sustainable transport objectives through the incorporation of a potential park and ride facility and mixed-use neighbourhood centre, linking to Abergavenny Railway Station and the wider Abergavenny area. Given the placemaking benefits associated with this section of the allocation, the	

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		Council will explore all options available to deliver this land as part of the wider scheme.	
1383 / Taylor Wimpey / Objection	Do not support HA1 and are wholly unconvinced that the site is viable or deliverable. Suggest given the overall size, scale and geographic location of the site its progression is heavily dependent upon significant infrastructure improvements coming forward. Given the complexities associated for this type of development it could impact on the viability of the site. Suggest this has major implications on the robustness of the housing trajectory and will fail to deliver the suggested 70 completions by 2028/2029 and instead will be pushed back further in the trajectory. Refer to a Transport Technical Note prepared on behalf of Taylor Wimpey to outline locational constraints and sheer amount and cost of highways/access infrastructure required. State inclusion of HA1 would result in the plan being unsound as it would fail Test 3 of the Tests of Soundness.	Considerable dialogue and engagement have already taken place with the site promoters, and in accordance with the Development Plans Manual's (March 2020) front loading principle, a significant level of evidence base has been submitted in relation to the proposed site allocation to reduce the risk of a slower delivery rate than anticipated. In terms of the delivery rates set out in the Housing Trajectory (Appendix 9 of the RLDP), Monmouthshire Housing Association has expressed their support for the proposed housing trajectory in relation to the HA1 site allocation. The trajectory demonstrates the anticipated timescales and build rates that will deliver 500 homes within the Plan period. A lead-in time of 4 years has been built into the trajectory for the site (from the Deposit stage), reflecting the significant site preparation work that has been prepared to support the candidate site process, and which will allow for sufficient time to obtain the relevant Outline and Reserved Matters permissions. As part of the ongoing discussions that have been held in relation to the allocation, the site promoter has entered into formal pre-application dialogue with the Council to continue the site's progression. Following this, in order to secure full permission for the site to enable its development at the earliest opportunity, the site promoter will be seeking to make an outline planning application to continue the site's progression. Monmouthshire Housing Association is a registered social landlord, with a history of delivering affordable housing developments, which will be beneficial to the delivery of this strategic site and the number of affordable homes to be delivered and managed in accordance with the 50% affordable housing requirement. In terms of the annual completions, this has been estimated at circa 90 units per annum, with 70 units in the first year and final years. Accordingly, there is sufficient capacity in the trajectory to deliver the 500 units within the Plan Period. It is important to note that the site will deliver 50% affordable homes and 50% open market homes. If the principle of two open market outlets operating at one time plus the affordable homes provision on top is applied, the speed at which the site will be delivered could potentially be quicker than that outlined in the trajectory. Monmouthshire County Council is the first council to require this level of affordable	No change required.

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		housing provision so it is quite unique in terms of the delivery trends that could apply.	
1739 / Save Our Unique Landscape (SOUL) / Objection	Support HA1, however the size and location of the new jobs site is questionable and there is no school planned. Would like to see a Masterplan which future proofs the site for the foreseeable future. Support is therefore conditional on these issues being resolved by May 2025 ahead of submission.	In principle support for strategic allocation HA1 is welcomed. The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The RLDP makes clear that the proposed allocation represents the longer-term intention for growth beyond the Plan period. However, the extent of future growth will be determined by the evidence base relating to a future plan period. It is, therefore, not considered appropriate at this stage to allocate/masterplan a larger area. The employment provision made within the strategic allocation under policies HA1 and EA1k – Land to the East of Abergavenny, is an integral element of the proposed mixed-use allocation, located at the western end of the site, opposite the train station, and as such has potential to serve both the development site and the wider Abergavenny area. The scale of provision reflects a balance between the creation of a sustainable community through the incorporation of a mixture of uses and an acknowledgement of the level of B1 Use Class provision that is needed to contribute to the overall employment land requirement over the Plan period. The Town and Country Planning (Use Classes) Order 1987 (as amended) classifies B1 Business Use Class as being offices, research and development of products and processes, light industry appropriate in a residential area. The employment allocations have been informed by the Employment Land Review (Nov 2022), which recognises the important contribution B1 uses make to the local economy but concludes that B2 (general industrial) and B8 (storage and distribution) uses make up the majority of the employment requirement, which would not be appropriate in the context of the proposed residential-led, mixed-use	No change required.

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		allocation. In this respect, additional land for B1 use classes is not considered to be required as part of this site. With reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area. This will be reviewed at the planning application stage.	
1675 / Dr Mary Barkham / Support	No detailed comments provided.	Support welcomed.	No change required.
1813 / Mr Jeremy Callard / Comment	The council should consider rerouting the A465 to the east of the proposed development. This would reduce the potential for severance between the town and the proposed development and would cause traffic calming. There is an existing pedestrian rail bridge at Firs Road at a point where the A465 is in cutting, therefore offering a crossing of both railway and A465.	With regards to the potential relocation of the A465, this does not form part of the current proposal and would not be consistent with Welsh Government's current policy position on road building. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.
1816 / Dr. Gary C. Smith / Support	Supports the housing allocation.	Support welcomed.	No change required.

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1817 / Mrs Amie Symes / Objection	Concerns with traffic throughout Abergavenny and development will only increase this, including air quality and negative impacts on human health. Concerns infrastructure of town will struggle to cope.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. There are no Air Quality Management Areas designated within the Abergavenny area, although the impact on the Merthyr Road Bridge/Waitrose roundabout is being monitored. Air quality concerns are addressed in Policy HA1q) – which requires incorporation of satisfactory air quality measures for mitigating and/or reducing emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites.	No change required.
1978 / Mr Stan Pochron / Support	Support to develop plans for the establishment of a housing development at the Abergavenny East site.	Support welcomed.	No change required.
1978 / Mr Stan Pochron / Support	Support for the confirmation of maintaining the Green Wedge along the northern boundary of Abergavenny, as a buffer zone to the National Park. The Abergavenny East Development to be considered as the principal site for new housing.	Support welcomed.	No change required.

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1999 / Mr Thomas Benson / Support	Support for the Abergavenny East development, believes the proposal has a positive green impact and preserves the countryside nature of Abergavenny whilst also building affordable housing	Support welcomed.	No change required.
2046 / Mr Mark / Support	This proposal strikes the right balance between protecting the current character of Abergavenny and its surrounding countryside against the need for sustainable housing growth. Protects more sensitive locations less suitable for development. Scope for future expansion, well located close to the railway station and within walking distance of the town centre and bus station. Good mix of proposed development that must be sympathetic to the existing character of the town and high % of affordable housing.	Support welcomed.	No change required.
2060 / Dr Christopher Heneghan / Support	I support the Abergavenny East development as the principal site for housing.	Support welcomed.	No change required.
2060 / Dr Christopher Heneghan / Support	I support the Abergavenny East development as the principal site for housing and the development of more and better employment sites for Abergavenny.	Support welcomed.	No change required.
2173 / Dr Catherine Tagg / Support	Abergavenny East as principle new housing site.	Support welcomed.	No change required.

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2173 / Dr Catherine Tagg / Support	Support the Green Wedge northern boundary buffer zone between Abergavenny town and the national park. Support the Abergavenny East development for the primary housing site.	Support welcomed.	No change required.
2239 / Mr Ian Vicary / Objection	East Abergavenny site has no school provision so all pupils need either bussing or private vehicles which will increase traffic flow at the site, in the town, and at the school. Wary of anti-social behaviours and littering in surrounding environment.	MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. Anti-social behaviour and littering are beyond the scope of the Replacement Local Development Plan, however, it does contain policies to create developments with a sense of place and to design out crime.	No change required.
2245 / Mrs Janet Patrick / Support	I support the growth of Abergavenny to the east. I support the retention of the green wedge to the west - where the road structure is totally inadequate to support any more housing.	Support welcomed.	No change required.
2297 / Kirsty and Andy Johns / Support	In support of Abergavenny East, including the plans for affordable homes. These targets will be a challenge to meet, but the starting point is the intent and will to move in the right direction. The comment acknowledges that access to and from the town centre onto and across the busy A465 and the railway will be a challenge but welcomes it.	Support welcomed.	No change required.
2299 / Mr Maurice Barnes / Support	Support but hope a bigger site for East Abergavenny can be master planned with more employment opportunities, a few more homes and allotments. Plus, more details on a fully integrated bus/rail	Support welcomed. The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have	No change required.

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	interchange can be developed and good connections with the town.	been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The RLDP makes clear that the proposed allocation represents the longer-term intention for growth beyond the Plan period. However, the extent of future growth will be determined by the evidence base relating to a future plan period. It is, therefore, not considered appropriate at this stage to allocate/masterplan a larger area. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. The employment provision made within the strategic allocation under policies HA1 and EA1k – Land to the East of Abergavenny, is an integral element of the proposed mixed-use allocation, located at the western end of the site, opposite the train station, and as such has potential to serve both the development site and the wider Abergavenny area. The scale of provision reflects a balance between the creation of a sustainable community through the incorporation of a mixture of uses and an acknowledgement of the level of B1 Use Class provision that is needed to contribute to the overall employment land requirement over the Plan period. The Town and Country Planning (Use Classes) Order 1987 (as amended) classifies B1 Business Use Class as being offices, research and development of products and	

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		processes, light industry appropriate in a residential area. The employment allocations have been informed by the Employment Land Review (Nov 2022), which recognises the important contribution B1 uses make to the local economy but concludes that B2 (general industrial) and B8 (storage and distribution) uses make up the majority of the employment requirement, which would not be appropriate in the context of the proposed residential-led, mixed-use allocation. In this respect, additional land for B1 use classes is not considered to be required as part of this site.	
2757 / Martin Stopforth / Objection	Development has potential to significantly increase flood risk, not only for the development itself but also the A465, Railway, and houses to the west of the railway. Proposal does not include sufficient infrastructure improvements to support the additional 500 homes with town infrastructure already overloaded (Medical Services, Shopping, Leisure, Car parking, Traffic) and the Hardwick Roundabout cannot handle additional congestion.	With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole. The Flood Map for Planning does not identify any tidal or fluvial flood risk zones on the site. Land allocated in the RLDP is required to be in accordance with national planning policy on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site.	No change required.

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning allocation stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site.	
2946 / Ms Vicky Shah / Objection	Development should not be on farmland as destroys valuable landscape. Considering size of development, requests more funding for ALN children and questions the impact on traffic, specifically the Hardwick roundabout and public safety as a result. Suggests park and ride scheme will be underutilised, and younger people will commute out rather than in. Wary regarding promises regarding nature preservation and use of green spaces due to past projects. Project doesn't provide for children, doubts regarding capacity of King Henry school and distance to the site meaning further usage of cars and further deterioration of environment and green spaces.	A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In response to the Deposit Plan consultation, Welsh Government provided support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and where there is a loss of BMV land how this is justified. Welsh Government note that the Deposit RLDP considers and balances the overriding need for allocations involving BMV land and, recognise that while significant areas of BMV will be developed the LPA has demonstrated a sensible and pragmatic approach to considering BMV land loss in the context of national planning policy. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process.	No change required.

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		In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements, as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. MCC Ecology note that appropriate mitigation and compensation are required which will be agreed at the detailed planning stage. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site.	

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		The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. This is considered to be a valuable addition to the locality, improving the existing, informal park and ride facility that takes place along the A465. In terms of education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage.	
2981 / Mrs Nancy Webb / Comment	Believes it can be a good site for housing and park & ride, but no matter how much effort is put in, in terms of active travel routes and connectivity, this site will always be separate from Abergavenny due to psychological as well as physical barriers.	In principle support for allocation HA1 is welcomed. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.
2994 / Mr Edward Holland / Objection	Objects to Land East of Abergavenny. Considers the proposal intrusive, occupying vast amount of prominent visible farmland and would visually harm the wider landscape. Concern re impact on footpaths pastoral enjoyment with loss of amenity for residents in the town. Development would not be safely connected to the town with the A465 being busy road and any traffic	The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC	No change required.

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	lights would cause traffic congestion to the Hardwick roundabout and creation of a bridge would have significant negative impacts on area around station and neighbouring residential streets.	Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this	

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		respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In response to the Deposit Plan consultation, Welsh Government provided support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and where there is a loss of BMV land how this is justified. Welsh Government note that the Deposit RLDP considers and balances the overriding need for allocations involving BMV land and, recognise that while significant areas of BMV land will be developed the LPA has demonstrated a sensible and pragmatic approach to considering BMV land loss in the context of national planning policy.	
3195 / Mark Cottle / Comment	The park and ride facility must be integrated with the existing station not a separate facility with connecting paths.	There are limited opportunities to provide a park and ride facility alongside the northbound platform of Abergavenny train station. The proposal therefore provides the opportunity to create a public transport interchange for both rail and	No change required.

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	Buses should be able to pull up directly alongside the northbound platform for direct rail-bus interchange, using slipways to access and egress the A465.	bus and the provision of a park and ride facility. This is considered to be a valuable addition to the locality, improving the existing, informal park and ride facility that takes place along the A465. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	
3356 / Ms Clare Spencer / Objection	Concerns about how safe pedestrian access from the new housing to the centre of Abergavenny will be achieved, particularly across the railway line and the A465. Doubts about whether the proposed attenuation feature will be sufficient to prevent flooding of the A465, given increasing rainfall due to climate change. Worries that the proposed emergency access route via the lane off the B4233 might lead to further development in the future.	The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires	Amend criterion m) to read: 'The provision of a secondary access.'

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		drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site. The RLDP makes clear that the proposed allocation represents the longer-term intention for growth beyond the Plan period. However, the extent of future growth will be determined by the evidence base relating to a future plan period. With regards to the proposed secondary access, criterion m) of policy HA1 refers to the secondary access being on to Garth Road. It is proposed to amend this to refer to 'the provision of a secondary access' to allow flexibility in where it is located.	
3389 / Mrs Bethan Powell / Objection	The infrastructure is not able to take these additional units.	In accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites.	No change required.
3498 / MR Adrian Scrivens / Objection	Building 600 houses alongside a vital trunk route between South Wales and the Northwest, virtually turning this major route into a housing estate road is not appropriate. The roundabout south of this proposed development is dangerous, the proposal will worsen this. More cars using this major junction means RTA's would become extremely likely. Building on a sloping site poses problems; where does all the surface run off water go? Can the sewerage facilities in the locality cope or will the excess be discharged into the River	The proposed growth level and spatial distribution set out in the RLDP, represents a sustainable approach to addressing our key local issues and objectives including the delivery of affordable homes, sustainable economic growth, rebalancing our demography, while responding to the climate and nature emergency and having regard to Welsh Government's concerns regarding alignment with Future Wales. Spatially, the growth is considered to be well distributed throughout the County and reflects the findings of the Sustainable Settlement Appraisal (SSA) which has grouped settlements into tiers based on their role and function and has informed where development should be spatially located to achieve a sustainable pattern of growth. The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the SSA, which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny.	No change required.

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	Usk? Improving the drainage and sewerage facilities should come before any major housing development. It will be a blight on the natural beauty of the locality and will turn this part of A465 into a potential accident blackspot.	Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. From a landscape and GI perspective, Policy HA1 criterion (f) states that ‘Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny’. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting.	

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		Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage	

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		upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW.	
3503 / Ms Alison Baily / Objection	The site is a highly visible scenic, greenfield site that is valuable area of countryside. Development in that location would change the nature of the town and encourage further development and degradation of Abergavenny green surroundings that provide quality of life to residents and attracts visitors.	Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. From a landscape and GI perspective, Policy HA1 criterion (f) states that ‘Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the	No change required.

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		distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable.	
3514 / Mr Martyn Brown / Objection	The site has significant drainage issues with flows from the Little Skirrid, this does not appear.	The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires	No change required.

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		drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site.	
3544 / Simon Waters / Objection	Area is already significantly congested with social infrastructure struggling. No industry or jobs nearby to support 600 new houses. Concerned re drainage of sewage and whether current network can cope and concerned rebuilding on green field site and wants to see mitigation for loss of nature. Water runoff an issue.	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. With reference to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements, as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. MCC	No change required.

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		Ecology note that appropriate mitigation and compensation are required which will be agreed at the detailed planning stage. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. It sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plans site allocations. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site.	
3548 / Miss Alison Wright / Objection	There are not enough in Abergavenny to support the existing population. There needs to be more	A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not	No change required.

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	schools/doctors/dentists/nurseries and better roads. Look at brownfield sites before building on farmland that is prone to flooding	possible to avoid the development of such land via a different spatial strategy. In response to the Deposit Plan consultation, Welsh Government provided support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and where there is a loss of BMV land how this is justified. Welsh Government note that the Deposit RLDP considers and balances the overriding need for allocations involving BMV land and, recognise that while significant areas of BMV will be developed the LPA has demonstrated a sensible and pragmatic approach to considering BMV land loss in the context of national planning policy. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole.	
3553 / Mr Andrew Erskine / Objection	Concerns site will negatively affect the character of the area and its surrounding landscape including key views, light pollution, dark skies and ancient woodland. Suggests development should be no more than 100m above sea level. Details of links to Abergavenny need to be presented before the plan can be properly assessed including crossing of the A465 as existing access are inadequate. Concerns employment area allocated is inadequately	The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. However, Policy HA1, criterion a) requires the provision of allotments and open space provision, with more detailed plans setting out the level of provision to be established as part of the ongoing masterplanning of the site. Similarly, details of the housing mix have not been established at this strategic stage, however, in accordance with Policy H8 – Housing Mix, the proposal will be required to incorporate a mix of housing types to accommodate local needs. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the	No change required.

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	disproportionate to the residential development. Concern re lack of single person accommodation proposed for the development. Suggests an outline proposition for future development be presented along with proposed development to aid balance in future growth. Provision of allotments is not identified on masterplan and designated play areas are smaller than identified in Caldicot proposal with better opportunities for ball games.	visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. The employment provision made within the strategic allocation under policies HA1 and EA1k – Land to the East of Abergavenny, is an integral element of the proposed mixed-use allocation, located at the western end of the site, opposite the train station, and as such has potential to serve both the development site and the wider Abergavenny area. The scale of provision reflects a balance between the creation of a sustainable community through the incorporation of a mixture of uses and an acknowledgement of the level of B1 Use Class provision that is needed to contribute to the overall employment land requirement over the Plan period. The Town and Country Planning (Use Classes) Order 1987 (as amended) classifies B1	

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		Business Use Class as being offices, research and development of products and processes, light industry appropriate in a residential area. The employment allocations have been informed by the Employment Land Review (Nov 2022), which recognises the important contribution B1 uses make to the local economy but concludes that B2 (general industrial) and B8 (storage and distribution) uses make up the majority of the employment requirement, which would not be appropriate in the context of the proposed residential-led, mixed-use allocation. In this respect, additional land for B1 use classes is not considered to be required as part of this site.	
3556 / Mr Andrew Woolley / Objection	Recent big flooding, lots of the water run-off from the fields that are going to be built on. All run off will probably be diverted to the river, will add more water further downstream, but pollutants from the houses, cars etc. The water treatment plant cannot handle the nitrates going into the Usk as it stands! Would smaller developments be better and spread out more across Monmouthshire? If you carry on burying Abergavenny under houses, then the market town that is advertised and promoted will vanish.	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and	No change required.

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		built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW.	
3580 / Mrs Bernadette Erskine / Objection	States development area is not viable, not practical due to distance from town centre meaning increased reliance on cars. Development would likely require a new primary school and doctors surgery as existing infrastructure is overwhelmed. Proximity to Hardwick roundabout will increase congestion significantly. Views to Little Skirrid negatively impacted and create a scar on the countryside.	The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	No change required.

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning	

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		(Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDLP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. A site-specific financial viability assessment (FVA) has been undertaken as supporting evidence to the proposal to ensure that the site is viable based on 50% affordable housing requirements along with other key policy requirements. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020) this assists in frontloading the process to inform delivery of site allocations within the Plan.	
3587 / Dr Catherine Buckwell / Objection	Plans to build on the banks of the Skirrid is atrocious. It is a beautiful site surrounded by open countryside. That many homes would spoil the landscape.	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use	No change required.

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		community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. From a landscape and GI perspective, Policy HA1 criterion (f) states that ‘Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny’. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning	

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		(Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable.	
3609 / Mr David Hawkins / Objection	Supportive of additional housing, however this must go hand-in-hand with concrete plans for additional public facilities, commerce and infrastructure. Plan is not adequately developed in the context of existing issues for the town of Abergavenny. Those issues being principally: traffic flow, access to healthcare and schooling, road conditions and parking.	In principle support for allocation HA1 is welcomed. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. Parking provision will be determined at the planning application stage.	No change required.
3612 / Professor Denis Murphy / Objection	Plans for development of Abergavenny are ill-conceived and should be removed. Proposed site would require significant levels of terracing, altering drainage patterns, becoming susceptible to greater runoff, threaten to flood Ysbyty Fields,	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny.	No change required.

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	increase flow of river Usk and threaten communities downstream. Plans for changing of A465 seem aspirational with no timetable for implementation or guarantee for approval. Influx of people would strain local roads network, and not clear how cars will access the site and any additions to Hardwick or A465 would be unsatisfactory. Current position of the A465 creates a natural border for the town which would be degraded by this development and, should issues regarding the change to the A465 persist, will cause issues regarding congestion and pollution.	Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. The traffic implications of the Replacement Local Development Plan’s allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site’s proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and	

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		redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. There are no Air Quality Management Areas designated within the Abergavenny area, although the impact on the Merthyr Road Bridge/Waitrose roundabout is being monitored. Air quality concerns are addressed in Policy HA1q) – which requires incorporation of satisfactory air quality measures for mitigating and/or reducing emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. Specific concerns relating to light pollution impacting on the Bannau Brycheiniog National Park (BBNP) are addressed in Policy LC5 – Dark Skies and Lighting.	
3613 / Dr Rebecca / Objection	Downgrading of A465 - an essential transport road and bypass Abergavenny to build houses in such close proximity will have significant implications on the air quality and potential health complications. No attempt to put any extra infrastructure in with amenities and links to the town centre so effectively this building estate will be an in isolation from Abergavenny. The proposed site of such houses is within a beautiful location and would be an eyesore, not to mention the destruction of local habitat.	The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the	No change required.

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		visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements, as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. MCC Ecology note that appropriate mitigation and compensation are required which will be agreed at the detailed planning stage. There are no Air Quality Management Areas designated within the Abergavenny area, although the impact on the Merthyr Road Bridge/Waitrose roundabout is	

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		being monitored. Air quality concerns are addressed in Policy HA1q) – which requires incorporation of satisfactory air quality measures for mitigating and/or reducing emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. Specific concerns relating to light pollution impacting on the Bannau Brycheiniog National Park (BBNP) are addressed in Policy LC5 – Dark Skies and Lighting. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites.	
3621 / Miss Erin / Objection	Concerns over location of development at the bottom of a mountain slope. Concerns that changing the speed limit of the A465 will encourage vehicles to drive through the Mardy and town, defeating the point of a bypass. Alternative sites to a greenbelt should be considered.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and	No change required.

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		redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDs features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site.	
3623 / Mrs Erin Gaitskell / Objection	It will be an eye sore to the surrounding area of Abergavenny. It will turn into more flooding problems and where will all the water go if it is built on? The town is already overstretched. Can't get dentists. Barely any spaces left in the local schools. The infrastructure both road and social wise is not there. Abergavenny is a tourist town and revenue will no longer come in if all the beautiful spots are built on. Do not build in mountain sides, keep the land protected.	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to	No change required.

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		Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. From a landscape and GI perspective, Policy HA1 criterion (f) states that ‘Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny’. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which	

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		identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site.	
3629 / Mr Gavin Thatcher / Objection	The houses will have a big impact on the local sewage plant as it is at high capacity. The disruption to the bypass road (A465) that benefits so many people including truck drivers. Our countryside is disappearing year by year. Damaging impact on landscape and wildlife.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative	No change required.

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		masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements, as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. MCC Ecology note that appropriate mitigation and compensation are required which will be agreed at the detailed planning stage. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that	

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		promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW.	
3632 / Mr George RV Ashworth / Objection	The site will extend up to the c130m contour, which will mean that ridge heights will be over 140m AOD. Previous plans sought to prevent the upward extension of Abergavenny to the 75m contour from Pen-y-Fal to Plas Drewen. The site is highly damaging to the setting of Abergavenny, the Conservation Area and the National Park. Policies LC1, LC2, LC3 and PM1 would be contravened as will the setting of	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny,	No change required.

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	Coldbrook Park. The railway line and the A465 divorce the site from the town.	offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. There is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. From a landscape and GI perspective, Policy HA1 criterion (f) states that ‘Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny’. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting.	

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		Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regard to the impact on Coldbrook House Registered Historic Park and Garden, CADW has noted that existing vegetation already provides some screening in relation to the view from the historic asset and careful design and additional planting should provide sufficient screening to reduce any effect of development to an acceptable level. The RLDP policy framework and its key policy focus of requiring the significant use of green infrastructure to integrate development into the wider landscape, along with national planning policy and the relevant historic environment legislation, will ensure the setting of the registered park and garden is considered at the detailed planning stage. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	

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3740 / Mrs Helen Carey / Objection	The town cannot cope with current population (dentists, doctors, schools). Are more services made available with the increase in population? The site is on the side of one of the landmark mountains that brings tourist into the town. It will ruin the rurality of the area. The A465 trunk road will run through a housing estate. Surely brown land can be found to redevelop.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature	No change required.

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		area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites.	
3786 / Ms Kerry Mudd / Objection	500 houses is a mammoth addition to this unique small town, which already suffers with congestion with the road layout, poor public transport of both train and bus, inadequate parking, shortage of access to medical and dental facilities Hardwick roundabout is barely fit for purpose currently with its multiple entry and access points and is congested at peak times. 600	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town	No change required.

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	more cars would make it impossible to navigate. Abergavenny would lose its small market feel in a semi-rural setting.	and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. The traffic implications of the Replacement Local Development Plan’s allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site.	
3798 / Lou / Objection	Concerns development is on side of mountain and that downgrading A465 is not the solution. Suggest the ageing demographic of Abergavenny is due to the lack of employment opportunities and concerned how the lack of essential services will be supported. The council should prioritise sorting out the pollution of rivers and improving sewage infrastructure before new development. Abergavenny will become less desirable and house prices will drop because of	Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire’s core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth.	No change required.

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	these developments. There is plenty of affordable housing in nearby towns. How does this development help meet climate change policy objectives?	There is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW.	
3908 / Mr Phillip Pugh / Objection	The site is located off a very busy A465 main road which is a bypass and used by a lot of heavy traffic. There would be safety concerns with regards to traffic entering and existing the site. There are not enough doctors surgeries/school places to cope with the current population. The sewage works cannot cope and there is raw sewage in the river Usk. There is risk of excess rainwater coming off the mountain with the hardstanding of the development would mean a risk of flooding. The extra traffic will increase pollution. It is a green field site and should not be built on.	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny	No change required.

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		train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site. There are no Air Quality Management Areas designated within the Abergavenny area, although the impact on the Merthyr Road Bridge/Waitrose roundabout is	

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		being monitored. Air quality concerns are addressed in Policy HA1q) – which requires incorporation of satisfactory air quality measures for mitigating and/or reducing emissions. On a more general level, proposals are required to satisfy Policy PM2 – Environmental Amenity, which assesses proposals with regards to amenity issues including air pollution, light pollution and noise pollution. Specific concerns relating to light pollution impacting on the Bannau Brycheiniog National Park (BBNP) are addressed in Policy LC5 – Dark Skies and Lighting. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades.	
3911 / Mrs Rachael Wright / Objection	Concerned that Monmouth Road will become more congested as a result of Abergavenny East. Could an alternative route for cars be put in place?	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site.	No change required.

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3921 / Mr Rhys Llewellyn-Holley / Objection	This site is planned on terrain that is already known for subsidence (embankment at Hardwick). The site also lies on an arterial link that is heavily trafficked. The site would require heavy urbanisation which will increase pressure on the busy road. It would be a short-sighted decision.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application. Land investigations will be undertaken at the planning application stage.	No change required.
3933 / Mr Robert Maidment-Wilson / Objection	Building any number of buildings on the side of a valley is going to cause excess runoff and flooding downstream. To build only on brownfield sites, where additional runoff will not be created. The site is wholly inappropriate, being on the 'wrong' side of the A465 road, causing it to be	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including	No change required.

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	turned into a distributor road, when it is actually a major through route, which should not be subjected to excessive local traffic movements, pedestrians or cyclists. Using the A465 as access to additional residential properties and from them to the nearby town is dangerous, will cause unnecessary congestion, unnecessary additional traffic and severe inconvenience and friction to through traffic. The only acceptable way forward is the retention of the status quo and no further developments, either causing runoff or additional road use.	responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and	

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		redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	
3943 / Mrs S Billington / Objection	There are sewage issues in the area and the development will add more pressure. Can't get GP, dental or hospital appointments. Schools are struggling. There is congestion on the Hereford road and this will add to it. Build in another area.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. A Transport Assessment has been undertaken in support of the site allocation, with further analysis to be provided at the detailed planning application stage. Furthermore, Policy HA1 requires the proposal to be supported by a range of transport improvements including provision of pedestrian and cycle active travel linkages to key access points, incorporation of the existing Public Rights of Way and improvements to the public transport infrastructure associated with the site. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. With specific reference to education provision in the locality, MCC Education has indicated that there is currently capacity in both primary and secondary schools in the area to accommodate the proposed allocation. This will be reviewed at the planning application stage. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential	No change required.

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		developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW.	
3952 / Mr Scott Crichton / Objection	Is there a plan for more NHS doctor's surgeries and dentists before this development gets completed? Also, the provision of additional sewage treatment. Will the existing Abergavenny sewage plant be upgraded to cope with the additional 600 households? It is under pressure to cope as it is.	With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. In terms of health infrastructure such as dentists and doctors in the locality, the mechanisms for improved health infrastructure sit outside of the planning process, the Council nevertheless is fully engaged with the health board to help deliver service improvement across the County as a whole. The Council has liaised with Dŵr Cymru Welsh Water (DCWW) throughout the preparation of the RLDP. In response to the Deposit Plan consultation, DCWW has advised that a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the public sewerage system and potential developers would be expected to fund investigations during pre-planning stages. The findings of the HMA would inform the extent of any necessary sewerage upgrades. DCWW also confirmed that it is committed to delivering upgrades to the Llanfoist Wastewater Treatment Works (WwTW) to include phosphate stripping capability. It has advised that capacity will be available at the WwTW to accommodate foul flows from the proposed allocated upon completion of the upgrade scheme at the Llanfoist WwTW.	No change required.
3984 / Mr Tim Monckton / Objection	Site is green countryside we should protect for future generations. It also encroaches onto one of the hills that the town is well known for (Little Skirrid). Should be utilising brown sites first - for example the	Due to the limited brownfield opportunities in Monmouthshire, greenfield opportunities have had to be considered through the site selection process to meet our key housing and employment requirements. Planning Policy Wales (PPW) includes economic, social, environmental and cultural well-being factors within the definition of sustainable development. In this respect, the RLDP has a duty to	No change required.

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	Hardwick roundabout is currently for sale and is a sizeable area with road/sewer infrastructure already in place. Much larger affordable housing targets should be incorporated and built in partnership with the Council. More thought should be given to infrastructure requirements. Flooding also needs to be considered as the fields are boggy from run off from the hillside.	address all elements of sustainable development, including the provision of homes and economic growth, and address Monmouthshire's core issues including responding to the climate and nature emergency, as well as housing affordability, rebalancing our demography and economic prosperity, which is reflected in the policy framework. The RLDP sets out the policy framework to ensure that development is delivered as sustainably as possible and in a balanced manner, having regard to the concerns raised whilst also providing additional homes and enabling economic growth. The provision of affordable housing is a key objective of the Plan reflected in the 50% affordable housing requirement. This is considered to strike a balance between providing affordable homes and delivering on the Plan's placemaking and sustainable communities principles. The former Avara site is protected in the Replacement Local Development Plan (RLDP) for employment uses under policy EA2e but under the name Former Cranberry Food, Abergavenny. The Council recognises the potential contribution this site could make to Monmouthshire's economy and has, therefore, sought to retain it for employment use. In addition, the Council's Economy, Employment and Skills Team are continuing to explore opportunities for alternative occupiers for the premises. From a landscape and GI perspective, Policy HA1 criterion (f) states that 'Lower density development may be appropriate along the eastern boundary to retain the visual and physical integrity of the urban/countryside edge and maintain the distinct landscape character of Abergavenny'. As indicated in the indicative masterplan contained within the Deposit Plan for proposed site allocation HA1, land on the eastern boundary of the site is proposed to be retained as a nature area between the built development and the foot slopes of the Little Skirrid. In this respect, the high level masterplanning for the site allocation has responded to its landscape setting and further consideration of the potential impact on the Skirrid and the Little Skirrid will be undertaken through an Environmental Statement as part of the planning application process. In terms of the potential impact on the BBNP, significant views will need to be assessed as part of the Landscape Visual Impact Assessment and Environmental Statement in terms of cumulative impact on landscape character and setting as	

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		part of the planning application process. This will be within the context of RLDP policies LC1 – Landscape Character, LC3 – Bannau Brycheiniog National Park (BBNP) and LC5 – Dark Skies and Lighting. Strategic Policy S8 – Site Allocation Placemaking Principles and Policy HA1 – Land to the East of Abergavenny, along with policies S5 – Green Infrastructure, Landscape and Nature Recovery and the Development Management policies under this strategic policy within the RLDP will enable the Council to address concerns of impact on landscape character and visual amenity. Separate requirements and tools under other legislation, if required, such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regards to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The inclusion of necessary surface water drainage systems will be a key element of the ongoing masterplanning for the site. With regards to the provision of infrastructure, in accordance with Welsh Government guidance set out in the Development Plans Manual Wales (2020), an Infrastructure Delivery Plan has been prepared as part of the Deposit RLDP which identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites.	
3986 / Mr Tom James / Objection	The site provides important recreation opportunities to the immediate local area providing access to the countryside and Little Skirrid. Should the site be developed, it should be ensured that all public rights of ways are maintained. Masterplan is missing a route which connects the 'main' route to	The masterplan accompanying HA1 – Land to the East of Abergavenny, is indicative with more detailed masterplanning to be undertaken as part of the ongoing progression of the proposed allocation. In addition to the indicative Deposit masterplan, there is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC	No change required.

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	the Little Skirrid to part of the footpath in between the railway and the A465. Good pedestrian access between site and the existing community and the town is essential. A single crossing point over the A465 would not be adequate. Pedestrian access should also be provided a little north B4233 road and rail bridges to maximise connectivity.	Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site's proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	
3998 / Mr WS Rogers / Objection	New housing of the scale proposed East of A465 near Abergavenny would adversely impact the natural beauty of Abergavenny and bridge development into an area considered locally as countryside. It would be disjointed from the town and add traffic danger / issues to what is a busy bypass road that it would have to adjoin. It is also separated from the town and local amenities by the rail line making disabled access to and from town difficult adding further risk. Location is too risky being separated from the town by a major bypass and rail line.	The level of growth apportioned to Abergavenny is considered to be consistent with the findings of the Sustainable Settlement Appraisal (SSA), which confirms the dominant role of Abergavenny in the County reflecting the range of services and facilities and sustainable transport options, including a train station, available to Abergavenny. Future growth within Abergavenny is constrained by a number of factors, including areas immediately north and west of the town adjoining the Bannau Brycheiniog National Park, some of which are proposed to be designated as green wedges, and the floodplain of the River Usk constrains development to the south of the town and in parts of Llanfoist. Having regard to these constraints and the site selection process, the allocation made under policy HA1 – Land to the East of Abergavenny, offers the opportunity to create a sustainable, affordable housing-led, mixed-use community that helps meet the objectives of the RLDP. In responding to the Deposit Plan, Welsh Government noted “the allocation signals the future direction of sustainable growth for the town during the plan period and beyond. The site is located close to the town centre and provides good public transport connectivity to	No change required.

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		Cardiff, Bristol and Hereford through the adjacent railway station. The schematic diagram demonstrates an appropriate mix of uses and provides an opportunity to promote transit orientated development in line with the policy objectives of Future Wales and Planning Policy Wales.” In this respect, the allocation is considered to be appropriate and in accordance with national planning policy. There is a robust evidence base supporting the proposed allocation including a Placemaking Booklet, Density Framework, Land Use Framework and Movement Framework Plan. Significant masterplanning works have been undertaken to date by the site promoters having regard to the input from MCC Officers and the Design Commission for Wales to establish key placemaking principles and policy requirements as set out in policy HA1. The integration of the strategic site with the wider Abergavenny area and associated facilities is a key principle of the proposal, along with the identification of connections over the railway line and A465. The site’s proximity to Abergavenny train station provides the opportunity to create a sustainable development that promotes sustainable transport options in accordance with national planning policy. The proposal provides the opportunity to create a public transport interchange for both rail and bus and the provision of a park and ride facility. To facilitate this, Policy HA1 sets policy requirements including the repurposing and redesign of the A465 to provide safe and accessible crossings and means of access(s) and appropriate crossings over the railway line. Other measures include the incorporation and enhancement of Public Rights of Way footpaths and a network of pedestrian and cycle routes to increase permeability and connectivity. Work has been conducted on the potential options to access the train station and to provide active travel routes to the wider Abergavenny area and these will be further considered as part of the planning application.	

Policy HA2 – Land to the East of Caldicot/North of Portskewett

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1024 / Dŵr Cymru Welsh Water (DCWW) / Comment	Note a Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system. The potential developers will be expected to fund investigations during pre-planning stages and the findings of the HMA would inform the extent of any necessary water infrastructure and sewerage upgrades, which can be procured via the requisition provisions of the Water Industry Act 1991 (as amended). Add that the site is crossed by 25mm, 150mm & 2" diameter water mains. Note that the Nash Wastewater Treatment Works (WwTW) can accommodate foul flows from the proposed development site.	An Infrastructure Delivery Plan has been prepared and identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP and reflects the comments made by Dŵr Cymru Welsh Water (DCWW). The Council will continue to work with DCWW throughout the remainder of the RLDP process and beyond at the planning application stage of allocated sites.	No change required.
1356 / Welsh Government / Comment	It would be beneficial for the examination that further technical work is undertaken to demonstrate that the broad scale of growth can be accommodated on the Caldicot and Monmouth sites where there could be issues relating to built heritage, potential Gwent Levels (National Natural Resource Area) impacts etc.	Comment noted. Further technical work, as relevant, will be undertaken to inform the examination process.	No change required.
1412 / Natural Resource Wales (NRW) / Comment	HA2 Land to the East of Caldicot/North of Portskewett - SSSI constraints and their GI requirements should be considered now at strategic level (points 32-36).	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. Baseline information relating to key design and placemaking principles has already been signposted to the promoters of the sites and will be available should there be	No change required.

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		a different promoter during the lifetime of the RLDP through the Landscape Sensitivity Assessment, GI strategy, GI SPG, draft Landscape SPG, Policy NR1 Nature Recovery and Geodiversity and GI statement, all of which provide a guiding framework from which strategic site allocations and subsequent applications can be progressed. The constraints and their green infrastructure requirements referenced are considered at a strategic level and provide a robust framework for the developer to follow and fully understand how green infrastructure for these sensitive receptors will need to be delivered further in reference to the RLDP, supporting strategies and supplementary planning guidance. Policy HA2 includes criterion k) relating to opportunities for grassland area enhancement and enhanced native planting around ponds and wetland areas that will be managed appropriately for protected species. Importantly, criterion k) notes no built development to take place in the SSSI. In addition, Policy HA2 contains a specific criterion l) relating to the requirement for a lighting scheme and also ensures dark corridors will be maintained with light spillage onto wildlife corridors minimised. Furthermore, RLDP policy LC5 Dark Skies and Lighting provides robust policy criteria to ensure development proposals involving external lighting, must include appropriate lighting details and where proportionate a strategy that reflect criterion e) in relation to impacts on visual and landscape character, criterion g) to ensure adverse impacts on biodiversity and ecological connectivity are minimised and criterion h) that cumulative and in combination lighting impacts are avoided. Finally, criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Strategy is in progress which also considers SANG provision for this site.	
1412 / Natural Resource Wales (NRW) / Comment	HA2 Land to the East of Caldicot/North of Portskewett - suggest minor policy wording amendments under criterion g) in relation to the Severn Estuary European Marine	Comments noted. It is considered that criterion g) of Policy HA2 appropriately sets out the policy requirements relating to the Severn Estuary Marine Site and Nedern Brook Site of Special Scientific Interest. Regard will be given to national planning	No change required.

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	Site and Nedern Brook Site of Special Scientific Interest (point 37).	policy as part of the site's progression through the planning process. It is not considered necessary to amend the policy as suggested.	
2031 / Peter Fox OBE MS Senedd Member for the Monmouth Constituency / Objection	Concerns of sheer scale of the development on the back of recent developments at Sudbrook/Portskewett. Traffic management will be a challenge. Welcome the new active travel route linking Caerwent to Portskewett and Caldicot but access to this route will need focus. Safe routes to schools will be important. Other infrastructure shortfalls need to be considered such as doctors and dentists as cannot sustain the level of population increase.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. As a consequence, the site is not considered to be a new settlement. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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		both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider	

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		the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. This route is also listed in the IDP. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1803 / Councillor Dr Louise Brown / Objection	Traffic from the Caldicot East – North Portskewett development will come along the Pwllmeyric A48 road to join the motorway junction at Chepstow adding to the queues for the High Beech roundabout which are already fairly regularly queued to the bottom of the Pwllmeyric hill. In addition, traffic will be added to the pinch point of the High Beech roundabout by the proposed Mounton Road site.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess	No change required.

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		various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Comments on HA3 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1803 / Councillor Dr Louise Brown / Objection	Will impact the traffic congestion of the A48 and Highbeech roundabout. Cause significant air pollution in a narrow band south of the county. The active travel measures will not assist as a recent study by Audit Wales found that nearly £220 million had been spent but no improvement in walking and cycling rates (link to study provided). In any development there will be at least 1 or 2 cars per household and even if public transport improves the buses will still be stuck in the traffic queues. The EV charging may improve the pollution side but will not stop the traffic queues.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency.	No change required.

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		In relation to the Audit Wales report outcomes, the RLDP can provide measures to encourage the residents to utilise active travel routes in Monmouthshire by widening provision. Any air quality impact will be assessed as part of the planning application process. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1803 / Councillor Dr Louise Brown / Objection	The houses proposed in this strategic site do not take account of all of the development proposed in Caldicot and the Severnside area from the previous LDP and from candidate sites here and in Chepstow and surrounding area. All of these sites from Caldicot (Severnside) to Chepstow and surrounding area are in a close proximity to each other and the RLDP does not make it clear that it is concentrating development in a very small area in the south of Monmouthshire.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements along with Chepstow. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both	No change required.

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		the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The housing supply components that contribute to meeting the housing provision figure include an allowance for existing commitments, windfall allowances, small site allowances such as conversions of unoccupied buildings and new allocations. In relation to the new housing allocations 2,130 homes are to be provided, 770 of which are to be delivered at the HA2 site, importantly 50% of these will be affordable (385 homes). Further information is set out in Strategic Policies S1, S2 and Table HA1-HA18, along with Appendix 7: Housing Supply Components and the supporting Housing Background paper. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2489 / Councillor Lisa Dymock / Objection	Object to the impact of the proposed Caldicot East/North Portskewett: Strain on Infrastructure such as road network, lack of public transport, healthcare at capacity, education shortfalls, impact on water, sewage systems and flood risk. Environmental Concerns such as loss of green spaces due to development of agricultural land and green fields impacting biodiversity and access to natural areas. Carbon emissions without sustainable transport and renewable energy integration. Loss of a large proportion of the Gwent Levels in this area. Community	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes.	No change required.

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	Integration and Character due to erosion of village identity undermining the character of Portskewett and surrounding communities, limited employment opportunities and social integration challenges.	Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area.	

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		While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This type of information would not be required until the planning application stage. The site promoters are aware ensuring early communication with DCWW on these matters.	

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		Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA2 includes criterion e) which relates to development of the site considering existing topography, assets, features and contours of the site and also notes this should include measures to integrate development appropriately while reducing visual impact. Criterion e) of Policy HA2 also notes less dense development should be provided on the edge of the site.	

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		With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change,	

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		Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Finally, regarding the potential impact on undermining the character and identity of Portskewett, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. Policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2489 / Councillor Lisa Dymock / Objection	Object to misleading reference of 'Caldicot east' when located within the ward of Portskewett - undermines the significance of Portskewett's role in the area. Directly	It is recognised that the site lies across ward boundaries and is linked to both Caldicot and Portskewett, accordingly the site is named within the RLDP as Policy HA2 Land to the east of Caldicot/North of Portskewett.	No change required.

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	force the close of David Broome Event Centre.	Part of the site does relate to the David Broome Event Centre however; this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development.	
1136 / Portskewett Community Council / Objection	Location and size of the proposed development is akin to that of a new settlement, being an 116% increase on the current number of households in Portskewett village. Site is referred to as Caldicot East but the development is located in the Portskewett boundary so should be recognised in the name. Portskewett does not have the infrastructure to support the site allocation - steps should be taken to ensure that the infrastructure is in place should the development be approved. Site would also result in the loss of valuable agricultural land, is adjacent to the Nedern Brook which is known to flood regularly and would cause traffic issues. A new school is proposed with no safe route from Portskewett and Sudbrook. No public transport. Appreciate the need for affordable housing but believe an alternative site should be found.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. As a consequence, the site is not considered to be a new settlement. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include	No change required.

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		other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. It is recognised that the site lies across ward boundaries and is linked to both Caldicot and Portskewett, accordingly the site is named within the RLDP as Policy HA2 Land to the east of Caldicot/North of Portskewett. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning	

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		policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along	

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		Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Further detail of which will be considered at the planning application stage. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. Additionally in relation to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	

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		For the reasons noted above it is considered site allocation HA2 is suitable for an affordable housing-led mixed-use development, and it is not considered appropriate to delete the allocation and look at an alternative site as suggested.	
1787 / Gwent Wildlife Trust / Comment	Welcome that the western side of the proposals (adjacent the SSSI) is not to be developed but stress the importance of there being no adverse impact on the drainage or water quality of the SSSI. Measures need to be put in place to ensure the wildlife particularly wildfowl and waders are not subjected to increased levels of disturbance either during or post-construction. Also welcome retention of areas of broad-leaved woodland but wish to see assessments of impact of development extending beyond the proposal boundaries and any mitigation/compensation measures proposed to account for this.	Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINCC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. In addition, Criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Strategy has been prepared which also considers SANG provision for this site.	No change required.

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1281 / Barratt David Wilson Homes / Objection	Major reservations about the assumptions made over the lead in time for delivery. EIA will delay, planning application process will delay, disposal process to a developer, upfront infrastructure requirements will cause delay. Consider that at least 320 dwellings will be delivered in the next plan period.	The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions were overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site. Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site. It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months.	No change required.
1461 / MCC Estates / Support	Welcome and support the allocation of HA2 in the Deposit Plan. Refer to the	Support welcomed.	No change required.

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	detailed supporting information prepared in relation to the site to date, including the significant masterplanning work undertaken in liaison with the Design Commission for Wales and Local Authority and statutory consultees. State HA2 represents an entirely suitable housing allocation, which has been evidenced as being both viable and deliverable. Note the delivery timescales and quantum of units are considered to be entirely suitable and appropriate and that the site is viable and deliverable in accordance with the identified delivery timescales. The site promoter is committed to ensure the site can be brought forward in line with the timescales set out in the allocation and is looking to commence preparation of a planning application for the scheme accordingly.		
1461 / MCC Estates / Objection	Refer to the minimum of 1ha of B1 use class employment land on the indicative masterplan noting the positioning of the employment land is not considered to represent the most appropriate location for such a use from a visual impact, density and placemaking perspective. While it is recognised the positioning is indicative it is objected to.	Comments noted and acknowledged. While it is recognised that further dialogue regarding the masterplanning of the site has taken place with the site promoters since the Deposit RLDP consultation, the masterplan set out in the Plan is indicative only and was considered to be a helpful aide to the consultation process by providing a visual interpretation of the site's broad parameters, policy requirements and proposed uses. Policy HA2 clearly states that a masterplan will be agreed with the Local Planning Authority prior to the determination of any planning application. The masterplan will be updated through the planning application process and will, therefore, be subject to further changes/iterations. It is not, therefore, considered necessary to amend the indicative masterplan as suggested.	No change required.
1461 / MCC Estates / Objection	Request the status of the masterplan as included in the RLDP is clarified with further text to confirm the status of the	The RLDP includes indicative masterplans for the four strategic sites, including Land to the East of Caldicot/North of Portskewett. These are indicative only and were considered to be a helpful aide to the Deposit RLDP consultation process by	No change required.

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	Indicative Masterplan as this will be superseded further to the masterplanning process.	providing a visual interpretation of the site's broad parameters, policy requirements and proposed uses. The masterplans will be updated through the planning application process and will, therefore, be subject to further changes/iterations. The status of the masterplan for Land to the East of Caldicot/North of Portskewett is reflected in Policy HA2 which clearly states that a masterplan will be agreed with the Local Planning Authority prior to the determination of any planning application. It is not, therefore, considered necessary to include further explanatory text regarding the status of the masterplans as suggested.	
1461 / MCC Estates / Objection	Request the word approximately is added in front of 770 homes including 50% affordable homes.	The number of homes to be provided at Land to the East of Caldicot/North of Portskewett (Policy HA2) is noted as being approximately 770 in the policy table in the header. It is agreed for consistency this should also be referenced in criterion a).	Update first bullet point of criterion a) by including 'Approximately' at the beginning.
1461 / MCC Estates / Objection	Request the wording in relation to employment land is amended to approximately rather than a minimum of 1ha.	The provision of a minimum of 1ha B1 Use Class employment land is required on the HA2 Land to the East of Caldicot/North of Portskewett site. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1461 / MCC Estates / Objection	Request where appropriate is added following active street frontage in criterion b.	As noted in supporting paragraph 14.4.3 Crick Road provides a central spine through the development and will be incorporated into the site as an active frontage to provide legibility for the community across the site. It is appreciated there may be some gaps where this relates to land outside the control of the site promoters however, it is considered of key importance to the development of the scheme, and it would not be appropriate to dilute the wording by including 'where appropriate'. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1461 / MCC Estates / Objection	Request revision of speed limits along Crick Road 20mph, the location of which to be	Regarding speed limits, it is recognised that while such measures can be put in place as part of any development of the site, implementation of traffic regulation orders, speed limits and enforcement sit outside the scope of the RLDP. However,	No change required.

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	agreed with MCC is deleted from criterion o.	the Crick Road central spine is considered key to the proposed development to ensure this becomes an integrated street. Consequently, any measures to reduce traffic speeds along the extent of the site to reinforce the coherent and coordinated development either side of Crick Road as active frontages are welcomed. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	
1461 / MCC Estates / Objection	Request two changes are made to the last bullet point in criterion o, inclusion of 'consideration to be given to provision...throughout the site' and end the bullet point with 'where identified as appropriate'.	It is recognised that the detailed layout of the site is yet to be agreed, and it is, therefore, unknown whether a public transport loop can be provided throughout the site as a whole. Provided residents are able to walk to a bus stop within 400m of their property a loop of the site may not be required. However, as noted in the Policy these details are to be agreed with the Council through the planning application process. It is not, therefore, considered necessary to amend the wording as suggested. Similarly, it is not considered appropriate to include the wording suggested for the end of the bullet point as the wording clearly refers to any necessary financial contributions.	No change required.
1461 / MCC Estates / Objection	Request the inclusion of '(other than works associated with sustainable drainage)' is included within criterion p).	Sustainable drainage features within areas of floodplain will be considered in accordance with national policy. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1461 / MCC Estates / Objection	Request '(which will supersede the status of the Indicative Masterplan)' is added at the end of the policy wording relating to the masterplan.	It is not considered necessary to include the proposed wording at the end of the policy as the approach is considered to be clear enough as it stands given that there is no reference to indicative within the wording. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1461 / MCC Estates / Support	Consider that with the inclusion of HA2 the Deposit Plan complies with the tests of soundness.	Support welcomed.	No change required.

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1503 / Redrow Homes (South Wales) Limited / Objection	Not the most sustainable location in and around Caldicot. Spatially segregated by parkland - walking route through the county park is often flooded. B4245 walking route will be long and isolated. Unclear how quickly the proposal could come forward and whether there are deliverability issues.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route.	No change required.

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		Site promoters of the proposed site allocations have completed site specific financial viability assessments (FVA) to support their proposals and ensure their sites are viable based on 50% affordable housing requirements, net zero carbon homes and other key requirements, without subsidy. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), this assists in frontloading the process to inform delivery of site allocations within the Plan. There has been a continuing dialogue with the site promoters during the preparation of the RLDP. A number of studies have been submitted in support of the site and further additional detailed work will be undertaken through the planning application process. The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions were overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site. Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site.	

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		It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months.	
1519 / Barratt David Wilson Homes / Objection	The timescales for the delivery of the first homes are likely to be greater and the delivery rates lower when compared to the findings of the Lichfield's Report or the past experience from the Adopted LDP. First completions should be revised to 2030/31 at 100 units per annum, giving a total of 375 units in the Plan period.	The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions were overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site. Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site. It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be	No change required.

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		affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months.	
1663 / Richborough / Support	Strongly support the identification of Land east of Caldicot North or Portskewett as a residential-led strategic allocation. and east of Caldicot/north of Portskewett is the most logical and appropriate location for the level of growth needed within Caldicot and Severnside more widely. It provides an opportunity to bring forward a sustainable, edge of settlement strategic scale development, which will deliver new homes, together with opportunities for other supporting uses such as employment, open space, education, commercial and community uses. Refer to the candidate site process and wider RLDP evidence base stating this demonstrates directing strategic growth to the east of the settlement is the most appropriate means of accommodating new development. State opportunities for development elsewhere in the settlement, particularly at the scale required are significantly constrained. Refer to the conclusions of the Candidate Site Assessment Report in relation to the site and the significant amount of technical work prepared in support of the allocation which demonstrates any site constraints can be	Support welcomed.	No change required.

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	satisfactorily addressed. Note further technical work will be prepared to support future planning application(s) in due course.		
1663 / Richborough / Objection	Suggest the key focal points in paragraph 14.4.2 should be expanded to recognise the role of the community playing fields and suggest the addition of 'and community playing fields' into the wording.	Comments noted. It is considered that the reference to public open space in paragraph 14.4.2 is appropriately flexible and could include community playing fields. It is not, therefore, considered necessary to specifically refer to community playing fields as suggested.	No change required.
1663 / Richborough / Objection	Refer to paragraph 14.4.3 and the role Crick Road plays as an important central spine through the proposed allocation, agree the approach to development along Crick Road being a fundamental part of the masterplan, ensuring development on either side of the road is brought forward in a cohesive way, Note active frontages will be incorporated where appropriate but that this will be confirmed through the ongoing design process. State there may be parts of Crick Road where development sits slightly further back from the road, behind existing or proposed green infrastructure. Suggest a number of amendments to paragraph 14.4.3 as a consequence including 'a central green spine' and 'where appropriate and possible, to provide'.	As referred in the representation, supporting paragraph 14.4.3 notes Crick Road provides a central spine through the development and will be incorporated into the site as an active frontage to provide legibility for the community across the site. It is appreciated there may be some gaps where this relates to land outside the control of the site promoters however, it is considered of key importance to the development of the scheme and it would not be appropriate to dilute the wording by including 'where appropriate, and possible to provide'. Furthermore, while retention of hedgerows is of importance it is recognised that there may be some circumstances where the removal of hedgerows is necessary to bring the site forward and allow for access points and active frontages. The inclusion of the word 'green' to change the wording to 'central green spine' would not necessarily be in the spirit of the intended active street frontage of Crick Road. Where any hedgerows are removed, they will however be compensated for within the scheme. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1663 / Richborough / Objection	Refer to paragraph 14.4.3 recognition of a masterplan being developed for the site. Suggest this should be amended to clarify that the masterplan is intended to set key principles and general land use parameters	A design code is considered to be necessary within the context of the Land to the East of Caldicot/North of Portskewett site given its strategic size and to ensure specific, detailed design parameters are applied consistently throughout the site. This will be agreed as part of the planning application process.	No change required.

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	for the site, rather than act as a design code per se. Suggest the use of code could lead to confusion. Suggest amendment to 'establishing key design principles and land use parameters'.	It is not, therefore considered appropriate to amend the text in paragraph 14.4.3 as suggested.	
1663 / Richborough / Objection	Refer to the active travel link noting active travel connections will form an important part of the development but will be delivered through a range of active travel links, rather than a single active travel link to provide choice and resilience across the year when accessing the town centre and other points of interest. Suggest routes will likely include those following the main roads, through areas of open space to the west of the disused railway corridor and by connecting to existing routes. Suggest paragraph 14.4.4 be amended to read 'Active travel links will be required to provide'.	Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. As noted in paragraph 14.4.4 the east-west active travel link from the site to the centre of Caldicot may not be fully passable at certain times of the year. As a consequence, a route adjacent the B4245 may be the main pedestrian/cycle route to the centre from the site at times. This will be considered further through the planning application process. It is not, therefore, considered necessary to amend the supporting text to Policy HA2 as suggested. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1663 / Richborough / Objection	Paragraph 14.4.5 notes the proximity of the site to the Severn Estuary European Marine Site (EMS) state reference should be made to the potential for any potential impacts to the EMS to be addressed through financial contributions and/or provision of open space as part of the development.	Policy HA2 includes a number of criteria in relation to nature recovery including criterion h) in relation to the Severn Estuary European Marine Site which notes a financial contribution may be required as part of the mitigation strategy for the site. The possible requirement for a financial contribution is also reflected in the Infrastructure Delivery Plan (IDP) as set out on page 288 in Appendix 8. It is not therefore necessary to repeat this in supporting paragraph 14.4.5. Further detail in relation to this matter will be considered at the planning application stage. It is not, therefore, considered appropriate to amend the wording of paragraph 14.4.5 as suggested.	No change required.
1663 / Richborough / Objection	Refer to policy wording and request approximately is included before 770	The number of homes to be provided at Land to the East of Caldicot/North of Portskewett (Policy HA2) is noted as being approximately 770 in the policy table in	Update first bullet point of criterion a) by including

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	homes in the first bullet point of criterion a).	the header. It is agreed for consistency this should also be referenced in criterion a).	'Approximately' at the beginning.
1663 / Richborough / Objection	Recommend community playing fields is added to the Allocation Type column in Policy HA2.	Comments noted. It is considered that the reference to public open space in Policy HA2 is appropriately flexible and could include community playing fields. It is not, therefore, considered necessary to specifically refer to community playing fields as suggested.	No change required.
1663 / Richborough / Objection	Refer to the fifth bullet point under the sustainable communities heading in relation to B1 use class employment and suggest this should be removed. Note the policy should allow flexibility in terms of the appropriate form and quantum of any employment use that could be brought forward. Suggest it should be guided by the ongoing masterplan process and an assessment of market demand for such uses.	An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Use Class B1 relates to business use and includes office use (other than those within Class A2), research and development and light industry (where any process can be carried out in a residential area without causing detriment to the amenity of the area). Any uses on the site would, nevertheless, be subject to a planning application and considered on a case-by-case basis subject to detailed planning considerations and, must be in accordance with the Plan's policy framework as a whole. It is not, therefore, considered appropriate to delete the requirement for B1 use class employment on the site, as suggested.	No change required.
1663 / Richborough / Objection	Refer to criterion b) and request the wording is amended to 'Crick Road must be incorporated into the site as a distinctive central green spine with an active street frontage (where appropriate and feasible), providing'.	As noted in supporting paragraph 14.4.3 Crick Road provides a central spine through the development and will be incorporated into the site as an active frontage to provide legibility for the community across the site. It is appreciated there may be some gaps where this relates to land outside the control of the site promoters however, it is considered of key importance to the development of the scheme and it would not be appropriate to dilute the wording by including 'where appropriate and feasible'. Furthermore, while retention of hedgerows is of importance it is recognised that there may be some circumstances where the removal of hedgerows is necessary to	No change required.

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		bring the site forward and allow for access points and active frontages. The inclusion of the word 'green' to change the wording to 'a distinctive central green spine with' would not necessarily be in the spirit of the intended active street frontage of Crick Road. Where any hedgerows are removed they will however be compensated for within the scheme. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	
1663 / Richborough / Comment	Note criterion e) is in line with emerging design principles however want to clarify when referring to the edge of the site this should not be taken as including along Crick Road which is seen as central to the proposed masterplan rather than an edge.	Crick Road is incorporated into the boundary of the site allocation and would not therefore be considered as an edge of the site.	No change required.
1663 / Richborough / Objection	Request criterion f) is amended or further clarification provided within the supporting text, to acknowledge attenuation features are expected to be located west of the former MoD railway line, these features would be located outside of the Country Park, but within the wider Conservation Area boundary.	A large proportion of the area referred to as west of the former MoD railway line is located within floodplain where it is not considered appropriate to include sustainable drainage features. Criterion p) adequately reflects this, with further changes proposed to this criterion to provide more clarity. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any potential heritage impact of any sustainable drainage features will be assessed once further detail is known, however it is not considered necessary to provide a specific reference to them within criterion f). It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1663 / Richborough / Objection	Request criterion o) referring to amending the speed limit on Crick Road is deleted as this is subject to a process that falls outside of planning. Suggest reference should be	Regarding speed limits, it is recognised that while such measures can be put in place as part of any development of the site, implementation of traffic regulation orders, speed limits and enforcement sit outside the scope of the RLDP. However, the Crick Road central spine is considered key to the proposed development to ensure this becomes an integrated street. As a consequence, any measures to	No change required.

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	made to this as an aspiration in the supporting text as an alternative.	reduce traffic speeds along the extent of the site to reinforce the coherent and coordinated development either side of Crick Road as active frontages are welcomed. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	
1663 / Richborough / Objection	Request the bullet point relating to public transport under Sustainable Travel and Highways is amended to delete 'and throughout the site' and replace necessary financial contributions with proportionate financial contributions.	It is recognised that the detailed layout of the site is yet to be agreed and it is, therefore, unknown whether a public transport loop can be provided throughout the site as a whole. Provided residents are able to walk to a bus stop within 400m of their property a loop of the site may not be required. However, as noted in the Policy these details are to be agreed with the Council through the planning application process. It is not, therefore, considered necessary to amend the wording as suggested. Similarly, it is not considered appropriate to change the wording to 'proportionate' financial contributions. Any contributions will need to be justified and linked to the site.	No change required.
1663 / Richborough / Objection	State clarification should be made to criterion p) where it refers to no built development being permitted within the part of the site in the floodplain, stating either the policy or the supporting should state attenuation features may be located within Flood Zone 2/3.	Sustainable drainage features within areas of floodplain will be considered in accordance with national policy. It is not, therefore considered appropriate to amend the wording of the policy as suggested.	No change required.
1663 / Richborough / Support	Support recognition that the appropriate mechanism to progress/approve the masterplan for the site will be through forthcoming planning applications.	Support welcomed.	No change required.
1663 / Richborough / Objection	Refer to the indicative masterplan noting the Deposit Plan does not set out what the purpose or status is, state the policy or supporting text should be amended to make it clear that the masterplan is purely	The RLDP includes indicative masterplans for the four strategic sites, including Land to the East of Caldicot/North of Portskewett. These are indicative only and were considered to be a helpful aide to the Deposit RLDP consultation process by	No change required.

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	informative and is not intended to carry any weight. Note as stated the masterplan is to be developed and agreed through the Development Management process and as such applications should not be tied to the indicative masterplan included in the Deposit Plan.	providing a visual interpretation of the site's broad parameters, policy requirements and proposed uses. The masterplans will be updated through the planning application process and will, therefore, be subject to further changes/iterations. The status of the masterplan for Land to the East of Caldicot/North of Portskewett is reflected in Policy HA2 which clearly states that a masterplan will be agreed with the Local Planning Authority prior to the determination of any planning application. It is not, therefore, considered necessary to include further explanatory text regarding the status of the masterplans as suggested.	
1692 / Edenstone Homes / Objection	Question whether 770 homes can be realistically delivered within the plan period.	The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions were overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site. Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site.	No change required.

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		It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months.	
2394 / Taylor Wimpey / Objection	It will not deliver the number of homes that the Deposit RLDP expects it to over the plan period and therefore further allocations need to be made in the Severnside, including Taylor Wimpey's Ifton Manor Farm site.	The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions was overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site. Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site. It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be	No change required.

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		affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months. In terms of the other sites in Severnside, the candidate site stage 2 submissions for Severnside were assessed via the Candidate Site Assessment Methodology and Candidate Sites High-Level Assessment. The Candidate Site Assessment Report 2024 highlighted the process of selecting sites to progress as deposit allocations, including a summary of the reasons for sites either being allocated or not allocated. HA2 is the only mixed-use residential site that has progressed as an allocation in the Caldicot/Portskewett area.	
2416 / Edenstone Homes / Objection	Question whether 770 homes can be realistically delivered within the plan period. Also have concerns in relation to impacts on landscape, BMV land and impact on Caldicot castle. Question how sustainable the site is at would take 22 minutes to walk to Caldicot town centre and 33 minutes to the railway station	The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions was overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site. Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of	No change required.

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		development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site. It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable	

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		housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA2 includes criterion e) which relates to development of the site considering existing topography, assets, features and contours of the site and also notes this should include measures to integrate development appropriately while reducing visual impact. Criterion e) of Policy HA2 also notes less dense development should be provided on the edge of the site. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond	

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		positively to these heritage assets and that no built development will take place in these sensitive areas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2419 / Edenstone Homes / Objection	Question whether 770 homes can be realistically delivered within the plan period.	The housing trajectory is the key mechanism to demonstrate how sites will be delivered in the identified timescales, throughout the Plan period, to meet the RLDP housing requirement. At the housing stakeholder meeting it was suggested that the lead in times for first completions was overly ambitious due to the average length of time between submission of a planning application and first completions on the site. A fundamental part of the requirement to frontload the RLDP process is to ensure that the Plan as a whole is deliverable, including site allocations. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), the site allocation is supported by a comprehensive suite of technical work to assist in frontloading the process and inform delivery of the site allocation within the Plan. There has been a continuing dialogue with the site promoters along with internal and external consultees during the preparation of the RLDP, which will significantly reduce the time taken to determine planning applications on the site.	No change required.

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		Following ongoing dialogue with the site promoters it is proposed to update timescales with the first completions moved to 2028/29, however, they reaffirm that the 770 homes can be delivered within the Plan period. The site promoters intend to submit separate outline planning applications which will both be progressed towards examination. Sufficient time is built into the process for detailed planning stages, sale of both parcels of land and commencement of development with first deliveries anticipated within the 2028/29 monitoring period. The site allocation is not subject to any significant infrastructure requirements that impact on delivery times or, phasing of development of the site. It is envisaged that the allocation will be built out with at least three outlets across the site, two of which will relate to the market homes. 50% of the homes will be affordable and it is therefore expected that these homes would be delivered by or on behalf of a Registered Social Landlord, which will effectively operate as a separate outlet to the market homes. Given the likelihood of multiple outlets across the site the build rates have been increased marginally, with 130 homes in 2028/29, 135 homes per annum in 2029/30, 2030/31, 2031/32 and 2032/33 with a further 100 in 2033 +9 months.	
1365 / Mr Adrian Lewis / Objection	HA2 - Land to the East of Caldicot/North of Portskewett: it appears that the development of Sudbrook Paper Mill has attracted people from Bristol, Crick Road development will probably do the same. Adding to this means more traffic and potential pollution - a contradiction of RLDP objectives. A shortage of teachers requires a complementary recruitment plan. No demand for the commercial premises given the number of vacant units in the Severn Industrial Estate.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes.	No change required.

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		Regarding who will live in the homes, Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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1365 / Mr Adrian Lewis / Objection	Land East of Caldicot/North of Portskewett - this requires a greater investment than indicated in the RLDP.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Site promoters of the proposed site allocations have completed site specific financial viability assessments (FVA) to support their proposals and ensure their sites are viable based on 50% affordable housing requirements, net zero carbon homes and other key requirements, without subsidy. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), this assists in frontloading the process to inform delivery of site allocations within the Plan. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
1365 / Mr Adrian Lewis / Objection	HA2 - Land to the East of Caldicot/North of Portskewett: there is no evidence of demand for housing from the local population nor is there evidence of demand from businesses from B1 industrial accommodation.	The provision of affordable housing is a key priority of the Council and is appropriately reflected in the RLDP's vision, objectives and policy framework. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing, particularly for younger people, and that the policy requirement to deliver 50% affordable housing will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales.	No change required.

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		The Local Housing Market Assessment Refresh (LHMA) 2022- 2037 includes the housing need for each ward. However, Welsh Government LHMA guidance stipulates that housing need should be reported on a Housing Market Area (HMA) and not on an individual ward basis. The Caldicot East North of Portskewett site is located within the Chepstow HMA. The Chepstow HMA data takes into account all relevant data for this area such as housing need, housing supply, turnover and income levels but it is amalgamated with other ward level data to inform the need for the wider Chepstow HMA area rather than a ward level only. The Chepstow HMA represents the largest area and as a consequence has the greatest affordable housing need across the County. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Use Class B1 relates to business use and includes office use (other than those within Class A2), research and development and light industry (where any process can be carried out in a residential area without causing detriment to the amenity of the area). Any uses on the site would, nevertheless, be subject to a planning application and considered on a case-by-case basis subject to detailed planning considerations and, must be in accordance with the Plan's policy framework as a whole. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1410 / Mr Kevin Hall / Objection	The policy is missing fundamental items. Infrastructure and service improvements needed before building more houses. Concerns re the cost of improvements as developers will not have money for S106	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the	No change required.

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	after funding 50% affordable and concerns for who will run the affordable properties.	Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), Local Planning Authorities (LPAs) should maximise the delivery of affordable housing based on viability evidence of allocations/sites in their plan. Accordingly, a High- Level Viability Assessment (HLVA) has been undertaken for Monmouthshire, which has informed the preparation of the RLDP. The HLVA demonstrates that on-site provision of 50% affordable homes is achievable throughout most of the County on sites of 20 homes or more. On sites of 5-19 homes, on-site provision of 40% affordable homes is evidenced to be achievable. In addition to the HLVA, site promoters of the proposed site allocations have completed site specific financial viability assessments (FVA) to support their proposals and ensure their sites are viable based on 50% affordable housing requirements, net zero carbon homes and other key requirements, without subsidy. In accordance with Welsh Government guidance set out in the Development Plans Manual (2020), this assists in frontloading the process to inform delivery of site allocations within the Plan. Regarding management of the affordable housing properties, supporting paragraph 13.1.8 provides detail of how affordable housing will be managed to ensure that dwellings remain affordable in perpetuity. Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable	

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		housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1575 / Ms Janet Horton / Objection	HA3 - relating to development at Land at Mounon Road, Chepstow; HA2 - Land to the East of Caldicot/North of Portskewett and HA9 - Land at Former MOD, Caerwent: Development at this scale as a result of the three policies above will result in a significant increase in road traffic. Unless there is an accompanying significant improvement to existing 'choke points' at locations such as the High Beech roundabout, any benefit anticipated from the development will be outweighed by the costs and frustrations created by congestion. HA2 is 1.1km from the Severn SAC/SPA/RAMSAR and adjacent to the Nedern Brook SSSI. It will also generate a significant amount of traffic.	With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. Criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Strategy has been prepared which also considers SANG provision for this site.	No change required.

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		A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Comments on HA3 and HA9 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1646 / Mr Brian Williams / Objection	Refers to the inclusion of HA2 noting in combination with current building on Crick Road will result in overdevelopment. Accepts local need for affordable housing but doesn't think will bring the aimed jobs to Monmouthshire. Concern over A48 junction with Crick Road. Site will impact on individual identities of Portskewett and Crick which will be merged with Caldicot. Site is 1.1km from a SAC/SPA/RAMSAR site and adjacent Nedern Brook SSSI, concern over recreational pressure on the estuary birdlife and Nedern Brook SSSI. Questions what the Area of Amenity Importance would be stating could increase use of Nedern Brook SSSI by people and dog walkers causing harm. States site will generate a significant amount of traffic on	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities.	No change required.

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	the A48 and add to problems at High Beech roundabout.	The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Regarding the potential impact on the identity of Portskewett and Crick, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. Policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA2 includes criterion e) which relates to development of the site considering existing topography, assets, features and contours of the site and also notes this should include measures to integrate development appropriately while	

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		reducing visual impact. Criterion e) of Policy HA2 also notes less dense development should be provided on the edge of the site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales, including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINCC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage.	

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		Criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Strategy has been prepared which also considers SANG provision for this site. The area of amenity importance (AAI) to the west of the railway line (AAI0320) has been proposed to formalise the piece of land as AAI that sits between the site, Caldicot Castle and Church Road. This is proposed as AAI due to its size, contribution to local amenity and location inside of the development boundary. This piece of land has a number of existing public rights of way crossing it that link to Crick Road. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1693 / Miss Sylvia Stevens / Objection	Transport infrastructure cannot cope with additional traffic. Regular traffic jams bring Chepstow to a standstill. Ongoing development at Portskewett and the potential HA3 will add to this.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle.	No change required.

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		With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Comments on HA3 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
1779 / Mrs Sandra Lloyd / Objection	770 Homes proposed with no provision for GP surgery or an expansion of the existing with future capacity more important than current capacity as projected population increase would undermine capacity of existing surgery.	While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
1839 / Mr Hugh Austwick / Objection	The scale of development is too large and there is insufficient infrastructure (medical perspective). A doctors surgery needs to be added.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick.	No change required.

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		Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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2226 / Mr Gerry Moss / Objection	This site is known to be affected by flooding; proposals to develop without publicising flood prevention measure are inappropriate.	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
2592 / Jodie Power / Objection	Concerns roads are unsuitable before the proposed increase in vehicles, narrow lanes, damaged surfaces, dangerous routes, increased traffic bottlenecks around Chepstow. Doctors, Dentist and Pharmacists are already under strain and the development will make the situation worse. Lack of local services and facilities including shops and leisure further increasing car use. New school is welcomed but high school and nurseries are at	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities.	No change required.

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	capacity, location of new school puts children in danger from roads. Concerns re damage to SSSI, local habitat, Gwent Levels and the removal of green space and therefore should be protected. Flooding is an issue for the site and fields planning to be developed including repeat flooding with Nedern Brook at capacity.	The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. This route is also listed in the IDP. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure	

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		requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. With regard to concerns relating to loss of habitat, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any	

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		mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Strategy has been prepared which also considers SANG provision for this site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2595 / Mrs Elda Fouch / Objection	Building new housing developments on green fields and farmland will harm wildlife and natural habitats. No suitable nor	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need,	No change required.

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	sufficient new infrastructure has been proposed. Crick Road requires re-surfacing; the road is full of potholes and patchwork repairs. Proposals to make it one way will cause more traffic through Portskewett where traffic calming measures are required. No pavements along Crick Road will result in car travel to and from school resulting in more pollution, adversely affecting climate change. Area already has high levels of traffic and air and noise pollution. Overstretched local services: more doctors, dentists, pharmacies and schools are required. There are no public transport links through Crick Road, better public transport is required. The proposed site is incompatible with the well-being and sustainability objectives set out by WG and LPAs, conflicts with the Wellbeing of Future Generations Act, the Public Health Act and the Environmental Air Quality Act by exacerbating air pollution and traffic congestion and straining local services. Residents urge reconsideration of this site as it is perceived to offer more harm than benefit to the community's long-term health, sustainability and well-being.	environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant	

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		areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. With regard to concerns relating to natural habitats, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route.	

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		Any air quality impact and noise impact will be assessed as part of the planning application process. With regard to noise pollution specifically, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB).	

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		While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The RLDP objectives take into account a range of policy drivers that have emerged in recent years, including the Well Being of Future Generations Act 2025, the Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. The RLDP has also been subject to both a Sustainability Appraisal which appraises the social, economic, cultural and environmental effects of the Deposit RLDP and Habitats Regulations Assessment which identifies any aspects of the Deposit Plan that might cause an adverse effect on the integrity of Natura 2000 sites, otherwise known as European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), either in isolation or in combination with other plans and projects, and advises on appropriate policy mechanisms for delivering mitigation where such effects have been identified. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2633 / Mr Martyn Reed / Objection	This will have a major effect of current residents by amplifying the traffic problems that already exist at Chepstow roundabout. This needs to be addressed prior to any more building in the area.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle.	No change required.

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		With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2653 / Pam Collington / Objection	Object to site for 770 homes area already suffering with 500 homes either already built or under construction at Crick Road. Destruction of the Gwent Levels (including wildlife conservation, ancient woodlands, Grade II Listed house, protected hedgerows). The area is already blighted by reduced services and considerable concern around infrastructure facilities, such as health, transport and education. The town centre is in decline. Recent flood events in South Wales. Currently a crisis in healthcare and council services (difficulty getting appointments and lack of staff/facilities). Road structure is totally inadequate, with no M4 or Chepstow bypass. Hospital, train and bus services are unfit for purpose. If the RLDP goes ahead, prior investment in infrastructure, health, education, social care, police- and transport services is required.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The housing supply components that contribute to meeting the housing provision figure include an allowance for existing commitments, windfall allowances, small site allowances such as conversions of unoccupied buildings and new allocations. In relation to the new housing allocations 2,130 homes are to be provided, 770 of which are to be delivered at the HA2 site, importantly 50% of these will be affordable (385 homes). Further information is set out in Strategic Policies S1, S2 and Table HA1-HA18, along with Appendix 7: Housing Supply Components and the supporting Housing Background paper, this includes reference to the Crick Road,	No change required.

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		Portskewett site which has permission for 255 homes (not the 500 stated by the representor). Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets.	

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		Part of the site is located in the Archaeologically Sensitive Area of the Gwent Levels, this relates to the area to the west of the former MoD railway line where no built development is proposed. Desk-based assessment and geophysical survey is required, prior to the determination of a planning application which would inform mitigation opportunities. This may include further pre-determination work. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering	

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		service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	

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		With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2704 / Mr Neil Blyth / Objection	Development will have far reaching negative impact on environment and local infrastructure. Objects to location on valuable greenfield land due to costs to local wildlife through loss of habitat. Proposal is excessive and will significantly degrade biodiversity, increase surface runoff and increase flood risk. Concerned re lack of comprehensive sustainability measures to counter carbon footprint of development. Notes failure to address strain on existing, overburdened, infrastructure which will only be exacerbated as a result of development with significant congestion, increased travel times, deteriorating air quality and increasing danger for pedestrians and cyclists. Additionally, social infrastructure is lacking capacity, services and infrastructure need to planned in tandem with housing. Believes council plan exacerbates regional disparities and risking overwhelming local area through continuous development in	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the	No change required.

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	the south and should look to balance development across the County.	site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a	

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		variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Any air quality impact will be assessed as part of the planning application process. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP	

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		is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2738 / Mary Ann Mount / Objection	Traffic within and around Caldicot is already gridlocked, more housing will make this worse. Young people should have been catered for previously, son had to move out of the area as cannot afford to live there. Suggests using variety of housing types. facilities (schools, doctors, post office) are already at capacity. Our countryside is being lost and concreted over at a very serious rate. This is prime agricultural land. Vast habitats, insects, wild animals have already been lost or wiped out. How many trees have/will be lost? How many hedges ripped out? Our pollution levels have risen. We do not address Net zero adequately.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The provision of affordable housing is a key priority of the Council and is appropriately reflected in the RLDP's vision, objectives and policy framework. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing, particularly for younger people, and that the policy requirement to deliver 50% affordable housing will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales. In addition, regarding the point about supporting smaller homes rather than larger expensive homes, the provision of a range and choice of homes, both market and affordable, in housing developments	No change required.

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		is considered essential in addressing the County's affordability issues and delivering sustainable and resilient communities that support the well-being of current and future generations. As such the Deposit RLDP includes a Housing Mix Policy (Policy H8). The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary	

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		schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and	

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		pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Any air quality impact will be assessed as part of the planning application process. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. Comments on NZ1 relating to Net Zero Carbon Homes are considered in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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2790 / Mrs Sue Harwood / Objection	Houses will provide cheaper housing for people from Bristol, not locals, as has been seen with the developments at Sudbrook and Crick Road. Will increase cars in the area and with insufficient local job opportunities, people will need to travel further afield for work, shopping, etc. Concerns that development will increase wait times and issues with health care services. We will see increased carbon emissions from excessive traffic, the loss of green belt and valuable natural habitats, and the high risk of more flooding. Concerns that allocations are heavily focused in the Severnside region.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes.	No change required.

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		Regarding who will live in the homes, Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The RLDP Strategy has regard to Policy 34 and the indicative Green Belt boundary set out in Future Wales 2040. The site is located outside of this indicative area. With regard to loss of habitats, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2820 / Mr Peter Frood / Objection	Developments should be contingent upon a proper traffic solution to the traffic congestion through Chepstow and Highbeech roundabout.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Furthermore, Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
2876 / Christopher Neighbour / Objection	Proposed development is too large for the area and alter the nature of Portskewett (people won't feel part of their community). Failure to mention the gypsy site on the northern boundary, unacceptable in this location given there are already 2 sites in Crick. Should have been more consultation in Crick, with leaflet drops. Highway concern regarding the impact on Crick Road with the extra	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary	No change required.

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	vehicles using the site. 20mph should be along the entire length of Crick Road, with the A48 junction being one-way into Crick Road and vehicles leaving the development onto the B4245. There needs to be traffic calming measures, with 30mph along the A48 in Crick. More emphasis should be placed on sustainability, with all houses conditioned to have solar panels, heat pumps and/or low carbon underfloor heating.	settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage.	

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		Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. The Gypsy and Traveller site allocation falls outside of the HA2 site boundary. Representations received on S9 relating to Gypsy and Travellers and the inclusion of the proposed site at Bradbury Farm, Crick are fully considered in the relevant section of the report. Regarding the comment in relation to the consultation, in line with the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended 2015), Monmouthshire County Council consulted on the Deposit RLDP, together with the supporting Integrated Sustainability Appraisal Report and Habitats Regulations Assessment from 4th November until 16th December 2024 following endorsement of the Deposit Plan for statutory public consultation/engagement at the Council meeting on 24th October 2024. A number of in-person community and stakeholder engagement events ('drop-in sessions') were held throughout the County during the consultation period. Two virtual engagement events (Microsoft Teams live events) also took place during the consultation period, whereby officers presented the Deposit RLDP and responded to questions. Multiple copies of the RLDP and the evidence base were available in printed format to view at the drop-in consultation sessions held across the County and, the documents were also available on the Council's website for the entirety of the RLDP Deposit consultation and remain available. Any properties located within 100m of the sites were notified directly and site notices were also placed outside the sites. Monmouthshire's elected Councillors and Town and	

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		Community Councils were included on the consultation list and were asked to notify constituents. Further information regarding the consultation undertaken in relation to the Deposit RLDP is set out in the Consultation Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2896 / Wendy Roberts / Objection	Objection to more housing in the Chepstow, Caldicot and Caerwent area. Area has been extensively overdeveloped and causes traffic chaos. Infrastructure is completely inadequate and get told it will follow once housing has been approved but this never happens. Not sufficient to state that people need affordable housing as recent development has brought in people from England as house prices are cheaper in Wales. Chepstow has been overdeveloped. Small villages like Caerwent will become part of a large town. It is ruining village communities and the countryside.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett and Caerwent as part of the Severnside area) and Chepstow are identified as Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both	No change required.

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		the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Regarding who will live in the homes, Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes.	

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		Comments on HA3 and HA9 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2919 / Mr David Harwood / Objection	The site is good farmland and country sport area and provides essential green area. These houses will provide cheaper housing for not locals. This influx will price out local people. The development increases the amount of cars in the area as there are insufficient local job opportunities - people will need to travel further afield for work, shopping. Increased traffic will compound the problems of High Beech roundabout in Chepstow. The solution is to provide small local developments which can be made available to local people through the local building societies. Any large-scale developments as described must be preceded by improved infrastructure. Increased carbon emissions from excessive traffic, the loss of green belt and valuable natural habitats, and the high risk of more flooding, Caldicot castle and the surrounding areas flood regularly and it appears there is nothing in the plans to mitigate this serious issue. As the highest rateable value authority in Wales rural Monmouthshire should not need to chase housebuilding targets. More suitable brown field sites are available close by in Newport at the old Llanwern	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Regarding who will live in the homes, Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local	No change required.

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	steelworks. Monmouthshire should concentrate on improving the local infrastructure, roads, rail, buses and improved land drainage.	connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning	

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		policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. The representor refers to the site being a country sport area, part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites, the landowner has chosen to put the land forward for development. In relation to the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Any air quality impact will be assessed as part of the planning application process. Moving to concerns relating to natural habitats, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The RLDP Strategy has regard to Policy 34 and the indicative Green Belt boundary set out in Future Wales 2040. The site is located outside of this indicative area. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding	

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		and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
2926 / Mrs Bethan Wright / Objection	Opposes due to lack of sufficient infrastructure to cope with further development. Concerns regarding increase in traffic, pollution, strain on local services (GP, Doctor, Schools). States that Local resources and roadways need to be	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a	No change required.

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	improved to serve new developments prior to building. Further concerns with loss of green space, impact on habitat for wildlife and increased flooding risk. Suggests resources go into redeveloping Caldicot town centre with hubs and permanent post office	primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the	

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		provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. Regarding concerns relating to natural habitats, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any	

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		mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The RLDP Strategy has regard to Policy 34 and the indicative Green Belt boundary set out in Future Wales 2040. The site is located outside of this indicative area. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3016 / Mr Matthew Brown / Objection	770 new houses is a significant addition that is disproportionate to the town, major concerns re impact on traffic and states a new junction on M48 is required prior to onset of works. Requests further investment into roads, pollution, road crossings, access to doctors/schools. Green travel plan deemed inadequate in relation to the development.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick.	No change required.

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		Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary	

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		schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3101 / Mrs Susan Blake / Objection	Congestion at Highbeech roundabout is a major issue. The additional houses at Chepstow and the David Broome site will make the problem even worse. Infrastructures such as doctors and dentists are at capacity.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure	No change required.

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		requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3278 / Miss Susan Griffiths / Objection	Proposed development should not happen at all.	Comment noted. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be	No change required.

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		available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes.	
3280 / Colin Scott / Objection	Concerns development will be for those out commuting and due to the lack of public transport infrastructure will increase car use and therefore contrary to Future Wales. Concerns development is contrary to RLDP climate objectives by developing on greenfield sites.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Regarding who will live in the homes, Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of	No change required.

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		sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3281 / Sophie Powell and Sam Hooper / Objection	Green spaces are currently beautiful and beneficial to mental health. Perfect balance between rural and developed in the area. The new houses would destroy this balance. Caldicot does not have the landscape to cope with an increased population. Chepstow can be a bottle neck with traffic collisions, with an increased population will only result in chaos. Do not build on beautiful landscapes. Do not destroy a village with exceptional community spirit and togetherness. It is unacceptable to overpopulate a small and	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations	No change required.

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	beautiful village, the area will not cope with the increased population.	included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA2 includes criterion e) which relates to development of the site considering existing topography, assets, features and contours of the site and also notes this should include measures to integrate development appropriately while reducing visual impact. Criterion e) of Policy HA2 also notes less dense development should be provided on the edge of the site.	

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Finally, regarding the potential impact on undermining the character and identity of Portskewett, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. Policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the	

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		County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3292 / Georgina Holman / Objection	Increase pressure on traffic and infrastructure. Traffic increase would cause safety issues for pedestrians, cyclists and children. Increase in noise and air pollution. Concern over loss of neighbour amenity including house security. Loss of greenspace and wildlife habitats. Increase in surface run-off. Concern of quality of life and community impact. Access to essential services is already a challenge (schools, doctors, public transport), therefore putting the local communities at risk in terms of mental well-being. Decrease in property value. Disruption to local farmers and livestock. Want to enjoy a quiet life in Portskewett.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable	No change required.

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		housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface	

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		water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary	

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		schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding quality of life and community impact, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. The RLDP strategy and policies seek high quality sustainable design and green infrastructure and will place people, natural resources and the natural environment at the heart of the design process. Any proposals should embrace a green infrastructure-led approach that is capable of delivering a wide range of social, economic, environmental, and health and well-being benefits for local communities and the County as a whole. This will enhance the character and identity of Monmouthshire's settlements and countryside, encourage sustainable lifestyles and create attractive, safe and accessible places.	

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		In relation to concerns about neighbour amenity, policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3294 / Jed Knight / Objection	Increase pressure on traffic and infrastructure. Traffic increase would cause safety issues for pedestrians, cyclists and children. Increase in noise and air pollution. Concern over loss of neighbour amenity including house security. Loss of greenspace and wildlife habitats. Increase in surface run-off. Concern of quality of life and community impact. Access to essential services is already a challenge (schools, doctors, public transport), therefore putting the local communities at risk in terms of mental well-being. Decrease in property value. Disruption to local farmers	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes.	No change required.

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	and livestock. Jobs at risk at equestrian centre.	Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy	

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		framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact and noise impact will be assessed as part of the planning application process. With regard to noise pollution, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such	

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		community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding quality of life and community impact, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-	

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		being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. The RLDP strategy and policies seek high quality sustainable design and green infrastructure and will place people, natural resources and the natural environment at the heart of the design process. Any proposals should embrace a green infrastructure-led approach that is capable of delivering a wide range of social, economic, environmental, and health and well-being benefits for local communities and the County as a whole. This will enhance the character and identity of Monmouthshire's settlements and countryside, encourage sustainable lifestyles and create attractive, safe and accessible places. In relation to concerns about neighbour amenity, policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3296 / Michelle Holman / Objection	Concern re impact on local environment, wildlife, ancient woodland and protected trees. Potential increase in traffic causing congestion and posing safety risks for pedestrians, no existing bus service limiting public transport options. Strain on local services, no additional amenities/infrastructure for recent/current developments. Lack of parking in Caldicot town centre and parking required for proposed new school. Concern for disruption, noise and access issues, caused by years of construction work. Devaluing of property, locals selling up and loss of farmland. Impact on Gwent Levels and local employment. Caldicot town centre not thriving.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas.	No change required.

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		A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species.	

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		The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. Part of the site is located in the Archaeologically Sensitive Area of the Gwent Levels, this relates to the area to the west of the former MoD railway line where no built development is proposed. Desk-based assessment and geophysical survey is required, prior to the determination of a planning application which would inform mitigation opportunities. This may include further pre-determination work. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact and noise impact will be assessed as part of the planning application process. With regard to noise pollution, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage.	

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		In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering	

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		service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. Regarding quality of life and community impact, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. The RLDP strategy and policies seek high quality sustainable design and green infrastructure and will place people, natural resources and the natural environment at the heart of the design process. Any proposals should embrace a green infrastructure-led approach that is capable of delivering a wide range of social, economic, environmental, and health and well-being benefits for local communities and the County as a whole. This will enhance the character and identity of Monmouthshire's settlements and countryside, encourage sustainable lifestyles and create attractive, safe and accessible places. In relation to concerns about neighbour amenity, policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy.	

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		The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3299 / Nigel Preen / Objection	Impact on environment and its inhabitants (badgers, foxes, hedgehogs), loss of this land would disrupt the biodiversity. Increase pressure on traffic and infrastructure. Traffic increase would cause safety issues for pedestrians, cyclists and children. Introducing more development would impact the character of Portskewett, disrupt the charm that the area has to offer. Inadequate facilities such as shops, healthcare and recreation activities. Increase in noise and pollution.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further	No change required.

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		details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact and noise impact will be assessed as part of the planning application process. With regard to noise pollution, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's	

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		delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. Regarding quality of life and community impact, Objective 11 of the RLDP should be referred to which refers to sustainable places with the objective of enhancing the character and identity of settlements and landscape through a variety of measures while at the same time promoting people's prosperity, health, happiness and well-being. As noted above the HA2 allocation will provide uses such as a school, neighbourhood centre, recreation and open space that will be available for both the residents on the site and those residing in the existing communities of Portskewett and Caldicot creating connections both within and outside of the site allocation. The RLDP strategy and policies seek high quality sustainable design and green infrastructure and will place people, natural resources and the natural environment at the heart of the design process. Any proposals should embrace a green infrastructure-led approach that is capable of delivering a wide range of	

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		social, economic, environmental, and health and well-being benefits for local communities and the County as a whole. This will enhance the character and identity of Monmouthshire's settlements and countryside, encourage sustainable lifestyles and create attractive, safe and accessible places. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3309 / Gillian Rogers / Objection	I doubt that many of these homes will benefit local people on low incomes and will probably be purchased by people out of the area. Lack of local infrastructure including Doctor's appointments and school places. There is the risk of harm to our environment with more pollution of our waterways and more strain on the sewerage systems. A lot of our flood plains have already been built on over the years. The roads are also becoming increasingly congested and are desperately in need of repair too. Loss of countryside is at the detriment of residents wellbeing.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Regarding who will live in the homes, Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic	No change required.

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		abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site.	

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		Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This type of information would not be required until the planning application stage. The site promoters are aware ensuring early communication with DCWW on these matters. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	

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		application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3312 / Not stated / Objection	Caldicot does not have the infrastructure for this growth, schools, DR's appointments etc, are being stretched. The ground that is being proposed is a highly risk flooding area.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and	No change required.

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		infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3320 / Mr Aaron O'Shea / Objection	Would like the plan scrapped in its entirety. The infrastructure is not in place for a development of this size. Road capacity is currently an issue and development will make this worse. Lack of doctors/local hospital appointments. School capacity.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary	No change required.

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		schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3326 / Mr Ben Townsend / Objection	Building in this area will have an impact on nature, destroy feeding grounds for the many birds of prey, and will ruin the landscape and view when approaching Caldicot. Development should be in a built area that's not overlooked by a main route into the town. The current infrastructure cannot support another 1000+ people. Schools, supermarkets, doctor's and police are all over stretched in the area. Out	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need,	No change required.

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	commuting will impact already congested roads. A bypass is needed.	environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. Policy HA2 includes criterion e) which relates to development of the site considering existing topography, assets, features and contours of the site and also notes this should include measures to integrate development appropriately while	

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		reducing visual impact. Criterion e) of Policy HA2 also notes less dense development should be provided on the edge of the site. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community.	

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	
3331 / Mr Brian Davies / Comment	Refers to Land to the East of Caldicot/North of Portskewett. Questions who is responsible for the open space areas that surround any existing property and likewise for maintaining the resultant Boundaries ?	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Site allocation HA2 is included in the IDP, it is noted on page 289 of the RLDP in relation to recreation and open space at the HA2 site that it is the Councils preference for such a use to be adopted by Monmouthshire County Council, in such circumstances a commuted sum will be required by the developer and drawn up in a S.106 agreement. However, this detail will not be determined until the planning application stage.	No change required.

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3331 / Mr Brian Davies / Comment	How will any property that is entirely surrounded by the strategic allocation be considered? Flood risk mitigation: what are the specific plans to mitigate against the risk of flooding and will there be any guarantees/reparations in the face of failure?	An indicative masterplan is included within the RLDP to give a visual interpretation of the broad parameters and policy requirements and principally focuses on the proposed uses within the allocation. An indicative masterplan is considered to be flexible, and it is recognised it will not be formalised until the masterplanning process which is to be agreed at the planning application stage. Policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. In addition, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards	No change required.

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		for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	
3354 / Mrs Claire Parsons / Objection	Development is massive and would remove significant greenspace - which is vital to the areas well-being and natural landscape. Existing infrastructure cannot support traffic now, let alone the increase in population. This congestion would be dangerous for residents.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas.	No change required.

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3358 / Mr Craig Wooler / Objection	Object to 700 new homes without proper resources being put in place first. Current traffic is already problematic, and additional housing will worsen it. Few people live and work in the area, exacerbating traffic issues. No plans for a new doctor's surgery, leading to inadequate care for more residents. No plans for a new secondary school, resulting in overcrowded classes and lower education standards. Insufficient retail development will force residents to shop outside the area, increasing traffic. Need for roads, schools, medical facilities, and shops before building more houses. Affordable housing schemes are unaffordable for many families and are difficult to get accepted for. North Bristol cited as an example of failed development without proper infrastructure.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	No change required.

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		application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will help both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community.	

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		The provision of affordable housing is a key priority of the Council and is appropriately reflected in the RLDP's vision, objectives and policy framework. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing, particularly for younger people, and that the policy requirement to deliver 50% affordable housing will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales. Monmouthshire County Council operates a local connections policy, which ensures that affordable homes are provided for those who reside in the local area and for those who have a strong local connection. There are, however, exceptions where there is an overriding need such as homelessness, displacement such as refugees, and those escaping domestic abuse etc. While the planning process can support the delivery of affordable housing, the mechanisms in relation to who resides within the homes is set out within separate policies and guidance developed by the Council's Housing Team. The Council only has control over the designation of affordable homes. The Council cannot control who purchases market homes. Supporting paragraph 13.1.6 sets out the definitions of affordable housing used by Monmouthshire County Council which includes social rented housing, intermediate housing, low cost home ownership, neutral tenure and specialist affordable housing. Paragraph 13.1.8 provides detail of how affordable housing will be managed to ensure that dwellings remain affordable in perpetuity. In addition to affordable housing the provision of a range and choice of homes, both market and affordable, in housing developments is considered essential in addressing the County's affordability issues and delivering sustainable and resilient communities that support the well-being of current and future generations. As such the Deposit RLDP includes a Housing Mix Policy (Policy H8). For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3367 / Mr Dawson Williams / Objection	The roads and schools, dentists, doctors etc cannot cope with the level of housing at the current level. The area is being severely over developed and the infrastructure is at breaking point with traffic regularly at a standstill in Chepstow. Also the once beautiful countryside is being lost and wildlife is suffering because of this.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	No change required.

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		application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering	

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		service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3371 / Andrew Clark / Objection	In reference to para 7.2.1 of OC1 regarding development in the open countryside: The proposed site is outside both the Caldicot and Portskewett settlement boundaries and is in the open countryside. No planning policy to justify this site. Other boundaries in the area have been respected such as Sudbrook/Portskewett but the RLDP gives no such protection to the green wedge between Portskewett and Crick. The proposals link Caldicot, Portskewett and Crick thus harming the unique nature of these distinct places. Enormous development, 12 times larger than Crick, creating urban sprawl onto green space. The junction of Crick Road with the A48 will not be able to handle the volume of traffic that the site will generate. Traffic heading to Chepstow, Gloucester and Bristol will add to congestion at Highbeech roundabout; in addition to extra traffic from HA3. The plan should propose no large developments and many more smaller developments perhaps focusing some of the road load onto J33 of the M4. The term Severnside, used as a justification for urban sprawl and without consultation,	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The	No change required.

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	should be dropped and the proposed development scaled back to 200 homes on the Caldicot side of Crick Road thus maintaining open countryside on the other side. The primary school should be placed in the centre of the housing development rather than on the corner of Crick Road and B4245 for safety reasons.	inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and	

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		Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. An indicative masterplan is included within the RLDP to give a visual interpretation of the broad parameters and policy requirements and principally focuses on the proposed uses within the allocation. An indicative masterplan is considered to be flexible, and it is recognised it will not be formalised until the masterplanning process which is to be agreed at the planning application stage. Policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and,	

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		must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3379 / Miss Elizabeth Radford / Objection	Object to the development. The area does not have the infrastructure to support more housing with traffic being terrible in the area.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
3382 / Mr Emlyn Powell / Objection	There are critical infrastructure omissions in the plans namely, schooling and education, road communication links, health provision and sewerage. These considerations should have related detailed documentation. Schooling - should include detailed consultations with the education authority for instance, does Caldicot Comprehensive School have the necessary capacity? Road communication links - should include survey undertaken by Monmouthshire Highways. Health provision - should include consultation with Aneurin Bevan Health Board. What	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support	No change required.

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	extra provision will be put in place? Sewerage disposal - consultation with Dwr Cymru is vital. The plans as they stand are too narrowly focused and a holistic approach is required involving all the impacted agencies.	the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This type of information would not be required until the planning application stage. The site promoters are aware ensuring early communication with DCWW on these matters. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3383 / Miss Emma Welsby / Objection	Worried about the primary school having capacity. Crick Road is also incredibly narrow for the level of cars using the road.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	No change required.

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3384 / Miss Frances / Objection	Our infrastructure is already struggling. Schools/Dentist/Drs overcrowded. As for the road infrastructure where these plans are proposed, it is a logistical nightmare. The housing market is already saturated with homes that can't be sold. There is also already a new housing estate not one mile away from this proposed location; Elderwood Estate. Our infrastructure would collapse. Concentrate on the infrastructure first, roads, surgeries, schools etc. rather than concentrate on bringing more residents to our area.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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		both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road	

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		network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3390 / Mr Craig / Objection	I feel like this is already a done deal. There is so much wrong with these proposals. You definitely need to go back to the drawing board with this one. The amount of flooding and environmental damage this project is going to cause is astronomical. I think if the project was just kept to the David Broome area and not spread across the farmland (floodplains) then there would be much less objection. Caldicot and the surrounding areas is full.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both	No change required.

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		the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting	

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		that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3392 / Mrs Georgia Howells / Objection	Infrastructure cannot cope, hard to get doctor and dentist appointments. Traffic congestion.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application	No change required.

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		stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3393 / Ms Giada Maugeri / Objection	Objecting to plans as whole of Caldicot area is struggling with lack of facilities and public services to accommodate a growing population, Development in social infrastructure needed prior to the construction of new housing. Roads also need improving due to high traffic congestion.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the	No change required.

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		Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be	

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		updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3394 / Mr Gorell / Objection	Concern re developing on a greenfield site due to its location near the Gwent Levels and its detrimental ecological impact. Concerns development will cause an increase in traffic issues at Highbeech bottleneck.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas.	No change required.

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		With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3395 / Mrs Gorell / Objection	Concerns site will isolate the community that occupies it. Concerns areas around are flood prone and inaccessible increasing dependency on cars.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes.	No change required.

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		The RLDP strategy and policies seek high quality sustainable design and green infrastructure and will place people, natural resources and the natural environment at the heart of the design process. Any proposals should embrace a green infrastructure-led approach that is capable of delivering a wide range of social, economic, environmental, and health and well-being benefits for local communities and the County as a whole. This will enhance the character and identity of Monmouthshire's settlements and countryside, encourage sustainable lifestyles and create attractive, safe and accessible places. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP	

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		is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3398 / Miss Hannah / Objection	Over 700 houses proposed but where is the new Doctors, dentists, chemists or shops? There isn't enough currently in Caldicot.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure	No change required.

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		requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Furthermore. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3399 / Mrs Hannah Taylor / Objection	Concerns re impact of development on road traffic and pollution and how effectively the existing and proposed active travel routes mitigate these issues. Concerns about the loss of trees and open space and how the development will accommodate the influx in residents. Concerns how the development will address high council tax, low funding for	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include	No change required.

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	schools and community spaces, and the creation of low-income employment zones on site. Concerns around what a neighbourhood centre includes and that existing school are already poorly funded and have spaces available. Concerns about the development's impact on the climate emergency, green infrastructure, and local food production proving unsustainable for locals. Caldicot town centre is not inviting for people to spend time. Houses being protected on the plans mostly owned by the landowner are all for sale, have these been taken into consideration in the number of houses needed? The area for development is a large tourism attraction for the local area, having a positive impact on the local shops, take aways etc. Has the loss of this tourism facility been considered? Concern re increase in flood risk and mitigations along will impact on SSSI. Concerns re limited public transport infrastructure around the site.	other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. The housing supply components that contribute to meeting the housing provision figure include an allowance for existing commitments, windfall allowances, small site allowances such as conversions of unoccupied buildings and new allocations. In relation to the new housing allocations 2,130 homes are to be provided, 770 of which are to be delivered at the HA2 site, importantly 50% of these will be affordable (385 homes). Further information is set out in Strategic Policies S1, S2 and Table HA1-HA18, along with Appendix 7: Housing Supply Components and the supporting Housing Background paper. This does not therefore include the houses for sale adjacent the site as these are already built so already within the housing stock. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy	

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		framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. In addition, The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3404 / Ms Helen Henderson / Objection	Local infrastructure such as roads and public transport is inadequate and will not cope with the increased demand. The GP surgery is overwhelmed. There are no NHS dental spaces. The site is an area of biodiversity which should not be lost. There is a concern about the site - on site and the additional runoff from the nearby houses. Flooding is common and should not be made worse. The area is inherently unsuitable and should be delayed until the issues have been addressed.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering	No change required.

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		service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for	

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		the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3408 / Mr Ian Scott / Objection	The impact of the development on water run off and drainage in the area as it already sees extensive flooding. What additional measures will mitigate this risk? Caldicot needs extensive investment (school class sizes, doctors surgery wait, poor leisure centre facility and parks. When will developers profits be invested in the town?	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	No change required.

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		Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3425 / Nigel Preen / Objection	Concerned about the lack of adequate infrastructure re transportation and healthcare services causing issue for	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such	No change required.

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	current and future residents. Concerns re increased traffic, congestion, commuting times and accident rates. It is crucial to ensure that any new housing project is accompanied by a comprehensive infrastructure plan that addresses these critical needs.	community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3433 / Mrs Carla Farrands / Objection	Fields to be left as fields in Portskewett.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas.	No change required.

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3433 / Mrs Carla Farrands / Objection	Localised flooding. Too many houses being built for Bristol overflow without considering infrastructure.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy.	No change required.

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		Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage.	
3433 / Mrs Carla Farrands / Objection	Overdevelopment in Severnside.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation	No change required.

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		at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3434 / Mrs Carol Rundle / Objection	Relates to CS0087 - flood risk as the site is vulnerable to flooding from the river Nedern. Developing the site will exacerbate surface water run off and increase flood risk which conflicts with TAN15. The development is incompatible with the current infrastructure. There is limited public transport and a lack of amenities so people will be forced to rely on cars which undermines RLDP policies. Heritage as the site is a Roman site so archaeological surveys will be required. Environmental impact caused by the construction of the homes which goes against the RLDP aim to achieve net-zero carbon status and reducing greenhouse gas emissions. Impact on local biodiversity.	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDs features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	No change required.

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		In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the	

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		requirement for financial contributions towards improved public transport and bus frequency. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. Part of the site is located in the Archaeologically Sensitive Area of the Gwent Levels, this relates to the area to the west of the former MoD railway line where no built development is proposed. Desk-based assessment and geophysical survey is required, prior to the determination of a planning application which would inform mitigation opportunities. This may include further pre-determination work. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. Any air quality impact will be assessed as part of the planning application process.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3437 / Mr Darren Cuddy / Objection	It is already impossible to get GP appointments, not enough GP surgeries/hospitals in the area more houses will put tremendous pressure on these already strained services. Schools, nursing homes, shops. Not enough of these facilities to support more homes. Environmental concerns. The A48 is a very dangerous fast road. What will be done to support the large increase in traffic in this area. Serious consideration needs to be given to this road, the speed limit and increased traffic. Congestion in the area will become intolerable! Flood risk planning. Further housing estates will cause further issues.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. In addition, The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community.	No change required.

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3443 / Mr Gary RockliffeFidler-Fidler / Objection	Concerns re strain on the already maximum capacity roads and services in Crick and states development will increase pressure and increase pollution from traffic congestion, damaging rural life and farming activity. Growth likely to negatively impact existing local residents and have negative environmental and ecological impacts.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy	No change required.

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		framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3450 / Victoria Thornhill / Objection	Concerns road infrastructure will cause more traffic build up on already busy roads that struggle to accommodate the daily amount of traffic usage. Lack of school and medical infrastructure will have a detrimental effect on already busy schools and medical facilities that are struggling to accommodate current resident needs. Destruction of natural beauty and vital farmland, causing wildlife to suffer. Susceptible to harsh flooding in times of bad weather.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the	No change required.

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		provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage.	

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		Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3459 / David Gill / Objection	Believes the plan for Caldicot is not mature enough to be effective without worsening the living experience for residents who live locally due to the following reasons: the	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement	No change required.

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	loss of open hunting space and high roosting will harm the breeding and hunting grounds for birds of prey. Increase in traffic congestion and delays on local routes and around schools. Inadequate infrastructure and public services and the impact on existing services such as power, water and connectivity. Long response times from emergency services and potential increase in crime in the area. Concern about 'out commuting' and the impact on carbon emission and social values. Water drainage, run off and flooding concerns. Notes improvement of connectivity by foot and cycle paths between Caldicot, Crick Road, Caldicot and Magor would improve emissions. Suggests building a gateway medical centre as part of the development.	Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the	

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		Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This type of information would not be required until the planning application stage. The site promoters are aware ensuring early communication with DCWW on these matters. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 –	

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		Sustainable Transport. National Grid has been engaged throughout the RLDP process and no capacity issues with the electricity network have been identified to date. The Council will continue to work with National Grid throughout the remainder of the planning process. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs)	

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		established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3459 / David Gill / Comment	Will cycle/pedestrian routes be provided along Crick Road and out of Caldicot to Magor? Are any shops, businesses or recreational facilities provided for the young people being attracted to the area? What is the waste management policy for the new development?	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Detailed considerations such as waste management must be in accordance with Strategic Policy S17 Sustainable Waste Management and will be considered as part of the planning application process.	No change required.

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3460 / Curtis Voaden / Objection	Objects to proposal due to impact on Green Belt Land and Natural Beauty with development undermining vital purpose of green belt land and would have irreversible consequence for local wildlife and ecological balance. Flood plain included within the site plan, construction would disrupt natural flood management capacity but also increase likelihood of flooding in surrounding areas. Current infrastructure in locality not equipped to support the scale of development with public services (healthcare, education, traffic and transportation systems) already under immense strain. Absence of clear plans for sustainable development i.e. adequate transport links, renewable energy integration, green space provision.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The RLDP Strategy has regard to Policy 34 and the indicative Green Belt boundary set out in Future Wales 2040. The site is located outside of this indicative area. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as	No change required.

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		being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area.	

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		While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the	

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		RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3463 / Sarah Cockeram / Objection	The surrounding areas are full to capacity with so many cars on the road and traffic being at a standstill if an accident happens. One road into Caldicot and Portskewett from Chepstow will cause extra traffic chaos. High Beech roundabout will be a nightmare. There are not the facilities for extra people, doctors, dentists, chemists etc who are already struggling with demand.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	No change required.

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3468 / Ann Corbett / Objection	770 new homes and commercial units is complete overdevelopment will change the character of Caldicot and Portskewett, putting an unacceptable strain on roads and local facilities, and adversely impacting neighbouring Caldicot Castle. In conjunction with the Mounton Road site (HA3) the increase in traffic on the M4, M48, A48 and A466 would be unacceptable, as would its consequential increase in air pollution and as a result would see council fail in its duty to protect residents	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement,	No change required.

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		placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	

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		application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3484 / Bridget Neighbour / Objection	Objections being the amount of housing is too much for the site and will dramatically alter the nature of the town of Caldicot, village of Portskewett and the hamlet of Crick. The use of agricultural land for housing. The large development would impact the historical and cultural value of Caldicot Castle. No public transport along the Crick Road or past the junction of the Crick Road/B4245. Traffic congestion due to the increased vehicle use due to the development, particularly along Crick Road. The impact on health services, with a condition ensuring developers finance a surgery. Flood risk as the land is prone to flood and the development will increase run-off. The Nedern is already affected by the Portskewett housing development. Energy efficiency, all new properties should have solar panels and this should be ensured via condition. The buildings should also have heat pumps/low carbon underfloor heating.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The	No change required.

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		inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process.	

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		Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the	

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		built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDs features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change, Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3491 / Claire Phelps / Objection	CS0251 land is being referred to as Bradbury Farm Land. It is NOT owned by Bradbury Farm (or Bradbury's Farm) which was bought in 2013 and therefore is not in the Council's ownership. Council has not properly taken into consideration the environmental impact where there is already known to be flooding in the area and the impact 770 premises will have on the village of Crick, not compliant with Well-being of Future Generations Act 2015. Flooding is bad already, this will exacerbate	The reference to CS0251 relates to the original candidate site submission and the name put forward by the site promoter at that time. The site lies across ward boundaries and is linked to both Caldicot and Portskewett, accordingly the site is named within the RLDP as HA2 Land to the east of Caldicot/North of Portskewett. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The	No change required.

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	the issue. Monmouthshire's own 2024-2029 Local Transport Strategy acknowledges the lack of transport infrastructure problem in the area. There is no walkable railway station from locations CS0251 and CS0087. Buses to major locations of Chepstow and Newport are only once per hour - not accessible. Traffic is already bad, development will worsen this issue and cause safety issues - so people cannot safely reach public transport on the A48. The land is agricultural land looks to be of Grade 3 or above.	inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain.	

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		The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency.	

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		While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The RLDP objectives take into account a range of policy drivers that have emerged in recent years, including the Well Being of Future Generations Act 2025, the Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3492 / Claire Richards / Objection	Many clauses containing 'should'; this turns the policy into guidelines. Replace the word 'should' with 'must'. 770 homes proposed with no provision for GP surgery nor contribution towards expansion of Grayhill surgery. The IDP Background Paper states that there have been no concerns	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed,	No change required.

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	raised re current capacity, however, it is future capacity that is important. It is unclear how capacity has been measured; the evidential base is flawed.	anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3496 / Mr John Valentine / Objection	With regard to the proposed Deposits in the Caldicot, Portskewett (as well as Chepstow but this is covered elsewhere) area, raises serious concerns regarding the Plan in the following areas. 1. Medical and Dental provision - The addition of 1500 to 2000 new residents will	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The	No change required.

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	dangerously exacerbate existing problems unless new provision is made. 2. Transport - currently traffic flow problems all the way from Chepstow to the M4 junction at Magor at peak times causing hold-ups in all directions. Public transport is also badly affected by this with bus services regularly running up to thirty minutes to destination. An additional 750 to 1000 vehicles using this road will again dangerously exacerbate this problem. 3. Employment Site - questions outlined within response. 4. Retail and Commercial Centre - Caldicot is lacking in good retail and commercial facilities. How will such enterprises be attracted to the area? 5. Visitor Economy - With Caldicot Castle the only real visitor attraction contributing to the local economy, what enhancements are planned to increase footfall?	inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is	

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		therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. This will also allow links to Caldicot Castle. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Use Class B1 relates to business use and includes office use (other than those within Class A2), research and development and light industry (where any process can be carried out in a residential area without causing detriment to the amenity of the area). Any uses on the site would, nevertheless, be subject to a planning application and considered on a case-by-case basis subject to detailed planning	

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		considerations and, must be in accordance with the Plan's policy framework as a whole. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3504 / Ms Alison Grenyer / Objection	This is encroaching on a flood plain and also ancient woodland. Alternative brown field sites or unused commercial properties should be utilised. The road infrastructure is inadequate. Current traffic levels are high and if further homes are built around Caldicot and Portskewett this will impact on current declining air quality.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. As a consequence, the site is not considered to be a new settlement. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include	No change required.

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		other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain.	

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		Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been	

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		produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Further detail of which will be considered at the planning application stage. Any air quality impact will be assessed as part of the planning application process.	

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		For the reasons noted above it is considered site allocation HA2 is suitable for an affordable housing-led mixed-use development, and it is not considered appropriate to delete the allocation and look at an alternative site as suggested.	
3504 / Ms Alison Grenyer / Objection	Please stop using Caldicot and Portskewett like building sites. There are other parts of the County that are not being increased and growing developments and the destruction of the countryside.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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		both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3504 / Ms Alison Grenyer / Objection	These properties should not be built in the first place. They will be a blot in the landscape.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
3516 / Mr Steven Richards / Objection	A large area of the site floods every autumn and remains flooded until spring so it is unsuitable for building. The tarmacking and concrete at the site will increase flooding in the surrounding area. The Nedern has slow flow rates and this needs to be considered. Traffic in the Caldicot area is very busy at peak times and the	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in	No change required.

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	current infrastructure cannot easily accommodate large vehicles required for construction (carefully consider exit/entry routes).	floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3522 / Mrs Mary Auton / Objection	Concerns Crick Road is unsuitable for the volume of vehicles that will use it and development will lead to more traffic issues at Highbeech roundabout. Access to the bridges will be vital for employment opportunities, concerns there are no employment opportunities in Caldicot, Chepstow or Monmouth. Road infrastructure needs to be updated before new housing developments can be	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local	No change required.

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	considered. Concerns re lack of local infrastructure including schools, medical facilities, and banks. Lack of consideration for facilities when creating development proposals. Concerns development will not be practical to walk and cycle to and from. Concerns development on greenfield land will not improve landscape, green infrastructure or natural habitats.	convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be	

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		updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3523 / Miss Michelle Hartry / Objection	Concerned as development is located in a floodplain and wants to know where all the water is going to go, especially during severe weather. Additional concern re impact on Caldicot Castle	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this	No change required.

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		process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3525 / Mr Scott Davies / Objection	Where is the infrastructure with all these houses? Difficulty getting a dentist/doctor. No shops in Caldicot with only one cashpoint. People drive out of Caldicot to shop. Also it is bad for the environment and being built on a flood plain. These houses have to be correct for the future.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB).	No change required.

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		While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3526 / Mrs Jayne Richards / Objection	Caldicot cannot currently cope as far as doctors/dentists/shops/facilities goes. The roads are in poor condition and this will get worse. There is insufficient work in the area - need to commute. Care facilities are already under pressure. The site is known to flood. The social housing masks the amount of housing proposed. There needs to be infrastructure to support those in need. Change the Plan and don't build any	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary	No change required.

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	more houses until the infrastructure in place first.	settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The housing supply components that contribute to meeting the housing provision figure include an allowance for existing commitments, windfall allowances, small site allowances such as conversions of unoccupied buildings and new allocations. In relation to the new housing allocations 2,130 homes are to be provided, 770 of which are to be delivered at the HA2 site, importantly 50% of these will be affordable (385 homes). Further information is set out in Strategic Policies S1, S2 and Table HA1-HA18, along with Appendix 7: Housing Supply Components and the supporting Housing Background paper.	

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		Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be	

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. The provision of affordable housing is a key priority of the Council and is appropriately reflected in the RLDP's vision, objectives and policy framework. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing, particularly for younger people, and that the policy requirement to deliver 50% affordable housing will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales. The Local Housing Market Assessment Refresh (LHMA) 2022- 2037 includes the housing need for each ward, however, Welsh Government LHMA guidance stipulates that housing need should be reported on a Housing Market Area (HMA) and not on an individual ward basis. The Caldicot East North of Portskewett site is located within the Chepstow HMA. The Chepstow HMA data takes into account all relevant data for this area such as housing need, housing supply, turnover and income levels but it is amalgamated with other ward level data to inform the need for the wider Chepstow HMA area rather than a ward level only. The Chepstow HMA represents the largest area and as a consequence has the greatest affordable housing need across the County. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3529 / Mrs Martha Jones / Objection	The town of Caldicot does not have the infrastructure or capacity for a site this big.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy.	No change required.

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3531 / Mrs Sue Lane / Objection	Concern re infrastructure in Caldicot to support development, including doctors, schools and road infrastructure, plan does not add more medical facilities in the area. Development will have a negative environmental impact on wildlife and removal of greenspace and is therefore unsustainable creating a blot on the landscape. Concerns development will go ahead regardless of public objections.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Strategic Policy S8 and Policy HA2, along with Policy S5 and supporting DM policies, will appropriately enable the Authority to address concerns of impact on landscape character and visual amenity. Landscape and Visual Impact Reports have been prepared for the site, with further detailed assessment to be undertaken in advance of the planning application stage. Separate requirements and tools under other legislation such as The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and PPW12 will help to ensure development is acceptable. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in	No change required.

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		scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	

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		Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3533 / Mr Thomas Adams / Objection	The existing infrastructure in Caldicot is already struggling. Whilst there is consideration for primary school, there is no consideration for secondary or GP/pharmacy, road networks which are already saturated. The Crick Road is already a pinch point for traffic and surprised to see it touted as a 'spine' for the new development. The equestrian centre currently brings trade to Caldicot and provides employment in the area - MCC should support a local venture such as this. It would be a shame to see the last corner of Caldicot Castle boxed in by development and it would encroach on lines of sight within the Country Park.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed,	No change required.

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		anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David	

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		Broome Event Centre, the landowner has chosen to put the land forward for development. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3537 / Mr Lee C / Objection	The biggest development yet is proposed on another greenfield site.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement	No change required.

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		Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas.	
3538 / Mr Lee Moses / Objection	Object to the development site. Traffic issues - Caldicot is a commuter town with High Beech roundabout and the Magor M4 junction already suffering from congestion. More housing will bring the area to a standstill. A possible solution is a M4 junction at Rogiet. Infrastructure - The area has a major issue with a lack of GP availability, pharmacies overworked, lack of dentists and no bank. How would these problems be alleviated? Environmental - the development will destroy acres of green belt land including ancient woodland and the wetlands. The woodland supports a large number of wildlife. It will also destroy the air quality. It is sad to see the	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The RLDP Strategy has regard to Policy 34 and the indicative Green Belt boundary set out in Future Wales 2040. The site is located outside of this indicative area.	No change required.

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	slow decline and destruction of what once was a beautiful place to live.	With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application	

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		stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3543 / Mr Paul Dalton / Objection	Confusion over Crick Road and how it integrates into HA2.	Supporting paragraph 14.4.3 notes Crick Road provides a central spine through the development and will be incorporated into the site as an active frontage to provide legibility for the community across the site, this is reflected in criterion b).	No change required.
3547 / Mr Jon Palmer / Objection	Concerned development will destroy Monmouthshire. The area is a commuter area and is let down by lack of public transport services.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes.	No change required.

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		Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency.	
3549 / Miss Alysia Mayo / Objection	Concerns re negative effects on wildlife. Suggests area should be a designated wildlife area. Concerns homes are developed without consideration for their implications.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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		both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage.	
3573 / Mrs Barbara Hellin / Objection	Concerns re increase in traffic and lack of infrastructure other than school and community hall proposed. Concerns existing infrastructure won't be able to cope with increase in residents and details for improved infrastructure is lacking. Concerns site is prone to flooding in areas where recreation is proposed. Concerns farmland is being reduced. Disagree that people will choose to walk and cycle over car usage.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure	No change required.

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		requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the	

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		overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3584 / Mrs Carol Carne / Objection	Very concerned about the site and for it to be looked at again. Reasons being it is building on a flood area, loss of farmland and swamping small village with no thought to ensuring adequate infrastructure.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for	No change required.

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		the site, and further detail will be considered as part of the planning application stage. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3628 / Gareth Jones / Comment	The land behind the castle is unfit for housing due to regular flood events.	Criterion p) of Policy HA2 notes no built development will be permitted in the part of the site located in floodplain.	No change required.
3628 / Gareth Jones / Support	Other land in the vicinity of the former equestrian centre is ideal.	Support welcomed.	No change required.
3646 / David Milliken / Objection	Concerns re flood risk and infrastructure associated will developing on green field sites. Has an environmental impact study been done due to the development being on the levels with its rich diversity? Concerns re lack of public transport and increase in car dependency and out commuting, causing further issue at High Beach roundabout. What studies have been done to assess carbon footprint of the development? Concern re struggling services such as schools for 11+ and medical facilities.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for	No change required.

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		the site, and further detail will be considered as part of the planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. A decision on whether an Environmental Impact Assessment (EIA) screening opinion is required will be undertaken at the time any planning application is submitted on the site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in	

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		scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. One of the core objectives of the RLDP relates to responding to the climate and nature emergency. As a result, the RLDP supports carbon reduction through a variety of adaptation measures as set out in Strategic Policy S4 – Climate Change,	

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		Policy NZ1 – Monmouthshire Net Zero Carbon Homes and Strategic Policy S13 – Sustainable Transport. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3648 / Deborah Phillips / Objection	The infrastructure cannot cope with the traffic already and congestion is terrible. An extra 770 houses will make this worse causing air pollution to increase. Infrastructure needs to be in place first. Lack of Doctors and Dentists. Development will increase flood risk and destroy nature, habitats and areas of natural beauty.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the	No change required.

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		planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local	

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		convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3651 / Dorota Cartwright / Objection	Impacts local residents ruining the quiet village, farmlands and green scenery. Concerns re impact on environment and wildlife, threatening natural habitats and local species, and that developers to not adhere to protection rules. Increase in traffic is alarming and a safety risk and lack of public bus services increases car dependency and pollution without the infrastructure to cope. David Broome's will be a huge loss to the community and will negatively impact the local economy. Surprised at the need for new housing as there is enough already in the UK. Other issues include increased flood risk, G&T site's negative impact on the community, lack of GPs, public transport and good quality schools. Gwent levels should be left alone.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the	No change required.

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		detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the	

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		planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development.	

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		The Gypsy and Traveller site allocation falls outside of the HA2 site boundary. Representations received on S9 relating to Gypsy and Travellers and the inclusion of the proposed site at Bradbury Farm, Crick are fully considered in the relevant section of the report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3670 / Giles Phelps / Objection	CS0251 land being referred to as Bradbury Farm Land misleading as not owned by Bradbury Farm or Council. misleading community about the location of the site. Proposal does not consider environmental harm caused by the development, concerns for flooding in Crick with no prevention plan in place with surface flood water already a problem in the village and proposal site. No walkable railway stations with only one bus per hour to Chepstow and Newport . Both of the above points contradicting with Well-being of Future Generations Act 2015. Crick road already incredibly busy due to proximity to A48 and is not suitable for the volume of cars that would be generated as a result of the development especially with the lack of public transport. Land currently successfully being used as farmland at grade 3 and doesn't believe the land qualifies as poor and asked for a full assessment regarding biodiversity.	The reference to CS0251 relates to the original candidate site submission and the name put forward by the site promoter at that time. The site lies across ward boundaries and is linked to both Caldicot and Portskewett, accordingly the site is named within the RLDP as HA2 Land to the east of Caldicot/North of Portskewett. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable	No change required.

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		housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road	

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		network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. The RLDP objectives take into account a range of policy drivers that have emerged in recent years, including the Well Being of Future Generations Act 2025, the	

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		Gwent Public Service Board (PSB) Well-being Plan and the Council's Community and Corporate Plan. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3686 / Jay Benham / Objection	Objects the site as the 770 houses would put more strain on existing social infrastructure that is already at its limit, increase traffic levels, water and sewage run off to the drains and cause significant impact to nature/wildlife. Concerns over development being in the flood zone of the Nedern Brook with no preventative maintenance planning.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include	No change required.

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		other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific	

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		Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. With regard to concerns relating to loss of habitat, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3703 / Kelly Fuller / Objection	Objections regarding loss of scenic views, the site is home to Bats and other wildlife, the fields flood, potential wetlands option for Nedern Brook removed, light and air pollution caused by vehicles with insufficient infrastructure and bad transport links. Insufficient school, doctors, pharmacy and dentists space. Caldicot is becoming a commuter town.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. With regard to concerns relating to loss of habitat, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning	No change required.

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		decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and	

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		infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3721 / Melissa Sugrue / Objection	Concerns re flooding as Nedern Brook is at capacity and developing greenfield land will contribute to the issue. Lack of infrastructure as Doctors Dentists Schools and transport systems are overloaded. Development to cause increased environmental damage including air and noise pollution, traffic and loss of habitats,	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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		both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. With regard to concerns relating to loss of habitat, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this	

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		process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact and noise impact will be assessed as part of the planning application process. With regard to noise pollution, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary	

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		schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3733 / Mrs Jane Davies / Objection	Planning of housing near Crick, Monmouthshire. I wholly object to the above based on the infrastructure being unable to cope with more traffic and also the water levels of the area, as this is a flood plain. High risk to the environment. The MCC has insufficient manpower to cope with the excess rain and storm drainage systems at the moment in the area.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy	No change required.

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		listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. As a consequence, the site is not considered to be a new settlement. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Further detail of which will be considered at the planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage.	

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		Additionally in relation to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDS) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. For the reasons noted above it is considered site allocation HA2 is suitable for an affordable housing-led mixed-use development, and it is not considered appropriate to delete the allocation and look at an alternative site as suggested.	
3739 / Mrs Heather Burns / Objection	Building on flood plain will increase the risk of flooding and lower the property price of the house in treetops. Not enough infrastructure to support the new developments. Recycling centre in Portskewett is going to have environmental impact on the health of the residents Lack of doctors/dentists, already hard to get an appointment. The roads are a mess and the queues have an impact on the ozone layer.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation	No change required.

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		at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's	

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		delivery. As a consequence, any site-specific infrastructure requirements for the proposed site allocations are set out within the individual site allocation policies and are also reflected in an Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the	

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		RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered site allocation HA2 is suitable for an affordable housing-led mixed-use development.	
3742 / Mrs Janet Turner / Objection	Portskewett has already had its fair share of housing. The description of the site should be changed to remove its reference to Caldicot. The David Broome event centre is a great asset generating income and visitors into the area. The site is close to the Nedern Brook so is prone to flooding. There are areas of ancient woodland which are an irreplaceable habitat for wildlife. Caldicot Castle will become less attractive for visitors which is another loss of local income. The neolithic burial site (Heston Brake) is a short distance away. The commuting statistics are out of date and the roads are not suitable for the extra traffic, the extra junctions traffic will make the junctions even more dangerous. The site will increase congestion into Chepstow so it should be located on the opposite side of Caldicot so that it is closer to the M4 junction. Employment opportunities should be of a type to keep traffic to a minimum with no larger vehicles or multiple deliveries. The current infrastructure is not sufficient to support the current population. It is difficult to get a GP/dentist appointment and pharmacies are stretched.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. It is recognised that the site lies across ward boundaries and is linked to both Caldicot and Portskewett, accordingly the site is named within the RLDP as Policy HA2 Land to the east of Caldicot/North of Portskewett. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been	No change required.

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		produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SIN. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. Part of the site is located in the Archaeologically Sensitive Area of the Gwent Levels, this relates to the area to the west of the former MoD railway line where no built development is proposed. Desk-based assessment and geophysical survey is required, prior to the determination of a planning application which would inform mitigation opportunities. This may include further pre-determination work. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such	

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		community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and	

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		Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3747 / Mr Jeremy Lock / Objection	In your document you state your commitment to "Our nature emergency". The area outlined is right next to the wetlands on the Nedern. There are many habitats/species here - will devastate an already affected area of nature protection.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional	No change required.

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	The noise/dust from building will have significant consequences. Caldicot suffers from flooding. Further building with significant runoff from hardstandings will increase the amount of water in the Nedern above Caldicot seriously affecting the housing and industrial estates. There is no provision for improvement of the infrastructure of Caldicot - (roads, traffic, facilities, Christian worship place). You state that 50% will be affordable housing - general statement with no facts or details. There needs to be industry within Caldicot. 770 homes is far too many for such a small town.	relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. As a consequence, the site is not considered to be a new settlement. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been	

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		produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. Any air quality impact and noise impact will be assessed as part of the planning application process. With regard to noise pollution specifically, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. Additionally in relation to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface	

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		water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form	

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		of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Further detail of which will be considered at the planning application stage. The provision of affordable housing is a key priority of the Council and is appropriately reflected in the RLDP's vision, objectives and policy framework. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing, particularly for younger people, and that the policy requirement to deliver 50% affordable housing will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales. The RLDP should be read as a whole, Strategic Policy S7 Affordable Housing should also be referred to. The Local Housing Market Assessment Refresh (LHMA) 2022- 2037 includes the housing need for each ward. However, Welsh Government LHMA guidance stipulates that housing need should be reported on a Housing Market Area (HMA) and not on an individual ward basis. The Caldicot East North of Portskewett site is located within the Chepstow HMA. The Chepstow HMA data takes into account all relevant data for this area such as housing need, housing supply, turnover and income levels but it is amalgamated with other ward level data to inform the need for the wider Chepstow HMA area rather than a ward level only. The Chepstow HMA represents the largest area and as a consequence has the greatest affordable housing need across the County. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3770 / Peter Cartwright / Objection	Flooding is an existing issue, development will only make matters worse. Development can cause congestion, which has a risk to health and increased travel times. Improvements to the M4 link roads are needed. The David Broome Event Centre plays an important role in the local economy, development would detract the appeal. This proposed strategy and potential housing development will harm the appeal and attraction of Portskewett and Caldicot, deterring both visitors and those looking to relocate from the cities to raise their families. Questions is this potential housing development the best use of public money and time for the local areas? Further concerns are - the negative effects of a traveller site on the local community, and the lack of essential facilities such as GP practices, public transport, and quality schools.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Any air quality impact will be assessed as part of the planning application process. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP	No change required.

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		is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities.	

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		The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3783 / Miss Katherine Jones / Objection	It would mean many more cars on the road leading to further congestion and pollution. It would also put additional strain on already stretched local health services (GP, hospital and dental). They are already feeling the effects of the new homes built over the last few years. This is a rural area and more homes built on green land will have a detrimental effect on biodiversity and ecology. Its peaceful location surrounded by countryside is gradually being lost to development. More houses should be done in urban areas that are ready to accommodate more people. I would like the plan to NOT include building more homes in rural areas and instead it should concentrate on ways the existing population can help turn the dial on climate change and be more sustainable. Policy OC1 criteria d) the development will have no unacceptable adverse impact on landscape etc but this is exactly why the plan should NOT include any, let alone over 770, new homes near Portskewett. Policy PM1 f) ensure that existing residential areas are protected from overdevelopment and insensitive or inappropriate infilling	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The	No change required.

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	and this is exactly why the plan should NOT include any, let alone over 770, new homes near Portskewett.	inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the	

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		planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Policies set out in the placemaking chapter of the RLDP seek to protect and enhance the quality of the County's settlements and countryside by ensuring that new development is designed to a high standard that creates buildings and places that are sustainable, well-integrated within their context and contribute to the economic, social, environmental and cultural well-being of strong, vibrant and healthy communities. The Plan seeks to achieve this by ensuring new development incorporates the principles of sustainable placemaking and good design reflecting placemaking principles of national planning policy. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3811 / Mr Marc Sugrue / Objection	770 Houses is fundamentally too many in this area. Would add to the already overwhelmed traffic routes in the area. Measures would be required to reduce traffic such as one way access. Consideration of the wider road network would be made and included in the plan. With the levels of rainfall more regularly seen the grounds surrounding The Castle, Portskewett and Crick are Flooded or Saturated, there is nothing in the planning	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick.	No change required.

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	to suggest where the Water will disperse too once this large area is built upon which will likely lead to further flooding in other low lying areas locally. Whilst there is inclusion of open space there doesn't appear to be inclusion of Park/Play areas for use by the 770 potentially new families, this will overwhelm existing facilities which are already limited.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage.	

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		With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. There has also been further dialogue with the recreation and open space team since the Deposit RLDP consultation, the community playing fields noted in Policy HA2 are not needed as there is appropriate provision in the locality however, a multi-use games area (MUGA) is required on the site in addition to the vast areas of informal recreation and open space. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the	

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		RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3834 / Steve Brittle / Objection	Object to the proposal of building of so many houses in an area that is prone to flooding. The more buildings that exist will increase the risk of flooding, increase the amount of traffic on roads which are already busy, and put more strain on the doctors and dentists in the area.	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDs features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle.	No change required.

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		Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3847 / Mr Mat Pilcher / Objection	Much of this land is subject to flooding and unsuitable for housing. The junctions at both ends of Crick Road are busy and difficult to negotiate. The plans don't address this traffic flow. Crick Road is narrow and unsuitable for heavy traffic flow. There is no increase in public services.	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting	No change required.

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	Health services are overstretched. The area is ill equipped to deal with an influx of several thousand people. It needs to include the provision for road improvements, more consideration of local residents and significant increase in public services. It will lead to increased traffic on the M4 crossings and will cause further traffic issues.	that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3852 / Miss Megan Evans / Objection	Increase in number of houses detracts from rural appeal and biodiversity of the area. Already a large number of new build estates in progress. Significant increase in traffic on the road will be unmanageable as it can already be gridlocked. No indications of improving infrastructure to mitigate this. It will cause major traffic problems on the junction between Crick Road and Caldicot Road as there is already congestion. There are currently no pavements or footpaths from Elderwood Parc to Portskewett village. Needs to be more infrastructure.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes.	No change required.

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		Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Policy HA2 includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB).	

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		While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3860 / Miss Michaela McDougall / Objection	Building in Caldicot. There are far too many homes already. The roads are already bad, doctors way too full, no access to NHS dentists. We already are having a new housing estate built in Portskewett. Too many homes for infrastructure.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also	No change required.

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		have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3861 / Mrs Michelle Pole / Objection	Object due to lack of service provision for the existing population (doctors, dentist, schools). Further development increase number of houses on the road substantially. Area prone to flooding. Section of Gwent Levels that should be protected rather than built on.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP	No change required.

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		is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3891 / Mr Nigel Millichap / Objection	It was apparent that the Council has no control over road infrastructure as this is a Highways matter. Introducing 770 houses at Caldicot and 146 at Moun-ton Road will create even more pressure on traffic at the Highbee-ch roundabout. This part of the road system is already heavily congested at many times of the day. How can this be compatible with your aims of promoting tourism, supporting local high streets and protecting the environment? Stationary vehicles are much more polluting than moving ones.	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbee-ch roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Any air quality impact will be assessed as part of the planning application process. Comments on HA3 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
3896 / Mrs Pamela Williams / Objection	There is insufficient infrastructure in the area to sustain this number of new houses - namely roads, NHS dentists, doctors, schools. Deal with the infra-structure first then build the houses. There have been road changes due to the development on land outside Portskewett, this has worked well but add to that the proposed new development adjacent to a very narrow lane at Crick and the result would be catastrophic to an area which is basically	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of	No change required.

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	countryside. Where are the laws regarding keeping green areas?	sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is	

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		therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3915 / Mrs Rebecca Reed / Objection	Area at site subject to flooding whilst Policy S4 seeks to avoid locating risk of building in areas of flooding.	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage.	No change required.

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3915 / Mrs Rebecca Reed / Objection	Local infrastructure not suitable for building of HA2 or HA3. Caldicot train station doesn't not have adequate road system or provision for cycle storage or provision for parking. They do not have the road system to support this development	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Any air quality impact will be assessed as part of the planning application process. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. Comments on HA3 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	No change required.
3931 / Mr Robert Jones / Objection	Concerns of increase in traffic/safety on B4245 - would like to see traffic calming measures. Concerns of strain on local GP practice - it is struggling with capacity and recommend provision for a new surgery within the development. Concerns	The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	No change required.

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	regarding recycling/waste facility proposal, the pollution/safety and it being an eyesore on the landscape and they recommend a more suitable site which isn't visible from the main road. Concerns about increased cars on the road impacting Chepstow congestion. Recommend scaling back the plans as it is too ambitious for the current infrastructure.	application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Any air quality impact will be assessed as part of the planning application process. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site.	

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		The site referred to by the representor as a 'recycling/waste facility proposal' relates to EA1e/Policy W3 (W3f) Land adjoining Oak Grove Farm, Crick which falls outside of the HA2 site boundary. While the site has potential for such a use this would be subject to detailed planning considerations. Representations received on EA1e relating to Employment Allocations and the inclusion of the proposed site at Land adjoining Oak Grove Farm, Crick are fully considered in the relevant section of the report. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3932 / Mr Robert Kendall / Objection	The area cannot and should not support 770 new houses. Significant increase in new houses in the area already. The infrastructure cannot support 770 more.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities.	No change required.

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		The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy.	
3937 / Mr Robin Waite / Objection	The plan includes a school, however there are spaces in schools in Chepstow. Why not utilise those schools first? Has any thought been given to other amenities and services such as doctors? It is already difficult to get appointments.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education	No change required.

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		requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site.	
3940 / Mrs Ruth Lock / Objection	The area is too big and needs shrinking because the wetlands will be negatively affected and this land supports many wildfowl and wildlife. The whole area floods badly and would be negative to housing being built. Excess water would not be adequately targeted away. The Crick road would be negatively affected and unable to serve for access and to act as an access into Caldicot. The Castle area would be affected by dust and noise. Caldicot cannot serve this number of new housing i.e. doctors surgeries.	Policy HA2 includes a number of criteria in relation to nature recovery including the Severn Estuary European Marine Site, the Nedern Brook Site of Special Scientific Interest and the Mount Ballan SINC. Criterion k) notes no built development is to take place in the SSSI. Criterion j) relates to opportunities for grassland and hedgerow restoration, wetland creation and woodland connectivity to support protected species on the site. Criterion k) relates to the enhancement of grassland areas and enhanced native planting around ponds and wetland areas to support protected species. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. The RLDP includes a specific policy (LC5) relating to dark skies and lighting that must be considered as part of a detailed planning application. RLDP proposals will also be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation	No change required.

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		required will be agreed with MCC Ecology at the detailed planning application stage. In addition, Criterion h) of Policy HA2 states that green space design must consider any emerging guidance for Suitable Alternative Natural Greenspace (SANG) to reduce recreational pressure on the features of the Estuary. This will include consideration of the SSSI as Functionally Linked Land for overwintering birds. A Severn Estuary Recreation Strategy has been prepared which also considers SANG provision for this site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	

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		application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In addition to this, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Any noise impact will be assessed as part of the planning application process. With regard to noise pollution, a construction environmental management plan (CEMP) will likely be needed to control construction noise impact on existing nearby dwellings. This is a detailed matter that will also be determined at the planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is	

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		additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3944 / Mrs Sally Benitez / Objection	Request proof of surveys that have been undertaken to confirm that there is no flooding and impact on wildlife in the area. Requests further information on the impact on the road infrastructure, health and schools. Larkfield roundabout cannot cope with an additional 700 houses. Sewerage infrastructure cannot cope. Request further clarification on what will be built for employment.	Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning	No change required.

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		application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is	

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		therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Dŵr Cymru Welsh Water (DCWW) have been engaged throughout the RLDP process and advised that there are no issues with accommodating the foul flows from the site. A Hydraulic Modelling Assessment (HMA) will be required to determine the point of connection to the water network and public sewerage system and to inform the extent of any necessary water infrastructure and sewerage upgrades to ensure there is no detriment to existing customers supply and that there is sufficient hydraulic capacity to accommodate the site. This type of information would not be required until the planning application stage. The site promoters are aware ensuring early communication with DCWW on these matters. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Use Class B1 relates to business use and includes office use (other than those within Class A2), research and development and light industry (where any process can be carried out in a residential area without causing detriment to the amenity of the area). Any uses on the site would, nevertheless, be subject to a planning application and considered on a case-by-case basis subject to detailed planning considerations and, must be in accordance with the Plan's policy framework as a whole. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3949 / Mrs Sarah Spencer / Objection	Plan to build 770 houses and a Gypsy Traveller site should not go ahead. Proposals are on green belt farming land, and it abuts the Nedern and Gwent Levels, which will have flooding implications.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the	No change required.

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	Need to protect the countryside and the culture and heritage of that should be protected. Traffic is at capacity, particularly High Beech roundabout and the A466. Infrastructure such as GP surgeries and schools are at capacity.	most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain. The RLDP Strategy has regard to Policy 34 and the indicative Green Belt boundary set out in Future Wales 2040. The site is located outside of this indicative area. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also	

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		have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB).	

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		While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Cadw have reviewed the heritage assessment for the site and note development of the site is possible without causing a significant impact on the settings of designated historic assets. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3950 / Ms Sarah Spooner / Objection	GP surgeries are already at capacity and adding more to Caldicot will only make the	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such	No change required.

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	problem worse. Traffic is a huge concern. Traffic flow should be looked at.	community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3954 / Dr Sian Wall / Objection	Object for the following reasons: Traffic - Crick road is not equipped to deal with an increased volume of traffic. The site will be home to commuters with junctions being completely saturated. The idea of adding a school is terrifying given the volume of traffic it will generate. Flooding - This area is known to flood regularly. The lack of drainage in this area contributes to flood risk and the development will make this worse. Why has the area to the east of Broome's been included on the plans? Environmental - This area includes ancient woodland and is part of the Gwent Levels. These areas of environmental significance should be protected. Air pollution is already bad and will get worse. Economic - Broome's is a thriving business and feel forced to sell. This business brings money into the area and its loss will be a great economic loss to the area. Infrastructure - Virtually impossible to get a doctors appointment in the area. The local services will not cope. Public transport links are not good and taxis are impossible to book. The local shop is not safe to walk down to the other section or Crick Road.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. With regard to surface water run-off from development, surface water drainage requirements are subject to a separate regulatory framework, which requires drainage proposals for all new development to be fit for purpose, designed and built in accordance with the National Standards for Sustainable Drainage (SuDs) established by Welsh Government. All site allocations will be subject to this process to ensure the implementation of the effective management of surface water drainage through SuDS features. Further detail is provided in detailed Policy CC1 - Sustainable Drainage Systems and its supporting text. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for the site, and further detail will be considered as part of the planning application stage.	No change required.

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		With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering	

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		service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. Regarding public transport, the site is served by bus route 73 (Newport-Caerwent-Crick-Chepstow). Criterion o) of Policy HA2 refers to the provision of a public transport link along Crick Road and throughout the site, details of which will be determined at the planning application stage. The IDP and Policy HA2 sets out the requirement for financial contributions towards improved public transport and bus frequency. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Welsh Government Highways consider the proposed level of development to be acceptable in principle. In relation to the concern about safe routes to the school, criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. Policy HA2 also includes criterion n) relating to the provision of on and off-site measures to provide good quality, attractive, safe, legible and accessible pedestrian and cycle linkages to and within the new development area. This includes a key connection in the form of an active travel route to Caldicot Town Centre, along with a connection to the former MoD railway, cycle and walking route. Further detail of which will be considered at the planning application stage. Any air quality impact will be assessed as part of the planning application process.	

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		For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3960 / Ms Sophie / Objection	Housing, Caldicot to Chepstow - The number of proposed housing is preposterous. There are currently multiple houses well within affordability that are spending weeks and weeks on the market not being taken up. This includes new builds that have been being advertised for numerous months. There needs to be better support around mortgages for older houses to sustain the movement of properties. There is also a severe lack of dental care availability. Doctor's appointments are very few and the numbers of people going to be brought into the area is going to further exhaust this availability. There is a requirement for more jobs in the area, however there is currently many empty facilities locally which need to be utilised by reducing rates to enable businesses to afford the space available and make use of these sites before building more.	The settlement hierarchy reflects the findings of the Sustainable Settlement Appraisal (SSA) and is set out in Strategic Policy S2. The sites allocated in the RLDP reflect this hierarchy. The allocated sites must adhere to the placemaking principles set out in Strategic Policy S8 to help create sustainable affordable housing-led developments that provide well-connected and balanced communities. The SSA confirms the dominant role of the primary settlement of Caldicot reflecting the range of services, facilities and sustainable transport available. The settlements in the south of the County, in particular, exhibit a strong geographical and functional relationship and collectively form the Severnside area centred around the primary settlement of Caldicot and includes Portskewett along with Magor Undy, Rogiet, Caerwent, Sudbrook and Crick. Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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		both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. The provision of affordable housing is a key priority of the Council and is appropriately reflected in the RLDP's vision, objectives and policy framework. Welsh Government support this approach in their representation on the Deposit RLDP noting that there is a severe need to deliver affordable housing, particularly for younger people, and that the policy requirement to deliver 50% affordable housing will ensure that Monmouthshire continues to grow in a sustainable manner based on a locally appropriate level of development which is compatible with Policies 1, 7 and 33 of Future Wales. The Local Housing Market Assessment Refresh (LHMA) 2022- 2037 includes the housing need for each ward. However, Welsh Government LHMA guidance stipulates that housing need should be reported on a Housing Market Area (HMA) and not on an individual ward basis. The Caldicot East North of Portskewett site is located within the Chepstow HMA. The Chepstow HMA data takes into account all relevant data for this area such as housing need, housing supply, turnover and income levels but it is amalgamated with other ward level data to inform the need for the wider Chepstow HMA area rather than a ward level only. The Chepstow HMA represents the largest area and as a consequence has the greatest affordable housing need across the County. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders	

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		are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. An Employment Land Review (ELR) has been undertaken in accordance with Planning Policy Wales (2024) (PPW) which recommended a minimum requirement of 38ha of employment land over the Plan period. Accordingly, Strategic Policy S12 sets out the requirement to provide for a suitable range and choice of sites for industrial and business development in the County (classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987). Policy EA1 identifies these sites and includes HA2/EA1m for 1ha of B1 uses. Comments on HA3 are provided in the relevant section of the Report. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3972 / Mrs Sue Young / Objection	How can you 'ensure the development does not adversely affect safety, CAPACITY and operation of highway network'? 14.4.1 Previously developed land comprising commercial equestrian centre is also used as farm land and the rest of the farm land is actually farmed in order to provide food for the country. We need to be more independent and produce food locally, cutting down the amount of carbon emissions transporting/importing food. 14.4.2 Councillors/planners seemed	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by	No change required.

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	unclear about the use of the proposed local centre/hub, but they were clear there were no planned facilities for doctors or dentists. 14.4.3 Are there plans to widen Crick Road? How do you guarantee non-residential elements are delivered? Phasing needs to be completed before housing development. 14.5.4 As previously stated the increase in vehicles from this site will be compounded by increased vehicles coming from St Arvans, Devauden, Shirenewton and Chepstow developments. The Highbeech roundabout improvement safeguarding will possibly allow a designated lane from Pwllmeyric Hill to racecourse but the problem is volume of traffic going down Hardwick Hill. Already congested at any time of the day and total chaos if there is an accident.	both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities. For further information please see the relevant Candidate Site Assessment Proformas. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the	

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		planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The traffic implications of the Replacement Local Development Plan's allocations have been assessed via a Strategic Transport Assessment. All allocations will also have to undertake a detailed Transport Assessment at the planning application stage and satisfy Policy ST1 – Sustainable Transport Proposals. Regarding the road network, MCC Highways agree with the Transport Assessment produced to date but note that further information will be required at the detailed planning application stage. A Travel Plan has also been produced for the site and will be updated at the planning application stage. Criterion o) of Policy HA2 relates to the provision of off-site highway improvements as necessary, having regard to the requirements arising from the Transport Assessment, and includes specific reference to footways required as part of the site, the revision of speed limits along Crick Road to 20mph and provision of a public transport link. With regard to Highbeech roundabout, Welsh Government have committed to delivering WelTAG 1 and 2 studies in collaboration with key partners, including Monmouthshire County Council and Transport for Wales, to identify and assess various options to improve transport movements at this key intersection and Chepstow as a whole. MCC will continue to work with WG and other partner organisations on this matter. The detailed design of the site has not yet been submitted to the Council but will be presented as part of the planning application process. Any future planning applications on the site will be subject to detailed planning considerations and, must be in accordance with the policy framework as a whole set out within the RLDP. Any planning applications on the site will be subject to public consultation and there will be an opportunity to comment on the detail at that stage. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	

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3972 / Mrs Sue Young / Objection	I support the need to support farmers particularly with food production, but using their land for building housing appears counterproductive.	Regarding the location of development, in accordance with Planning Policy Wales (2024) housing land should be sited in sustainable locations. The site allocations included in the RLDP must be located in accordance with the Settlement Hierarchy listed within Policy S2 – Spatial Distribution of Development – Settlement Hierarchy, which focuses new development in the primary settlements and the most sustainable lower tier settlements. Caldicot (including Portskewett as part of the Severnside area) is identified as one of the Primary Settlements. In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. While there is a preference for maximising opportunities for development on previously developed land, it is recognised in paragraphs 3.1.6, 6.4.7 and the RLDP Objectives that brownfield opportunities are limited in Monmouthshire. Part of the site includes previously developed land comprising a commercial equestrian centre, with much of the remainder being greenfield Council-owned land. The inclusion of sites in public ownership is supported by Future Wales Policy 3 which supports public leadership and the use of public land to deliver on ambitious affordable housing targets. Through the site search sequence process Land to the East of Caldicot/North of Portskewett was considered the preferred option for development as a sustainably located, well-connected edge of settlement site to meet housing need in the area and enable the delivery of balanced communities.	No change required.

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		For further information please see the relevant Candidate Site Assessment Proformas. A key consideration in assessing candidate sites has been the high percentage of Best and Most Versatile (BMV) agricultural land within Monmouthshire and the recognition that given the widespread distribution of BMV agricultural land it is not possible to avoid the development of such land via a different spatial strategy. In their representation on the Deposit RLDP, Welsh Government provide support for the approach the Council has taken in relation to the consideration of Best and Most Versatile (BMV) agricultural land and, where there is a loss of BMV, how this is justified. Welsh Government note the Deposit RLDP considers and balances the overriding need for allocations involving BMV and, recognise that while significant areas of BMV will be developed, the LPA has demonstrated a sensible and pragmatic approach to considering BMV loss in the context of national planning policy. When considering the search sequence recommended in national planning policy, it is noted that most of the land surrounding Caldicot is either of BMV status or floodplain.	
3975 / Miss Talia Wheeler / Objection	The concern is infrastructure. Where are these people going to shop, visit Doctor/dentist or park? We do not have the amenities to service this many people.	Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB).	No change required.

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		While the mechanisms for improved health infrastructure sit outside of the planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The Council is implementing an ambitious town centre regeneration project for Caldicot Town Centre which will improve its attractiveness to businesses and the community.	
3978 / Mr Terence Tiley / Objection	The area you have designated is on flood plain. It is used by numerous migrating animals and also a flood relief for the area which floods heavily in the autumn and winter. Building on here would be a massive mistake ecologically and environmental. The infrastructure of the area is at breaking point the doctors surgeries are full and the single comprehensive is at breaking point. The additional houses have already put a massive strain on the area and all that you are doing is putting all the local infrastructure under a massive strain to the point it cannot cope and stops being effective. The area is also around the castle which has huge historical significance to the town and provides a venue that houses many events any building work would degrade the area and potentially damage the castle and the income for the town that these events generate.	In determining the allocation of sites for development, consideration has been given to such issues as their impact on the physical form of the settlement, placemaking, carbon footprint, landscape setting, affordable housing need, environmental constraints and infrastructure capacity. The proposed site allocation at Land East of Caldicot/North of Portskewett will form a new neighbourhood of Caldicot with links to Portskewett to the south/southeast. The inclusion of a primary school at the site will bring benefits for the wider community serving both the new development and the nearby homes in both Caldicot and Portskewett. The inclusion of a mixed-use neighbourhood centre offers the opportunity to include other community uses such as a health centre, as well as small scale local convenience shop. The site will also include land for employment opportunities. The site includes strategic open space throughout that will be available for use by both the existing and future community, with links to nearby active travel routes. Importantly, the site will deliver the Plan's key policy objectives of 50% affordable housing and net zero carbon homes. Land allocated in the RLDP is required to be in accordance with national planning guidance on flood risk, set out in Technical Advice Note 15: Development, flooding and coastal erosion. This seeks to ensure that the likelihood of flooding and the impacts it would have, have been appropriately considered in all relevant planning decisions. The Flood Map for Planning identifies the southern part of the site as being located within Flood Zone 2 and 3, however, this does not form part of the built development area of the site. Criterion p) of Policy HA2 reflects this noting that no built development will be permitted within the part of the site located in floodplain. Accordingly, Flood Consequences Assessments have been prepared for	No change required.

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		the site, and further detail will be considered as part of the planning application stage. With regard to ecological concerns, RLDP proposals will be required to satisfy national planning policy on maintaining and enhancing biodiversity as set out in Planning Policy Wales including the step wise approach to avoiding harm and delivery of net benefit for biodiversity. Section 10 of the RLDP provides further details relating to achieving ecological improvements as well the RLDP policy framework, with particular reference to Policy NR1 – Nature Recovery. Any mitigation and compensation required will be agreed with MCC Ecology at the detailed planning application stage. A number of ecological surveys have been produced to date to support the allocation. Further ecological surveys will be undertaken and submitted at the detailed planning application stage. Planning Policy Wales (2024) notes that where new housing is proposed developers will be expected to provide community benefits which are reasonably related in scale and location to the development, taking account of viability ensuring such community benefits would not be unrealistic or unreasonably impact on a site's delivery. Reflecting this approach, allocated sites site-specific infrastructure requirements are set out within the individual site allocation policies and the Infrastructure Delivery Plan (IDP). The IDP identifies the key infrastructure needed, anticipated timescales of delivery and potential funding streams to support the delivery of allocated sites. The IDP sets out the key issues, constraints, policy and infrastructure requirements needed to deliver the Plan's sites allocations. The IDP is included within Appendix 8 of the RLDP. The IDP has been informed by, and emerged in liaison with, both internal and external stakeholders responsible for the provision of infrastructure across the County in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the Deposit Plan allocations and strategy. This includes consideration of education requirements. MCC education advised that there is currently capacity in secondary schools within the locality, however, there is a lack of capacity in local primary schools. A new primary school is consequently proposed as part of the HA2 allocation which will serve both the existing and future residents in the area. While health infrastructure isn't listed specifically for this site in the IDP, on-going discussions are taking place with Aneurin Bevan University Health Board (ABUHB). While the mechanisms for improved health infrastructure sit outside of the	

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		planning process, the Council is fully engaged with the health board in delivering service improvements across the County as a whole. It is recognised that there is additional need in the South of the County in particular, and the Council is therefore working with ABUHB in identifying potential solutions and delivering a service on the Caldicot East North of Portskewett site. The impact of the development on the surrounding historic assets has been considered during the candidate site assessment process by colleagues in the MCC Heritage team. The proposed development is sufficiently far away from the immediate setting of the castle as not to have an adverse impact on its setting. The masterplan retains areas of parkland around the castle to ensure the wider setting of the asset is maintained and the new development is integrated within its surroundings. Further consideration of the Castle and its setting have been provided from Cadw. Criterion g) of Policy HA2 provides reference to the adjacent Grade II Listed Building, Conservation Area, Country Park and views to the nearby Scheduled Ancient Monument. This notes that development should consider and respond positively to these heritage assets and that no built development will take place in these sensitive areas. The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. For the reasons noted above it is considered that Land to the East of Caldicot/North of Portskewett (HA2) is suitable for allocation in the RLDP as an affordable housing-led mixed-use development.	
3988 / Mrs Tracey / Objection	Disagree with the proposal to build on the Equestrian Centre East of Caldicot. This brings international sportspersons to the area from all over the County and money into the businesses in the area. It also provides jobs to the people in the local area.	The RLDP recognises that tourism plays a key role in the local economy of Monmouthshire. Part of the site does relate to the David Broome Event Centre, however, this area was put forward by Richborough Estates on behalf of the landowner David Broome in both the initial and second call for candidate sites. As a consequence, it's allocation would not directly force the closure of the David Broome Event Centre, the landowner has chosen to put the land forward for development.	No change required.